



**SUBURBAN
RAIL LOOP
EAST**

Linewide Project Summary

March 2026



Table of contents

Foreword	2	Linewide Package advisers	23
Part one: Project overview	4	Part two: Key Linewide delivery work package features	24
Linewide outcomes	6	Parties to the Linewide delivery package contracts	26
Suburban Rail Loop	6	Contractual relationships	26
Overview	6	Key alliancing commercial principles	27
SRL Objectives	6	General obligations of the Linewide Alliance	28
SRL East	8	General obligations of SRLA	28
Linewide Package	10	Reimbursable costs	29
Linewide Package objectives	11	Corporate overhead and profit	29
Linewide scope	12	Risk or reward regime	29
Linewide Package costs	13	Other Key Commercial Features	31
Contracted cost of the Linewide Package	13	Part three: Key Franchise Agreement features	32
Commercial structure	13	Parties to the Franchise Agreement	34
Tender process	14	Contractual relationships	34
Procurement process	14	Risk allocation	35
Key procurement phases	14	General obligations of the Franchisee	37
Procurement Process and Governance structure	15	General obligations of the State	37
Timelines	16	Service payment	38
Probity	16	Other key commercial features	38
Stakeholder Engagement	16	Key contact details and further references	38
Project Stakeholders	17	Suburban Rail Loop Authority	38
Project Stakeholders continued	18	Appendix 1 - Glossary	40
Tender process outcomes	19		
Shortlisted Respondents	19		
Tender Outcome	19		
Contract milestones	20		
Linewide governance	21		
SRLA Governance	21		
Linewide Package governance	21		

Acknowledgement of Country

Suburban Rail Loop Authority acknowledges the Traditional Owners of the land, sky and waters across Victoria and pays respect to their Elders past and present. We proudly recognise the strength and enduring connection to Country as the world's longest living culture and the profound wisdom, resilience, and contributions of First Peoples and their communities. We are committed to the ongoing journey of reconciliation by embedding self-determined Aboriginal ways of knowing and doing across the lifespan of the SRL project.

Foreword

The Victorian State Government, through the Suburban Rail Loop Authority (SRLA), initiated a procurement process in 2023 to select a successful respondent to deliver the Linewide Package for the SRL East Project.

The Linewide Package comprises the design, construction, installation, manufacture, integration, testing and commissioning of Linewide assets (including rolling stock, rail systems, Linewide systems, the train stabling facility, and the emergency support facility), as well as the operations and maintenance (O&M) of the SRL East rail network.

At the conclusion of the competitive procurement process, the TransitLinX consortium was selected as the successful respondent. The TransitLinX consortium comprises John Holland Pty Ltd (John Holland), TransitLinX Pty Ltd (an incorporated joint venture between John Holland and RATP Dev), Alstom Transport Australia Pty Ltd, Kellogg Brown & Root Pty Ltd (KBR) and WSP Australia Pty Limited (WSP). On 17 December 2025, SRLA signed two separate agreements for the Linewide Package:

- a Project Alliance Agreement (PAA) for Linewide delivery phase activities (Linewide Works), and
- a Franchise Agreement (FA) for the operations and maintenance of the SRL East network (Franchise Activities).

To deliver the Linewide Works, SRLA formed the Linewide Alliance with John Holland, KBR, WSP, Alstom Transport Australia Pty Ltd and TransitLinX Pty Ltd. The Linewide Alliance is responsible for delivering a fully integrated railway, incorporating all other SRL East Package works, and undertaking operational readiness activities.

Under the Franchise Agreement, TransitLinX Pty Ltd will be responsible for the operations and maintenance of the SRL East network following completion of the delivery works. The Franchise Term will be for a minimum of 15 years, with the State retaining the option to extend it by up to three years. More information about SRL East is available at suburbanrailloop.vic.gov.au

Part One of this Project Summary provides an overview of the Linewide Package, as follows:

- Linewide outcomes
- Linewide costs
- The tender process, advisers and outcomes
- The key contract milestones, and
- The Linewide Package governance.

Part Two and Part Three of this Project Summary set out the key contractual and commercial features of the Linewide Package, including the main parties and their general obligations, the broad allocation of risk between the public and private sectors, and the treatment of key Linewide issues.

This document is prepared in accordance with the Department of Treasury and Finance's Infrastructure Procurement Framework (Framework). The Framework provides a structured approach to public construction procurement, ensuring alignment with business and strategic planning and promoting transparency. It includes complexity and capability assessments, market analysis, and a focus on high standards in contract management and disclosure, aiming for value-for-money outcomes while maintaining probity and accountability.

The Framework comprises the Investment Lifecycle, High Value High Risk Guidelines, and Cost Reimbursable Procurement Requirements. For more information about the infrastructure procurement framework, visit <https://www.dtf.vic.gov.au/investment-lifecycle-and-high-value-and-high-risk-guidelines> or contact the Department of Treasury and Finance by email at infrastructure.delivery@dtf.vic.gov.au

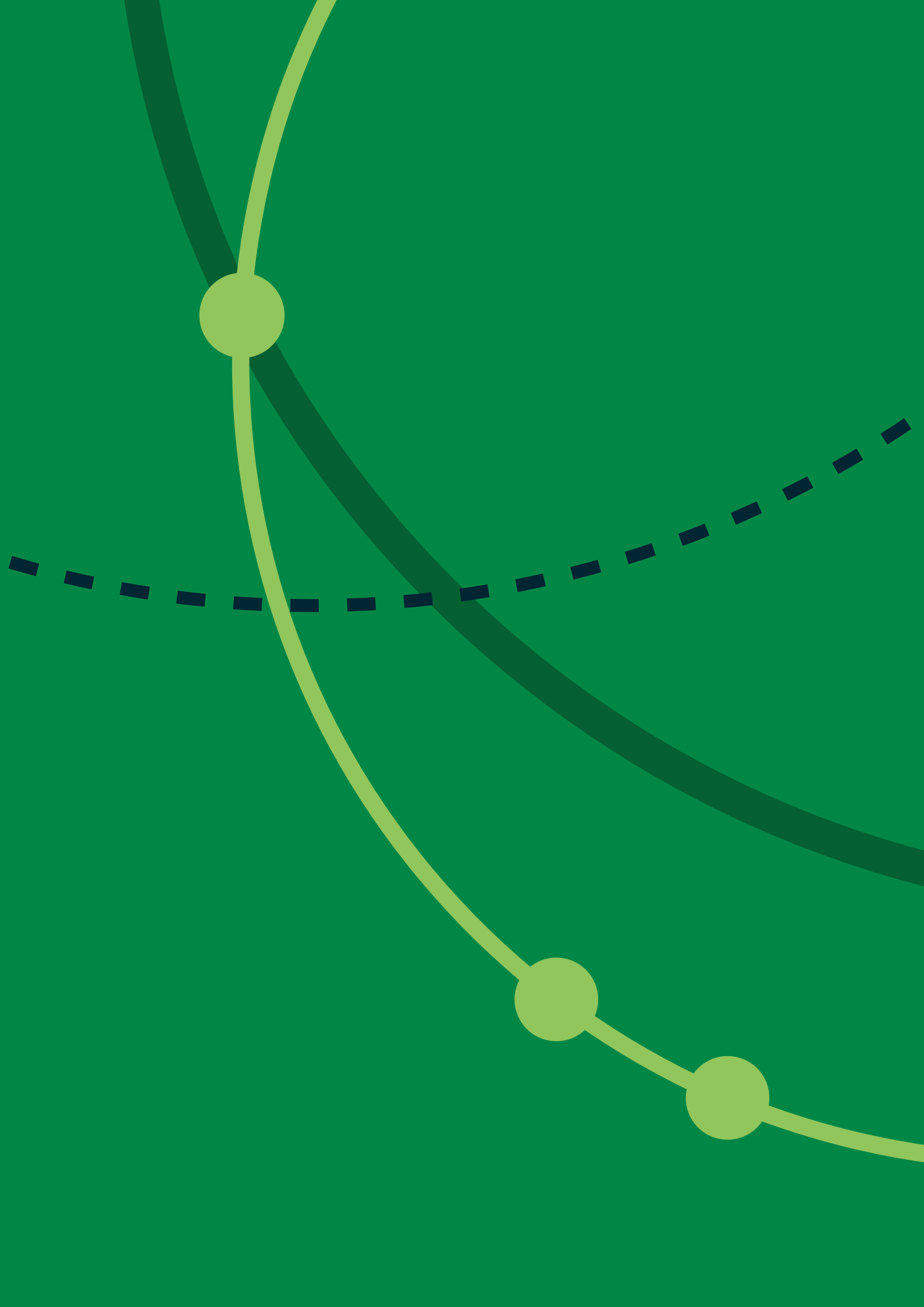
This Project Summary should not be relied on to fully describe the rights and obligations in respect of the Linewide Package, which are governed by the respective Linewide contracts and associated documents. The Linewide Package contracts and associated documents are available online at tenders.vic.gov.au



Concept only



Part one: Project overview



Linewide outcomes

Suburban Rail Loop

Overview

The Suburban Rail Loop (SRL) will deliver a 90-kilometre rail line linking every major train service, from the Frankston Line to the Werribee Line via Melbourne Airport, improving connections for Victorians to jobs, retail, education, health services and each other.

Three transport super hubs at Clayton, Broadmeadows and Sunshine will connect regional services, so passengers outside Melbourne won't need to travel through the CBD to reach employment, world-class hospitals, and universities in the suburbs.

SRL is more than a transport project – it will help reshape how our city grows in the decades ahead. The areas around the new stations will be thriving communities where people can live, work, study and play, with more diverse housing options, local services and jobs closer to where people want to live, all within a short distance of a train station.

Construction of SRL East from Cheltenham to Box Hill is underway, following the release of the comprehensive SRL Business and Investment Case and planning

approvals, building on a detailed Environment Effects Statement.

The most significant infrastructure project in Victoria's history, SRL will shape our city and state for future generations, ensuring Melbourne remains one of the world's most liveable cities. Delivered in stages over several decades, SRL will create thousands of direct local jobs and help train the next generation of skilled workers. Melbourne is on track to officially become Australia's largest city within the decade. We need a public transport system that gets people where they need to go, takes pressure off the existing transport network, and reduces congestion by taking thousands of cars off the roads each day.

SRL Objectives

The following key objectives guide SRL's strategic direction:

- Integrate a new orbital rail line with existing and planned public transport and road networks across the State
- Facilitate sustainable population growth, urban renewal and improved liveability
- Encourage land development and the timely, coordinated delivery of non-transport and transport infrastructure, services, and residential and commercial development
- Improve connectivity throughout Melbourne by enhancing orbital public transport movements in relation to the new orbital rail loop
- Increase productivity by facilitating greater employment, activity and investment throughout Victoria

- Enhance regional Victorians' access to Melbourne's suburban health, education and employment centres by connecting regional rail lines to the new orbital rail loop at major interchange stations and
- Enhance opportunities for the Victorian community, Victorian businesses, and the State to capture value created by the development of precincts, non-transport and transport infrastructure, and other investments related to the new orbital rail loop.

These objectives collectively outline a comprehensive approach to improving transport, fostering sustainable development, and enhancing economic opportunities across Melbourne.

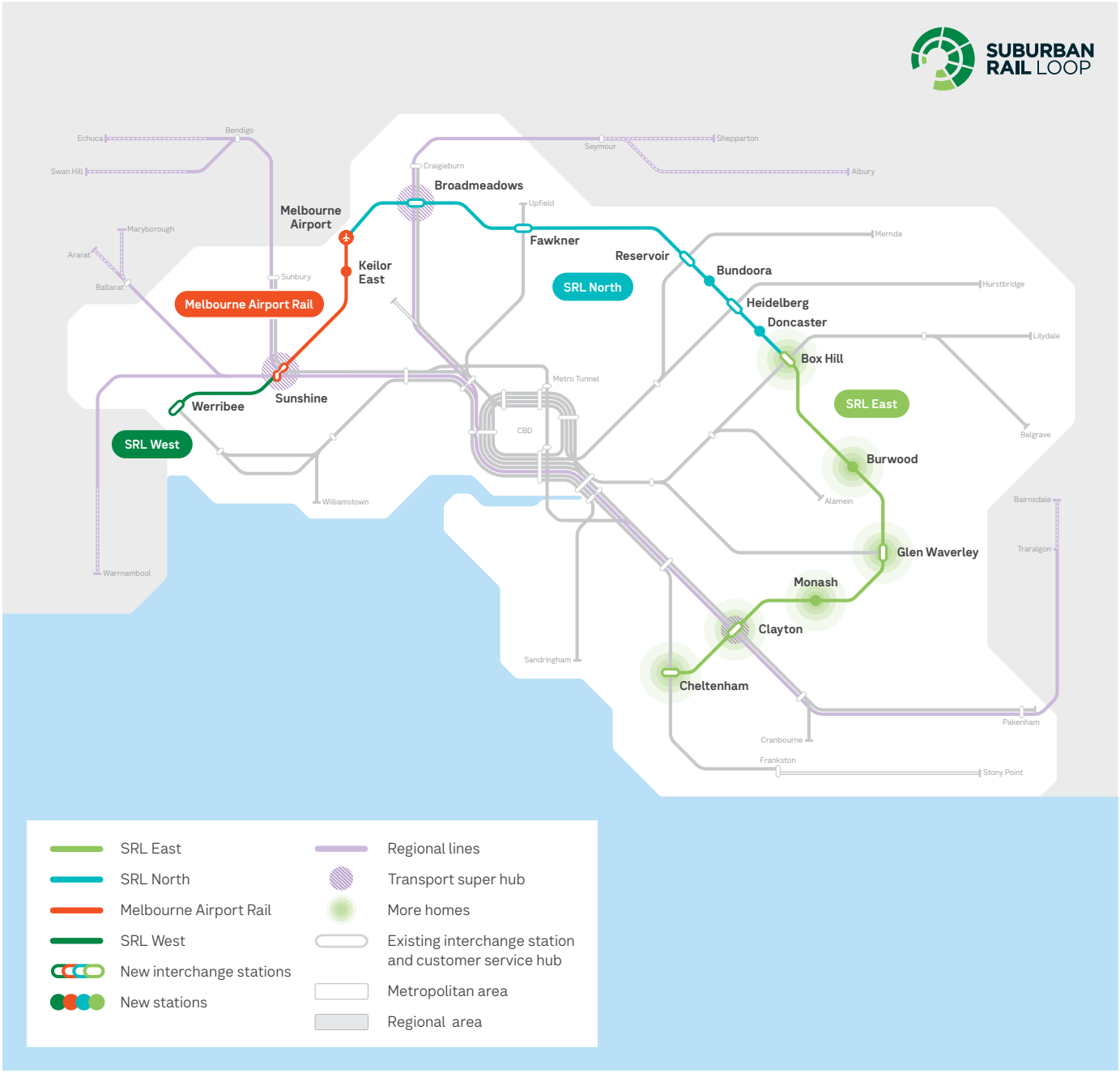


Figure 1: Suburban Rail Loop (For illustrative purposes, subject to further detailed technical investigations and consultations)

SRL East

SRL East will deliver twin 26-kilometre tunnels and six new underground stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill. It will also include a train stabling facility to support the new rail line, an emergency support facility and network support facilities.

SRL East has been under construction since 2022 and will be open in 2035.

SRL East will operate independently of the existing metropolitan rail network, with a new dedicated high-tech fleet of fast, four-car, medium-capacity rolling stock. Rail systems, including signalling, communications, lighting, power supply and traction power, will support operations, as will tunnel ventilation and fire life-safety systems.

Passengers will be able to transfer easily between SRL East and the existing metropolitan rail network via interchange stations at Cheltenham, Clayton, Glen Waverley and Box Hill, with the same ticketing system serving both networks. In 2036, SRL East is expected to serve around 70,000 passengers per day.

Due to the scale and complexity of SRL East, it has been split into several Work Packages:

- **Initial Works and Early Works (Work Package A)**
- **Power Construction Supply Works (Work Package B)**
- Main Works:
 - **Tunnels North (Work Package D)** – Tunnels Glen Waverley to Box Hill
 - **Tunnels South (Work Package C)** – Tunnels Cheltenham to Glen Waverley
 - **Stations Alliance North (Work Package F)** – Stations Glen Waverley to Box Hill, and
 - **Stations Alliance South (Work Package E)** – Stations Cheltenham to Monash
 - **Linewide Alliance (Work Package G)** – Trains, tunnel fitout, signaling and O&M franchise

Tunnels South (Work Package C)

Tunnelling Cheltenham to Glen Waverley, station box excavation Clayton and Monash

Tunnels North (Work Package D)

Tunnelling Glen Waverley to Box Hill, station box excavation Glen Waverley and Burwood

Stations Alliance South (Work Package E)

Station building and fitout, Cheltenham, Clayton and Monash

Stations Alliance North (Work Package F)

Station building and fitout, Glen Waverley, Burwood and Box Hill

Linewide Alliance (Work Package G)

Stabling Facility, linewide tunnel fit-out, signalling, operational systems, trains, systems integration, network operations and maintenance

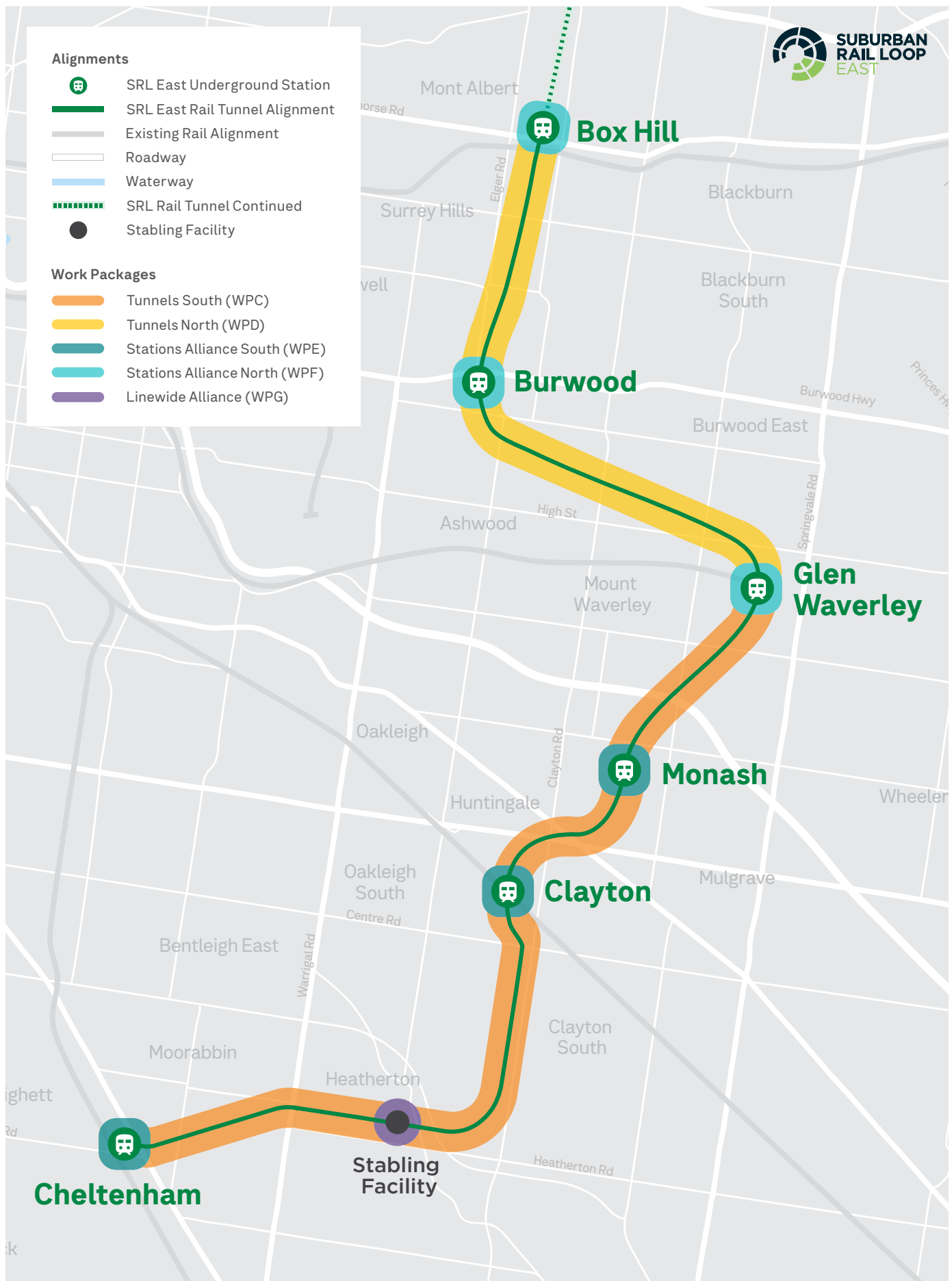


Figure 2: SRL East Map (For illustrative purposes, subject to further detailed technical investigations and consultations)

Linewide Package

The Linewide Package comprises two agreements procured through a single procurement process: a tailored PAA for delivery-phase activities and a Franchise Agreement for operations and maintenance.

The Linewide Alliance under the PAA comprises the following non-owner participants (NOPs): Constructor NOP John Holland; Designer NOPs KBR and WSP; Systems NOP Alstom Transport Australia Pty Ltd; and TransitLinX Pty Ltd as the O&M NOP. SRLA is also a member of the Linewide Alliance as the owner participant.

A Franchise Agreement has been entered into with TransitLinX Pty Ltd, which, following completion of Linewide Works, will be responsible for the operations and maintenance of assets delivered under the Linewide Package, Tunnels Packages and Stations Packages.

An overview of the Linewide Package contractual structure is provided in Figure 3.

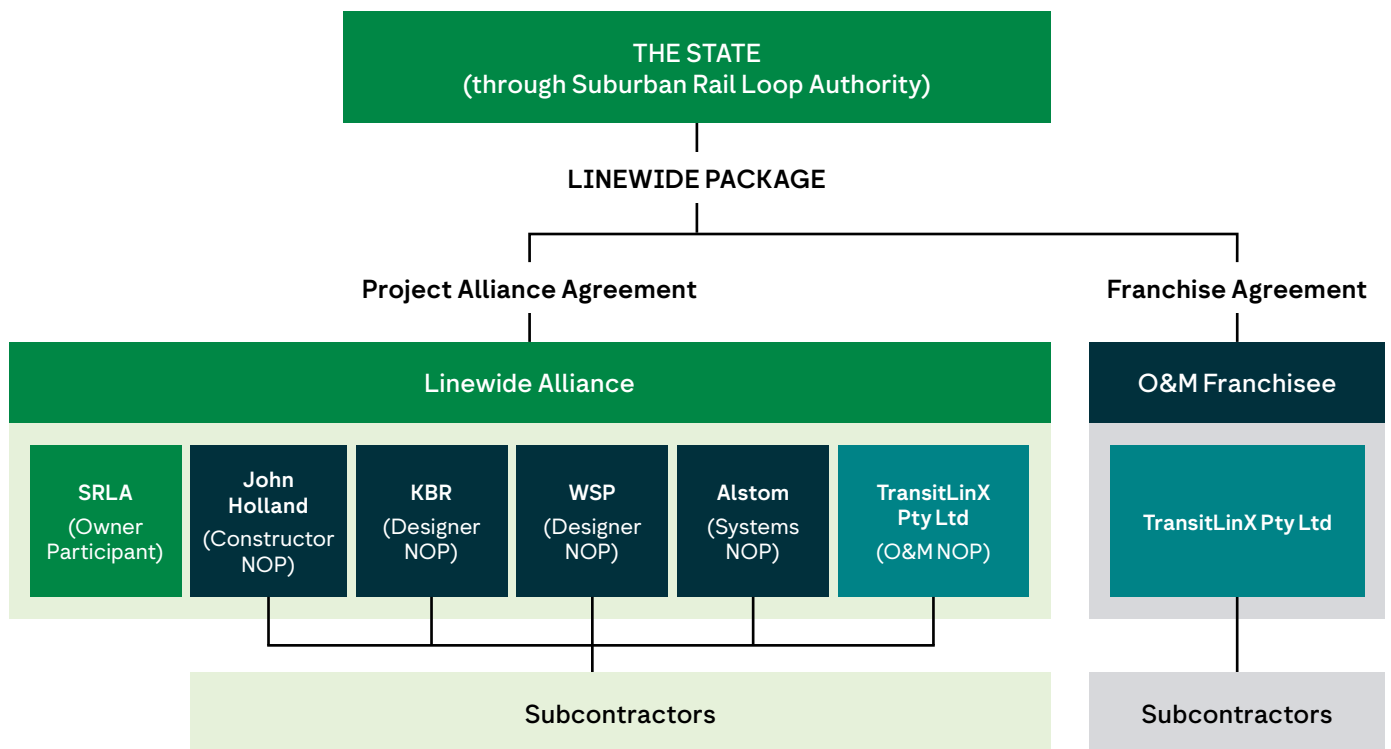


Figure 3: Linewide Package Contractual Structure

Linewide Package objectives

The objectives for the Linewide Package have been developed to support the successful delivery of SRL East. They are provided below in Table 1: Linewide Package objectives.

Objective	Description
Public transport accessibility and customer experience	To deliver the Linewide Package in a way that facilitates: <ul style="list-style-type: none"> – efficient connection of SRL East to each existing major metropolitan rail line; – optimisation of interchanges with other public transport modes; and – prioritisation of passenger amenity through reliability, efficiency, safety, accessibility and inclusivity.
System integration and SRL East day one readiness	To undertake design, integration, engineering, and assurance activities across all SRL East Main Works Packages to deliver a fully integrated rail line and support day one readiness.
Future proofing and flexibility	To design and construct the Works using systems and methodologies that: <ul style="list-style-type: none"> – support flexibility and future expansion; and – adopt whole-of-life maintenance and renewal approaches compatible with the SRL East tunnels' 100-year design life.
Value for money	To ensure that the Linewide Package: <ul style="list-style-type: none"> – is designed, constructed and operated cost-effectively; – is delivered on time in accordance with relevant requirements and is fit for purpose; and – achieves optimum value for money outcomes for the State from both a systems and operations perspective and on a whole-of-life basis.
State and Commonwealth requirements	To procure and deliver the Linewide Package in accordance with State and Commonwealth policies, including the Local Jobs First Policy, Victoria's Social Procurement Framework (SPF), the Building Equality Policy (BEP), and the Fair Jobs Code.
Stakeholders	To carry out the Linewide Works and Franchise Activities in a manner that supports positive, collaborative relationships with stakeholders and minimises disruption to stakeholders and the community.
Safety	To achieve unrivalled health, safety and rail safety performance by actively safeguarding and enhancing the wellbeing of people, industries and the community through the safe delivery and operations of SRL East.
Environment	To minimise environmental impacts, including noise and vibration, air quality, electromagnetic interference (EMI), traffic and transport, heritage, flora and fauna, waste, water and energy management, and embodied environmental impacts.

Table 1: Linewide Package objectives

Linewide scope

An overview of the scope of the Linewide Package, comprising of the works and the franchise activities, is provided below in Table 2: Linewide Package Overview.

Component	Description
Works	<p>The design, construction, installation, manufacture, integration, testing and commissioning of the following assets, systems and infrastructure for SRL East:</p> <ul style="list-style-type: none"> - rolling stock, rail maintenance vehicles and emergency service vehicles - Rail systems including: <ul style="list-style-type: none"> • Grade of Automation level 4 (GOA4) signalling • Platform screen doors (PSD) • telecommunication systems • network control and monitoring and related systems • training systems • revenue systems and • security systems. - Linewide systems including: <ul style="list-style-type: none"> • track and end of track protection devices • traction power (25 kV) and overhead line equipment (OLE) • permanent power supply • bulk power supply points • Mechanical, Electrical and Plumbing (MEP) systems • Tunnel Ventilation System (TVS) and • public communications systems. - Train stabling facility - Emergency Support Facility <p>The Linewide Alliance is responsible for delivering a fully integrated railway that achieves the system performance criteria, including incorporating and integrating all other SRL East Package works and for undertaking operational readiness activities.</p>
Franchise activities	<p>The Franchisee will be responsible for the operations of services as well as maintenance and management of the infrastructure, rolling stock and systems for the SRL East network, for an initial term of 15 years from the operations commencement date.</p>

Table 2: Linewide Package Overview

Linewide Package costs

Contracted cost of the Linewide Package

For the delivery works, the PAA contract value is \$6.7 billion (Nominal, excluding GST). Reflecting the cost reimbursable commercial framework of the PAA, this figure may be adjusted in response to project demands and unforeseen circumstances, with incentives for the Linewide Alliance to deliver the works efficiently and collaboratively. The contract value encompasses delivery-phase works, including design, construction, engineering, system integration, testing and commissioning, operational readiness activities, labour and materials, and any corporate overhead and profit.

Under the FA, the provision of the Franchise Activities has an estimated value of \$1.7 billion (Net Present Value, excluding GST), subject to confirmation of the SRL East service plan and final approvals by government. The payments will be made over the Franchise term (2035-2050) and will be subject to a performance regime and indexation adjustments. The Franchise term is for a minimum of 15 years, with an option for the State to extend by up to three years.

Commercial structure

Project Alliance Agreement

The commercial framework governing the Linewide Alliance is designed to manage costs and incentivise performance through a structured approach. The TOC represents the target total cost for project delivery, whereas the actual outturn cost (AOC) reflects the final actual costs incurred. The framework includes the following key elements:

- **Reimbursable costs** – amounts paid to the Alliance participants to reimburse costs directly, reasonably and properly incurred in performing the Alliance's activities;
- **Corporate overhead and profit (COP)** – an agreed amount or rate paid to the NOPs for COP. This amount is calculated by multiplying a set COP fee rate by the actual reimbursable costs incurred by the Alliance during project delivery;
- **Cost risk or reward regime** – incentivises the NOPs to achieve cost savings and avoid cost overruns. It provides a mechanism for cost-reward payments to be paid to the NOPs for achieving the project requirements at a cost below the TOC, or for cost risks to be incurred by the NOPs if the AOC exceeds the TOC, both subject to an agreed cap. The key measure is the AOC and how this compares against the agreed TOC;
- **Performance risk or reward regime** – mechanisms that measure the NOPs' non-financial performance against Key Performance Indicators (KPIs), with their activities resulting in performance risk or performance reward payments; and
- **Integrated milestones regime** – an additional regime to incentivise the achievement of program milestones that require multiple alliances to work together. Payments for the achievement of each milestone are 'success-based' and, in addition to any NOP fees or rewards payable under the performance risk or reward regime. SRLA is required to make payment only when the project integration outcome is delivered.

More information on the commercial structure is available in the performance measures and payments section.

SRLA is committed to achieving value-for-money commercial outcomes. Principles in the PAA include cooperation to achieve best-for-project outcomes, transparent accounting, and performance-based remuneration.

A core commitment of alliancing is the sharing of risks and rewards, meaning all parties work collaboratively to manage challenges and are jointly accountable for outcomes. The Linewide Alliance is incentivised to meet the Linewide Package objectives, with rewards for exceeding minimum requirements and penalties for underperformance.

Franchise Agreement

The Franchise Activities will be delivered under a fixed-price Franchise Agreement, subject to specified adjustments, and paid monthly in accordance with a detailed service payment calculation (including specified performance obligations). The Franchisee, TransitLinX Pty Ltd, will accept the risk of operating and maintaining the SRL East railway line, except in certain scenarios where the Franchisee is entitled to relief or an alternative commercial regime applies (such as the price reset mechanism), as set out in the FA.

Tender process

Procurement process

SRLA combined the procurement of both the PAA and FA into a single procurement process to ensure that the O&M NOP under the PAA and the Franchisee under the FA would be the same entity. Involving the future operator in the delivery of the works (as the O&M NOP)

allows for direct input and innovation from the operator and maintainer, an enhanced whole-of-life focus, increased risk transfer and improved efficiency in the transition from delivery to operations.

Key procurement phases

The key procurement phases for the Linewide Package included:

- **Pre-qualification phase:** The pre-qualification phase commenced with the release of the advance tender notice and the pre-qualification document. It was used to determine whether interested parties were bona fide potential respondents or members of a potential respondent. Interested parties that met the pre-qualification requirements were notified that they were eligible to participate in the EOI Phase;
- **Expressions of interest (EOI) phase:** The EOI phase commenced with the release of the invitation for EOI. SRLA evaluated each EOI response to identify two appropriate respondents to participate in the RFP phase for the Linewide Package, based on their proven experience, capability, and capacity to deliver the Linewide Package, as demonstrated in their EOI response; and
- **RFP phase:** During the RFP phase, the respondents performed the required activities and, as part of those activities, each developed and submitted a proposal. SRLA evaluated each proposal against the evaluation criteria and selected a successful respondent, who, upon execution of the PAA and FA, became the Linewide Alliance and the Franchisee.

Procurement Process and Governance structure

SRLA established a formal evaluation and governance structure to oversee the RFP evaluation process. A diagram of the governance structure is included in Figure 4 below.

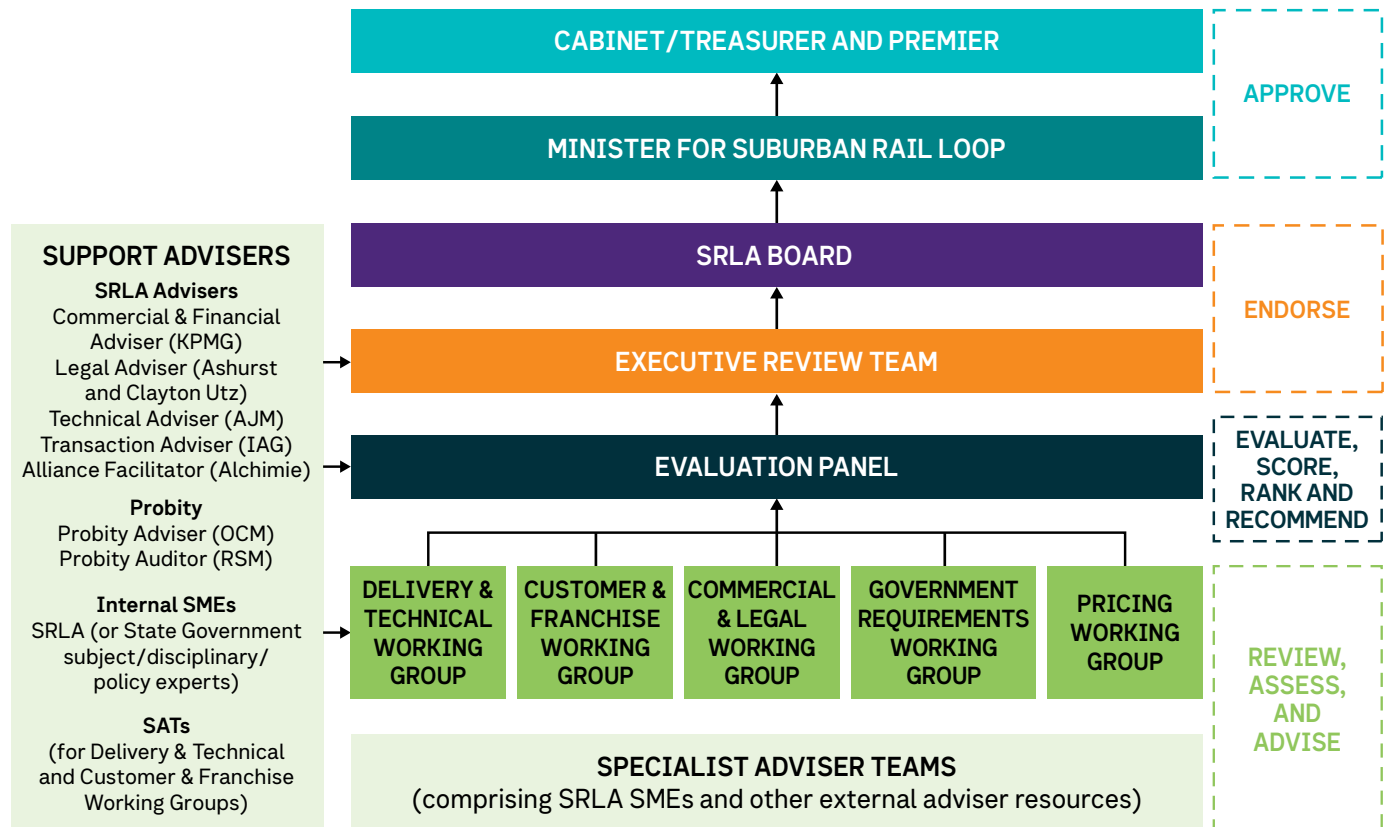


Figure 4: Linewide evaluation governance structure

The Evaluation Panel, supported by five discipline-based evaluation working groups, conducted the RFP evaluation. The working groups comprised:

- Delivery and Technical Working Group;
- Customer and Franchise Working Group;
- Commercial and Legal Working Group;
- Government Requirements Working Group; and
- Pricing Working Group.

The Evaluation Panel submitted an evaluation report (including evaluation recommendations) to the interdepartmental Executive Review Team, which included senior representatives from SRLA, the Department of Treasury and Finance (DTF), the Department of Transport and Planning (DTP), and the Department of Premier and Cabinet (DPC).

The evaluation report was endorsed by the SRLA Board and provided to the Government for approval.

The Evaluation Panel and evaluation working groups were comprised of suitably experienced and qualified experts, including representatives from SRLA, DTP and DTF. Specialist advisers and other government agencies were also invited to provide advice where required.

Timelines

Key dates for the Linewide Package procurement process are presented in Table 3 below:

Activity	Date
Pre-Qualification Phase	
Advance Tender Notice published	2 June 2023
EOI Phase	
Release of Invitation for EOI	7 July 2023
Closing time and date	12 Sep 2023
RFP Phase	
Release of RFP	22 January 2024
Closing date for submission of proposals	13 November 2024
Contract award	17 December 2025

Table 3: Work Package procurement – key dates

Probity

SRLA adopted a probity conduct plan for the procurement process to identify, assess and mitigate potential probity risks associated with the work package. A probity and process deed was issued and applied throughout the procurement. Probity advisers and probity auditors were engaged to oversee the procurement of the Linewide Package to ensure the following principles:

- Accountability of the participants and transparency of the process
- Fairness and impartiality in carrying out the process
- Identification and management of actual, potential and perceived conflicts of interest
- Maintenance of confidentiality and security of documentation and information and
- Optimising overall value for money to the State.

At the completion of the procurement process, both the probity adviser and the probity auditor concluded that the process had been conducted in accordance with the probity principles.

Stakeholder Engagement

There are multiple SRL East stakeholders with an interest in the Linewide Package. SRLA, as detailed in the PAA, emphasised the critical importance of building and maintaining social licence and the vital role that the community and stakeholders play in the construction of the work package.

SRLA engages closely and cooperatively with the community, all levels of government, contractors, advisers, other service providers, and other key stakeholders to enhance progress on work packages and decision-making. SRLA and the Linewide Alliance continue to coordinate with stakeholders and the community, ensuring any potential impacts on the work package are appropriately mitigated and that operational needs are met.

Project Stakeholders

Project Stakeholders	Description
Department of Transport and Planning (DTP)	DTP works with SRLA to coordinate the delivery of Linewide Works for the Suburban Rail Loop, ensuring alignment with state transport policies and regulatory compliance.
Melbourne Metropolitan Rail Network (MMRN) Franchisee	<p>The Linewide Alliance has the following interfaces with the MMRN:</p> <ul style="list-style-type: none"> - Integration, testing and commissioning of various communications and operating systems that will interface for operational purposes; and - Development and agreement of operational interface protocols (which will cover matters such as emergency management, evacuation procedures and management of passenger disruptions) between the MMRN Franchisee and the SRL East Franchisee (to be developed by the O&M NOP as part of operational readiness activities). <p>The PS&TR includes requirements for the Linewide Alliance to agree on interface specifications with the MMRN Franchisee via Interface Control Documents.</p> <p>The Linewide Alliance shares all risks associated with coordinating and interfacing with the MMRN Franchisee.</p>
Monash University (MU)	MU participates in design reviews relevant to its interests. The project must manage the effects of noise, dust, electromagnetic interference, and vibration on MU's assets and operations.
Local Councils <ul style="list-style-type: none"> - Whitehorse City Council - Kingston City Council - Bayside City Council - Monash City Council 	Local councils are involved in construction reviews, focusing on their specific interests and assets. This includes managing road closures, ensuring access for local businesses, and addressing other construction-related activities that affect the councils' stakeholders.
United Energy	<p>The Linewide Alliance will perform the following work that interfaces with United Energy's assets:</p> <ul style="list-style-type: none"> - Design and construction of permanent operational electrical infrastructure and assets at the train stabling facility to connect to United Energy bulk feeders; and - Decommissioning of construction power assets at the train stabling facility that connect to United Energy bulk feeders. <p>For both activities, the Linewide Alliance will be required to design the connections and interface parameters (including by exchanging modelling data and associated information), agree safe working procedures and access arrangements for the physical works, and agree energisation protocols.</p> <p>The Linewide Alliance shares all risks associated with coordinating and interfacing with United Energy.</p>

Table 4 – Project stakeholders

Project Stakeholders continued

Project Stakeholders	Description
Future ticketing contractor	<p>The Linewide Alliance is responsible for coordinating the installation of ticketing equipment at station locations and ensuring its effective integration into the SRL East network. The PS&TR include requirements for the Linewide Alliance to agree on interface specifications with the future ticketing contractors via Interface Control Documents.</p> <p>The Linewide Alliance shares all risks associated with coordinating and interfacing with the future ticketing contractor.</p>
Fire and Rescue Victoria (FRV)	<p>FRV will be involved throughout the project lifecycle, particularly during the design phase, to ensure that the fire engineering strategy enables appropriate intervention and emergency response for the tunnels, stations and support facilities.</p>
SRL Urban Design Advisory Panel (UDAP)	<p>The SRL East Environmental Management Framework requires SRLA to establish the UDAP. The UDAP will provide SRLA with expert, timely, consistent, and constructive advice and guidance to help achieve high-quality outcomes in urban design, architecture, landscape architecture, and integrated transport and land-use planning.</p> <p>The UDAP must provide written advice to the Minister for Planning on each Urban Design and Landscape Plan required for the permanent above-ground infrastructure to be constructed for the SRL East Project.</p>
Heatherton Community Reference Group (CRG)	<p>The CRG connects the Linewide Alliance with the community and key stakeholders to address concerns, minimise impacts, gather feedback on design and landscaping, and provide updates on SRL East progress, including the train stabling facility.</p>
Precinct Reference Group (PRG)	<p>The Suburban Rail Loop Authority PRGs are forums for the Linewide Alliance to engage directly with local stakeholders and the community in precincts around SRL East stations, including Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill. The forums provide an opportunity to discuss the planning, development and delivery of the SRL East infrastructure, as well as train design and development.</p>
Accessibility groups	<p>The Linewide Alliance will engage with accessibility groups to:</p> <ul style="list-style-type: none"> - Ensure the train design and development meet disability standards for Accessible Public Transport and fully comply with accessibility requirements; and - Ensure the Linewide Alliance provides accessible ways for people with a disability to engage with the project.

Table 4 – Project stakeholders

Tender process outcomes

Shortlisted Respondents

SRLA received a total of three EOI responses for the Linewide Package procurement. Following the conclusion of the EOI Phase, SRLA shortlisted two respondents and invited them to submit a detailed RFP for the Linewide Package.

The two shortlisted respondents were:

- **The TransitLinX consortium**, comprising John Holland, RATP Dev Australia, Alstom Transport Australia Pty Ltd, KBR and WSP and
- **The UrbanLeap consortium**, comprising Gamuda Engineering, AECOM, GHD, Siemens Mobility, Hyundai Rotem Company and Keolis Australia.

Tender Outcome

The TransitLinX consortium was selected as the preferred respondent following an extensive evaluation process. Its proposal presented robust technical solutions and a comprehensive delivery approach, addressing the project's specific risks and challenges. The team structure in the submission was well aligned, providing the State with delivery certainty.

The evaluation panel recognised the TransitLinX consortium's strong performance across all evaluation criteria. Combined with the competitive offer, this provided value and delivery assurance to the State. On review of the pricing proposals, the evaluation panel considered that the TransitLinX consortium's proposal offered significant value for money and delivery certainty.

Following negotiations to finalise the project documents, the TransitLinX consortium was confirmed as the successful respondent, and the PAA and FA were executed on 17 December 2025.

Given the scale of the bids required for the project, the tender provided that a portion of the unsuccessful respondents' bid costs would be reimbursed. This is consistent with Victoria's Bid Cost Reimbursement Policy, which aims to maximise competition by incentivising strong market responses and attracting higher-quality proposals. The State retains the intellectual property contained in each unsuccessful respondent's proposal. Payment of the contribution to proposal costs is subject to unsuccessful respondents satisfying certain terms and conditions.

Contract milestones

The PAA and FA include several contract milestones for the Linewide Alliance and TransitLinX Pty Ltd to meet. The key milestone dates are summarised in Table 7 below.

Activity	Date
PAA commencement	December 2025
FA commencement	December 2025
Construction commencement	2026
Construction completion	2035
Operations commencement under the FA	2035
PAA expiry date	2037
FA expiry date	2050 ¹

Table 7 – Key date summary

¹ The FA includes priced short-term extension of the term for up to 3 years. Extensions of the initial term will be at the State's sole discretion and will be on the same terms as the initial concession.

Linewide governance

SRLA Governance

SRLA is a statutory authority established under the Suburban Rail Loop Act 2021 (the SRL Act) on 1 December 2021 to plan and deliver the SRL program.

SRLA has a governing board of directors (SRLA Board) and is subject to the general direction and control of the Minister for the Suburban Rail Loop.

Linewide Package governance

State governance

Various entities oversee the Linewide Package. These include the Minister for the Suburban Rail Loop, SRLA, and SRLA's Chief Executive Officer (CEO). SRLA's CEO is the project owner's representative for the PAA and the State's Representative for the FA.

SRLA holds key responsibilities for the Linewide Package, including establishing and supporting a robust contract management framework, ensuring effective contract management practices, and overseeing the achievement of the work package's Objectives and Guiding Principles.

Several departments are supporting SRLA, including DTF, DPC, and DTP.

Linewide Alliance governance

In addition to the above, the PAA establishes a governance structure for the Linewide Alliance, comprising representatives from all participant organisations and enabling collective decision-making at all levels.

This governance structure has both strategic and operational functions and includes the following during the delivery of the project:

- The Alliance Leadership Team (ALT)
- The Alliance Management Team (AMT)
- The Alliance Project Team (APT) and
- The Integration Management Team (IMT).

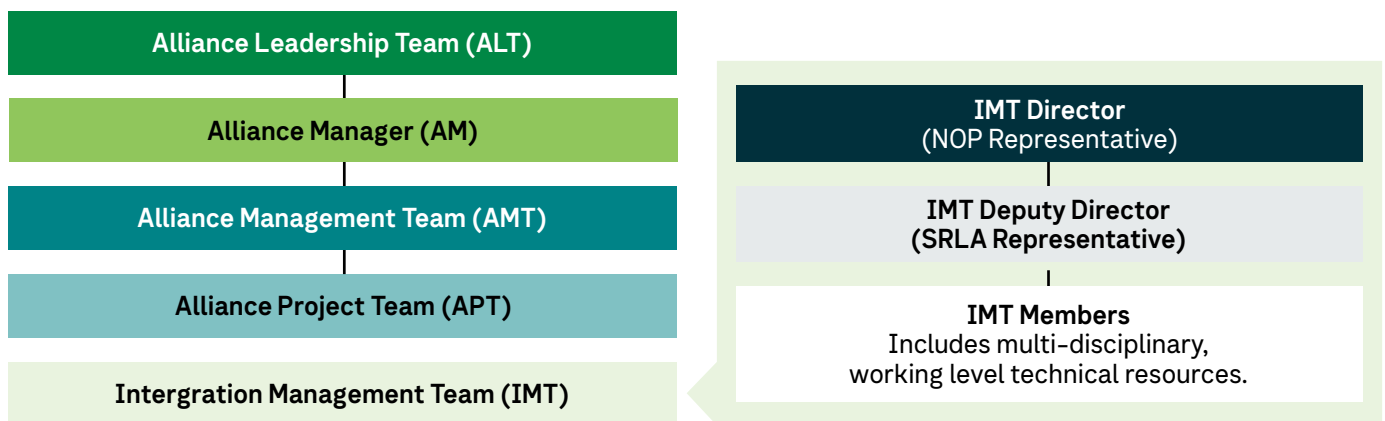


Figure 5: Linewide Alliance and IMT governance structure

Franchise Agreement governance

The FA requires parties to establish governance bodies, comprising the Franchise Governance Leadership Team (FGLT) and relevant working groups, to monitor the Franchisee's performance and compliance with the FA.

The FGLT includes the following members:

- State representative
- Franchisee representative
- Executive General Manager Rail & Infrastructure Delivery of the State or any other person the State nominates from time to time
- Chief Executive Officer of the Franchisee and
- any other person the parties agree is appropriate.

Working groups are established to support the FGLT and are required to:

- Provide recommendations to the FGLT in relation to the subject matter of that Working Group
- Review matters related to key operational and asset management aspects of SRL East to ensure the ongoing success of SRL East and the Franchise
- Provide a forum for the Franchisee to present proposed solutions to any issues or concerns relevant to the subject matter of that Working Group
- Review the overall progress and execution of Franchise Plans
- Review relevant reports
- Assist with the resolution of any matters as delegated by the FGLT and
- Consider such other matters relating to the Franchise as are agreed between the parties.

Linewide Package advisers

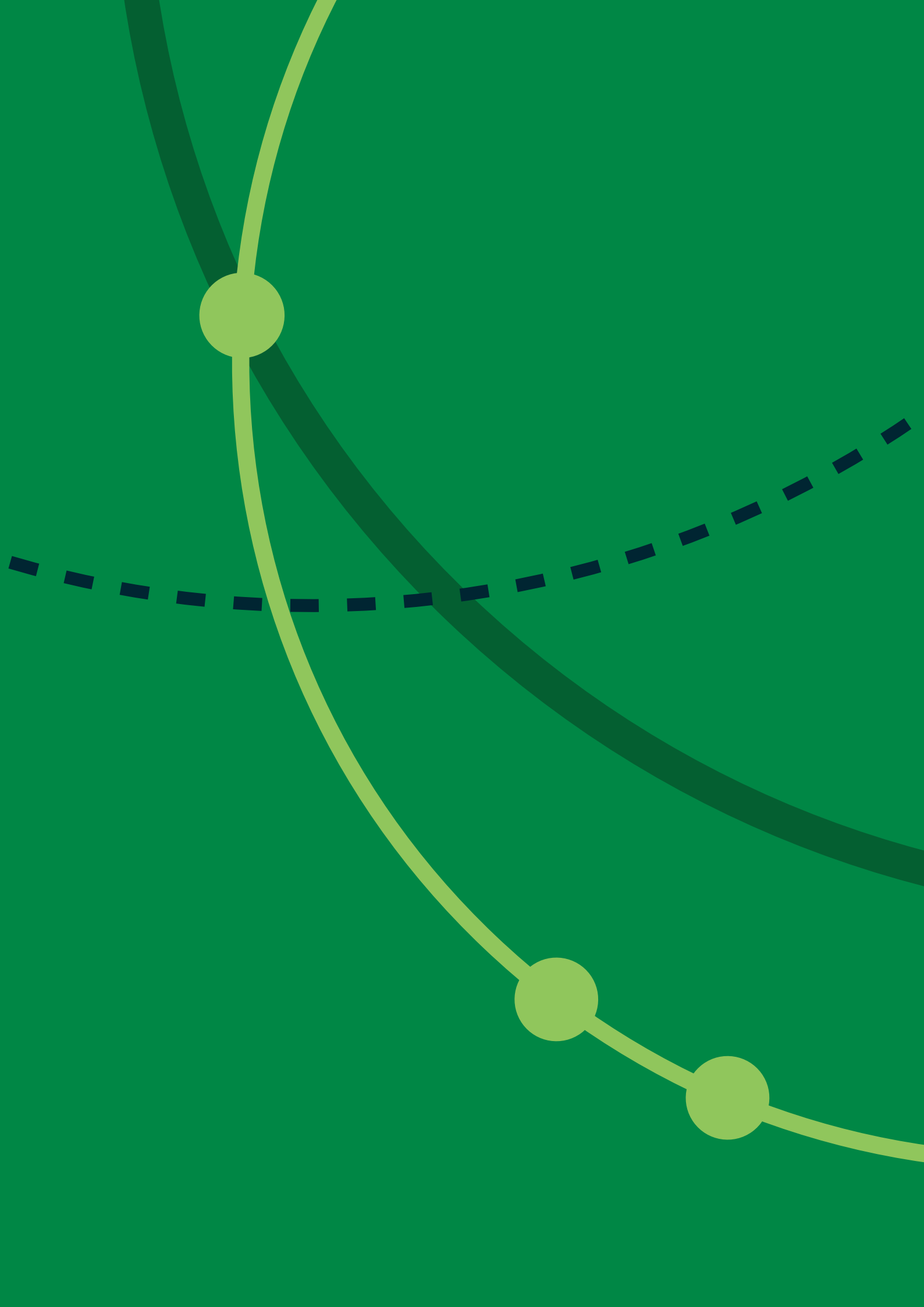
The following external advisers were engaged to assist the State during the Linewide Package procurement process:

Role	Adviser
Design and technical adviser	Aurecon, Jacobs and Mott McDonald (AJM)
Financial and commercial services	KPMG
Legal consultancy services	Ashurst, Clayton Utz
Probity adviser	O'Connor Marsden and Associates
Probity auditor	RSM Australia
Cost management and advisory services	WT Partnership
Transaction adviser	Infrastructure Advisory Group

Table 8 – Work Package advisers



Part two: Key Linewide delivery work package features



Parties to the Linewide delivery package contracts

The Linewide Alliance is responsible for delivering the Linewide works.

The Linewide Alliance structure, together with a commitment from all participants to promote a 'one team' culture, provides a strong basis for collaborative risk sharing. This structure allows flexibility to address delivery risks and ensures costs are managed to achieve the best value for money through open-book pricing.

The Linewide Alliance will engage subcontractors to deliver specialist works for the work package.

The following entities are participants in the Linewide Alliance:

- **SRLA** – owner participant;
- **John Holland Pty Ltd** – the constructor NOP (CNOP);
- **Kellogg Brown & Root Pty Ltd** – a designer NOP (DNOP);
- **WSP Australia Pty Limited** – a designer NOP (DNOP);
- **Alstom Transport Australia Pty Limited** – the systems NOP (SNOP); and
- **TransitLinX Pty Ltd** (a RATP Dev and John Holland joint venture) – the O&M NOP.

Contractual relationships

The key contractual arrangements for delivering Linewide Works are detailed below:

- **Project Alliance Agreement (PAA)** – The PAA governs the delivery of the Linewide Works and is generally consistent with the National Alliance Contracting Guidelines. The PAA provides a cost-reimbursable framework under which the Linewide Alliance is reimbursed for costs reasonably and properly incurred in performing the Works and is entitled to receive COP calculated as a percentage of the reimbursable costs. A pain-share/gain-share mechanism applies, measured against the agreed target cost and other non-financial performance metrics, subject to specified caps;
- **Coordination and Interface Deed Poll (CIDP)** – The interfaces between the main works packages are defined and governed by the CIDP, which includes the required working groups, coordination approach and dispute resolution process;
- **Parent Company Guarantees (PCGs)** – PCGs have been obtained for each NOP to ensure that, in the event of default on obligations under the PAA, the relevant parent company provides a guarantee for the respective NOP's obligations, debts and liabilities under the PAA. PCGs mitigate Linewide risks and support the timely and successful completion of the work package;
- **Subcontracts** – The Linewide Alliance may choose to subcontract certain aspects of the Linewide Works to other parties; however, it retains full and direct accountability for the performance of its subcontractors, and
- **Intellectual Property Escrow Deed:** An IP Escrow Deed has been executed between the relevant Participants to ensure that SRLA retains the right to access proprietary intellectual property material where required in certain circumstances. The IP Escrow Deed governs the escrow arrangements under the PAA and the FA.

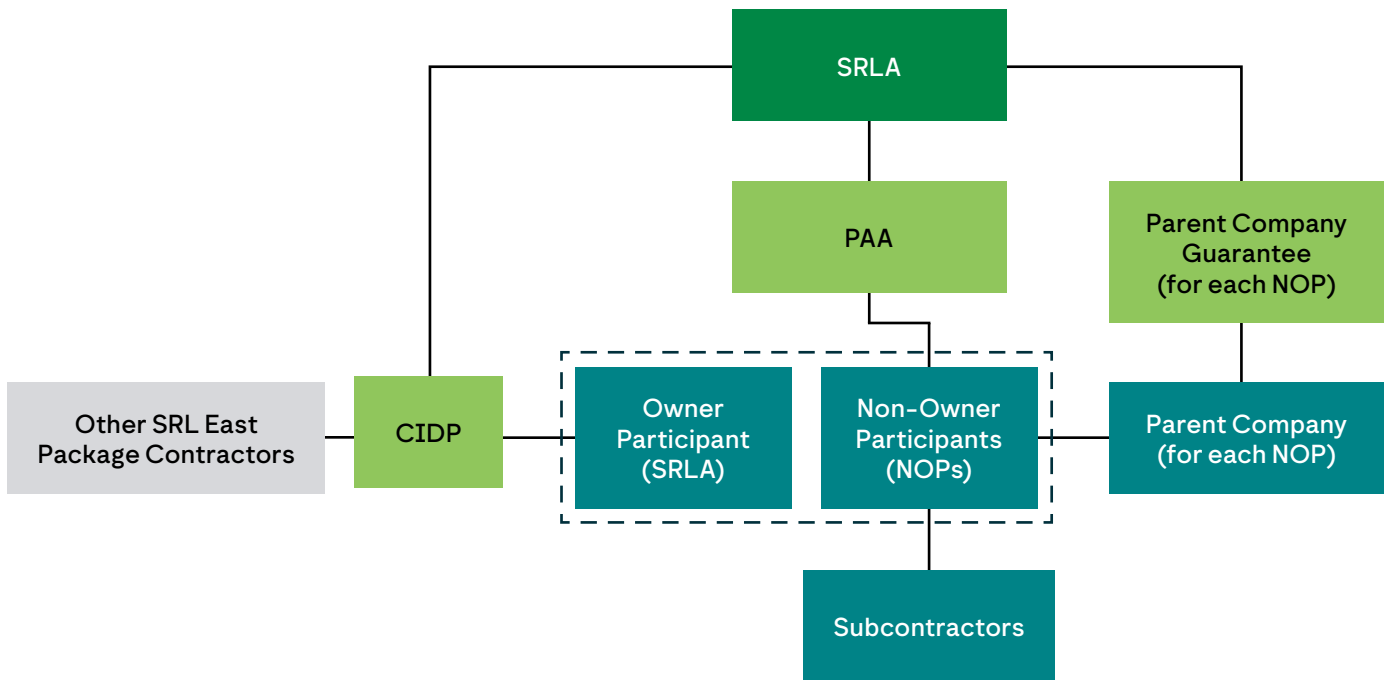


Figure 6: Contractual relationships in delivery

Key alliancing commercial principles

Under the PAA, risks are collectively owned, managed and resolved by the participants.

The PAA establishes the alliance culture and behavioural commitments of the participants through an Alliance Charter. Under the PAA, participants have committed to several behavioural principles, including:

- **Good faith** - Co-operating to achieve contractual objectives and comply with honest and reasonable standards of conduct;
- **'Best for Project' decision making** - Acting in a manner that is consistent with a 'best for project' approach, including directing decision-making towards the shared, collective objectives of the Linewise Alliance;
- **Open book** - Delivering the works under open book arrangements with broad mutual access and audit rights in relation to the works. Open and transparent accounting is fundamental to the PAA, as the framework provides for cost reimbursement and specific incentives based on overspend/underspend;
- **'No fault, no blame' culture** - Where there is an error, mistake, or poor performance under the PAA, participants will not seek to apportion blame but will accept joint responsibility and its consequences and agree a remedy or solution which is 'best for project'; and
- **'No suit'** - Agreeing not to bring any legal claims against other participants in the Linewise Alliance, except in limited circumstances (including wilful default, requirements that cannot be excluded as a matter of law, and payment failure).

General obligations of the Linewide Alliance

The Linewide Alliance is responsible for the delivery of the work package, including:

- Design, construction, installation, manufacture, integration, testing and commissioning of Linewide assets, systems and infrastructure, including the train stabling facility and ESF
- Delivering a fully integrated railway that meets the system performance criteria, including incorporating all other SRL East Package works into the Works and undertaking operational readiness activities
- Following all safeguards and measures necessary to eliminate or minimise, so far as reasonably practicable, the risk of harm to human health and the environment
- Always complying with the Primary Authorisations (as defined under the PAA), including the Environmental Performance Requirements
- Eliminating or otherwise reducing, so far as reasonably practicable, health and safety risks
- Maintaining all returned assets in its possession until completion and handover to the returned asset owner
- Remediating all infrastructure owned by others that is impacted by the Linewide Alliance's activities, including buildings, road infrastructure, rail infrastructure, footpaths, bicycle paths, public amenities and landscaping (subject to bespoke arrangements that may apply in respect of specific property or stakeholders) and
- Ensuring all public infrastructure works are carried out in accordance with the Authorities' requirements and minimising disruption to the public and to private landowners.

General obligations of SRLA

SRLA has a dual role in the Linewide Alliance:

- as the project owner; and
- as the owner participant, together with the NOPs forming the Linewide Alliance.
- As the project owner, SRLA is focused on 'whole of project' outcomes, such as delivering the benefits in the SRL Business and Investment Case and relevant funding submissions, as well as a focus on project controls (including cost, program, and risk).

Its roles and responsibilities as project owner include:

- Making determinations in relation to the owner's reserved powers
- Making payment in accordance with the PAA terms and
- Procuring the enabling works packages, tunnels packages and stations packages.

As the owner participant, SRLA is involved in the delivery of the Linewide Alliance Works 'from the inside' and focuses on the outcomes of the Linewide Alliance, including cost performance against the TOC and performance against the key result areas (KRAs) and key performance indicators (KPIs), including timely completion.

SRLA's roles and responsibilities as the owner participant include:

- Being a Participant in the Linewide Alliance
- Ensuring that the VFM statement is achieved
- Participating in decision-making
- Sharing in the outcomes of the Linewide Alliance in relation to risks and opportunities and
- Ensuring Primary Authorisations are obtained (not including any consents, permits, approvals or authorisations required under each such authorisation or assessment)
- Performance measures and payments.

The payment mechanism under the PAA comprises:

- Reimbursable costs
- Corporate overhead and profit
- Cost and performance reward amounts under the risk or reward regime
- Integrated milestone reward amounts and
- Adjustment events resulting in a revision to the TOC, as specified in the adjustment event guidelines.

The Linewide Alliance is paid its reimbursable costs monthly (i.e., in the calendar month) in arrears. In addition, the NOPs are entitled to corporate overhead and profit in the form of a percentage uplift on the reimbursable costs incurred in the period.

Reimbursable costs

The project owner reimburses the Linewide Alliance for its reimbursable costs, which are the costs directly, reasonably, and properly incurred by the Linewide Alliance to perform the Linewide Works in accordance with the PAA (subject to certain exceptions).

Reimbursable costs are comprised of:

- Direct reimbursable costs incurred by the Linewide Alliance, as defined in the PAA and
- Employment-related on-costs for non-wage personnel, calculated using reimbursable cost multipliers, which are fixed-rate multipliers as established by SRLA for the Linewide Alliance's activities.

SRLA has engaged an independent financial auditor to conduct regular financial audits during the delivery

phase to ensure that the reimbursable costs claimed by the Linewide Alliance have appropriately been incurred in accordance with the terms of the PAA, and to confirm that specified exclusions have not been included in the Linewide Alliance's payment claims.

Examples of reimbursable costs include:

- Design costs (all costs related to detailed design and investigations)
- Preliminary costs (mobilisation and demobilisation, and contractors' management, insurance and supervision costs)
- Construction costs (all direct construction-related costs) and
- Management costs (management and offsite overhead costs and insurance).

Corporate overhead and profit

The agreed corporate overhead and profit percentage is the NOPs' sole entitlement to corporate overhead and profit (other than under the risk or reward regime) for the proposed scope and risk profile of the Linewide Alliance's activities and is not otherwise permitted under the reimbursable costs framework.

The COP provides an equitable return for delivering the Linewide Alliance's activities whilst meeting the minimum performance and quality standards required under the PAA (including the project scope and technical

requirements). Benefits of this PAA delivery model include the collective assumption of risk by all parties, except for a minimal number of risks retained by SRLA in its capacity as the project owner.

The NOPs will be paid a COP fee calculated at the agreed COP percentage applied to the actual reimbursable costs incurred by the NOPs. The agreed COP percentage is fixed for the duration of the PAA. The total COP payable to the NOPs will not exceed the total COP incorporated in the TOC.

Risk or reward regime

The risk or reward regime includes incentive mechanisms to drive financial and non-financial performance. Financial performance is measured under the cost risk or reward regime by comparing the actual cost performance of NOPs against the TOC. Non-financial performance is measured under the performance risk or reward regime by comparing the NOPs' performance against key performance indicators. The risk or reward regime may result in the project owner paying reward amounts to the NOPs, or the NOPs paying risk (or liability) amounts to the project owner.

Key features of the cost, risk or reward regime are as follows:

- **Gainshare mechanism** – Where the actual outturn cost is less than the TOC, the NOPs will receive a gainshare amount (i.e., a cost reward) equal to 35% of any cost savings, up to the NOPs cost reward cap (which equates to 5% of the TOC); and
- **Painshare mechanism** – Where the actual outturn cost exceeds the TOC, the NOPs will incur a painshare amount (i.e. cost risk) equal to 50% of any cost overruns, up to the NOP risk cap (which is the sum of the COP and any rewards payable to the NOPs).

Key features of the performance risk or reward regime are as follows:

- **KRAs / KPIs** – Key result areas (KRAs) define the areas where performance is incentivised. KPIs are defined for each KRA and used to measure NOPs' non-financial performance. SRLA has specified the performance spectrum, including the minimum conditions of satisfaction (MCOS), fail and exceptional performance (as applicable) for each KPI;
- **Performance reward** – Where the Linewide Alliance delivers additional value and achieves performance exceeding the MCOS for specified KPIs, the NOPs may receive a performance reward payment (subject to the specified maximum reward amount for each KPI);
- **Performance risk** – Where the Linewide Alliance's performance does not meet the MCOS for specified KPIs, the NOPs will make a performance risk payment to the Project Owner, subject to the specified maximum risk amount for each KPI; and
- **Reward reductions** – The NOP's entitlement to total reward payments will be reduced if one or more reward reduction events occur, including:
 - An event resulting in human fatality and/or total or permanent disability of any person
 - Harm arising from the performance of the Works
 - Rail safety infringements
 - Environmental impact arising from the performance of the Works or
 - If average performance against specific KPIs falls below a specified threshold.

KRA	KPIs
Safety	<ul style="list-style-type: none"> - Continuous improvement in safety lead indicator performance - Harm arising out of the performance of the works - Rail safety infringements
Stakeholders	<ul style="list-style-type: none"> - Stakeholder and community management
Sustainability and Environment	<ul style="list-style-type: none"> - Environmental impact arising from the performance of the works - Sustainability outcomes
State Requirements	<ul style="list-style-type: none"> - Rolling Stock and signalling local content - Major Projects Skills Guarantee - Social procurement commitments - Building Equality Policy Target - Continuous Improvement
Time	<ul style="list-style-type: none"> - Date(s) of milestone completion - Date of practical completion - O&M NOP Day 1 reward payment - Timeliness of design - Timeliness of management plans
Collaboration and Interface management	<ul style="list-style-type: none"> - Collaboration and interface management - Leading effective system integration - Program quality
Compliance	<ul style="list-style-type: none"> - Compliance scorecard
Quality	<ul style="list-style-type: none"> - Defect resolution

Table 9 – KRA / KPI summary

Other Key Commercial Features

Adjustment events

The adjustment event regime under the PAA allows adjustments to time, cost or performance assessment when there is a change to the project. If a change to the project qualifies as an adjustment event, it may result in an adjustment to the TOC, the key result areas, the date for practical completion, or Franchisee entitlements in respect of the Franchise Activities. For example, the following may constitute an adjustment event in certain circumstances:

- Scope Variation
- Certain directions by the project owner
- Suspension of all or part of the works
- Wilful default by the owner participant and
- any act, event or circumstance described as an adjustment event in the Adjustment Event Guidelines.

If an adjustment event relates to a Franchise impact, the project owner will determine its effect on the Franchisee's entitlements under the Franchise Agreement and vary the Franchise Agreement as necessary. However, the participants will not be entitled to an adjustment to any entitlement under the PAA in respect of those Franchise impacts.

Owner participant controlled insurance program

Under the terms of the PAA, SRLA is required to provide and maintain the following insurance cover during the delivery phase:

- Construction risks – material damage insurance (in addition to insurance taken out by Alstom Transport Australia Pty Ltd)
- Construction risks – public and products liability insurance
- Workers' compensation (in addition to insurance taken out by NOPs)
- Motor vehicle insurance ((in addition to insurance taken out by NOPs) and
- Professional indemnity insurance.



Part three: Key Franchise Agreement features



Parties to the Franchise Agreement

John Holland and RATP Dev have formed a new joint venture, TransitLinX Pty Ltd, to operate as the Franchisee and perform the Franchise Activities. TransitLinX Pty Ltd is the same entity as the O&M NOP within the Linewide Alliance, ensuring a whole-of-life focus throughout the delivery of the SRL East network.

Contractual relationships

Key contractual relationships during the Franchise term are detailed below:

- **Franchise Agreement:** The FA governs the agreement between SRLA (the State) and the Franchisee for operating and maintaining infrastructure, rolling stock, services and systems within the SRL East network following completion of delivery works. The Franchise Activities will be delivered under a fixed-price contract, subject to performance adjustments and indexation (in accordance with a detailed service payment calculation);
- **Subcontractor Direct Deed:** The Franchisee and the State have entered into a Subcontractor Direct Deed with Alstom Transport Australia Pty Ltd to enable the State's direct engagement with Alstom Transport Australia Pty Ltd in relation to augmentations and to support the escrow arrangements;
- **Parent Company Guarantees:** A Parent Company Guarantee was provided by the Franchisee's parent companies, guaranteeing that the Franchisee will meet all obligations, including any future changes, performance obligations, and payment of any amounts due; and
- **State Security Deed:** The State Security Deed is an agreement between the Franchisee and SRLA that grants SRLA a priority interest in all of the Franchisee's present and future assets and undertakings.

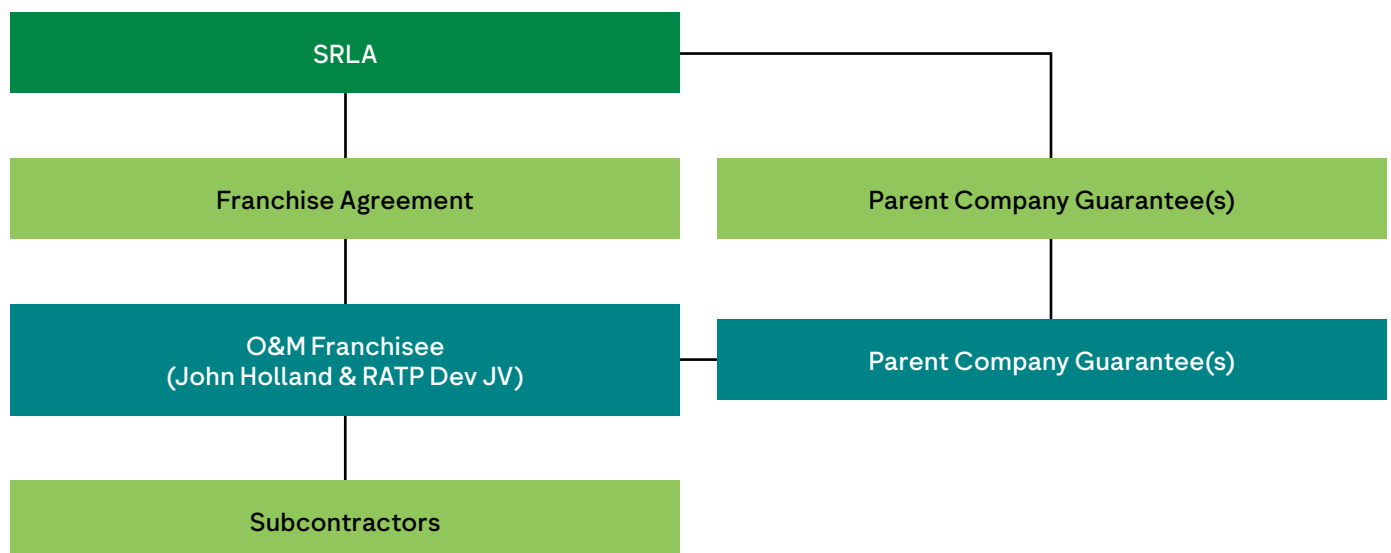


Figure 7: Contractual relationships during the O&M phase

Risk allocation

The FA allocates risks to the party best able to manage them to achieve best value for money for the State. This results in various risks being retained by SRLA, transferred to the Franchisee, or shared between the parties. The FA sets out each party's obligations for managing these risks.

The Franchisee will warrant that the Franchisee assets will always be fit for purpose from the Operations Commencement Date until the Final Term Expiration Date and will be responsible for rectifying all defects in the Franchisee assets as soon as they are identified, except to the extent that the defect is:

- A defect in the tunnels and stations assets occurring in the first two years of the Franchise term, and neither the Franchisee nor its associates has caused or contributed to the relevant defect
- A structural defect in the tunnels and stations assets, the applicable defects correction period (DCP) has expired and neither the Franchisee nor its associates has caused or contributed to the relevant defect
- A defect that is required to be rectified by the Linewide Alliance during the applicable DCP or
- A defect that is accepted or rectified by the State.

The Franchisee retains abatement risk in connection with:

- All Linewide Alliance defects at all times during the Franchise term and
- All defects in tunnels and stations works that are not structural defects (noting that during the first two years of the Franchise term, the Franchisee may be entitled to abatement relief for the relevant cure period under the unplanned service disruptions regime).

Table 10 below provides a high-level outline of the risk allocation under the FA and associated documents. Where a risk is allocated to more than one party, those parties may not share that allocation equally. The FA and associated documents address all risks in detail.

Type of risk	Description	SRLA	Franchisee
Defects	Risk of defects in the Linewide Works after the expiry of the DCP under the PAA		✓
	Risk of non-structural defects in the tunnels and stations assets after the first two years of operation		✓
	Risk of structural defects in the tunnels and stations assets	✓	
Contamination	Cost relating to the management and removal of contamination on the Site, which: <ul style="list-style-type: none"> - The State directs Franchisee to remediate; or - Is the subject of a contamination notice; or - Franchisee disturbs or interferes with the Site to the extent remediation is required or - Is required by an approval or - Franchisee is required to remediate to comply with s39(1) of the <i>Environment Protection Act 2017</i> (Vic) 	✓ (only in respect of specific circumstances)	
	Costs relating to the management and removal of contamination that has migrated from the site, has been caused or contributed to by the Franchisee, and is the subject of a contamination notice.		✓

Table 10: Risk Allocation Overview

Type of risk	Description	SRLA	Franchisee
Operational risks	Fitness for purpose (ability to meet performance requirements and service levels)		✓
	Demand risk (adequacy of performance requirements and service levels to meet demand requirements)	✓	
	Operational interfaces (e.g. incident and fault management, safety, and accreditation)		✓
	Revenue protection (fare enforcement)	✓	
	Operational costs (risk that operational costs exceed budgeted costs)		✓
	Lifecycle costs (risks associated with the replacement and refurbishment of Franchise assets)		✓
	Customer and station KPIs		✓
	Electricity supply costs after completion of construction	✓	
Graffiti and vandalism	Risk of loss or damage caused by vandalism or graffiti		✓
Asset management	Asset performance and cost		✓
	Residual life and handover risk		✓
Rail safety accreditation	Risk that the Franchise activities are not conducted in accordance with the relevant rail accredited Safety Management System.		✓
Force majeure	Risk of impacts to Franchise Activities due to a force majeure event occurring (subject to specific requirements)	✓	
Pandemics	Risk of impacts to Franchise Activities due to government direction under specified public health legislation ("Pandemic Direction")	✓	
	Risk of impacts to Franchise Activities due to a pandemic event (other)		✓

General obligations of the Franchisee

The Franchisee will be responsible for the operation of services, as well as the maintenance and management of the infrastructure, rolling stock and systems.

This includes delivering reliable, timely train services that meet the agreed frequency, journey times, and customer experience (as set out in the Services Specification). The Franchisee is responsible for delivering the following key outcomes on the SRL East network:

- A transport solution that delivers safe, high-quality customer outcomes
- A highly available, reliable, and predictable service
- Best-practice asset management utilising a whole-of-life approach and enabling the transition-out conditions to be met on expiry of the Franchise Term
- A flexible, adaptable service culture that seeks continuous improvement and is responsive to evolving customer requirements and future changes to the network
- Effective and proactive stakeholder and community engagement and
- Best-practice management of environmental and sustainability impacts.

General obligations of the State

The State will maintain ownership of the railway assets, which will be made available to the Franchisee under a licence or lease (as relevant) for the Franchise Activities.

SRLA is responsible for:

- Making service payments to the Franchisee
- Collecting all fare revenue and retaining the farebox risk
- Procuring all authorised officers required for deployment in and around the SRL East network and
- Procuring the installation, operations and maintenance of ticketing equipment (e.g. ticket vending machines, ticketing barriers, ticket readers, and any other asset used for ticketing purposes) for SRL East stations.

Service payment

The Franchisee will be paid a monthly availability-based service payment from the operation's commencement date, covering the full scope of Franchise Activities for the SRL East railway.

The service payment covers routine operations, maintenance, asset lifecycle and replacement works, and electricity usage as part of the Franchise Activities. The payment structure is based on a pre-agreed cost profile and is indexed to account for inflation, with

performance-based adjustments. The Franchisee is offered incentives for exceeding specifications and deductions for performance that doesn't meet requirements (e.g., poor punctuality of train services or insufficient train availability).

Other key commercial features

State Controlled Insurance Program

Under the terms of the FA, SRLA is required to provide and maintain the following insurance cover for the State and the Franchisee from the operation's commencement date:

- Industrial special risks (material damage) / business interruption insurance and
- Public and products liability insurance.

Key contact details and further references

Suburban Rail Loop Authority

Website: suburbanrailloop.vic.gov.au

Address: Level 21, 222 Exhibition Street,
Melbourne, VIC 3000

Phone: 1800 105 105

Email: FOI@srla.vic.gov.au

Appendix 1 - Glossary

Term	Glossary
Act	means the <i>Suburban Rail Loop Act 2021</i>
AJM	Aurecon, Jacobs and Mott McDonald
AOC	Actual Outturn Cost
BEP	Building Equality Policy
COP	Corporate Overhead and Profit
DPC	Department of Premier and Cabinet
DTF	Department of Treasury and Finance
DTP	Department of Transport and Planning
EOI	Expression of Interest
FA	Franchise Agreement
Framework	means the Department of Treasury and Finance's Infrastructure Procurement Framework
KPI	Key Performance Indicator
KRA	Key Results Area
MCOS	Minimum Conditions of Satisfaction
MMRN	Melbourne Metropolitan Rail Network
MU	Monash University
NOP	Non-owner Participant
OCM	O'Connor Marsden
PAA	Project Alliance Agreement
RFP	means the Linewide Request for Proposal
Rolling stock	means a vehicle that operates on or uses a railway, and includes a locomotive, carriage, rail car, rail motor, light rail vehicle, train, tram, light inspection vehicle, self-propelled infrastructure maintenance vehicle, trolley, wagon or monorail vehicle, but does not include a vehicle designed to operate both on and off a railway when the vehicle is not operating on a railway.

Term**Glossary**

SPF	Social Procurement Framework
SRL East	means the south-east segment of the Suburban Rail Loop, which will extend from Cheltenham to Box Hill
SRLA	means the statutory authority established under the Suburban Rail Loop Act 2021 to plan and deliver the SRL Program
TOC	Target Outturn Cost
Tunnelling Packages	means the tunnelling works in respect of the Tunnels South and Tunnels North
Tunnels South	means the tunnelling works between Cheltenham and Glen Waverley
Tunnels North	means the tunnelling works between Glen Waverley and Box Hill
VFM	Value for Money

contact@srla.vic.gov.au | 1800 105 105 (call anytime)
suburbanrailloop.vic.gov.au



Please contact us if you would like this information in an accessible format.
If you need assistance due to a hearing or speech impairment, please visit relayservice.gov.au