



**REQUEST FOR INFORMATION
N2NS PROVISION OF
RAIL
INFRASTRUCTURE
AND CIVIL
CONSTRUCTION
TRAINING SERVICES**



20 May 2020

ARTC

The Australian Government is delivering
Inland Rail through the Australian
Rail Track Corporation (ARTC), in
partnership with the private sector.

Document Control

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| Prepared by | Jane Roberts, Social Investment and Inland Rail Skills Academy Lead |
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| Endorsed by | Peta Tucker, Social Performance and Indigenous Engagement Manager |
| Approved by | Graham Scheu, Program Procurement Manager |
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1 Request for Information

ARTC invites Vendors to provide Responses for the Services in accordance with the Request for Information (RFI) Documents. Vendors must comply in all respects with the conditions of this RFI. This document is not an offer by ARTC to any Vendor.

2 About ARTC and Inland Rail

2.1 Australian Rail Track Corporation (ARTC)

The Australian Rail Track Corporation Ltd. (ARTC) was created after the Commonwealth and State Governments agreed in 1997 to the formation of a 'one stop shop' for all operators seeking access to the national interstate rail network.

ARTC plays a critical role in the transport supply chain and in the overall economic development of Australia. Its network is used to move a range of commodities including general freight, coal, iron ore, other bulk minerals and agricultural products. Its network is also important in providing access for interstate and inter-city passenger services.

Across its network, ARTC is responsible for:

- ▶ Selling access to train operators;
- ▶ The development of new business;
- ▶ Capital investment in the corridors;
- ▶ Management of the network; and
- ▶ The management of infrastructure maintenance.

Further information on ARTC can be found at the ARTC website; www.artc.com.au.

2.2 The Inland Rail Program

2.2.1 Service Offering

Our Service Offering is central to Inland Rail and reflects the priorities of freight customers for a road competitive service that offers competitive pricing, 98 per cent reliability, a transit time of less than 24 hours and freight that is available when the market wants.

The Service Offering was developed by ARTC in consultation with customers, rail users, including rail operators, freight forwarders and end customers, and other key stakeholders.

In defining the performance requirements of industry, the Service Offering also sets out the technical specifications that will deliver on those performance requirements now and into the future.

The Inland Rail Service Offering can be viewed at inlandrail.artc.com.au/service-offering

2.2.2 Overview of the Inland Rail Program

Inland Rail is a once-in-a-generation Program of infrastructure works which will, when completed, connect regional Australia to domestic and international markets, transforming the way freight is transported around the country. It will complete the 'spine' of the national freight network with a new 1710 km freight line linking Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.



Figure 1 – Alignment of the Inland Rail Program

The dedicated freight network will transform the freight transportation network between Melbourne and Brisbane, connecting Australia's farms, mines, cities and ports to global markets. It will support Australia's four richest farming regions; providing supply chain benefits and substantial cost savings for producers.

This transformational rail project will bring lower costs and greater efficiencies to freight customers and will ultimately deliver more produce and goods to consumers along the eastern seaboard, create long-term jobs, boost regional economies, and help businesses grow.

Key features and benefits of the Program include:

- ▶ Length of the corridor is approximately 1710 km, from Tottenham in Victoria to Acacia Ridge in Queensland
- ▶ Track will enable the use of double-stacked, 1800 metres long trains with a 21 tonnes axle load (TAL) at a maximum speed of 115 km/h, allowing for the transit of greater freight volumes. Each train could carry the equivalent freight volume as 110 B-double trucks
- ▶ New rail route will be up to 10 hours faster than the existing coastal rail network via Sydney
- ▶ Shorter transit times will reduce supply chain costs by an estimated \$10 per tonne for inter-capital freight travelling between Melbourne and Brisbane, providing greater savings for consumers
- ▶ Reduced congestion on the nation's highways and allows for increased passenger rail works in the busy Sydney network

- ▶ Provides important connections between the regions and the country's ports.

Thousands of jobs will be created over the 10-year construction period, and once it is operational.

The Australian Government has committed funding of \$9.3 billion to the Program.

More information on the Inland Rail Program can be found on the website inlandrail.artc.com.au

2.3 Narrabri to North Star Project

The Narrabri to North Star (N2NS) section is one of 13 projects that complete Inland Rail and is an upgrade to approximately 186km of track within the existing rail corridor and construction of approximately 2.3km of a new rail corridor.

The works are required to accommodate the operation of 1,800m-long double-stacked freight trains. This Project crosses the three Local Government Areas of Gwydir, Narrabri and Moree Plains.

Due to design complexities associated with flood management, the Project has been divided into two portions, known as Separable Portion 1 (SP1) and Separable Portion 2 (SP2).

This will allow construction to continue on schedule for the majority of the Project, while environmental approvals are finalised on the Mehi–Gwydir floodplain.

SP1 entails the upgrading of 171km of track between Narrabri and North Star, excluding works over the Mehi–Gwydir floodplain. This portion is currently going through NSW and Australian Government approvals with the main works contract currently out to tender. SP1 is expected to be approved by all relevant agencies by early to mid-2020, with construction to commence in late 2020. The anticipated completion of the construction works is November 2023.

SP2 involves the upgrading of 15km of track crossing the Mehi–Gwydir floodplain and building 2.3km of new track at Camurra to bypass the existing hairpin turn and is considered out of scope of these Services.

3 The Services

3.1 Scope of Services

ARTC is seeking information about service providers which are able to deliver training in rail infrastructure and civil construction competencies to residents of the Gwydir, Moree Plains and Narrabri Local Government Areas (LGAs) whom have expressed interest in upskilling for potential employment on the N2NS section.

ARTC is seeking information about training providers that:

- ▶ are experienced in delivering some or all of the following rail infrastructure and civil construction competencies and/or the TLI21315 Certificate II in Rail Infrastructure;
- ▶ may be approved Smart and Skilled Training Providers;
- ▶ are based in the Gwydir, Narrabri or Moree Plains LGAs; and
- ▶ are capable of delivering this training to residents of the Gwydir, Moree Plains and Narrabri LGAs.

3.1.1 Rail Infrastructure and Civil Construction Competencies/Course

The competencies/course to be delivered may include the following:

- ▶ TLIB1028 Maintain and use hand tools
- ▶ TLID1001 Shift materials safely using manual handling methods
- ▶ TLIE1003 Participate in basic workplace communications
- ▶ TLIF1001 Follow work health and safety procedures
- ▶ TLIF2010 Apply fatigue management strategies
- ▶ TLIF2080 Safely access the rail corridor
- ▶ TLIU2008 Apply environmental procedures to rail infrastructure
- ▶ TLIW2001 Operate under track protection rules
- ▶ CPCCOHYS1001A Prepare to work safely in the construction industry
- ▶ RIIMPO317F Conduct roller operations
- ▶ RIIMPO318F Conduct civil construction skid steer loader operations
- ▶ RIIMPO320F Conduct civil construction excavator operations
- ▶ RIIMPO321F Conduct civil construction wheeled front end loader operations
- ▶ RIIMPO337E Conduct articulated haul truck operations, and/or
- ▶ TLI21315 Certificate II in Rail Infrastructure

3.2 Objectives

The services of the RTOs may be required periodically in 2020 to conduct training on an as-needs basis. The objective of the services are to:

- ▶ Provide quality training to identified participants on as as-needs basis;
- ▶ Successfully seek funding from Training for NSW or other sources to deliver the agreed training; and
- ▶ Work collaboratively with ARTC, Councils and other stakeholders as required to successfully deliver any training required.

4 Instructions to Vendors

4.1 Definitions

In this RFI unless the context indicates otherwise:

‘Addenda’ means an addenda issued by ARTC or the RFI Administrator;

‘Vendor’ means a person, entity or consortium who or which submits an RFI;

‘ARTC’ means the Australian Rail Track Corporation Ltd;

‘Closing Date and Time’ means the date and time set out in the RFI Letter, or such later date and time as the RFI Administrator may notify in writing;

‘Information Documents’ means any information, data, document or material which:

1. At the time of issue (or being provided or made available) is expressly classified or stated to be an “Information Document”; or
2. Is referred to or incorporated by reference in an Information Document;

‘RFI’ means this Request for Information;

‘RFI Administrator’ means the person specified in the RFI Letter, or any other person from time to time appointed in writing by ARTC;

‘RFI Documents’ means the documents:

1. Request for Information Letter
2. Section A - RFI Response Workbook
3. Submission of capability statement by respondents.

‘Project’ means the project described in the RFI Documents;

‘Program’ means the Inland Rail Program;

‘Services’ means the services:

1. described in Section A – Services Brief (if any is provided); or
2. contemplated in the Request for Information Letter.

‘Submission’ means any Request for Information submitted by a Vendor in accordance with the RFI Documents;

5 RFI Documents

5.1 Ownership and confidentiality

The RFI Documents, and any intellectual property rights in them, are and remain the property of ARTC.

The RFI Documents are strictly confidential and are provided to the Vendor on a confidential basis. The Vendor undertakes not to copy, use or disclose the RFI Documents to others except for the purpose of preparing and submitting a Submission. If the Vendor discloses any of the RFI Documents to any other person or party for the purpose of preparing a Submission, it must only do so on the terms of this clause and must obtain an undertaking from each such other person or party in the same terms as this clause.

Nothing in this clause limits the operation of any separate confidentiality agreement that may exist between ARTC and the Vendor regarding the RFI Documents.

5.2 Information documents

1. At the date of issue of this RFI, any Information Documents provided by ARTC to the Vendor are labelled as “Information Documents”. ARTC may at any time and from time to time after the issue of the RFI provide for information only access to further Information Documents to the Vendor.
2. All Information Documents are provided on the terms of this clause.
3. Information Documents may be made available electronically, collected from or made available to review at the address of the RFI Administrator.
4. The Information Documents:
 - a. are made available for the information only of the Vendor; and
 - b. will not form part of any eventual contract for this Tender Process.
5. ARTC makes no warranty or representation, and does not assume any duty of care to the Vendor, that the information, data, documents and materials in the RFI Documents and the Information Documents are accurate, adequate, suitable or complete and ARTC accepts no responsibility for interpretations placed on the information, data, documents and materials by the Vendor.
6. The Vendor’s Submission should be based on its own investigations and determinations and should not rely on the information, data, documents and materials contained in the Information Documents.
7. The Vendor should not rely upon any Information Document or on any summary in respect of the information, data, document or material which appears in an Information Document.

5.3 Communications

All communications must be directed to the RFI Administrator via the contact details provided in section 6.1.

5.4 Clarification and amendment of RFI Documents

1. If the Vendor is in doubt as to the meaning, intention, completeness or accuracy of any of the RFI Documents (including any Addenda), the Vendor must immediately submit a written request for clarification to the RFI Administrator.
2. If the Vendor believes any clarification provided is confidential this must be clearly noted in the clarification. ARTC reserves the right to reject the confidential request.
3. At any time prior to the RFI process, ARTC and/or the RFI Administrator may, for any reason (but without being obliged to do so), clarify, add to, modify or otherwise amend the RFI Documents by issuing Addenda.

4. Addenda may include the text of the request for clarification or other question or matter which led to the notice but will not identify the Vendor who sought the clarification or raised the question.
5. The Vendor must acknowledge receipt of all Addenda issued to it in the RFI Form in Section B of this RFI or in the case of Addenda issued after the Closing Date and Time, in the manner noted in the Addenda.

5.5 ARTC not bound by oral information

Without limiting the “Disclaimer” clause, to the extent permitted by law, ARTC is not bound by, and has no responsibility or liability to the Vendor, its employees, agents or contractors for, any oral advice, representation or information given or furnished by or on behalf of ARTC or the RFI Administrator with respect to the RFI Documents.

5.6 Privacy

The Vendor must give a copy of the following statement to each person nominated in its RFI Submission as part of the Vendor's team.

Privacy Act 1988 – Statement by ARTC

As part of the Request for Tender process ARTC has asked, through the Vendor, that you provide various personal information to it. ARTC respects your privacy and will only use your information to evaluate the Tender. Under the Privacy Act you have the right to access the personal information which ARTC holds about you, subject to some exceptions. One of the exceptions relates to information used to evaluate a commercially sensitive decision. If you have any queries about the personal information which ARTC holds about you please contact the RFI Administrator.

6 Instructions to Vendors

This is a Request for Information (RFI), not a tender or an order. No cost can be charged to Inland Rail for any reason.

This document shall not be construed as a request or authorisation to perform work at Inland Rail's expense. Any work performed by a Vendor will be at the Vendor's own discretion and expense. This RFI does not represent a commitment to purchase or lease. Submission of a response constitutes acknowledgement that the Vendor has read and agrees to be bound by such terms.

6.1 Point of Contact

All communication with Inland Rail must be directed to the single point of contact for this project (RFI Administrator), as follows:

Name: Jane Roberts
Address: 180 Ann Street, Brisbane Qld 4000
Telephone: 0409 717 746
Email: JRoberts2@artc.com.au

6.2 Electronic Lodgement

Unless stated otherwise in the Request for Information Letter, all Vendor's Submissions must be lodged via Inland Rail's ICN Gateway webpage - www.inlandrail.icn.org.au by the Closing Date and Time.

Hard copy submissions are not requested for this RFI.

6.3 Acknowledgement of receipt of Submission

An acknowledgement by or on behalf of ARTC or the RFI Administrator of receipt of the Submission does not mean or imply that the Submission has been or will be treated as conforming.

6.4 Acceptance of conditions of RFI

By lodging an RFI Submission, the Vendor will be taken to have agreed to be bound by this RFI.

6.5 Information requests

After the Submission has been lodged by the Vendor, the RFI Administrator may require the Vendor to submit further information. The Vendor must respond promptly to all such requests.

6.6 Format

The Submission must be completed within the RFI Response Workbook and include any supporting information requested.

7 Response

Vendor responses must provide the following information in **Section B Response Workbook**.

7.1 Intention to Deliver

Based on the information provided in Section 3.1 above, please identify which of the following competencies your organisation is able to deliver?

- ▶ TLIB1028 Maintain and use hand tools
- ▶ TLID1001 Shift materials safely using manual handling methods
- ▶ TLIE1003 Participate in basic workplace communications
- ▶ TLIF1001 Follow work health and safety procedures
- ▶ TLIF2010 Apply fatigue management strategies
- ▶ TLIF2080 Safely access the rail corridor
- ▶ TLIU2008 Apply environmental procedures to rail infrastructure
- ▶ TLIW2001 Operate under track protection rules
- ▶ CPCCOHYS1001A Prepare to work safely in the construction industry
- ▶ RIIMPO317F Conduct roller operations
- ▶ RIIMPO318F Conduct civil construction skid steer loader operations
- ▶ RIIMPO320F Conduct civil construction excavator operations
- ▶ RIIMPO321F Conduct civil construction wheeled front end loader operations
- ▶ RIIMPO337E Conduct articulated haul truck operations, and/or
- ▶ TLI21315 Certificate II in Rail Infrastructure

Answer the following questions if any of the above boxes have been checked.

7.2 Primary Contact

Provide the name, title, address, telephone and e-mail for the primary contact should further information be required.

7.3 Business Background

Provide some general business background information.

- ▶ Head office and regional office locations (Please highlight if they are located in the Gwydir, Moree Plains or Narrabri LGAs).
- ▶ Is your organisation an approved Smart and Skilled training provider?
- ▶ If not, what is your funding source for training?
- ▶ Does your organisation have the ability to deliver training in the Gwydir, Moree Plains and Narrabri LGAs?
 - ▶ If yes, has your organisation previously delivered training in one or more of these three areas local government areas?

- ▶ Does your organisation provide the equipment/machinery required to deliver training?
- ▶ How is your organisation delivering training in the COVID-19 environment?
- ▶ Please upload a copy of your business capability statement.

7.4 Potential for value-added services

Please identify an additional area where your organisation can add value.