

CABINET - SUBJECTS FOR CONSIDERATION, 12 AUGUST 2002 11:00 AM

Not Relevant

1 New Initiatives/Policy Matters

Not Relevant

104 TA4/2002CS Centralised Train Control (CTC) and Passenger Information (PI) System Replacement
APPROVED AS AMENDED (NEW RECOMMENDATIONS)

All Ministers

Not Relevant

CABINET COVER SHEET

1. TITLE: CENTRALISED TRAIN CONTROL (CTC) AND PASSENGER INFORMATION (PI) SYSTEM REPLACEMENT PROJECT

2. MINISTER: Hon Michael Wright MP
Minister of Transport

3. PURPOSE: To seek Cabinet approval to:

- 3.1 Replace TransAdelaide's Centralised Train Control (CTC) and Passenger Information (PI) Systems at a cost \$9.36 million (exc. GST) over the 2002/03 to 2004/05 financial years.
- 3.2 Endorse the engagement of Alstom Australia Ltd. to replace TransAdelaide's Centralised Train Control (CTC) and Passenger Information (PI) Systems at an estimated contract price of \$8.4 million (exc. GST).

4. RELATIONSHIP TO GOVERNMENT POLICY: Delivery of efficient, accessible and affordable public transport to the community of South Australia that is an attractive alternative to motorcars.

RESOURCES REQUIRED FOR IMPLEMENTATION: Cabinet recently approved an increase in the forward estimates as a result of the recent bilateral process for the funding for replacement of TransAdelaide's Centralised Train Control (CTC) and Passenger Information (PI) Systems from \$8.0m. (exc. GST) million to \$9.36 million (exc. GST) over the 2001/02 to 2004/05 financial years. This incorporates \$0.5m. provided in 2001/02 for the evaluation process.

5. IMPACT STATEMENTS: Regional

The Centralised Train Control (CTC) and Passenger Information (PI) System Replacement Project will have a direct impact only on the Adelaide metropolitan rail system. There is minimal impact on the geographical areas outside the Adelaide metropolitan area including the outer metropolitan area.

Regulatory

A "Regulatory Impact Statement" is not required on this occasion as no legislation or change in legislation is involved or associated with this project.

Small Business

The project will have a positive impact on small businesses in the State that rely on rail freight for receipt of supplies and delivery of products to markets.

Alstom Australia Ltd. has indicated the involvement of local companies in the installation and commissioning of the project. Some of these companies will be small businesses. Following the awarding of the contract, Alstom Australia Ltd also will be requested to liaise with the SA Industrial Supplies Office to identify ways of maximising local content.

Environmental

It is considered that the project will have minimal environmental and heritage impact, as the work principally involves the replacement of TransAdelaide's existing Centralised Train Control (CTC) and Passenger Information (PI) computer systems and associated field hardware. This equipment is located in existing buildings and equipment housings which will not be changed or modified. Minimum cable trenching work is anticipated and the contractor will be required to prepare an "Environmental Management Plan" prior to commencing fieldwork.

Family

Failure to undertake this project has the capacity to directly impact on families, particularly the disadvantaged and families/persons who regularly use rail services for transportation requirements. Failure of the CTC system would render TransAdelaide's rail system virtually unusable creating a requirement for users to find alternative modes of transport.

6. CONSULTATION:

Comments were sought from various Government Departments and some agencies directly. Responses were received from:

- Department of Treasury & Finance (DTF)
- Department of Transport and Urban Planning (DTUP)
- Prudential Management Group (PMG)
- Crown Law
- Department of Industry and Trade
- Department of Environment and Heritage
- Department of Premier and Cabinet – National Competition Policy Unit

DTF, DTUP and PMG have indicated full support for the project. The DTF Director, Account Management (J. Damin) and Acting Director, Account Management (A. Francis) have endorsed the costing of the project at \$9.36m.

Clause 10(1) Legal Professional Privilege

7. URGENCY:

This project has been identified as a "High Priority" due to the unacceptably high risk of failure of current Centralised Train Control (CTC) and Passenger Information (PI) Systems.

8. RECOMMENDATIONS:

It is recommended that Cabinet:

- 7.1 Note an amount of \$0.118m for preliminary investigation and undertaking the tendering process has been spent of the \$0.5m 2001-02 budget allocation.
- 7.2 Note a carryover of \$0.382m from the 2001/02 budget allocation into 2003-04 is required.
- 7.3 Approve the expenditure of \$9.36 million (exc. GST) over the 2001-02 to 2004-05 period, for replacement of TransAdelaide's Centralised Train Control (CTC) and Passenger Information (PI) Systems.
- 7.4 Approve the engagement of Alstom Australia Ltd. to replace TransAdelaide's Centralised Train Control (CTC) and Passenger Information (PI) Systems at an estimated contract price of \$8.4 million (exc. GST).



Michael Wright, MP
MINISTER OF TRANSPORT

29/7/2002

TO: THE HON. THE PREMIER FOR CABINET

RE: CENTRALISED TRAIN CONTROL (CTC) AND PASSENGER INFORMATION (PI) SYSTEM REPLACEMENT

1. PROPOSAL

To seek Cabinet approval to:

- 1.1 Replace TransAdelaide's Centralised Train Control (CTC) and Passenger Information (PI) Systems at a cost of \$9.36 million (exc. GST) over the 2001/02 to 2004/05 financial years.
- 1.2 Engage Alstom Australia Ltd. to replace TransAdelaide's Centralised Train Control (CTC) and Passenger Information (PI) Systems at an estimated contract price of \$8.4 million (exc. GST).

2. BACKGROUND

2.1. The Centralised Train Control (CTC) and Passenger Information (PI) system is a network of interconnected computers and external field based hardware systems that provide real time control and monitoring of trains running over Adelaide's metropolitan rail network. The functionality provided by these computer systems includes:

- Operator Interfaces - ie system monitoring, control of trains over routes and past signals.
- Train Tracking - ie the tracking of trains as they move through the rail network.
- Automatic Route Setting (ARS) - ie the automatic setting of routes by the computer system, based on timetable information.
- Statistical train performance and associated management information.
- Real-time passenger information - ie visual and audible annunciation of train arrival and departure times.

2.2. While failure of the CTC system would not create an unsafe situation in itself, the system provides an operational capability without which it would be impossible to run trains over the metropolitan rail network. If due to a CTC system failure an attempt was then made to operate trains under some form of manual working, possibly bypassing the safety related circuitry, the risk of a serious accident could arise.

In the event that the CTC computer could not be sustained in operation, then TransAdelaide could expect:

- Immediate and ongoing disruptions and delays to rail passenger services.
- Costly provision of alternative services, or provision of a partial service only or no services at all. (The pressure to operate trains under less safe conditions, such as manual working, for prolonged periods increases the risk of serious accident.)
- Customer and/or political backlash.
- Disruptions and delays to 3rd party operators such as SCT, Toll, Australia Southern Railroad, etc who operate over/through parts of TransAdelaide's metropolitan rail lines.
- Additional expenses incurred by TransAdelaide in operating a "manual" signalling system, if feasible.
- A potential requirement to compensate 3rd parties such as SCT, Toll, Australia Southern Railroad, etc, for resultant damages.

- 2.3. TransAdelaide's current system is close to 15 years old and based on a technology that is now obsolete with components being extremely difficult to source. The original equipment manufacturer, Hewlett Packard, no longer supports the computers, and based on current advice it is believed that within 2 to 3 years the risk associated with a total system failure would be unacceptably high.

By comparison, Melbourne has recently upgraded its similarly aged CTC system and Perth is in the process of replacing their system. Both railway organisations have recognised that their CTC systems were/are facing obsolescence and this would compromise service delivery if they fail.

- 2.4. Recognising the risks associated with a complete failure of the CTC system and the estimated time frames involved in procuring a new system, planning for the replacement of TransAdelaide's Centralised Train Control (CTC) systems commenced in 1998.

3. DISCUSSION

To effectively manage this technically complex project, it has been broken into three major elements comprising:

3.1 Preliminary Investigation

- 3.1.1 Approval to engage Consultants to undertake an independent investigation on the need or otherwise to replace the existing CTC system was obtained from the former Minister in December 1998. Following an appropriate selection and evaluation process, Sinclair Knight Mertz Pty Ltd (SKM) was selected to undertake this task.

3.1.2 SKM confirmed TransAdelaide's concerns regarding the ongoing sustainability of the CTC system and presented 3 options:

- 1) Do nothing (Not sustainable)
- 2) Partial replacement (High risk with long-term dis-benefits)
- 3) Complete replacement (Sound strategy with potential to grow patronage)

3.1.3 SKM recommended that Option 3, "Complete Replacement", should be pursued. A second consulting group, Connell Wagner, was requested to independently audit the SKM report for conclusions and costing.

Based on the findings from SKM and Connell Wagner, Option 3 was endorsed by the following:

- TA's Executive & General Manager Sept 2000
- Board Oct 2000
- Prudential Management Group Nov 2000
- former Minister Feb 2001
- DTUP March 2001 and
- Treasury & Finance May 2001

(Appendix A includes all approval processes to-date)

3.1.4 Following on from the above, State Cabinet agreed to include a total budget allocation of \$8 million over the 01/02 - 02/03 financial years. However, due to some uncertainty in final costing and timing, approval also was sought and given by the former Minister to conduct the tendering process with final costing and timing details being presented to Cabinet before awarding a contract.

An amount of \$3.5 million of the CTC funding was redirected following approval by State Cabinet on the re-sleeping of the Outer Harbor Line. It is now intended to use the 02/03 annual (re-sleeping) provision of \$3.5 million as make-up funding for the CTC project.

3.2 Tendering Process and Evaluation

3.2.1 Approval to engage Consultants to assist TransAdelaide in the preparation of tender documentation and subsequent tender evaluation was obtained from the former Minister in July 2001. Following an appropriate selection and evaluation process, Connell Wagner was engaged to undertake this task along with assistance from Probity Auditor Aliens Arthur Robinson.

3.2.2 Following on from advice from Connell Wagner, and as subsequently approved by the former Minister, only six companies were invited to tender for the replacement of TransAdelaide's CTC system. (There are only a limited number of proven organisations "World Wide" specialising in, and offering CTC systems.) Two of the six companies withdrew from the tendering process, and four companies submitted offers by the closing date of 1 February 2002.

3.2.3 The high cost and associated poor quality of the [7(1)(c)] submission was such that they were excluded from further evaluation. However, the [7(1)(c)] tendered cost is included for completeness/cost comparison purposes. The three lowest cost tenders were rigorously examined for all areas of conformance. Areas of non-conformance were addressed through an approved question and response process. Based on the responses provided by the tenderers, adjustments were made to the final tender costs to reflect fully compliant bids. Final/adjusted tendered costs are shown below in order of cost preference:

Clause 7(1)(c) Business Affairs

3.2.4 Following on from the above, a final and comprehensive technical review was undertaken. The two highest scored tenderers, based on cost and technical excellence, were assessed respectively as:

1) Alstom Australia Ltd. and

Clause 7(1)(c) Business Affairs

These two companies were invited to present submissions to the evaluation committee.

3.2.5 Having considered all issues and ensuring that all tenderers were fairly and impartially evaluated on the same basis, the preferred tenderer was identified as Alstom Australia Ltd.

3.2.6 Prior to a final recommendation being presented to TransAdelaide's Board, a nominated group of TransAdelaide's officers inspected two operational Alstom systems located in the Sydney area. These two systems clearly established that Alstom's offer would be suitable for TransAdelaide's needs. Further, private discussions were held with Alstom's clients. These discussions established high levels of customer satisfaction with respect to the performance of Alstom's system and Alstom's capacity as a sound project manager both from a budget and on time project delivery perspective.

3.2.7 The final project cost was then established by summing the tendered contract price (adjusted downwards to reflect the removal of some options), project management costs and any miscellaneous costs considered appropriate in the overall delivery of the project.

3.3 Project Implementation

3.3.1 Subject to Cabinet approval, this phase of the project will involve the awarding of a contract to Alstom Australia Ltd. for the replacement of TransAdelaide's Centralised Train Control (CTC) and Passenger Information (PI) Systems, including the design, installation, commissioning and associated project management of the project.

4 COSTS

Final project cost is based on the following components:

4.1 Preliminary Investigation/Tendering Process and Evaluation

This component, totalling \$130,000 (including GST) was completed in 2001/02. Funds were approved and have been expended.

4.2 Contract Costs (Installation)

This component to be provided by the contractor is estimated at \$8.4 million (exc. GST) and is based on a fully compliant bid. The bid includes the replacement of the current CTC system comprising:

- Train Describer (TD) computer system.
- Management Information (MI) computer system.
- Passenger Information (PI) system, including replacement of "Information Monitors" at Adelaide Railway Station, New Information display systems at Interchanges/Key Stations and replacement of voice annunciators at other stations.
- Operator workstations, ie display screens, key boards and interface devices.
- Maintenance workstations.

4.3 Project Management & Costs - Other

This component estimated at \$800,000 includes resources engaged in project/contract administration, additional resources to effect signalling modifications outside the scope of the contract and protection of personnel while working in the field. This cost also includes an allowance of \$150,000 for the engagement of CTC (engineering) specialists who may be called upon to provide TransAdelaide with high level technical advice.

4.4 Contingency (5%)

A small contingency allowance of 5% has been applied across each element of the project costing to cover unforeseen cost variations.

4.5 GST (10%)

An allowance of 10% to cover GST has been identified in the project cost. However, it has been excluded from the requested funding.

4.6 The estimated total project cost is summarised below.

Table 1: Estimated Project Cost

Task	Cost \$,000	Contingency (5%) \$,000	Total (Exc GST) \$,000	Total (Inc GST) \$,000
Preliminary Investigation/Tendering Process and Evaluation	118 ⁽¹⁾	N/A	118 ⁽¹⁾	130 ⁽¹⁾
Project Management & Costs - Other	800	40	840	924
Contract Cost (Installation)	8,000	400	8,400	9,240
ESTIMATED TOTAL PROJECT COST			9,358	10,294

Note: (1) Funds already expended.

4.7 The funding required to deliver this project, excluding GST, is estimated at \$9.36 million (includes \$118,000 already expended).

5 PROGRAM

5.1.1 The project is expected to take slightly greater than two years to implement from the award of contract in August 2002. The following table summarises project milestones including projected cash flow.

Table 2: Project Timeline/Cash flow and Estimated Costs

Date	Task Definition	Approved Funding Exc. GST (\$,000)	Required Cash-flow Exc. GST (\$,000)	Cash-flow Inc. GST (\$,000)
2001/02	➤ Preliminary Investigation/Tendering Process and Evaluation (expended)	500	118	130
2002/03	➤ Award Contract & Mobilisation ➤ Functional Specification	1,900	1,928	2,159
2003/04	➤ Equipment Purchase ➤ Design Approval ➤ PI System Factory Test	3,200	3,616	3,939
2004/05	➤ CTC System Factory Test ➤ Training and documentation ➤ CTC & PI Site Test ➤ Supply of documentation.	3,700	3,696	4,066
TOTAL (2001/02 through to 2004/05)		9,300	9,358	10,294

Note 1 An amount of \$0.118m for preliminary investigation and tendering process has already been spent from a provision of \$0.500m. for this process. The remaining funds are to be carried over to 2003/04 Financial Years.

6 OTHER ISSUES

6.1 Economic, Financial and Budget Implications

6.1.1 TransAdelaide, in consultation with DTUP and Treasury & Finance, have confirmed that the financial analysis prepared by the consultants SKM and ratified by Connell Wagner is sound.

6.1.2 The CTC replacement project has been endorsed by Dept. Treasury & Finance and is consistent with its guidelines. An amount of \$8.0 million (exc. GST) was allocated for the 2001/02 and 2002/03 financial years. However, due to slippage in the project timelines \$3.5 million was used to fund the re-sleepering of the Outer Harbor Line. It is now intended to use the 02/03 annual re-sleepering provision of \$3.5 million as make-up funding for the CTC project. This funding will be re-allocated over the 2002/03 and 2003/04 financial years as appropriate.

6.1.3 Following on from the tendering process, a firm estimate is now available and indicates that the project will cost \$9.36 million (exc. GST). A further \$1.36 million (exc. GST) was required on top of the \$8.0 million and is now included in the "Capital Forward Estimates". However, it should be noted that the project timeline is such that the call on funding will be spread across three financial years and now includes the 2004/05 financial year. There is a decrease in funding required during the 2002/03 financial year. (See Table 2 for comparison of "Current Cash-flow" compared to "Required Funding").

6.1.4 Based on the research undertaken by the consultants SKM and Connell Wagner, all indications would suggest that the existing CTC system is at an unacceptably high risk of failure sometime after 2003. Failure of the CTC system would almost certainly result in significant additional costs for TransAdelaide/SA Government in running alternative passenger services. TransAdelaide also could expect to be levied with damage claims by 3rd party operators who use the TA rail network, such as Toll, STC, Australia Southern Railways, etc if they could not meet their service commitments.

6.2 State Development, Social and Environmental and Other Impacts

6.2.1 The preferred tenderer, Alstom Australia Ltd., currently has an office in Adelaide and has indicated that additional engineering staff will be engaged in Adelaide during many phases of the project. Additional field/trade employees also will be required and will be locally sourced to undertake any fabrication/installation and commissioning works. However, a large component of the works involves the use of Alstom's technical specialists who are located in Sydney. As such, there is little likelihood of significant and ongoing opportunities for economic development for South Australia that would result from this project.

6.3 Staffing Implications

6.3.1 While it is not expected that TransAdelaide's staffing levels will reduce in the short term, an opportunity may exist in the future for some small reduction, one to two FTE's, once the full efficiency improvements of the new CTC System are realised.

6.4 Consultation

6.4.1 Treasury and Finance have indicated full support for the project.

6.4.2 DTUP have reviewed all investigations undertaken by TransAdelaide and fully support the project.

6.4.3 The Prudential Management Group have fully reviewed and endorsed TransAdelaide's implementation program associated strategies and probity processes.

6.4.4

Clause 10(1) Legal Professional Privilege

6.4.5 Consultation has occurred with the Department of Environment and Heritage. It is considered that the project will have minimal environmental and heritage impact, as the work principally involves the replacement of TransAdelaide's existing Centralised Train Control (CTC) and Passenger Information (PI) computer systems and associated field hardware. This equipment is located in existing buildings and equipment housings and these will not be changed or modified. Minimum cable trenching work is anticipated and the contractor will be required to prepare an "Environmental Management Plan" prior to commencing any fieldwork.

6.4.6 The Office of Regional Affairs has been consulted, and it was resolved that there is minimal impact on geographical areas outside the Adelaide metropolitan area including the outer metropolitan area.

6.4.7 The Department of Industry and Trade (DIT) has been consulted and considers that the project will have a positive impact on small businesses in the State that rely on rail freight for receipt of supplies and delivery of products to markets. DIT also advised that a Regulatory Impact Statement would not be required as there is no change in regulation that would arise from this project.

6.4.8 The Department of Human Services has been consulted and considered that failure to undertake this project has the capacity to directly impact on families, particularly the disadvantaged and families/persons who regularly use rail services for transportation requirements. Failure of the CTC system would render TransAdelaide's rail system virtually unusable creating a requirement for users to find alternative modes of transport.

6.4.9 TransAdelaide employees and the public will be consulted during all phases of the project, so as to ensure that all areas of operations and OHS&W are effectively and properly addressed.

6.5 Executive Council

6.5.1 Executive Council approval will not be required.

7 **RECOMMENDATION**

It is recommended that Cabinet:

7.1 Note an amount of \$0.118m for preliminary investigation and undertaking the tendering process has been spent of the \$0.5m as part of the 2001/02 budget allocation.

7.2 Approve a carry over of \$0.382m from the 2001/02 budget allocation into 2003/04.

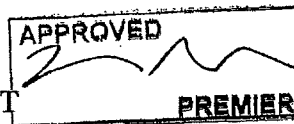
7.3 Approve the expenditure of \$9.36m (exc.GST) over the 2001/02 to 2004/05 period, for replacement of TransAdelaide's Centralised Train Control (CTC) and Passenger Information (PI) Systems. The additional \$60,000 above the approval funding of \$9.30m is to be managed via internal re-allocation within the portfolio and having no additional impact on the budget forward estimates.

7.4 Approve the engagement of Alstom Australia Ltd. to replace TransAdelaide's Centralised Train Control (CTC) and passenger Information (PI) Systems at an estimated contract price of \$8.4 million (exc. GST).

In Cabinet

12 AUG 2002

Michael Wright, MP
MINISTER OF TRANSPORT



Appendix 1 Chronological History of the CTC System Upgrade Project

Dates	Tasks and Comments
Nov - Dec 1998 22 Dec 1998	Approvals for Preliminary Investigation <ul style="list-style-type: none"> • Request & Capital Job Request (CJR) to Capital Expenditure Committee • Briefing Paper to GM explaining functions of CTC • Approved
Jan - Feb 1999 23 Jan 1999 26 Feb 1999	Registration of Interest to engage Consultants <ul style="list-style-type: none"> • Advertised for close 12 February 1999 • ROI's evaluated and recommendation
Feb - April 1999 20 April 1999	Approvals to Call Tender <ul style="list-style-type: none"> • Submission via GM to BOARD & MFT for Use of Consultants • No longer required to submit to Board & MFT. Resubmit to GM only. • Approved
April - June 1999 23 April 1999 7 June 1999	Tender for Preliminary Investigation <ul style="list-style-type: none"> • Brief for consultants prepared • Invitations to Tender for close 21 May 1999 • Clarification of tender issues • Tender Evaluation and recommendation
June 1999 7 June 1999 9 June 1999 15 June 1999	Approval to award contract to Sinclair Knight Merz (SKM) <ul style="list-style-type: none"> • Submission to Group Manager, Technical Services • Approved • Consultants notified
June 1999 - Sept 2000 July 1999 Aug 1999 Feb 2000 March 2000 Aug 2000 Aug 2000 Sept 2000	System Investigation Contract (Original completion target September 1999) <ul style="list-style-type: none"> • Workshops to identify TransAdelaide's requirements • Draft User Requirements received, reviewed & comment • Draft Report and Business Case • Report unsuitable. Comments and direction to resubmit report • Revised Report and Business Case • Further comments and expansion required on some issues • Slight changes required to Investment Analysis • Revised Investment Analysis
Sept - Oct 2000 Sept 2000 Oct 2000	Approval "In Principle" <ul style="list-style-type: none"> • Submission and Presentation to the Executive • Submission to the Board
Nov 2000 22 Nov 2000	Submission and Presentation to the Prudential Management Group <ul style="list-style-type: none"> • Report and presentation based on Prudential Management Framework • Project endorsed by Prudential Management Group

Chronological History of the CTC System Upgrade Project (Cont'd)

Dates	Tasks and Comments
Nov 2000 - Jan 2001	<p>Various discussions between TA & DTF</p> <ul style="list-style-type: none"> • Treasury Capital Program • Project understanding and Justification etc
Feb 2001 8 Feb 2001	<p>Approval "In Principle"</p> <ul style="list-style-type: none"> • Submission to the MFT • Project endorsed by MFT • DTF and MFT endorsed pressure to include in second bilaterals
March 2001 2 March 2001	<p>Request for further information by MFT</p> <ul style="list-style-type: none"> • Briefing paper relating to Passenger Information issues
March 2001	<p>Request for information by DTUPA</p> <ul style="list-style-type: none"> • Brief on project • Requested a review of consultants report
March 2001 8 March 2001 26 March 2001 28 March 2001	<p>Review by Connell Wagner</p> <ul style="list-style-type: none"> • Technical review • Financial review - Melbourne • Preliminary report
April - May 2001	<p>Preparation of technical specification</p> <ul style="list-style-type: none"> • SKM to finalise • Reviewed by Connell Wagner
May 2001 22 May 2001	<p>Budget Approved</p> <ul style="list-style-type: none"> • DTF confirmation of \$8M 2001/02 and 2002/03
June 2001 22 June 2001 2 July 2001 19 July 2001	<p>Approval for Tendering and Project Management (1st stage \$200,000)</p> <ul style="list-style-type: none"> • Advice from DTF relating to seeking approval for stage 1 only • Submission to the MFT • Approved by MFT • Capital Job Request (CJR) Approved
July - Aug 2001 23 July 2001 24 August 2001	<p>Tender for Project Management</p> <ul style="list-style-type: none"> • Brief for consultants prepared • Invitations to Tender for close 17 August 2001 • Tender Evaluation and recommendation
Aug 2001 27 August 2001 29 August 2001 30 August 2001	<p>Approval to award contract to Connell Wagner</p> <ul style="list-style-type: none"> • Submission to GM • Approved • Consultants notified 30 August 2001

Chronological History of the CTC System Upgrade Project (Cont'd)

Dates	Tasks and Comments
Sept – Nov 2001 Oct 2001	Preparation of Tender Documentation <ul style="list-style-type: none"> • Clause 10(1) Legal Professional Privilege
Nov 2001 – Jan 2002 16 Nov 2001 21 Dec 2001 10 Jan 2002 22 Jan 2002	Tender for CTC & PI System Upgrade <ul style="list-style-type: none"> • Invitations to Tender for close 18 Jan 2002 • Extension of time approved; Tender close 1 Feb 2002 • Clause 10(1) Legal Professional Privilege • Probity Auditor engaged
Jan – March 2002 Feb 2002 11 March 2002 12 March 2002 21 March 2002	Tender Evaluation and Recommendation <ul style="list-style-type: none"> • Evaluation of tenders and clarification of issues • Clause 10(1) Legal Professional Privilege • Selection of Preferred Tenderer • Site visit to Preferred Tenderer's premises.
March – April 2002 April 2002 26 April 2002	Board endorsement and approval for submission to Cabinet <ul style="list-style-type: none"> • Submission to TransAdelaide Board • Notification of Board Approval
April – July 2002	Preparation of Cabinet Submission and further discussion with: <ul style="list-style-type: none"> • Treasury & Finance • Departments of Environment and Heritage • Office of Regional Affairs • National Competition Policy Unit • Department of Industry and Trade <p>In accordance with latest Cabinet Guidelines on submission of Capital Projects.</p>
July 2002 - Present	Final Treasury & Finance approval