



## Southern Bowen Basin Expansion, QLD

QR National, the Wiggins Island Coal Export Terminal (WICET) and Surat Basin Rail (SBR) are all key stakeholders in the anticipated growth in the production, transport and export of coal from the Southern Bowen Basin over the next five years.

The first stage will allow up to 27 million tonnes of coal per year to be transported from mines in the Surat Basin via rail to the new Wiggins Island Coal Export Terminal (WICET) in the Port of Gladstone.

The rail infrastructure will be delivered in parallel with staged expansion of WICET.

The Surat Basin Rail (SBR) project is a 214 kilometre railway that will boost economic development of regional Queensland, enhance the existing coal rail network and unlock approximately 6.3 billion tonnes of coal reserves in the Surat Basin. It will connect the future coal industry-owned Wiggins Island Coal Export Terminal to these rich coalfields in the vicinity of Wandoan.

### Evans & Peck's role

Evans & Peck has had a significant role in these projects to date and has a continuing role into the future. These roles include:

- cost estimating and commercial support to QR National
- feasibility estimating support to SBR
- assistance to WICET in understanding stakeholder interfaces for the delivery of below rail infrastructure.

Evans & Peck was initially engaged by QR National to provide cost engineering services for the major civil components of the QR National elements of the project. These components included the Wiggins Island Balloon Loop, an additional track to the North Coast Line on a new alignment and a number of projects that would lead to the full duplication of the Blackwater System.

During the preparation of these estimates QR National expanded our role, asking us to collate all discipline estimates for these projects (including the overhead traction power, signalling, track laying and communications) and facilitate the cost risk assessment and quantification for the entire program of projects: called by QR National the Wiggins Island Rail Projects Stage 1 (WIRP1).

As part of our cost engineering role, Evans & Peck liaised with a number of separate stakeholders including the mining companies, considering the capacity and cost of various options of infrastructure to assist the stakeholders arrive at a value for money solution for the first stage of the QR National below rail works for WICET.

In parallel with this role, Evans & Peck is providing WICET with a high level coordination role mapping the below rail interfaces between stakeholders for the second stage of WICET. These stakeholders include QR National, Surat Basin Rail, Queensland Rail, the miners, rolling stock providers and WICET itself. This has involved:

- developing an integrated program to identify any risks that may occur in delivering the below rail infrastructure

### FACTS AND FIGURES

Client: Surat Basin Rail (SBR)

Project: Feasibility

Project value: \$1.2 billion

E&P involvement: 2008-2009

### FACTS AND FIGURES

Client: QR National

Project: WIRP 1

Project value: \$1.1 billion

E&P involvement: 2009- ongoing

### FACTS AND FIGURES

Client: WICET

Project: Stage 2A

Project value: \$1.2 billion

E&P involvement: 2011-ongoing

Providing cost engineering and strategic interface advice to align participants in a major pit to port rail redevelopment.



## Southern Bowen Basin Expansion (continued)

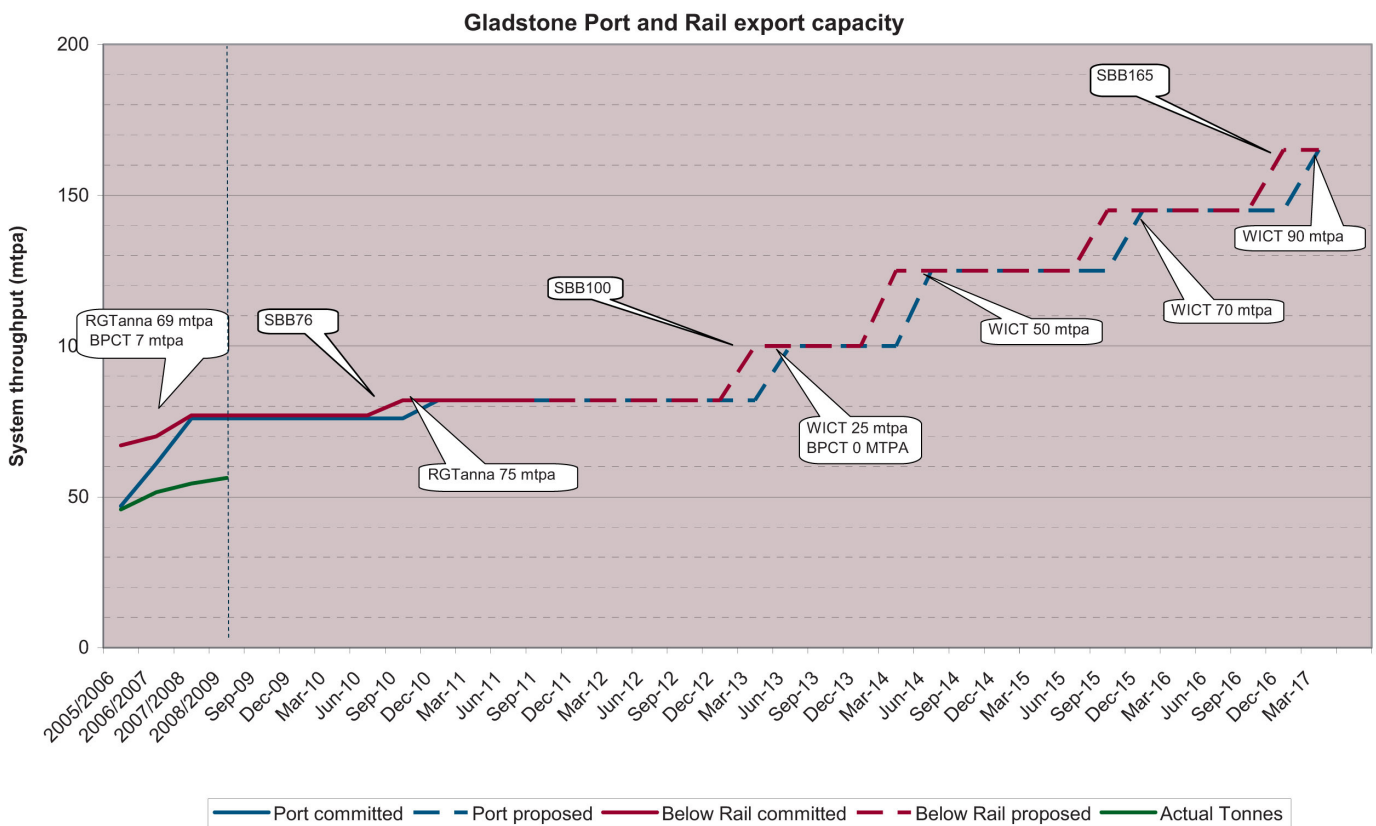
- facilitating agreement of common terminology to describe stage of project delivery for each element
- identifying what stage all participants have achieved in terms of resourcing, programs, internal approvals and financing
- documenting anticipated key program milestones of stakeholders.

The interface role has clearly highlighted the interface areas that are the greatest risk to successful project delivery and have enabled each of the parties to proceed with their procurement program with a level of assurance that the other parties are also proceeding.

### Results

Facilitated by Evans & Peck's strategic cost engineering and interface advice, all the participants in the project have a unified approach and are working to an agreed timetable.

This has facilitated a gateway process and common understanding for all of the parties in the supply chain to align their own gateways of project development with the other parties.



Source: Graph from 2009 Coal Rail Infrastructure Master Plan showing the anticipated growth in the Southern Bowen Basin

