

Keynote:
NELP's approach to megaprojects for sound governance within the MTIA portfolio, while protecting the investments megaprojects represent.



JIM WALLER

Chief Operating Officer
North East Link Program

NELP's approach to megaprojects for sound governance within the MTIA portfolio, while protecting the investments megaprojects represent.

Project Controls Expo Melbourne | 29 11 2022 8.30am

Jim Waller

Chief Operating Officer, North East Link Program (NELP)



- Jim Waller has worked in the construction industry for over 35 years commencing with Main Roads in Queensland and then moving to the private sector in the Project Management and delivery of mining infrastructure, defence facilities, highways, tunnels, dams and aviation projects throughout urban and regional remote Australia.
- Jim has worked with construction companies such as Macmahon Contractors, Henry Walker Eltin, McConnell Dowell, and the John Holland Group in a number of Project Director, Executive General Management and Company Director roles.
- In 2019, Jim joined the Major Transport Infrastructure Authority (MTIA) in the role of Chief Operating Officer for the North East Link Program, working for the Victorian Government in the delivery of this critical piece of our Melbourne road network.
- When not delivering infrastructure, Jim enjoys spending time with his family and working on the family farm in central Victoria.



- **Jim Waller**
- Chief Operating Officer
- North East Link Program (NELP)

North East Link Program (NELP) Overview

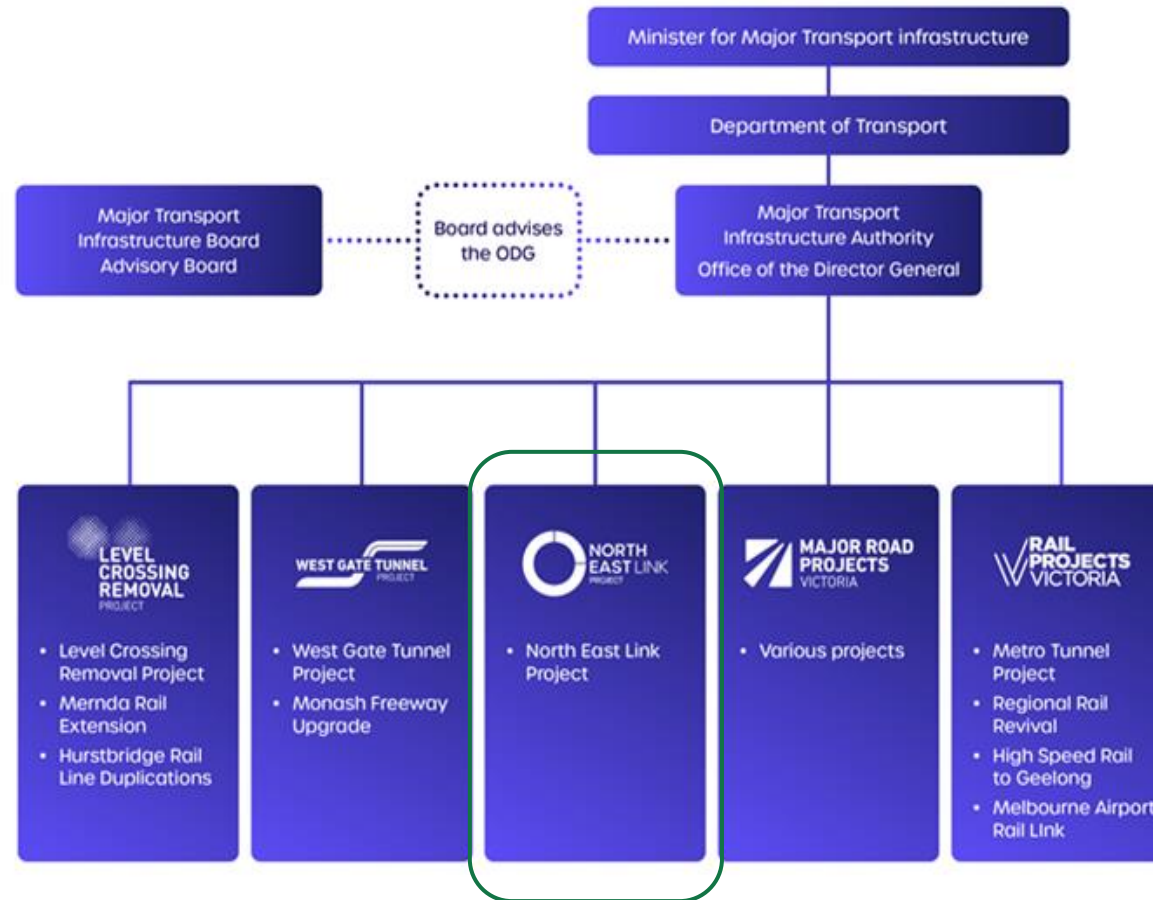


Bringing our road, bus and bike network together

We've developed a design that delivers even better outcomes for local people and the environment.

North East Link will slash travel times, take trucks off local roads and give local streets back to local residents. But the new twin tunnels are just one part of a massive investment in the north east.

Major Transport Infrastructure Authority (MTIA)



- A Part of Victoria's Big Build
- ~\$110b transport projects being delivered
- 119 major road & rail projects
- Over 25,000 jobs across Victoria

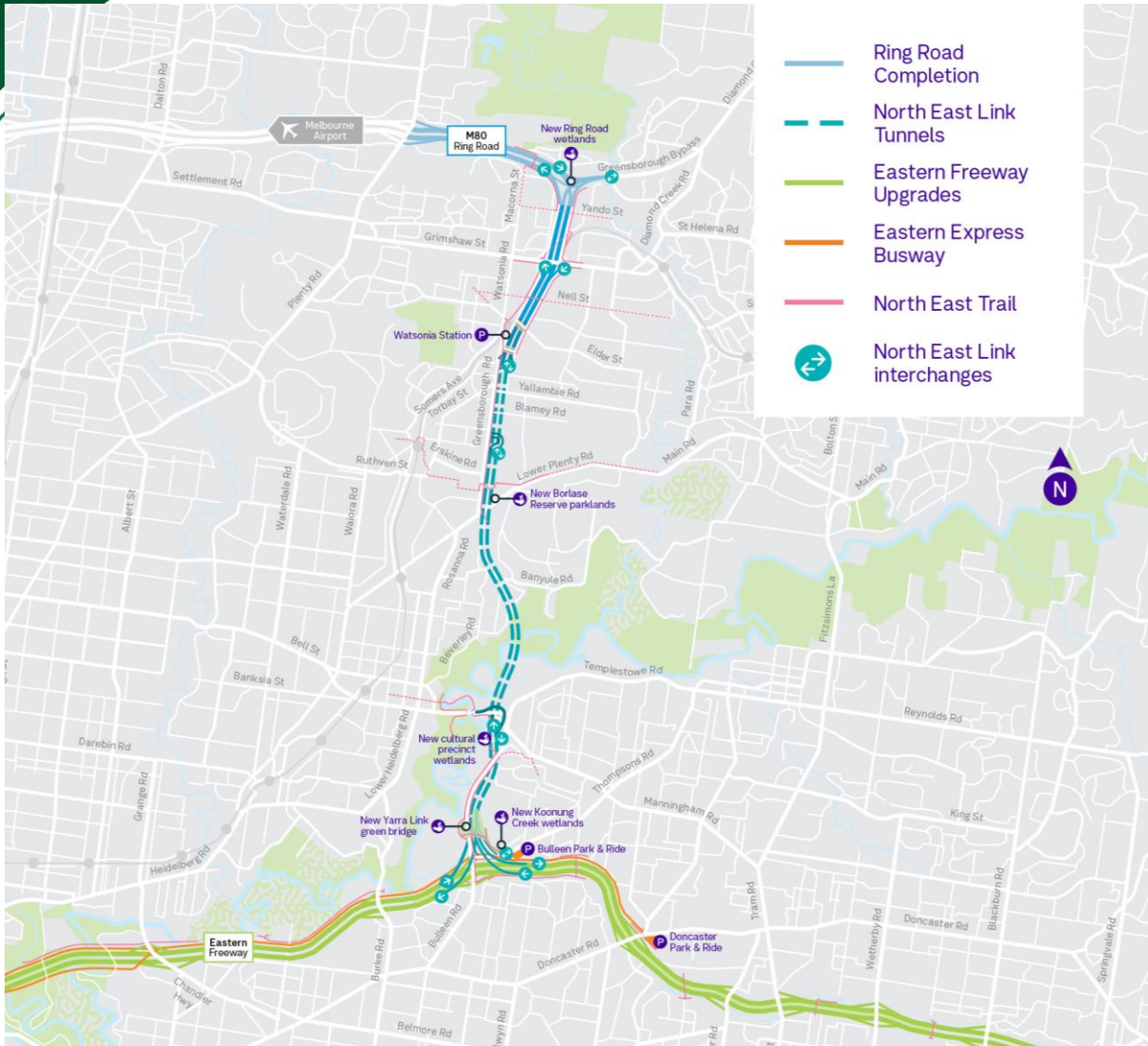
NEL Background

North East Link (NEL) is Victoria's priority road project and will be the single biggest investment in road transport infrastructure in Victorian history.

NEL provides a new freeway-standard connection between the M80 Ring Road and an upgraded Eastern Freeway, completing the missing link in Melbourne's metropolitan ring road, giving the city a fully completed freeway network.

Includes Victoria's longest twin road tunnels, Melbourne's first dedicated busway, new public open space and 25km of new and upgraded walking paths and cycling links.





Fixing the missing link between our city's north and east



15,000 trucks off local roads every day



Up to 135,000 trips a day



35 minutes slashed between Melbourne's north and east



Skip 18 sets of traffic lights on your way to the airport



5 interchanges



50 MCGs of open space



30,000+ trees planted



10,000+ new jobs for Victorians

What we want to achieve

A great outcome for the community



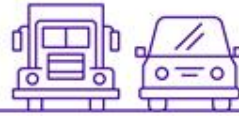
6.5km tunnel

With parklands, wetlands and new-look Greensborough Road above. An extra 1.9km to be built using tunnel boring machines



2 green bridges

At Elder Street and Watsonia Road – green gateways to Watsonia Station and Shopping Centre and Greensborough Road



45+km

Of new and upgraded lanes where they're needed most



11km of dedicated bus lanes

Express, bus-only lanes from Doncaster towards the city

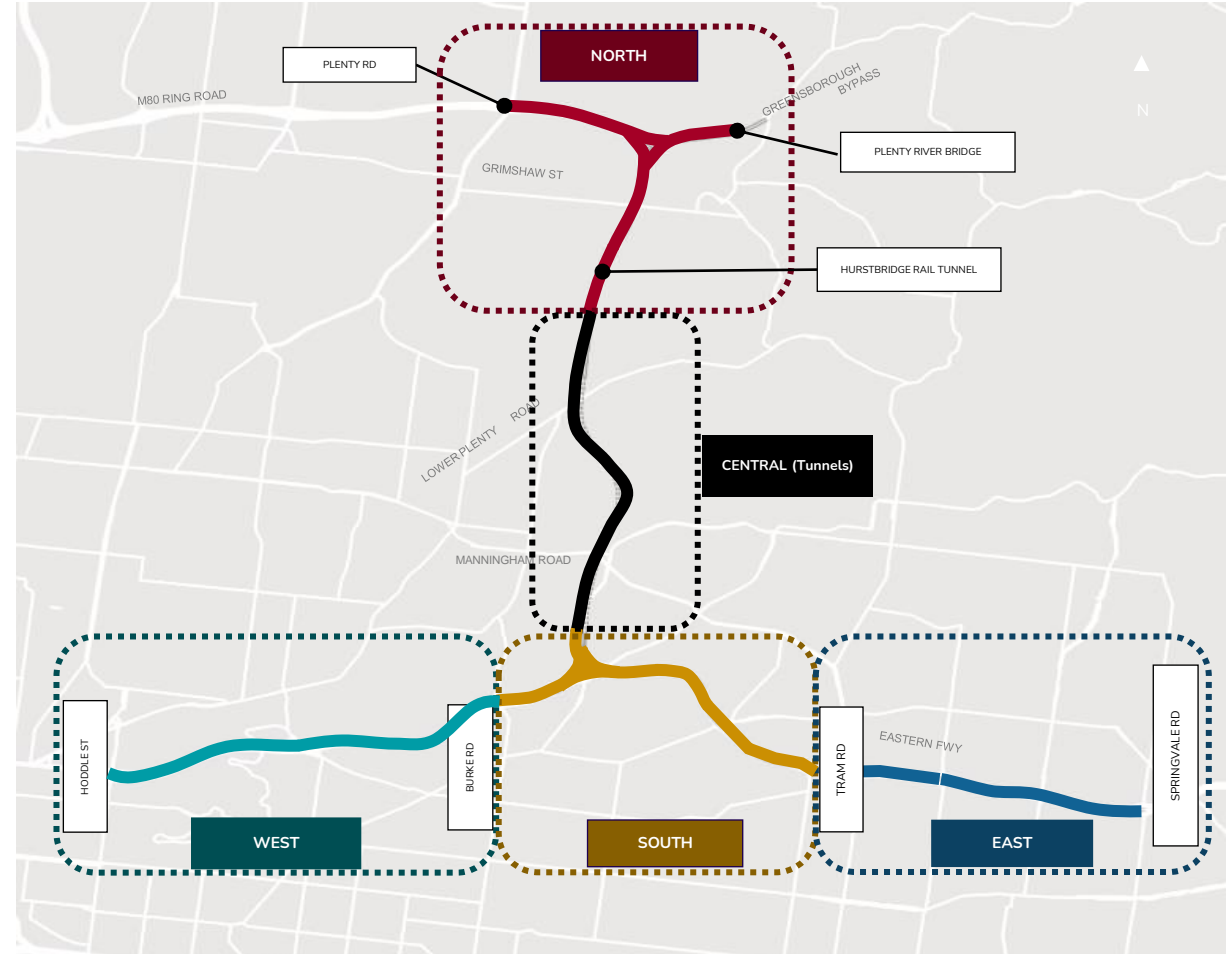


34+km

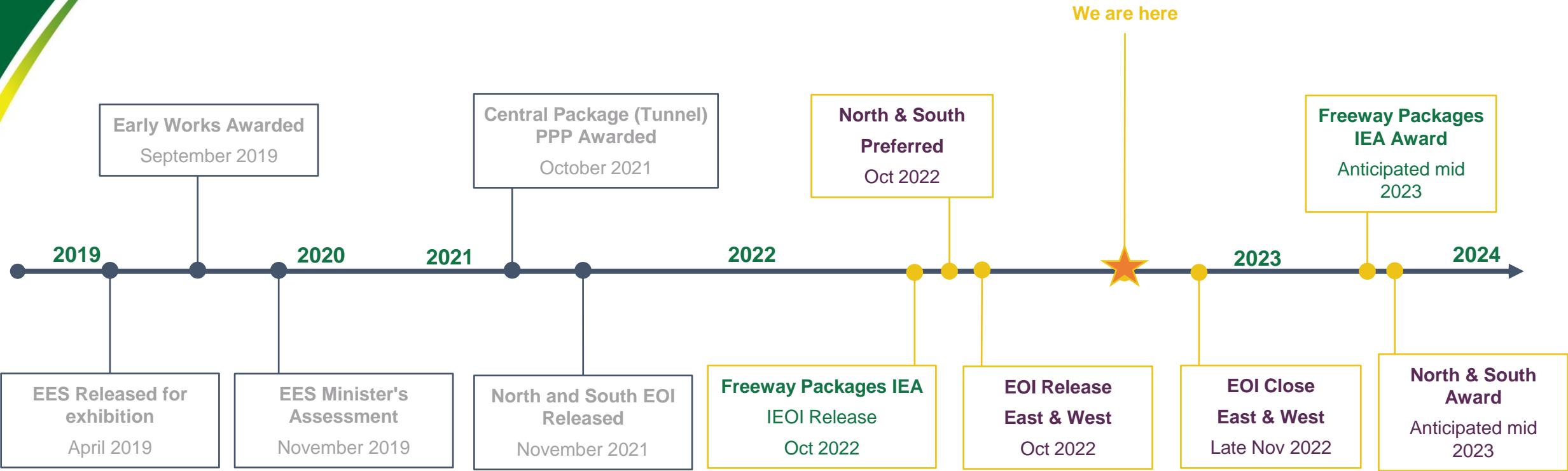
Of new and upgraded walking and cycling paths in 16 suburbs

NEL Packages Overview

- Main construction works will be delivered through five packages:
 - Central (Tunnels) Package PPP Alliance
 - North Package Alliance
 - South Package Alliance
 - East Package Alliance
 - West Package Alliance



Key Milestones to date



Northern Construction Breakdown



1 Greensborough Road realignment

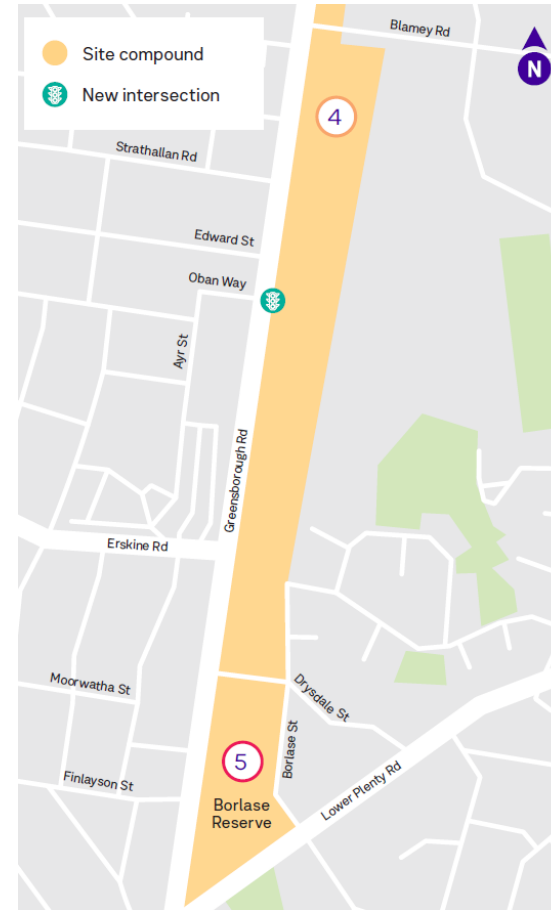
- Diversion of 300m section of Greensborough Road to create the area required for the Tunnel Boring Machine launch box.

2 Tunnel Boring Machine (TBM) launch area

- Piling and earthworks to prepare the site between Watsonia Road and Yallambie Road for the TBM's launch (expected to be delivered late 2023).
- Establishment of construction compounds to support workers and tunnel operations.

3 Winsor Reserve spoil facility

- Large acoustic shed to contain dust, noise and spoil. This will be used to store and remove dirt from site.



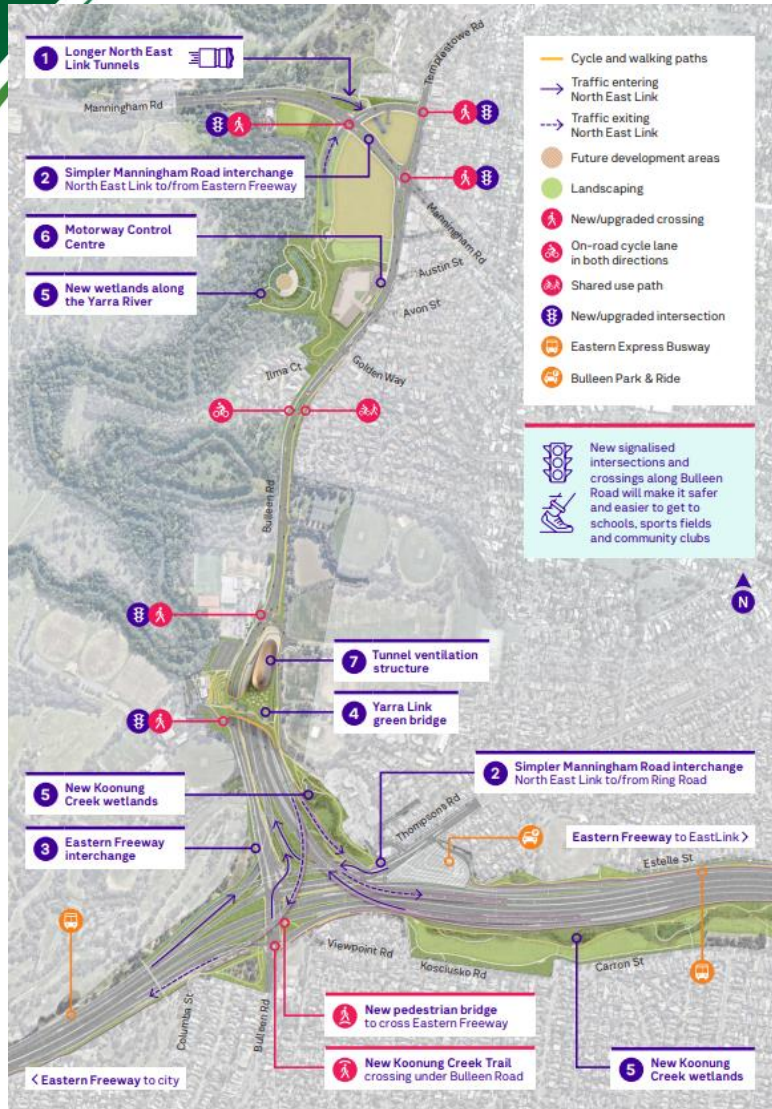
4 Tunnel ventilation works

- South of Blamey Road, site is being prepared for construction of the ventilation shaft to connect to the underground tunnels.

5 Lower Plenty Road interchange area

- Preparing site for Lower Plenty Road interchange.
- Piling and earthworks for construction of ramps and tunnels by 'Cut and cover' tunnelling method to connect to the tunnel being dug by TBM from Watsonia.

Southern Construction Breakdown



1 Bulleen Industrial Precinct

- Site investigations and surveys underway to plan for upcoming construction works.
- Abolishment of building utilities (gas, water, electricity, sewer) underway.
- Staged demolition of vacant properties.
- Road safety barriers to be installed on Manningham Rd and Bulleen Rd along perimeter of works.



2 Construction compound

- Establishment of construction compounds to support workforce, TBM and SEM tunnel operations

Greensborough Blvd



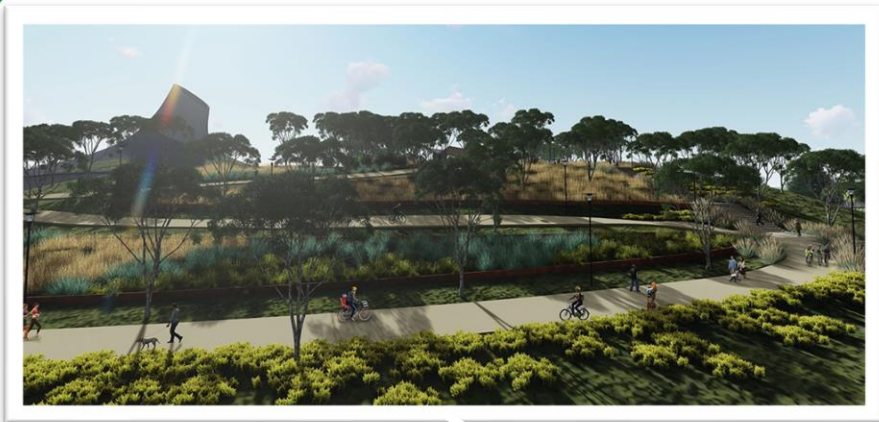
Borlase Reserve – southbound viewpoint



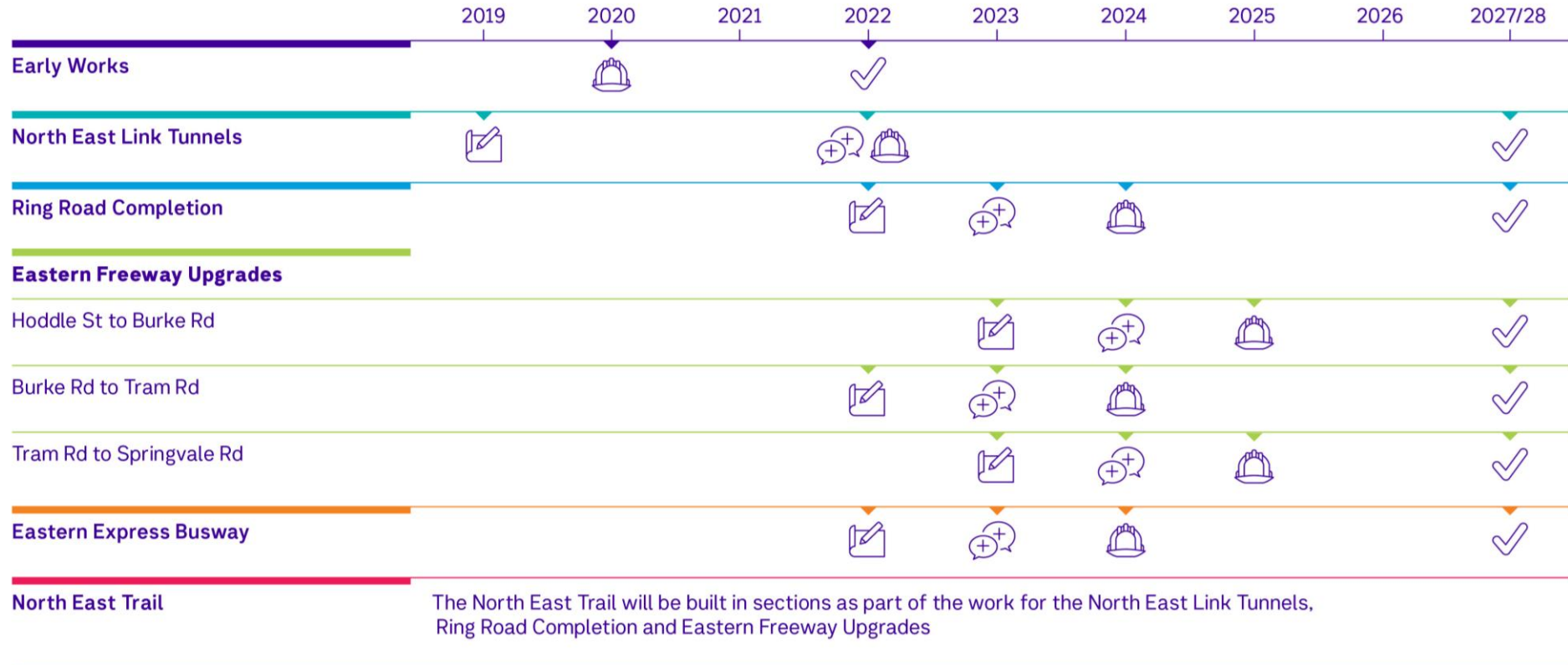
Manningham Precinct – southbound viewpoint



Southern Vent Structure & Portal



Timeline



Design/planning
 Community feedback
 Construction starts
 Construction complete

NELP Major Quantities



Activity Type	Quantities
Earthworks	13,346,572 (t)
Concrete	1,351,513 (m3)
Asphalt	1,089,587 (t)
Precast	1,000,094 (t)
Beam/Span	1,751 (no.)
TBM Rings	727,200 (t)
TBM Spoil	7,121,949 (t)
Girders	27,000 (t)
Gantries	3,000 (t)
Topsoil	185,607 (t)
Crushed Rock / quarry	3,724,352 (t)
Reinforcement	308,402 (t)

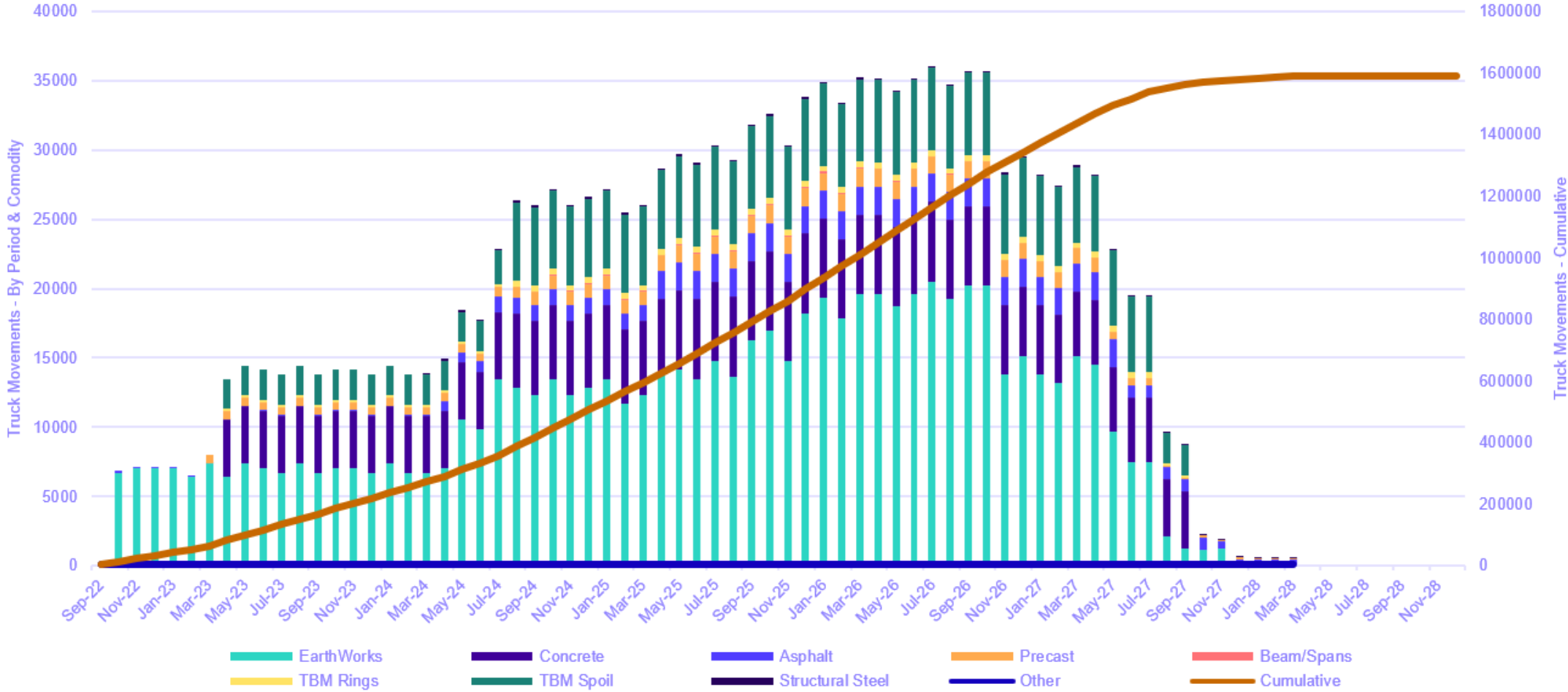
The volume of NELPs Earthworks would fill the MCG **6** times

667,329 truck movements are required to move the Earthworks produced by NELP

270,303 truck movements are required to deliver Concrete to NELP

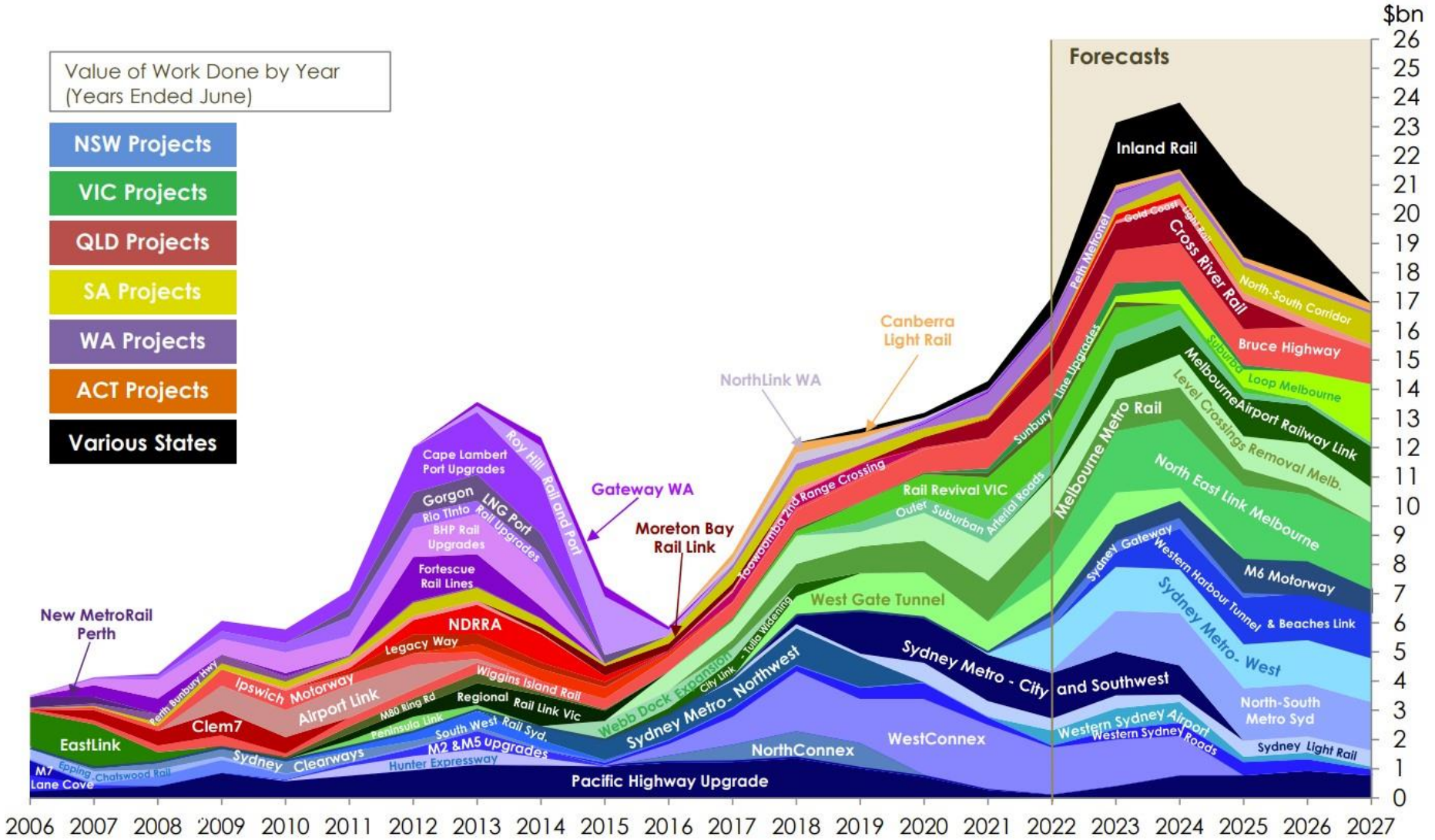
Market and Environmental Factors

Cumulative Truck Movements NELP



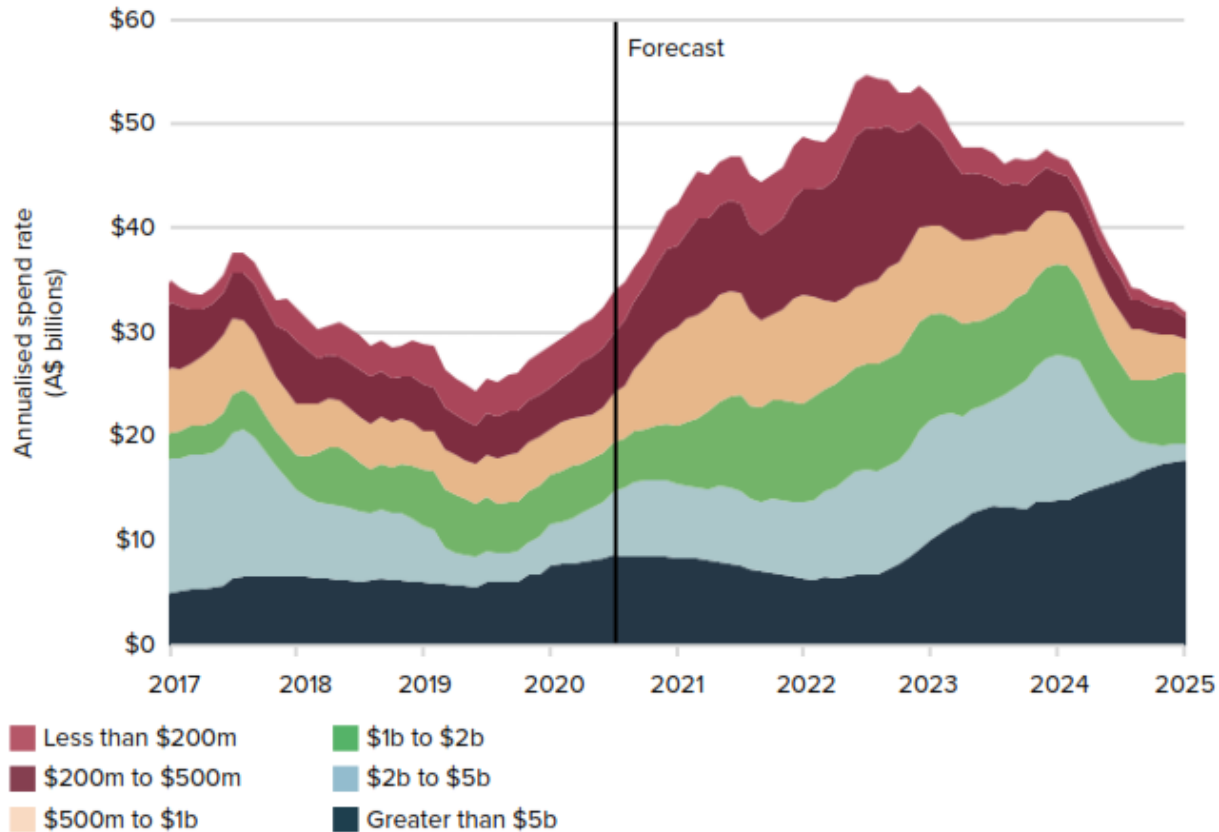
Value of Work Done by Year
(Years Ended June)

- NSW Projects
- VIC Projects
- QLD Projects
- SA Projects
- WA Projects
- ACT Projects
- Various States



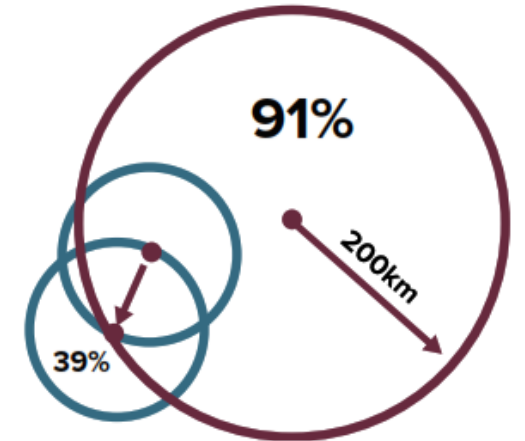
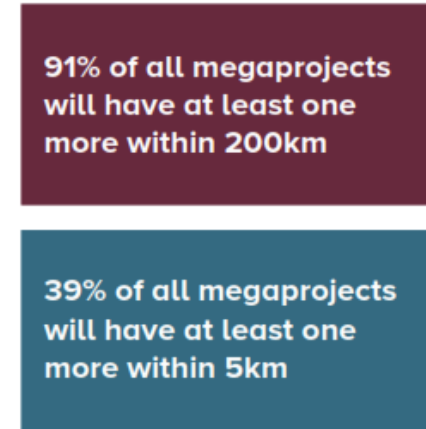
Megaproject Pipeline

Figure 9: Megaprojects will represent a large component of the future Major Public Infrastructure Pipeline



Source: Turner & Townsend and BIS Oxford Economics commissioned by Infrastructure Australia (2021)

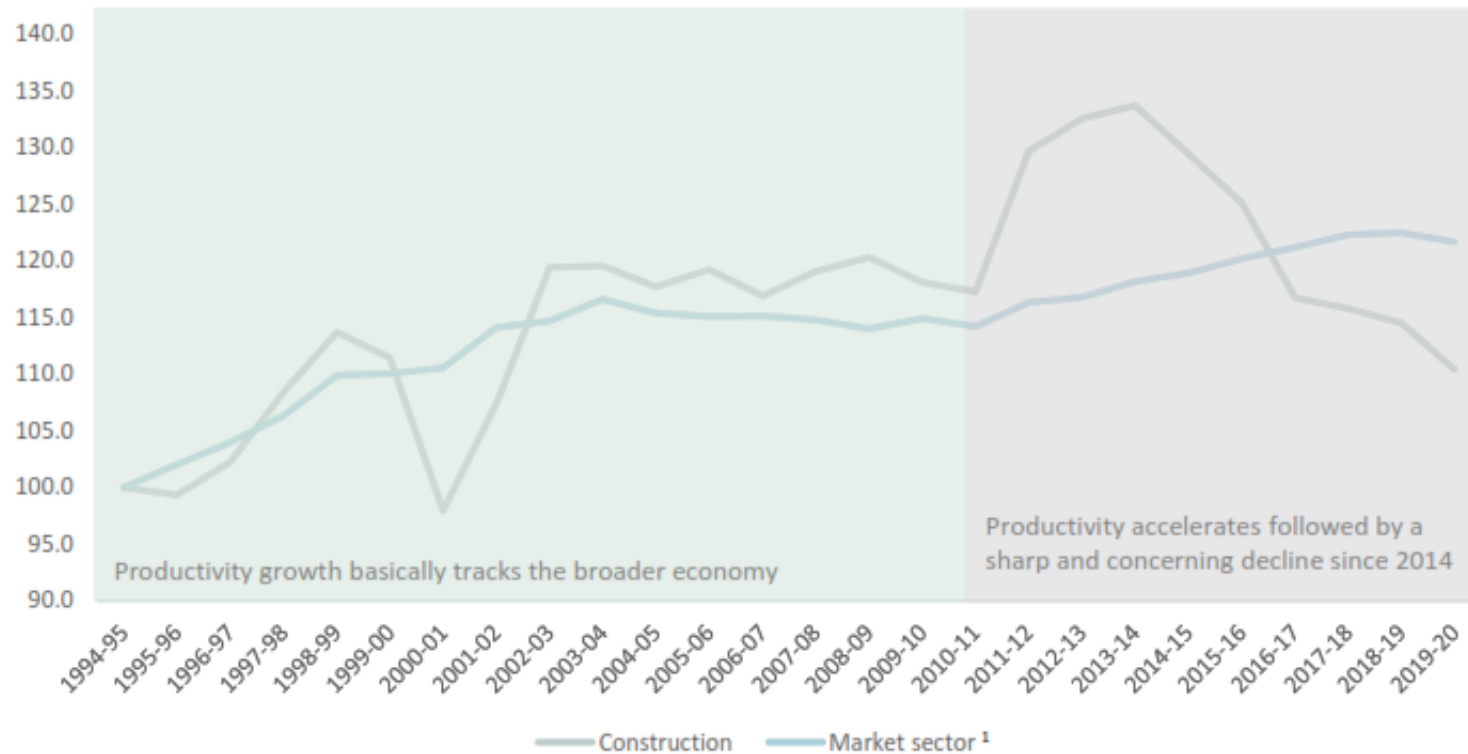
Figure 10: Megaprojects are clustering together



NELP Focus on Effective Governance

Construction productivity in Australia has gone backwards since 2014

Multi-factor Productivity in the Australian Construction Sector,
1994-95 to 2019-20 (Index, 1994-95=100)



2010-2014

- Relatively soft construction market
- Encouragement by government of global players into the market

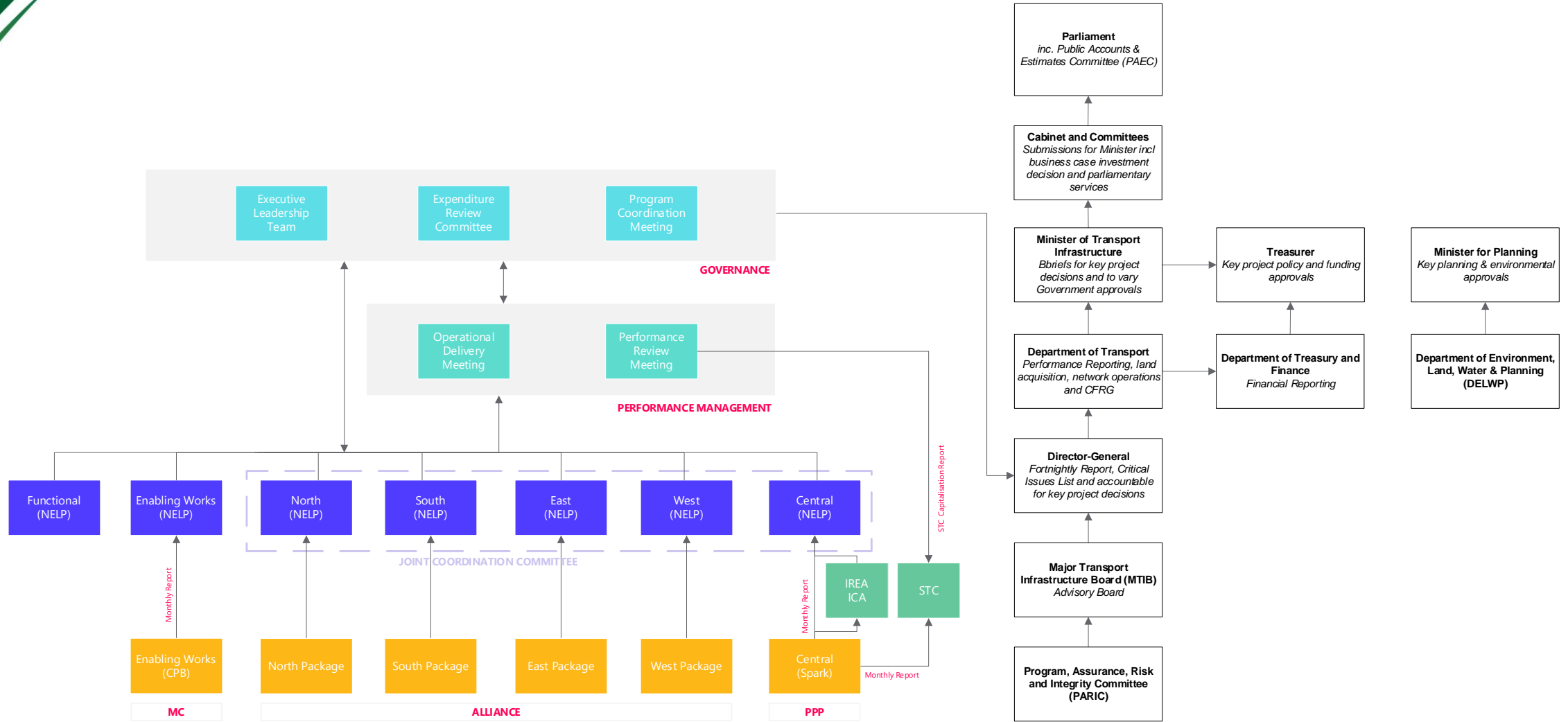
2014-2020

- Expansion in construction program (demand)
- Foreign competition exits the market
- Increasing scale and complexity of projects impacts productivity

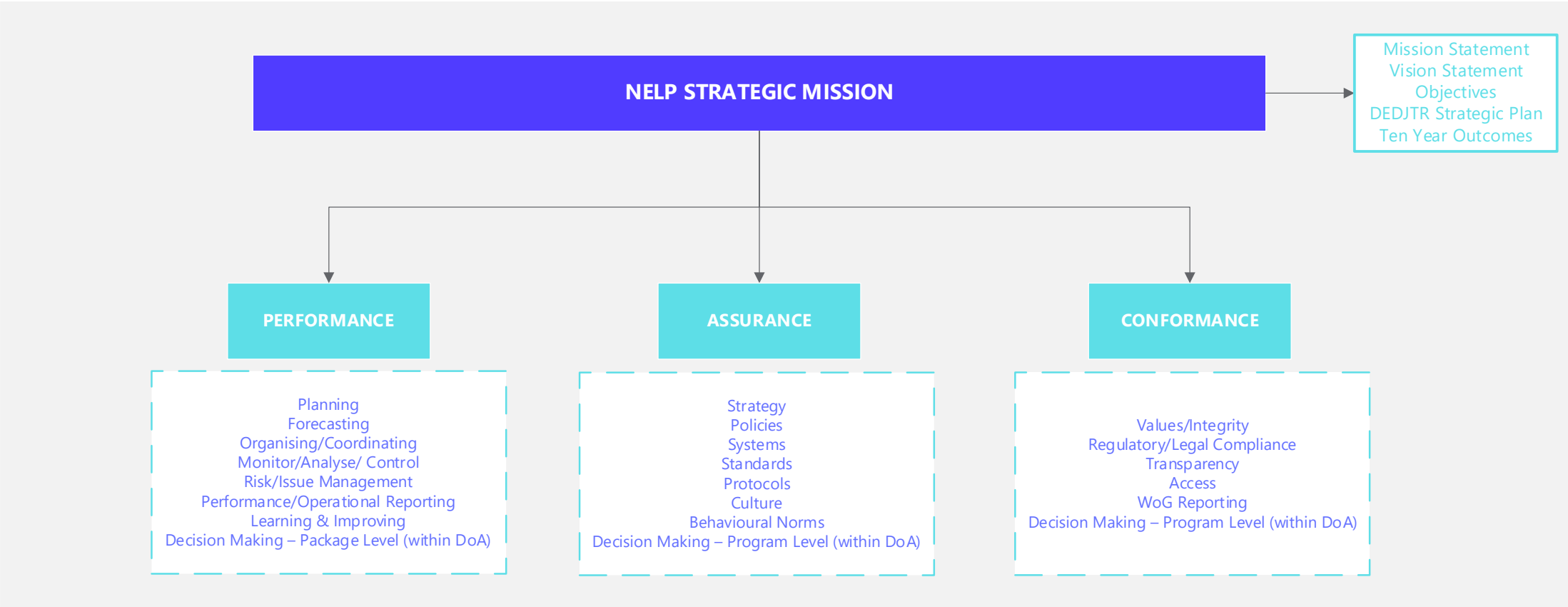
Productivity accelerates followed by a sharp and concerning decline since 2014

Productivity growth basically tracks the broader economy

NELP PERFORMANCE AND GOVERNANCE FRAMEWORK



Megaproject Governance



THANK YOU

Many thanks for the opportunity to share our projected outlook
with you today.

Questions Please.