

Appendix C:

Audit scope and method

Scope of this audit

Who we examined We examined the following agencies:

Agency	Their key responsibilities
Public sector agencies	
The department	The department is the 'client' for the project and sets the project scope and intended network benefits on behalf of the government.
Victorian Infrastructure Delivery Authority, formerly the Major Transport Infrastructure Authority (including RPV)	<p>The Major Transport Infrastructure Authority is responsible for facilitating the development and delivery of the Big Build program.</p> <p>RPV is part of the project and is responsible for all delivery aspects of the project, including procurement, construction and the project commissioning phase.</p> <p>RPV is also a participant in the Rail Network Alliance.</p> <p>RPV was renamed to the Metro Tunnel Project Office in April 2024.</p>
VicTrack	<p>VicTrack is the residual owner of all transport assets in Victoria.</p> <p>VicTrack also provides telecommunication services for the rail network.</p> <p>In the project, VicTrack is responsible for the design, review, inspection and acceptance of telecommunications infrastructure assets.</p>
Associated entities	
CYP	<p>CYP is delivering the tunnel and stations work package through a private–public partnership contract with the state.</p> <p>The main works contract is an 'availability' private–public partnership, which requires CYP to:</p> <ul style="list-style-type: none"> • finance, design and build the new tunnel and stations • maintain the infrastructure to applicable standards for 25 years after the project's practical completion. <p>CYP is responsible for delivering tunnelling works, 5 underground stations, station fit-out, mechanical and electrical systems, and maintenance services specified in the contract.</p>
John Holland Group	<p>John Holland Group is involved in various areas of the project.</p> <p>It is:</p> <ul style="list-style-type: none"> • a partner in CYP and a member of the joint venture of the Design and Construction Subcontractor to design and construct the tunnel and stations private–public partnership works • the maintenance subcontractor for the 25-year maintenance phase of the tunnel and stations private–public partnership works • a contractor in the Rail Network Alliance, as the specialist installer of the project's rail systems.
AECOM Australia	<p>AECOM Australia provides design services as the lead designer for the Rail Network Alliance surface works in respect to the Rail Infrastructure Alliance.</p> <p>This includes tunnel entrances, brownfield rail network enhancements and station improvements.</p>
Alstom	Alstom provides the technology systems that run communications-based train control, which is the backbone of the new high-capacity signalling system implemented as part of the project.

Agency	Their key responsibilities
CPB Contractors	<p>CPB Contractors is a contractor and delivers all site construction services, including civil works. It also leads the design, supply, installation, testing, integration and commissioning activities for train and power control systems, operational control systems, and high capacity and conventional signalling on the new Sunbury to Cranbourne/Pakenham line.</p>
Metro	<p>Metro is Melbourne's metropolitan train franchisee. It will test and then operate trains in the Metro Tunnel.</p> <p>Metro is an accredited rail transport operator and confirms that any metropolitan rail network changes comply with its Office of the National Rail Safety Regulator accreditation.</p>
Independent reviewer (AECOM Australia)	<p>The independent reviewer is a team of senior and experienced engineers, planners and architects led by AECOM Australia.</p> <p>Its role is jointly appointed by CYP and RPV to verify and validate works and interfaces on the project.</p> <p>The reviewer is responsible for certifying CYP works, including design, installation, testing and construction. It also reviews the construction program and certifies any works done by CYP on behalf of the Rail Network Alliance.</p>

Our audit objective To determine whether the Metro Tunnel Project's systems integration, testing and commissioning activities are proceeding as planned.

What we examined We examined if the various entities involved in delivering the project:

- have appropriately addressed our previous audit recommendations for the project
- have comprehensive governance and assurance processes
- can show that testing and commissioning is progressing as planned.

Conducting this audit

Assessing performance

To form our conclusion against our objective we used the following lines of inquiry and associated evaluation criteria:

Line of inquiry	Criteria
1. Have the department and RPV within the Major Transport Infrastructure Authority actioned the recommendations in our 2022 audit?	1.1 RPV's current Metro Tunnel Project budget and forecast covers actual expenses and any future cost exposures.
	1.2 RPV monitors post-COVID-19 acceleration measures and can confirm that the lost time has been recovered.
	1.3 The department and RPV have agreed with impacted stakeholders on the mitigations for potential electromagnetic interference impacts and are implementing the agreed actions.
2. Are the systems integration testing and commissioning activities progressing according to their timeline, budget and scope?	2.1 RPV can demonstrate that the following systems integration testing and commissioning activities are progressing as per the project's timeline and budget: <ul style="list-style-type: none">tunnel and stations testing and commissioningrail systems integrationdynamic train testing.
	2.2 RPV applies lessons learnt, monitors and oversees contractors' systems integration testing and commissioning activities to identify and address any emerging risks.
	2.3 The department and RPV can demonstrate that the project's built assets and systems comply with the project scope and technical requirements.
	2.4 The department and RPV can demonstrate that the built assets and systems progressively meet the franchisee's acceptance requirements.

Our methods

As part of the audit we:

- reviewed and analysed documentation, including data from RPV
- reviewed and analysed RPV's risk contingency, budget and forecast reporting
- consulted with affected external stakeholders
- met with relevant key staff at each department and associated entity.

Compliance

We conducted our audit in accordance with the *Audit Act 1994* and ASAE 3500 *Performance Engagements* to obtain reasonable assurance to provide a basis for our conclusion.

We complied with the independence and other relevant ethical requirements related to assurance engagements.

We also provided a copy of the report to the Department of Premier and Cabinet and the Department of Treasury and Finance.

Cost and time

The full cost of the audit and preparation of this report was \$540,000.

The duration of the audit was 10 months from initiation to tabling.