



**SUBURBAN  
RAIL LOOP**  
AUTHORITY



A project of unprecedented scale and significance for Victoria

# Industry Briefing

November 2021



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# Acknowledgment of country

Suburban Rail Loop Authority respectfully acknowledges the Traditional Owners of the land and pays respect to their Elders, past, present and emerging.

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## Minister's message



The biggest transport infrastructure investment in Victorian history – Suburban Rail Loop (SRL) is an opportunity to shape our city and state for future generations.

A 90-kilometre orbital rail loop connecting every major rail line from the Frankston line to the Werribee line, via Melbourne Airport, SRL will change the way we move around Melbourne.

A turn up and go service, it will open up access to major health, education and employment areas across Melbourne and complete what is missing in our radial and inner-city metropolitan train network.

But it's much more than that.

SRL creates incredible opportunities to develop the broader precincts around new stations, attracting more jobs, housing, services and opportunities to Melbourne's middle suburbs.

Melbourne will soon overtake Sydney as Australia's largest city and by around the middle of the century, Greater Melbourne will be home to 9 million people – a city the size of London today.

We need to recalibrate how we grow – to help transform Melbourne into a 'city of centres' – and SRL will deliver this change, reshaping our city over time.

At every stage, we want the very best of ideas, the best of technology, the best talent and the very best solutions.

This is the beginning of an extraordinary journey. Join us in delivering a project that will benefit Victorians for generations.



**Hon Jacinta Allan MP**  
Minister for the Suburban Rail Loop

## CEO's message



Suburban Rail Loop (SRL) is a project of unprecedented scale and significance for Victoria. A truly city and state-shaping project that will not only deliver improved rail infrastructure and transport connections to key destinations, but a transformation of Melbourne's urban form.

One of the biggest infrastructure investments in the southern hemisphere, the SRL network will be delivered progressively over decades.

The first stage of the multi-decade SRL program is SRL East, comprised of 26 kilometres of twin tunnels and six new underground stations from Cheltenham to Box Hill. This vital transport connection will link growing centres of employment, health, education and retail in Melbourne's south east.

These stations will become a focal point in the communities they serve – inviting, attractive public spaces that reflect the local character of the area.

As the first stage of SRL, set to be delivered over more than a decade, SRL East presents an unique and long-term opportunity for the market.

SRL is a bold and ambitious investment, and we're looking for a true partnership with contractors who will work with us to deliver excellence, innovation and vision.

Welcome aboard.



**Frankie Carroll**  
CEO, Suburban Rail Loop Authority



## Suburban Rail Loop

### More than a rail line

Suburban Rail Loop (SRL) is a multi-decade, city and state-shaping program of investment that will transform Victoria's public transport system and how Victorians move around Melbourne and Victoria.

SRL is more than a rail line. Its social, economic and environmental benefits will be profound and long lasting. Victoria is expected to grow to 11.2 million people by 2056 and Greater Melbourne will reach around nine million people – a similar size to London today.

SRL is a once-in-a-generation opportunity to get ahead of the curve – recalibrating where and how our city will grow in the decades ahead.

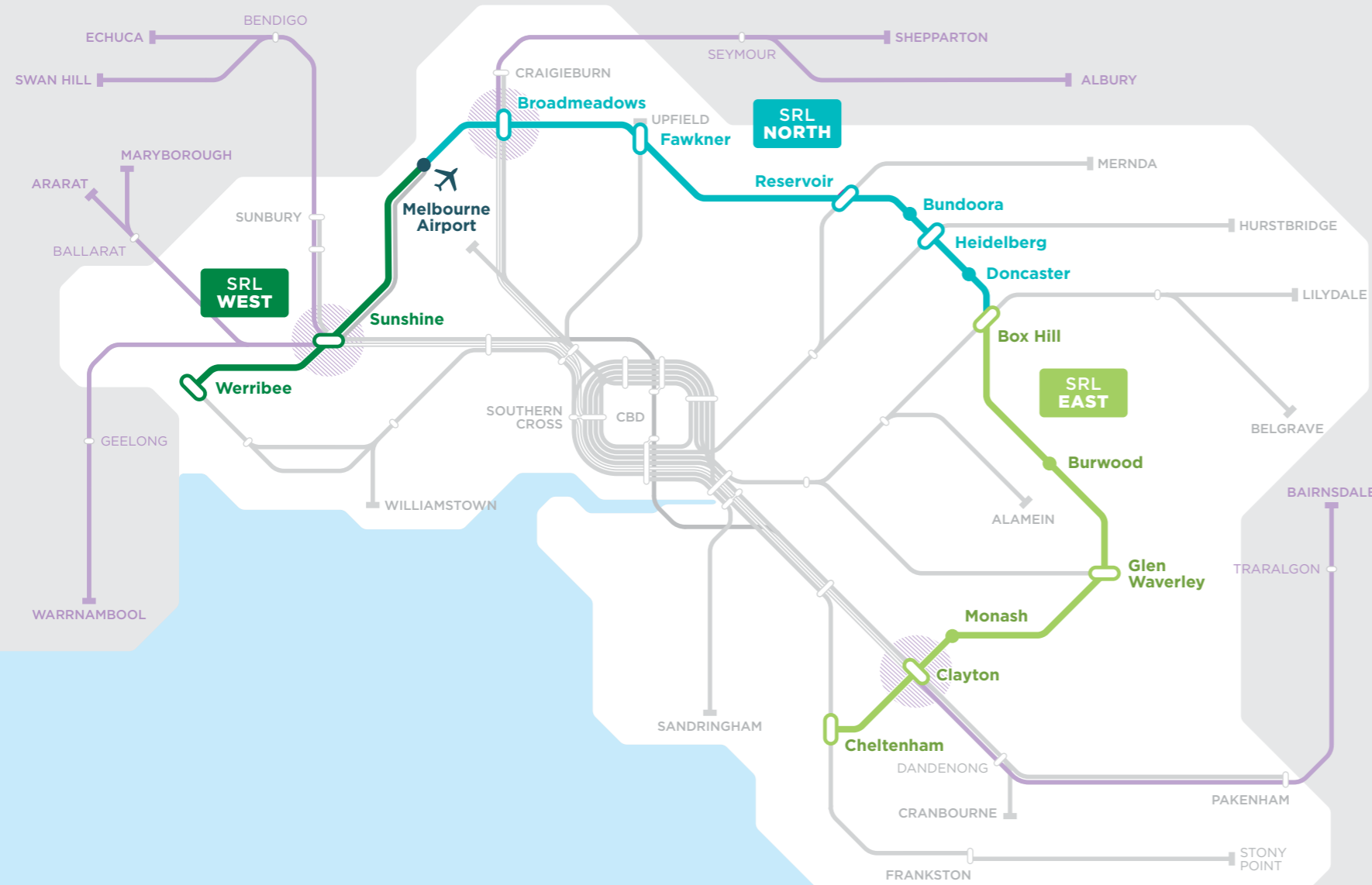
The social benefits it will deliver will be realised over decades, including fairer and more equitable access to employment opportunities, education, health and affordable housing for many thousands of Victorians.

SRL will transform Melbourne into a 'city of centres' – supporting vibrant suburbs outside the central business district (CBD) and inner city that will provide high quality jobs, greater housing choice, green and open space in attractive, highly accessible neighbourhoods.

At the core of SRL is a new 90-kilometre rail line following an orbital route through Melbourne's middle suburbs from Cheltenham to Werribee. The new line will link every existing major rail service from the Frankston line to the Werribee line, via the Melbourne Airport.

As well as delivering significant transport and economic benefits, SRL provides an opportunity to plan the services, amenity and infrastructure Melbourne will need outside of the CBD to accommodate a growing population, while building on the qualities that make Melbourne one of the world's most liveable cities.

SRL includes initiatives to trigger new investment and economic activity in precincts around each station, enabling clusters of jobs, businesses, services and housing in Melbourne's middle suburbs and driving the development of well-connected, vibrant urban communities



**Legend**

- SRL East
- SRL North
- SRL West
- Proposed new interchange stations
- Proposed new stations
- Regional lines
- Transport super hub
- Existing interchange station and customer service hub
- Metropolitan area
- Regional area

*For illustrative purposes, subject to further detailed technical investigations and consultations*

## SRL Network Plan

SRL will be the biggest infrastructure investment ever undertaken in Victoria and will be completed in several stages over multiple decades. SRL comprises three sections:

### EAST

SRL East from Cheltenham to Box Hill is the priority for planning and delivery. Initial and Early Works get underway in 2022. Comprised of 26km twin tunnels and six new underground stations, SRL East will be operating by 2035.

### NORTH

SRL North from Box Hill to Melbourne Airport is in the early stages of planning and is expected to be delivered between 2043 and 2053. Future governments will have the ability to bring forward SRL North major works to commence while SRL East is still under construction.

### WEST

Melbourne Airport to Werribee is in the early stages of planning. All projects underway in Melbourne's West, including Metro Tunnel, Melbourne Airport Rail, Geelong Fast Rail and the Western Rail Plan will make provision for SRL West to allow for the earliest possible delivery of SRL around to Werribee.

## What Suburban Rail Loop will deliver

Suburban Rail Loop is the biggest infrastructure investment ever undertaken in Victoria and essential if we are to ensure that future generations can enjoy the high standard of living Melbourne is renowned for.

While it will take time to deliver, its economic, social and environmental benefits will be transformative and long lasting.

### SRL will deliver:

A turn up and go metro-style rail service with convenient interchanges between the new orbital line and every major radial line between Frankston and Werribee.

Direct rail connections to Melbourne Airport and significant travel time savings for commuters across Victoria.

Critical transport connections to hundreds of thousands of jobs across the middle of Melbourne, health services, education, and retail.

Exciting prospects by creating development spaces over the underground stations or adjacent to the stations, that can deliver new housing and civic infrastructure such as retail and hospitality areas, plazas and recreation spaces.

A long pipeline of jobs, supporting up to 23,900 jobs across the economy and helping to train the next generation of skilled Victorian workers. This will include opportunities for trainees, cadets and apprentices.

Two new transport super hubs at Clayton and Broadmeadows and will connect with the transport superhub at Sunshine being delivered as part of Melbourne Airport Rail. These major interchanges will connect regional passengers to the loop, providing faster and more convenient journeys to destinations and employment across Melbourne.

Huge growth in the economic and employment potential of Melbourne's National Employment and Innovation Clusters (NEICs) at Monash, La Trobe, Sunshine and Werribee and, Metropolitan Activity Centres (MACs) such as Box Hill and Broadmeadows, Health and/or Education Precincts (HEPs) at Clayton and Heidelberg, and Major Activity Centres such as Cheltenham, Glen Waverley and Reservoir.

Opportunities in SRL Precincts (the 1600 metre radius around SRL stations) through new planning settings, new and upgraded community facilities, improved walking and cycling links, and investment to attract drawcard businesses to set up in these precincts.



As Victoria's population grows, the transport system will need to cope with an additional 11.8 million trips per day by 2050.

### A turn up and go train network connecting our suburbs

The new orbital Suburban Rail Loop line will carry more than 430,000 passengers between Cheltenham and Melbourne Airport daily by 2056, taking more than 600,000 private vehicle trips off the road network each day. SRL East and North will result in more than 230,000 extra public transport trips per day across Greater Melbourne.

SRL will provide direct, fast and reliable access to Melbourne Airport – the network will be taking around 31,000 passengers per day to and from the Airport.

SRL will provide significant public transport travel time savings – slashing travel times across the network. The average one-way journey between SRL Precincts will be 40 minutes faster than a public transport journey today.

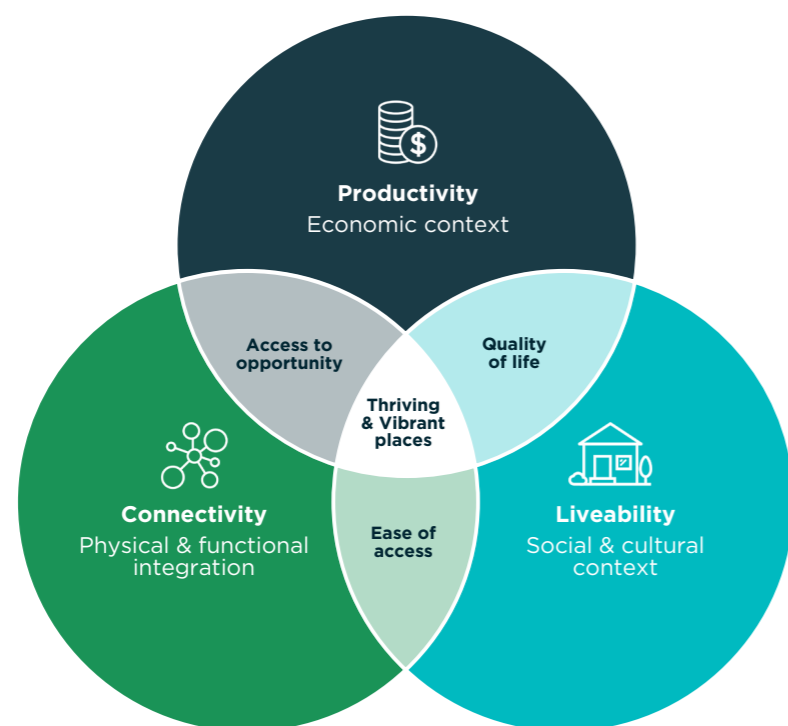
The estimated travel time between most SRL stations is estimated to be around 3-4 minutes. This translates to a total travel time of approximately 22 minutes for the SRL East route from Cheltenham to Box Hill.



## Broader benefits and outcomes

SRL responds directly to the vision set out by the Victorian Government in Plan Melbourne 2017-2050. Drawing on the aspirations of Plan Melbourne, development of SRL has been guided by three interrelated objectives – Productivity, Connectivity and Liveability.

Figure 2: SRL objectives



## Productivity

Key productivity benefits generated by SRL East and SRL North include:

- Around 545,000 jobs<sup>1</sup> will be located in SRL Precincts by 2056, clustering employment activity and unlocking the economic potential of Melbourne’s middle corridor
- By making jobs more accessible and reducing commute times, SRL East and SRL North will help to improve workforce participation, particularly for people with additional commitments such as caring responsibilities
- Clustering knowledge-based jobs in accessible SRL Precincts will give Melburnians the opportunity to access more suitable jobs. This will improve individual productivity and wellbeing, delivering benefits for both the economy and households alike
- The potential workforce pools of SRL Precincts are anticipated to grow substantially due to SRL East and SRL North. The number of workers able to access Monash by public transport is projected to grow from 800,000 to 1.2 million between 2036 and 2056, and Bundoora from 400,000 to 1.6 million
- Around \$6 billion to \$9.7 billion in agglomeration benefits in present value terms will be generated by increasing effective job density through greater accessibility (between people and jobs and between businesses) and clustering
- SRL East and SRL North will deliver combined benefits of around \$14.9 billion to \$19.8 billion in present value terms to public transport users from benefits such as travel time savings and reduced crowding on trains and trams, and provide road users \$10 billion to \$12.3 billion in present value terms via benefits such as reduced congestion and travel time
- SRL will provide better access to interstate and international markets with new connections to Melbourne Airport, opening up new opportunities for businesses and boosting productivity

<sup>1</sup>CityPlan

<sup>2</sup>CityPlan. Workforce catchment represents the number of workers that live within an ‘acceptable commute’ from a given precinct using public transport. It takes into account that some people are willing to travel further than others. As distance from the precinct grows, fewer people are willing to commute. It does not use a fixed travel time budget.

## Liveability

- Key liveability benefits generated by SRL East and SRL North include:
- Improving living affordability for the most vulnerable Melburnians (i.e. households in the bottom 40 per cent by income). Households in proximity to the SRL East and SRL North corridor and in Melbourne's outer northern and south eastern suburbs will see the greatest reductions in cost of living due to SRL. These are some of the most disadvantaged areas of Melbourne. 630,000 households in the bottom 40 per cent by income are projected to live in these areas by 2056, accounting for 43 per cent of Melbourne's total bottom 40 per cent households.
- Supporting the take-up of active transport, encouraging physical activity in communities and generating an expected health benefit of around \$1.6 billion to \$1.7 in present value terms for the Victorian economy
- Creating precincts with better access to population-serving infrastructure and services, including education and health
- Opportunities to provide such green open spaces and good walking and cycling paths that support vibrant, accessible, inclusive, safe, connected and healthy neighbourhoods
- Embedding sustainability in design and developments (including by opportunities to use recycled materials in construction) and taking cars off the road, creating sustainable precincts and supporting Victoria's transition to carbon neutral by 2050
- Supporting more diverse housing that meets the needs of different household types and lifestyles, with SRL East and SRL North together accommodating an estimated 47,500 additional households in 2056

## Connectivity

- Key connectivity benefits generated by SRL East and SRL North include:
- Creating high capacity, orbital public transport connections - in 2056 SRL East and SRL North will carry more than 430,000 passengers each day, supporting people to access jobs, services and amenities across Melbourne using rail
  - Encouraging more people to travel by public transport - in 2056 there will be more than 230,000 extra public transport trips per day across Greater Melbourne
  - Taking cars off the road and reducing congestion - with SRL East and SRL North there will be around 606,000 fewer private vehicle journeys across Melbourne per day by 2056
  - Substantially reducing journey times for public transport trips between Melbourne's middle suburbs

<sup>3</sup> VITM Program Case

<sup>6</sup> VITM Program Case

<sup>4</sup> VITM Program Case

<sup>7</sup> CityPlan

<sup>5</sup> VITM Program Case

<sup>8</sup> CityPlan





# Delivering SRL East

# SRL East

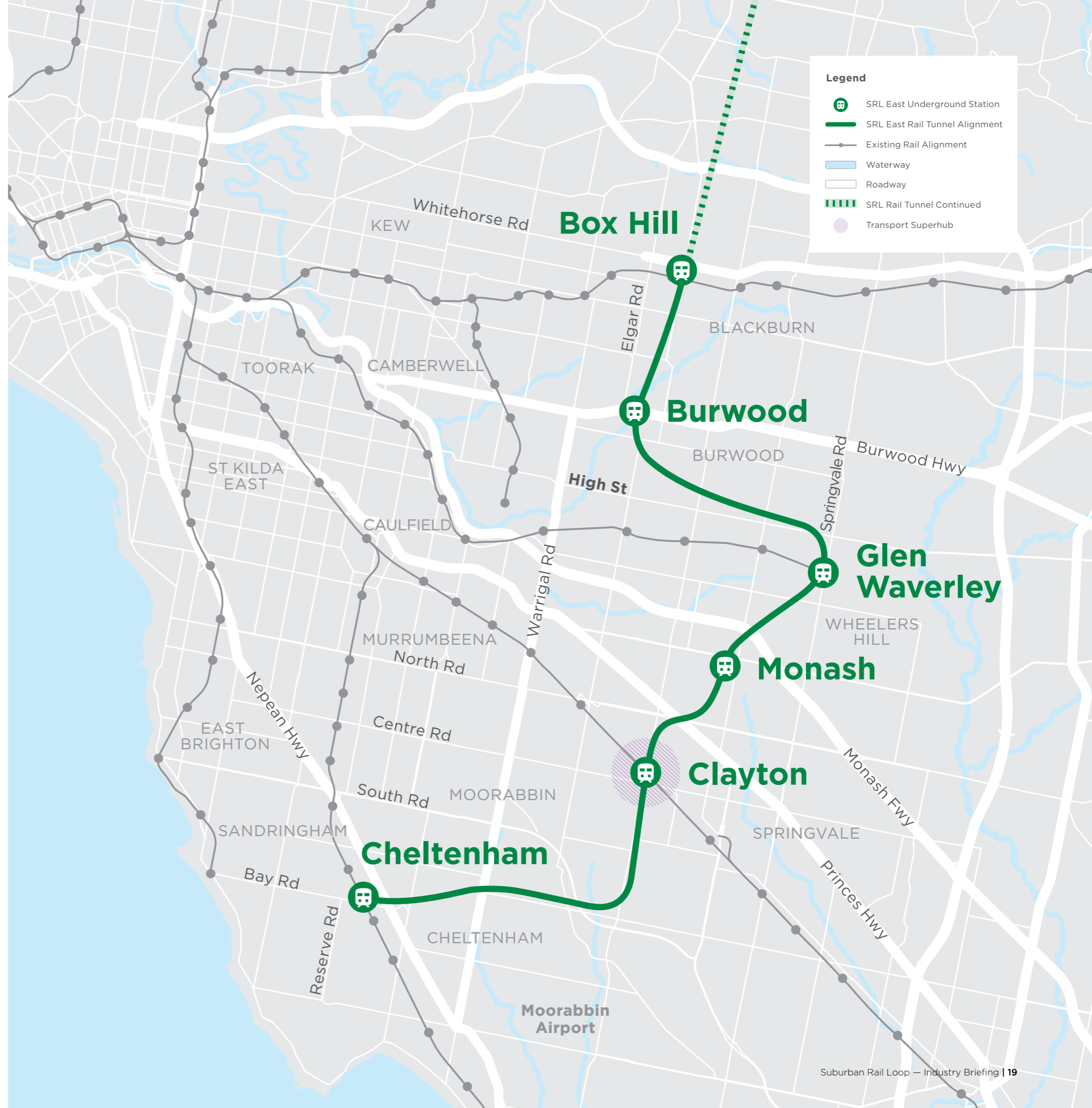
## SRL East overview

The first stage of program delivery is SRL East which will be delivered by 2035. SRL East comprises approximately 26km of twin-bored tunnels from Cheltenham to Box Hill, six new underground stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill, and a train stabling and maintenance facility.

SRL East will operate independently of the existing metropolitan rail network, with a new dedicated fleet of quick, high-tech four-car medium capacity rolling stock. Rail systems including signalling, power, lighting, traction power and communications will support operations, and tunnel ventilation and tunnel sub-stations will also be required.

Passengers will be able to easily transfer between SRL East and the existing metropolitan rail network via interchange stations at Cheltenham, Clayton, Glen Waverley and Box Hill, with the same ticketing system servicing both networks. In 2036, it is expected that SRL East will be used by approximately 70,000 passengers every day.

SRL East is expected to cost between \$30 billion to \$34.5 billion over 14 years, with construction to start in 2022 and expected to be complete by 2035. SRL East is therefore a significant and immediate opportunity for the market, both locally and internationally.



<sup>9</sup>SRL East and SRL North reference train<sup>9</sup> based on current forecast demand projections



## Delivery timelines

Construction of the SRL East rail line between Cheltenham and Box Hill will commence in 2022 and is expected to be completed by 2035. Planning for SRL East Precincts is well underway and a number of initiatives and investments, including short-term activities to engage the community, will be undertaken in parallel with construction of the SRL East rail line.

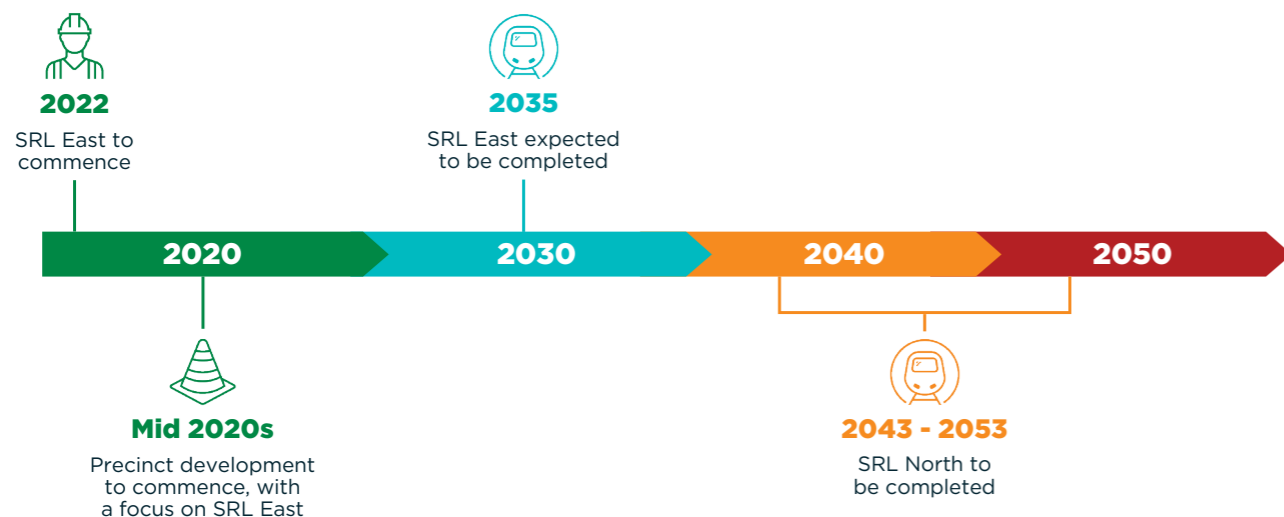
SRL North is expected to be completed between 2043 and 2053, noting that this is subject to further detailed technical design, constructability

and market capacity. Future governments will have the option to adjust the proposed timeline for SRL North, including bringing forward works.

The timing for delivery of SRL West is subject to further investigation, planning and development.

Transport infrastructure projects already being delivered in the west, including the Metro Tunnel, Melbourne Airport Rail, Geelong Fast Rail and Sunbury Line Upgrade, are being co-ordinated to ensure SRL to Werribee can be delivered as quickly as possible.

Figure 5: Indicative delivery program timeline



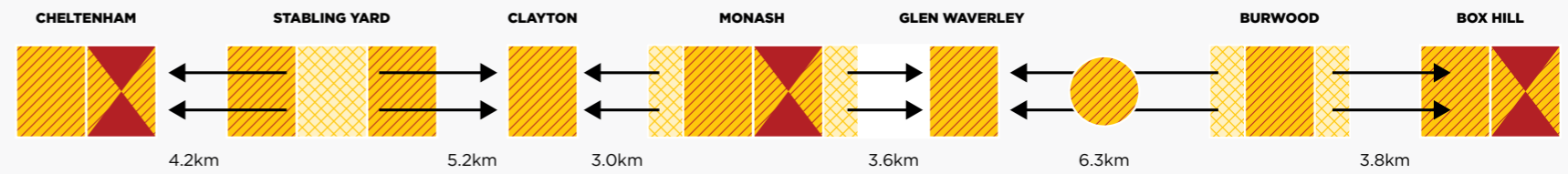
## SRL East delivery update

Suburban Rail Loop Authority (SRLA) has made significant progress on SRL East since its inception, and momentum behind SRL continues to build. Table 1 provides key updates to the market in respect of the development and delivery of SRL.

Table 1: Key SRL updates

Topic	Description
Business and Investment Case	SRLA has developed and released a Business and Investment Case which presents the strategic rationale for the delivery of SRL East and SRL North. This Business and Investment Case was released to the public in August 2021. In addition to the Business and Investment Case, SRLA has also developed a staged funding approach, in recognition of the programmatic nature of delivery of SRL.
Enterprise level	<p>Since its establishment in September 2019, SRLA has appointed its executive leadership team and recruited in excess of 200 people and established key governance arrangements and inter-governmental working groups.</p> <p>The Hon. Jacinta Allan was appointed the Minister for Suburban Rail Loop in June 2020. Frankie Carroll was appointed as the Chief Executive Officer for SRLA in January 2021.</p> <p>SRLA has also appointed key advisers for the initial phase of work, including technical, legal and commercial/financial advisers.</p>
Initial and Early Works	The November 2020 Victorian State Budget allocated \$2.2 billion for SRLA identified Initial and Early Works. These Initial and Early Works intend to de-risk SRL East Main Works and provide overall program benefits. These works include utility relocation and protection, site establishment, ground and road improvement and other civil works. The procurement process to appoint a Managing Contractor is currently underway with Contract Award expected in late 2021, and works expected to commence in 2022.
Technical design work	A Concept Design has been completed for SRL East and is currently being refined through the Reference Design process.
Geotechnical and site investigations	As part of SRL design development, site investigations have been undertaken over the last two years to gather existing geotechnical, hydrogeological and survey information along the SRL East alignment. By the end of October 2021, SRLA had completed over 540 investigations along the SRL East alignment.
Planning approvals	<p>Rail infrastructure for SRL East will be assessed through an Environment Effects Statement (EES). The EES will carefully consider potential environmental, urban design, traffic and transport, business, social and land use impacts. It will also identify requirements that may be put in place to avoid, mitigate or manage adverse effects of these impacts on people and the environment.</p> <p>The EES is managed by the Department of Environment, Land, Water and Planning on behalf of the Minister for Planning.</p>
Stakeholder engagement	A phased approach to stakeholder engagement has been developed by SRLA to facilitate public participation at key points during the planning, design and delivery of SRL. To date, SRLA has completed two phases of engagement which has involved raising awareness, building understanding and seeking early inputs.
SRL Act	The Suburban Rail Loop Act 2021 was passed by the Victorian Parliament in October 2021, and establishes SRLA as a body corporate for a public purpose with overall responsibility to plan and deliver SRL. The legislation allows for consistent planning across the project area, giving SRLA the necessary tools to plan, procure, and deliver SRL with certainty. SRLA will continue to work closely with all stakeholders, including local government, to ensure the best urban realm outcomes over the life of the project are realised.

Figure 7: SRL East base packaging strategy



## SRL East delivery strategy

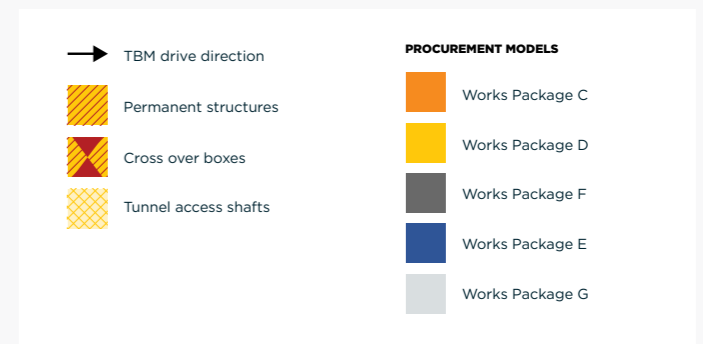
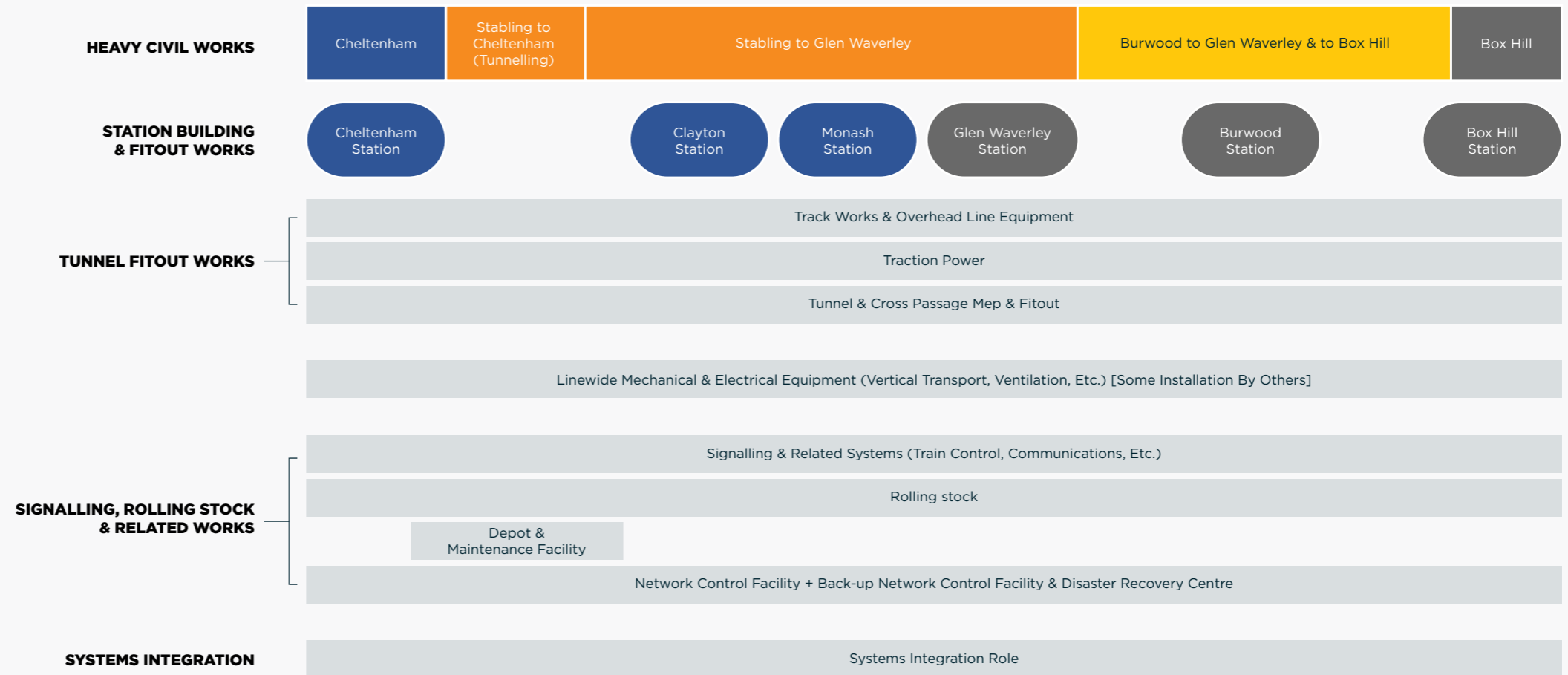
SRLA has developed a base delivery strategy for SRL East. This delivery strategy, including packaging and procurement, is the product of broad engagement with industry (including consideration of feedback received through extensive market engagement undertaken during 2020/21), advice from domestic and global peer organisations, guidance from key stakeholders and advisors, and consideration of relevant government policy and commitments.

The SRL East delivery strategy seeks to maximise market interest, manage market capacity and encourage new entrants to the market.

The infrastructure market in Australia is experiencing unprecedented levels of demand and therefore managing market capacity and responding to supply-side constraints will be critical to the successful delivery of SRL East.

The delivery strategy also seeks to align package scope to market appetite, and where possible and on a value for money basis, adopt collaborative contracting arrangements.

Figure 7 provides an overview of the base packaging strategy for SRL East.



<sup>10</sup> <https://transport.vic.gov.au/about/transport-news/news-archive/next-steps-for-suburban-rail-loop>

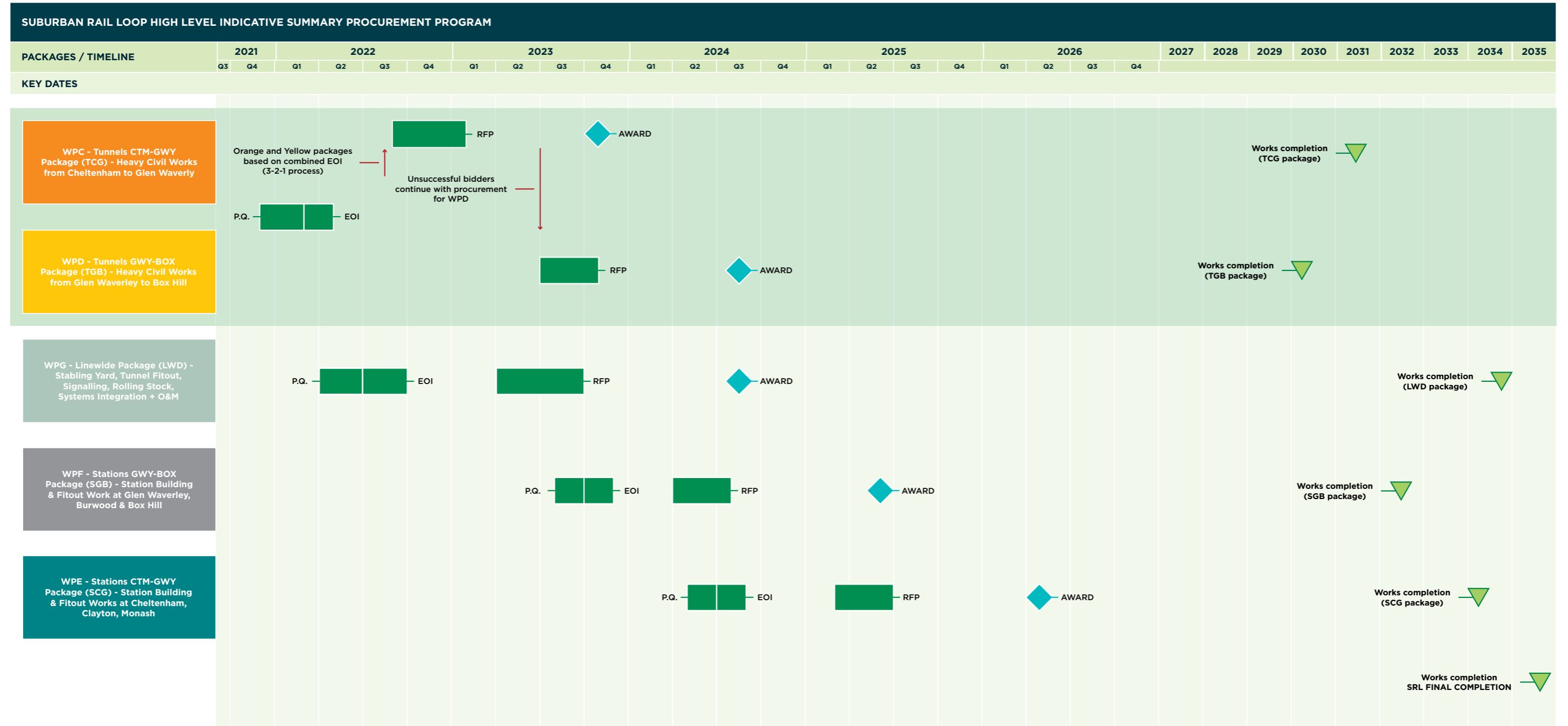
Table 2 provides an overview of the scope, base procurement model and current status for each of the SRL East works packages.

**Table 2: SRL East Works Packages - Procurement model and scope overview**

Package	Procurement model	Scope	Current status
<b>Works Package A:</b> Initial Works and Early Works - Managing Contractor Works	Managing Contractor	<ul style="list-style-type: none"> <li>Site Establishment</li> <li>Utility relocation and protection works</li> <li>Road and traffic modifications</li> <li>Tunnel Access Shaft structures</li> <li>Drainage and civil works</li> <li>Ground Improvement works</li> <li>Temporary works and tram works</li> </ul>	Under procurement. Contract Award expected in Q4 2021
<b>Works Package B:</b> Initial Works and Early Works - Power Works	Subject to ongoing consideration	<ul style="list-style-type: none"> <li>Establish new connections to Victoria's shared electricity network for SRL East</li> <li>Construct onsite substation assets to supply power for construction and operational activities</li> </ul>	Expected to commence in 2022
<b>Works Package C:</b> Tunnels - Cheltenham to Glen Waverley	Incentivised Target Cost	<ul style="list-style-type: none"> <li>Twin tunnels from the Stabling Yard to Glen Waverley, including cross passages</li> <li>Twin tunnels from the Stabling Yard to Cheltenham, including cross passages</li> <li>Station boxes at Clayton and Monash (including excavation and temporary structures)</li> <li>Completion of the portal structures at the Southern Stabling Yard</li> </ul>	Pre-qualification process commencing in December 2021. Procurement expected to commence in 2022 through a joint Expression of Interest tender process.
<b>Works Package D:</b> Tunnels - Glen Waverley to Box Hill	Incentivised Target Cost	<ul style="list-style-type: none"> <li>Twin tunnels from Burwood to Glen Waverley and Burwood to Box Hill, including cross passages</li> <li>Station boxes at Burwood and Glen Waverley (including excavation and temporary structures)</li> <li>Intervention shaft structure</li> </ul>	Pre-qualification process commencing in December 2021. Procurement expected to commence in 2022 through a joint Expression of Interest tender process.
<b>Works Package E:</b> Stations - Cheltenham to Glen Waverley	Alliance	<ul style="list-style-type: none"> <li>Station building works at Cheltenham, Clayton and Monash (including permanent structural works)</li> <li>Station box at Cheltenham (including excavation and temporary structures)</li> <li>Includes all work to take the stations to completion, excluding the work included in the Linewidth package</li> <li>Includes all surface works at these station precincts</li> </ul>	Procurement expected to commence in 2024
<b>Works Package F:</b> Stations - Glen Waverley to Box Hill	Alliance	<ul style="list-style-type: none"> <li>Station building works at Glen Waverley, Burwood and Box Hill (including permanent structural works)</li> <li>Station box at Box Hill (including excavation and temporary structures)</li> <li>Includes all work to take the stations to completion, excluding the work included in the Linewidth package</li> <li>Includes all surface works at these station precincts</li> </ul>	Procurement expected to commence in 2023
<b>Works Package G:</b> Linewidth	Alliance/O&M	<ul style="list-style-type: none"> <li>Tunnel fit-out works (track, overhead, fire main, MEP etc.)</li> <li>Cross passage fit-out</li> <li>Permanent power supply (HV &amp; LV)</li> <li>Traction power</li> <li>Track sectioning equipment</li> <li>Communications including radio, telephone and passenger information</li> <li>Network control, signalling and related systems</li> <li>Platform screen doors</li> <li>Rolling stock</li> <li>Depot and maintenance facility including track, overhead, washing, cleaning, administration and control, ground improvement and civil works</li> <li>Backup network control and disaster recovery centre</li> <li>Systems integration overall responsibility</li> <li>Operations and maintenance (O&amp;M) role</li> </ul>	Procurement expected to commence in 2022



Figure 8: Indicative procurement program



WPC
WPD

**a.** a single EOI process is undertaken spanning Work Packages C and D, with three parties/consortia shortlisted for participation in the RFP stage;  
**b.** these three parties/consortia bid for the first package (Work Package C), with one ultimately being successful and thereafter excluded from the second package (Work Package D); and  
**c.** the two unsuccessful parties/consortia for the first package (Work Package C) go on to compete for the second package (Work Package D).

## SRL East market opportunity

SRL East, as the first stage of the multi-decade, multi-billion dollar SRL program of investments, presents an extraordinary opportunity for the market. With an expected cost of between \$30 billion to \$34.5 billion, SRL East offers market participants across multiple sectors the opportunity to partner with government to deliver the largest infrastructure project in Victoria, and one of the largest in the Southern Hemisphere.

SRL East presents a long-term opportunity for both local and international market participants – to partner with government to deliver this significant project over 14 years, and with the opportunity for future stages delivered progressively over decades.

SRLA will actively support and encourage new market entrants, and where necessary implement steps to assist in creating competitive neutrality amongst local incumbents and new entrants.

SRLA understands that a true partnership is required between the State and the contracting market to deliver a program of investments of this size and complexity. SRLA will adopt a collaborative approach to working with its contractors and other suppliers, and is open to sharing more risks with the market on a value for money basis, as reflected in the SRL East delivery strategy.

Capacity is a key issue facing the market, and SRLA will explore opportunities to create efficiencies in procurement processes for SRL East. This commitment is evidenced through the proposed joint expression of interest process for the SRL East tunnelling packages (Work Packages C & D).

Importantly, SRLA is interested in capturing new ideas and innovations from the world's best contractors, designers, engineers, rail systems and rolling stock providers and other market participants, to deliver this transformational project. It welcomes any inquiries from participants in the global construction sector in relation to the opportunities offered by SRL East.





## Industry engagement

### SRL East overview

SRLA commenced stakeholder consultation and community engagement in 2019 as part of an ongoing program of consultation with the community and stakeholders.

In this context, SRLA has been conducting a multi-phase market engagement process (Market Engagement Process) to hear the market's views, ideas and potential issues in relation to the packaging, procurement and delivery strategy for SRL East. The objectives of the Market Engagement Process are to:

- build market awareness and understanding of SRL East;
- understand current market dynamics, capability, capacity and appetite (including market innovations and emerging technologies that might be relevant to SRL East);
- understand market views and preferences in relation to the scope and size of work packages, inter- and intra-package interfaces, alternative procurement models and risk allocation considerations;
- identify key opportunities, constraints and issues from the market's perspective in relation to delivering SRL East; and
- further build SRLA's understanding of the market.

Market engagement participants may include constructors, designers/engineers, rail systems / rolling stock providers, operators and property developers (collectively, the 'Participants').

The first phase of the Market Engagement Process (Phase 1 Market Engagement) was held in January and February 2020, and the second phase was held between August 2020 and October 2020 (Phase 2 Market Engagement).

The third phase of the Market Engagement Process (Phase 3 Market Engagement) is planned to commence in Q4 2021 and will involve targeted, works package specific discussions with market participants.

Industry participants who have not participated in previous phases of the market engagement process but would like the opportunity to partake in upcoming future phases can register their interest through the SRLA Registration of Interest at [bigbuild.vic.gov.au/projects/suburban-rail-loop/about/registrations-of-interest](https://bigbuild.vic.gov.au/projects/suburban-rail-loop/about/registrations-of-interest)

