

EUROPEAN TRAIN CONTROL SYSTEM (ETCS)—INNER CITY

For the period 3 December 2015–3 June 2016

RESPONSIBLE AGENCY	QUEENSLAND RAIL
BUILDING QUEENSLAND ROLE	LED BUSINESS CASE
PROPOSAL STAGE OF DEVELOPMENT	BUSINESS CASE COMPLETE
PLANNED STAGE END DATE	NOT APPLICABLE
ESTIMATED COST OF DELIVERY	\$630 MILLION*



PROBLEM	<p>Large portions of South East Queensland’s (SEQ) rail network signalling infrastructure is ageing. Previous assessments have identified several problems facing the rail network and current rail signalling system including: capacity constraints, increasing demand, ageing signalling assets, increased operational costs and changing customer expectations. In particular, capacity assessments have indicated that rail services in the inner city network during peak periods will be nearing capacity by 2021. Without this proposal, the rail network will experience overcrowding of rail services, reduced reliability, increased costs and customer dissatisfaction.</p>
PROPOSAL	<p>The objectives of the proposal are to:</p> <ul style="list-style-type: none"> » improve network safety » provide additional capacity » deliver operational efficiencies. <p>The proposal will deliver the European Train Control System across the inner city rail network between Northgate and Milton stations. Works will include Automatic Train Protection, replacement of line-side signals with in-cab displays, a new digital wireless communication network and a new traffic management system with automated route setting.</p>
NEXT STEPS	<p>Queensland Government investment consideration.</p>

*Nominal cost in Australian dollars, Building Queensland Business Case 2016. Figures are inclusive of costs expected to be incurred by government departments and Queensland Rail.