

Sydney Metro is Australia's biggest public transport project.

Services started in May 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

John Holland CPB Ghella Joint Venture (JHCPBG) has been awarded the \$2.81 billion contract to build the twin railway tunnels from Chatswood to Sydenham and excavate six new Sydney Metro stations.

Retrieving the tunnel boring machines (TBMs) – Blues Point

Specialised TBM Kathleen is expected to arrive at the Blues Point temporary retrieval site in the coming weeks, after completing the first metro tunnel under Sydney Harbour.

When the TBM arrives, the front part of the machine (cutter head and shields) will be disassembled and lifted from the base of the shaft to the surface using the large overhead gantry crane inside the acoustic shed. These parts will be loaded onto a barge using a remote controlled trailer, then sent to Barangaroo to be reassembled and start building the second tunnel under the harbour. The first retrieval of TBM Kathleen is expected to take about **two weeks**, weather and site conditions permitting.

The two TBMs from the north (Mabel and Wendy) will arrive at Blues Point later in year and will also be lifted out of the shaft and taken away from the site by barge. Some trucks will be used to remove smaller TBM components from the site. All TBM retrievals are expected to be finished by **April 2020**, weather and site conditions permitting. Please refer to the image over the page for more information about the retrievals.

Work will involve:

- Disassembling the TBM parts
- Lifting the TBM parts from the shaft to the surface using the overhead gantry crane
- Moving the TBM parts from the acoustic shed to the barge with a remote controlled trailer
- Barge movements to remove the TBMs
- Removing small TBM components with trucks.

Work hours

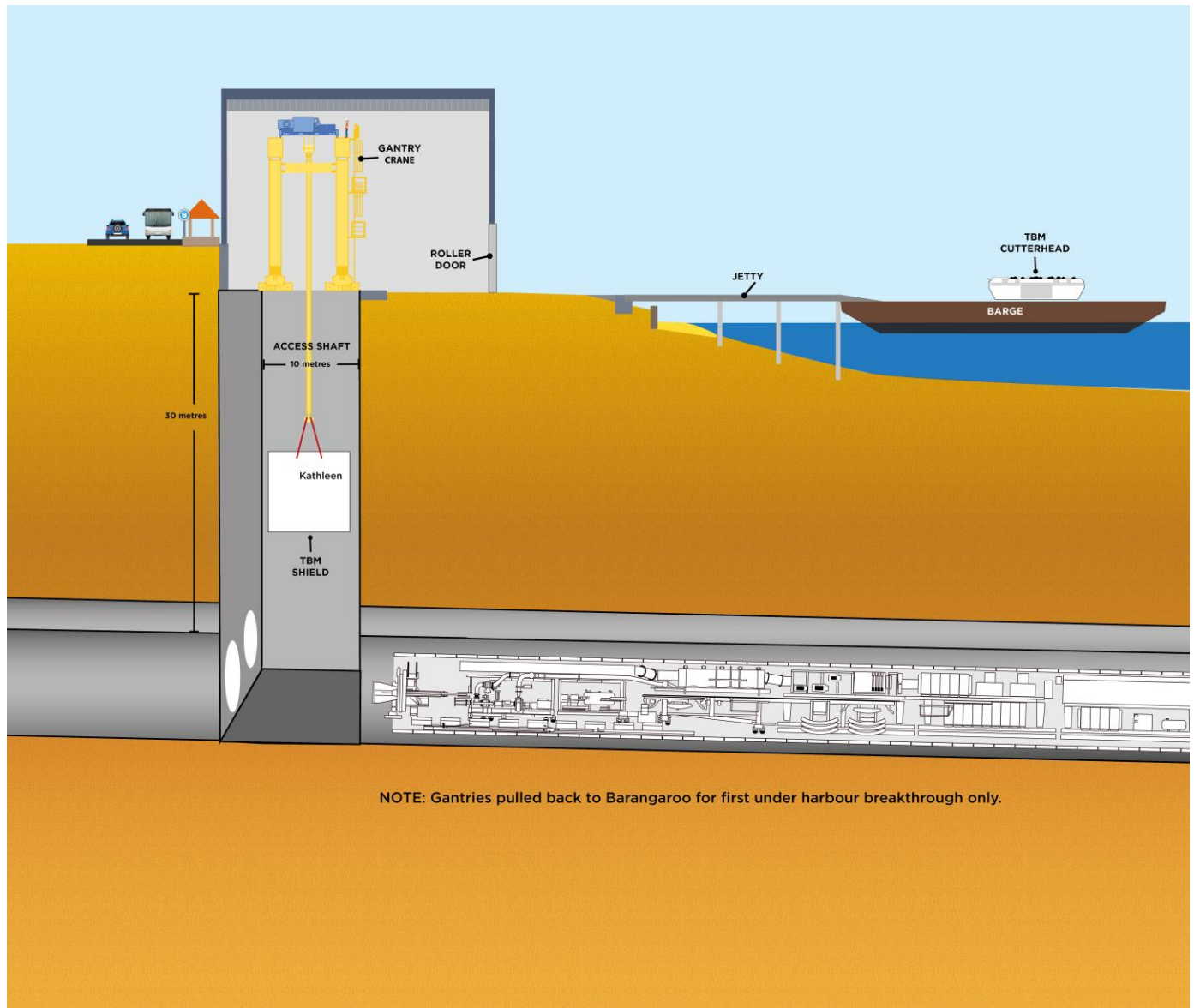
Retrieval of the TBMs has been approved to be carried out **24 hours a day, 7 days a week**. Barges will arrive and depart the site at any time over a 24 hour period, to align with changing tide levels and comply with maritime regulations.

What to expect

- There will be intermittent noise during the work. High noise activities will be carried out inside the acoustic shed and planned during the day as much as possible.
- Non-tonal reversing beepers will be used on vehicles.
- Temporary lighting may be used to ensure a safe work site and will be directed away from properties.
- Equipment to be used includes hand tools, drills, elevated work platforms, forklifts, remote controlled trailer, overhead gantry crane and barges.
- Increased truck movements on Blues Point Road.
- Traffic controllers will be in place to assist vehicles and pedestrians around the worksite if necessary.

Thank you for your cooperation while we complete this essential work. If you have any questions please contact the Community Relations Team on **1800 171 386** (24 hour community information line) or tunnels@transport.nsw.gov.au.

TBM retrievals – Blues Point temporary retrieval site



TBM retrieval timeline*

Activity	Oct-Nov 2019	Dec 2019 - Jan 2020	Feb - Mar 2020
First retrieval of TBM Kathleen (cutter head and shields only)	■		
Retrieval of TBM Wendy	■	■	
Retrieval of TBM Mabel		■	
Second retrieval of TBM Kathleen (whole machine)			■

*Timeline is indicative only and subject to change.

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