

Introduction

The NSW Government is working to improve port infrastructure to support further economic development of Eden as a maritime tourism hub along the Sapphire Coast.

A series of projects are part of the Revitalising Eden Harbour Program; the recently completed Cruise Wharf, the Eden Welcome Centre (construction currently underway), the Eden Harbourside Activation Project (planning stage) and the Safe Harbour Project.

The Eden Safe Harbour Project is moving forward. Transport for NSW (TfNSW) will soon commence the Tender process for the construction of a fixed panel wave attenuator in Snug Cove, Eden.

Providing a safer harbour supports Eden’s reputation as a key recreational and commercial boating destination. This is anticipated to encourage further investment from the private maritime and tourism sectors.

The Safe Harbour Project scope includes a 366m fixed panel wave attenuator. The design was developed based on extensive site-specific wave data, weather history, environmental and geotechnical conditions plus ship and vessel simulations. The project has also involved extensive stakeholder consultation which considered varying design options within the \$19 million budget.



Fixed-panel wave attenuator design, Snug Cove, Eden.

This is the second time that the NSW government has gone to market for construction of this project. What happened the first time?

The market process that was run by the former NSW Department of Industry in 2018 resulted in the Government receiving a construction price that was above the available budget.

Will the 2018 performance specification, alignment and structural concept from the 2018 process be used as the basis of design for the upcoming Tender process?

Yes.

Will Transport for NSW release a new Review of Environmental Factors (REF) for public comment?

At this stage a new REF is not anticipated. The attenuator design is largely consistent with the REF that was determined by NSW Department of Industry in 2018. TfNSW is currently undertaking an internal review of the 2018 REF to ensure all relevant environmental issues have been considered.

What is the project budget and will whole-of-life costs for the attenuator be included in determining whether the project can be delivered within budget?

The project budget is \$19 million. This is intended to cover the construction of the attenuator. As with any infrastructure project, maintenance and other whole of life costs are an important consideration for government as the asset owner. These costs will be funded separately by government.

Why is the Tender only for the construction of the project and not a 'design & construct' contract?

TfNSW has considered different contracting options and has selected a Construct Only contract because it offers the best opportunity to achieve value for money for the community.

Many of the key elements of the design have already been pre-determined by the fact that the 2018 attenuator alignment is set and the associated performance specification and design loads for the structure will form the basis for developing the finalised design.

Contractors will be heavily reliant on detailed site specific information held by TfNSW including the wave climate and geotechnical data. In particular, TfNSW has data detailing the effects of large tug boats operating in close proximity, along with the complex loads generated by wash from cruise ship propulsion systems. These are unique engineering challenges that are not encountered on typical wave attenuator projects. It is unreasonable and uneconomic for contractors to not be able to rely on this detailed information and therefore have to complete their own studies and investigations.

This heavy reliance on TfNSW owned information means that TfNSW will continue to own the design risk regardless of the contracting model. Once constructed, the attenuator will be owned and maintained by TfNSW on behalf of the NSW community.

Design and Construct contracts are more suited to projects where the contractor is better placed to take on the design risk. Construct Only contracts are common in major marine construction and contractors in the industry are familiar with them.

Other benefits of a Construct Only tender process include:

- Likely participation by a broader range of contractors thereby fostering a more commercially competitive outcome
- Contractors do not have to factor the cost of preparing a detailed design into their Tender submission
- As all contractors are pricing the same design, the Tender evaluation and contract award stages can proceed quicker than if TfNSW has to spend time, cost and resources verifying contractors alternative design solutions.

Will alternative design solutions from contractors be considered?

Yes. All contractors will need to submit a complying response including a price for supply and installation of the design provided by TfNSW.

If, in addition to their complying response, contractors want to submit an alternative design solution that they believe offers better value for money, any such alternative will be considered by TfNSW on its merits. In this situation contractors will be required to submit relevant information and analysis to enable TfNSW to assess and verify the alternative design can deliver the same performance outcomes.

Why is Transport for NSW going to Tender on the project when the last market process identified that the construction cost was more than the project budget?

The Tender process is being designed to attract the broadest range of potential contractors and drive a more competitive outcome.

The project is being managed by the Maritime Infrastructure Delivery Office (MIDO) within TfNSW. The team has significant experience and expertise in the delivery of maritime infrastructure projects across NSW. MIDO is supported by the design and engineering team that previously supported the NSW Government on the Eden Breakwater Wharf Extension project. A project that was delivered within budget and that has recently been shortlisted as a finalist in the 2020 Engineers Australia Excellence Awards. Over the past five years the project team has developed extensive site specific engineering knowledge of Snug Cove and is well placed to develop the most cost effective design that responds to the unique site conditions.

The Tender process does not preclude contractors proposing innovative solutions to elements of the final design if they can demonstrate that their solution achieves the same outcome for less cost.