

Maligayang pagdating



YINDĪ BĀNĀN
Yindī txnrab

Cho mừng



Western Sydney International (Nancy-Bird Walton) Airport

Selamat datang

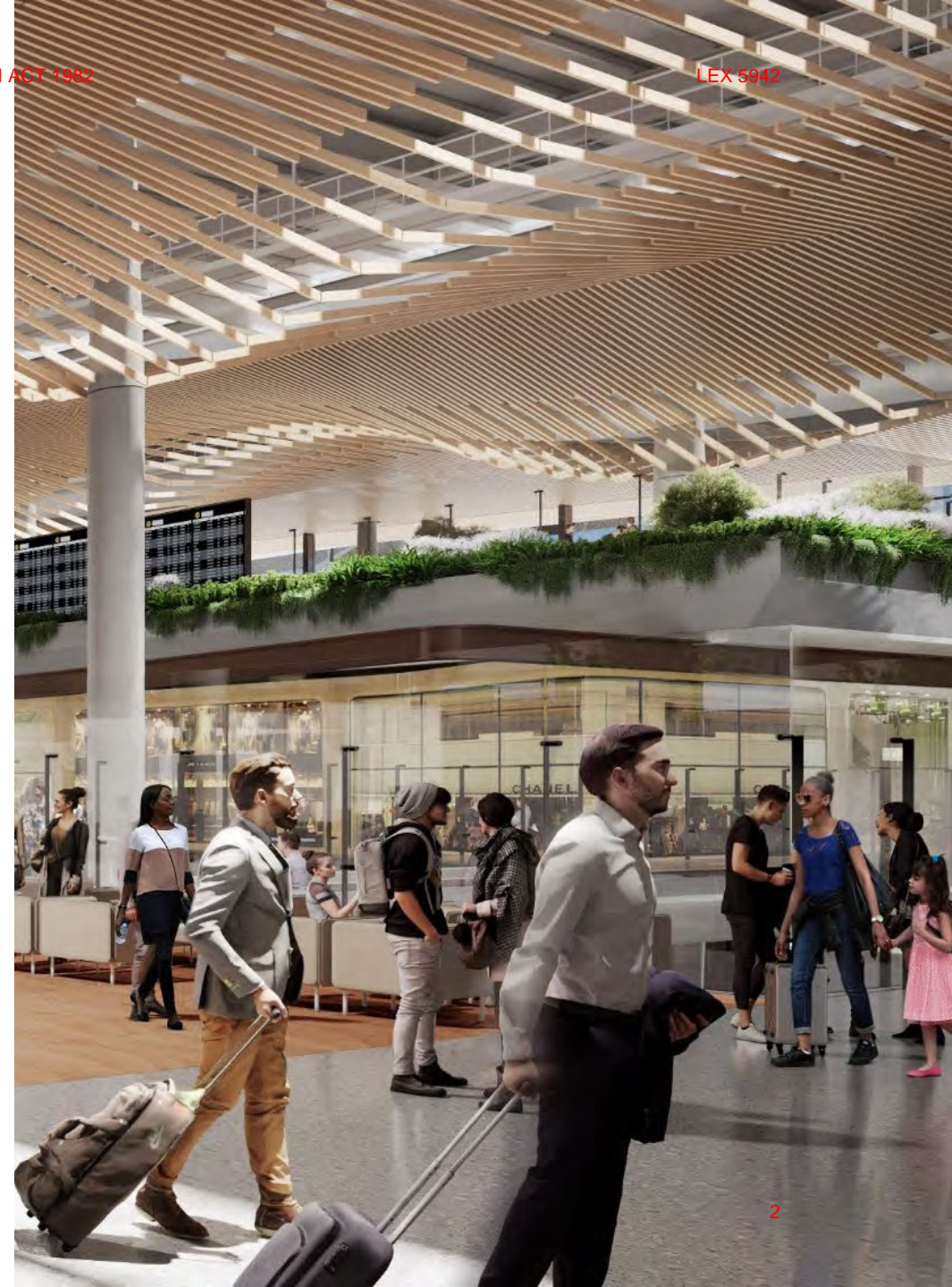
வரவேற்பு
Varavēṟpu



Sydney's new airport

Western Sydney International (Nancy-Bird Walton) Airport will provide much-needed aviation capacity to meet the growing demand in the Sydney basin

- Western Sydney International will inject much-needed new slots – Sydney will once again be open for business to global aviation.
- As Australia's global city, Sydney needs a 24/7 airport to compete on the world stage – avoid losing economic activity to Brisbane and Melbourne.
- Western Sydney International will have the 3rd largest catchment of any Australian airport on day one of operation, approximately 3 million people.
- Kingsford-Smith Airport is predicted to reach capacity around 2035.



Nancy-Bird Walton

Sydney's new airport is proudly named after one of Australia's great aviation pioneers – **Nancy-Bird Walton**



Became the youngest female commercial pilot at age 19



Knowns as
'The Angel of the Outback'



Founder and patron of the Australian Women Pilots' Association



Proudly at home in Western Sydney



Home to 1-in-10 Australians



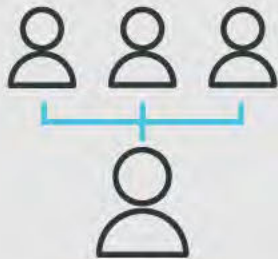
3rd largest economy
in Australia



45% of population
born overseas



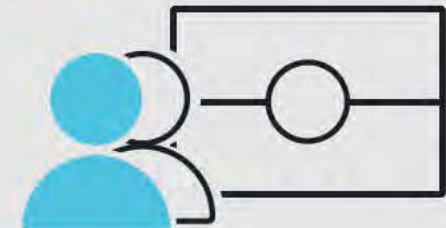
40% of population travels
outside region for work



More than
170 ancestries



Over 100 different
languages spoken

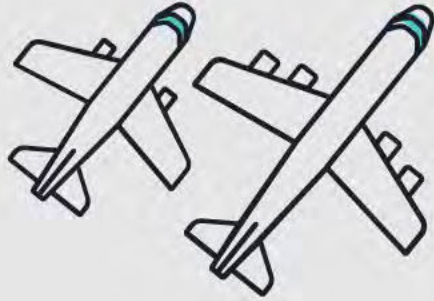
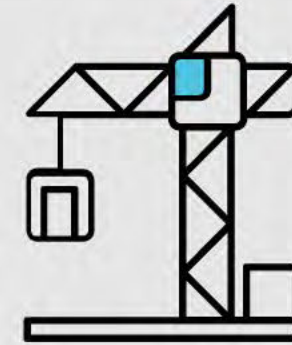
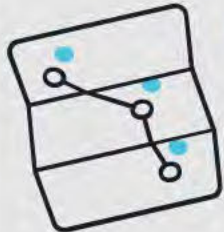
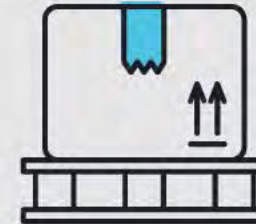
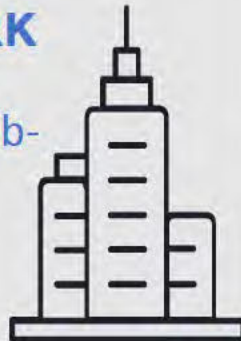


Home to the largest Aboriginal
population in Australia

Airport site layout

10 million
annual passengers



**3.7 KM
RUNWAY**for all
modern
airliners**CREATING
THOUSANDS**
of job
opportunities**NEW WESTERN
SYDNEY AIRPORT
METRO LINE**from St Marys
to Bradfield via
two WSI stations**OPENING IN
LATE 2026**capacity for
10 million
passengers
a year**INTERNATIONAL
& DOMESTIC**under one roof
for seamless
transfers**DESIGNED
TO GROW**
without
disruption to
customers**NEW TOLL-FREE M12
MOTORWAY
CONNECTION**and upgraded
surrounding
road network**ON-AIRPORT
BUSINESS PARK**highly
connected for job-
creating tenants**PURPOSE-BUILT
CARGO FACILITY****SEAMLESS
CUSTOMER
EXPERIENCE**
digitally enabled
for passengers,
airlines and
air cargo.

Commonwealth and WSA engagement





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LEX 5942

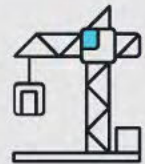
Aerotropolis and Western Parkland City Authority



Western Sydney International Airport is the catalyst for a new economic hub in NSW



The Western Parkland City will create 200,000 new high-quality, future focused jobs



NSW Government has announced over \$1 billion in funding to start building the Bradfield City Centre

TAFE^{NSW}

Multiversity and TAFE being established

OFFICIAL

Connectivity

M12

New toll-free motorway
Connecting the airport to M7



Sydney Metro – Western Sydney Airport
A new 23-kilometre metro rail line linking WSI and Bradfield to the existing rail network at St Marys



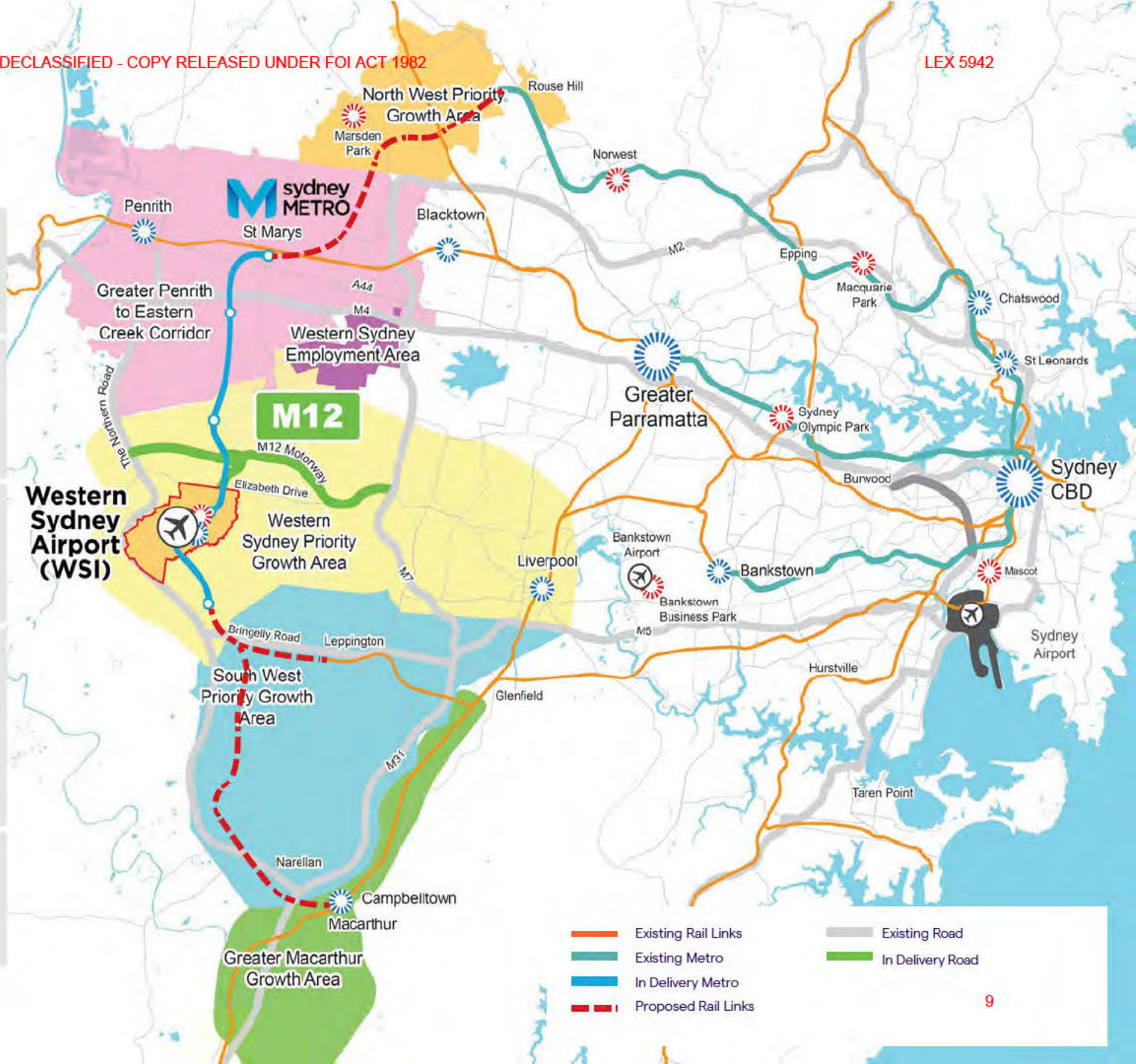
Upgrades to major arterial roads so local traffic flows smoothly
The Northern Road, Bringelly Road and others



Proposed future metro extensions:
To Campbelltown, Tallawong and Parramatta
Federal Government funded business case for the Leppington/Glenfield WSA Metro extension. Aerotropolis Blueprint specifies 2031 delivery timeline.



Australian and NSW Government:
\$15 billion investment in infrastructure by the Australian and NSW Government



This year is about delivery

2022



Major
Earthworks
winds down
across the site



M12 west
package
awarded



Start of
terminal steel
framing



Construction
begins on
3.7km runway
pavement

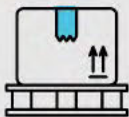


Sydney Metro
commences
work on site

WSI Cargo Precinct

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LEX 5842



A new cargo hub for Australia



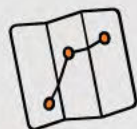
Located in the middle of the Brisbane-Sydney-Melbourne 'golden triangle', WSI provides unmatched opportunity to grow



WSI offers deep strategic advantages including no movement cap or curfew



Purpose built facility with the ability to process 220,000 tonnes in the first year and grow with demand



Located next to major transport routes

Business Precinct Stage One

We are now working on the gateway to Western Sydney International's exclusive property portfolio.

Our EOI looking for a partner to grow with us is now closed.



First mover advantage at the centre of a third city for Sydney



Covers 13.25ha of land and part of a 200-ha master planned Business Precinct the same size as Parramatta CBD

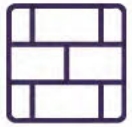


Located at the gateway to the airport and close to new and upgraded infrastructure

Sustainability

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Recycling
millions of tonnes of
sandstone from
Sydney's tunnelling
projects

Source sustainable
material such as
environmentally
certified steel



Reducing electricity
and construction
fuel consumption
through innovation

98% non-potable
water use



Sustainability
strategy for
operating airport in
development

WSI's approach will
be ambitious and
innovative



Terminal uses
passive design
principals to reduce
energy and resulting
emissions

The roof will
generate electricity
and harvest
rainwater



117-hectare
Environmental
Conservation Zone
will be protected
through the life of
the airport

A new customer experience



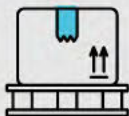
Digitally enabled

Unrivalled among Australian airports



Passengers

Seamless and safe



Airlines and Air Cargo

Operational efficiency and reliability



Advanced baggage handling system

Safe and reliable with customer focus



Unlimited opportunities

Sydney's new airport means business



When Western Sydney International opens, Sydney will be open for business 24/7, providing new access and growth opportunities for airlines, cargo operators, property developers and tenants



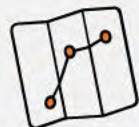
Seamless and convenient - as a digitally enabled greenfield airport, leveraging innovation to transform the customer experience & optimise operational efficiency for passengers and airlines alike



The WSI Cargo Precinct will be fast and easy - the largest of its kind in Australia, offering exclusive landside and airside access and enabled by blockchain, supporting the fastest farm to fork offering to SE Asia



On-airport business Precinct is almost the size of Parramatta CBD - commercial opportunities with our Business Precinct Phase One offering 13.25ha of serviced land which can support a 3-4 star hotel and large format retail

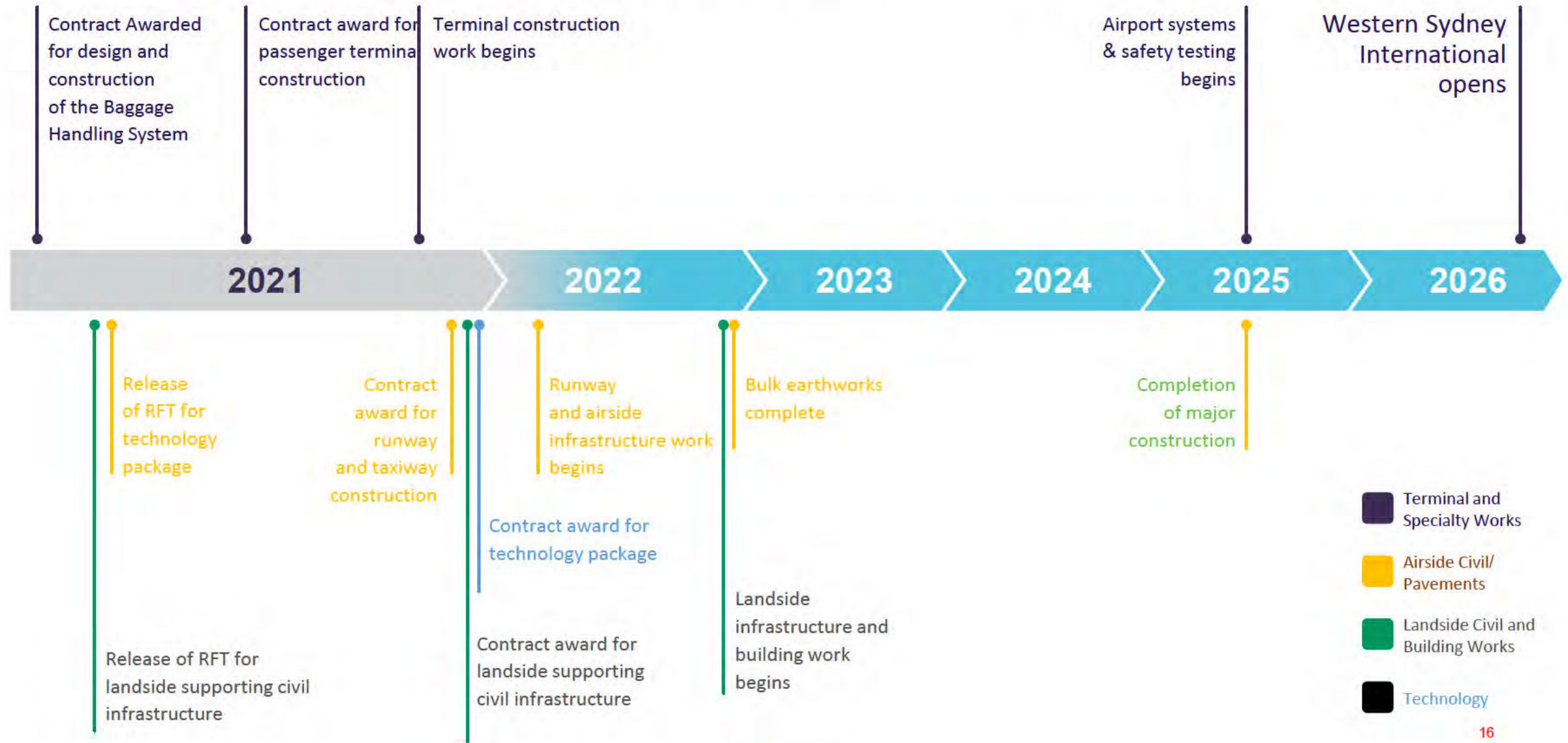


Connected airport and aerotropolis bringing new utilities and infrastructure to Western Sydney - we're working together with Western City Parklands Authority on employment and growth opportunities



Sustainability is at the heart of our operations - Our sustainability focus will drive ESG outcomes for the airport and our partners. We will be ambitious in this space to meet community and aviation industry expectations.

Western Sydney International is on course...



Western Sydney International (Nancy-Bird Walton) Airport



**Western
Sydney
Airport**

Meeting with s47F(1)**John Holland**

14:30-15:00hrs, 13 September 2019, John Holland office, Level 5, 380 St
Kilda Road

John Holland is 100% owned by CCCI, the overseas investment arm of
the China Communication Construction Company. s47E(d) and s47G(1)

s47F(1)

s47E(d) and s47G(1)

s47E(d)

s47G(1)

s33(a)(iii)

Background

John Holland

John Holland, founded in 1949, is one of Australia's largest Engineering, Procurement and Construction (EPC) companies delivering a wide variety of infrastructure projects in Australia, New Zealand and South East Asia, including road, rail, tunnelling, power, energy, property development and health. The company is a wholly owned subsidiary of CCCI, the overseas investment arm of China Communication Construction Company, itself one of China's largest state owned engineering and construction firms.

Australia currently has a large pipeline of infrastructure projects, funded at the federal and state levels, which has attracted interest from both domestic and foreign EPCs and consulting firms. State Governments are the major investors in infrastructure in Australia. Examples of major projects include the Inland Rail Project (heavy freight) and Sydney West Connect (underground motorway).

The Australian domestic infrastructure market is seeing high levels of government and private investment, with Australian tendering process requirements, the scale and complexity of projects, and the level of competition leading to market participants forming consortia for the purposes of tendering for specific projects. Consortia groups are dynamic, and will change based on the nature of the project – which is a challenge for foreign companies unfamiliar with Australia's industry landscape. An example of a recent consortium is the CRRC (Chinese supplier of rolling stock), Downer Engineering (rail maintenance and standards) and Plenary Group (PPP finance) Evolution Rail Consortium, which is supplying rolling stock and ongoing maintenance for the Melbourne and Sydney metros.

s47E(d) and s47G(1)

John Holland has been awarded contracts on multiple major infrastructure projects in Australia:

- Sunshine Coast Airport Expansion Project
- April 2017, John Holland and CPB Contractors (50:50 JV) won the contract for the design and construction of the \$5.5 billion Western Distributor in Victoria.
- June 2016, John Holland has been awarded the first major Metro Tunnel contract, which includes excavating massive shafts in the

centre of Melbourne as part of preparations for the tunnel and the new underground stations in the CBD.

- June 2017, John Holland CPB Ghella Joint Venture has been awarded the contract to deliver Sydney's new harbour rail crossing as part of Stage 2 of Sydney Metro – Australia's biggest public transport project. The \$2.81 billion Sydney Metro City & Southwest Tunnel and Station Excavation Works (TSE) contract includes twin 15.5km tunnels and civil works for six new metro stations.
- February 2016, John Holland, as part of the Canberra Metro consortium, was chosen to deliver the first stage of the Canberra Metro light rail project.

China Communications Construction Company (CCCC) and its overseas financing platform (CCCI)

CCCC International Holding Limited (CCCI) is a wholly owned subsidiary and the financing platform for overseas business of China Communications Construction Company Limited (CCCC). It focuses on international merger and acquisition, post-acquisition management, infrastructure-related investment, real estate development, overseas financing and other forms of investment and capital operations.

CCCC is a Fortune 500 Company focusing on the investment, design and construction of transportation infrastructure such as port, highway, bridge, railway, airport, dredging and municipal works. Ranked as China's largest design and construction Company as well as the largest international contractor, CCCC has so far established the presence in over 80 countries, across in Africa, Americas, South Asia, Middle East and Europe.

s33(a)(iii)

s47E(d) and s47G(1)

Prepared by: s47F(1)

Cleared by: s47F(1)

Meeting with s47F(1)
7 June 2018

Key issues

s47E(d)

s47E(d)

s33(a)(iii) and s47E(d)

Background

Wine

s47E(d) and s47G(1)

In a Sky News interview on 6 June, Tony Battaglione, CEO, Winemakers Federation of Australia acknowledged progress and good cooperation with the Australian government. He said delays were due to several factors: the government restructure in China, the large increase in exports, and the bilateral relationship.

CCCI

John Holland's key major infrastructure projects in Australia, following CCCI investment:

- . John Holland - CPB Contractors consortium successfully tendered for the design and construction of the A\$5.5 billion Western Distributor.
- . In June 2016, John Holland was awarded the first major Metro Tunnel contract, which includes excavating massive shafts in the centre of Melbourne as part of preparations for the tunnel and the new underground stations. A John Holland-Bouygues Construction-Lend Lease consortium were also successful in their bid for the related tunnel contracts.
- . John Holland CPB Ghella Joint Venture are developing Stage 2 of the Sydney Metro, City and Southwest project.

- . John Holland, as part of the Canberra Metro consortium, was chosen on 1 February 2016 to deliver the first stage of the Canberra Metro light rail project
- . John Holland constructed the Ravenhall Prison PPP in Victoria with GEO, Honeywell and Capella Capital. The prison opened on 12 October 2017.
- . The Northwest Rapid Transit (NRT) consortium comprising of MTR Corp, John Holland, CPB Contractors and UGL Rail will develop the first stage of the Sydney Metro Northwest, which is due for completion in 2019.

s47E(d)

s47E(d)



**Visit to China by the
House of Representatives
Standing Committee
on Infrastructure,
Transport and Cities**

Beijing, Tianjin, Chengdu, Hong Kong

1 July – 6 July 2018

1230-1400	AustCham Roundtable over lunch <i>Address: Boardroom, 23 Floor, Harbour Centre, 25 Harbour Road, Wanchai</i> <i>Contact: TBC</i> <i>Topics:</i> <ul style="list-style-type: none"> - <i>Hong Kong infrastructure development</i> - <i>Smart Cities</i> - <i>Greater Bay Area</i> <i>Attendees:</i> <ol style="list-style-type: none"> 1. <i>s47F(1)</i> 2. 3. 4. 5. 6. 7. <i>AustCham Attendees:</i> <ol style="list-style-type: none"> 1. <i>s47F(1)</i> 2. 3. 4. 5. 6. 	1430-1600
1400	Travel to Grand Hyatt Hotel on foot	1600
1415-1505	Australia-based Business at Grand Hyatt Hotel <i>Note: Late check out arranged for 1745hrs</i>	1615-1705
1515	Travel to Two IFC Building for MTR Meeting <i>Note: Please bring photo ID for building entry</i> <i>Meeting point: Grand Hyatt Lobby, Ground Floor</i> <i>Met by: s47F(1)</i>	1715
1530-1630	Meeting with MTR Corporation <i>Topics:</i> <ul style="list-style-type: none"> <i>s47G(1)</i> 	1730-1830

	<p><i>Background:</i></p> <p><i>MTR is a significant Hong Kong investor and Metro railway operator. It is one of the key players in the consortium for the operation of Melbourne Metro and Sydney Metro Northwest projects. It has also been invited to bid for the Sydney Metro Southwest project. s47G(1)</i></p> <p><i>Address: MTR Office, 33/F, Two International Finance Centre, 8 Finance Street, Central - (MTR to advise and arrange pre-registration concierge on G/F of IFC2)</i></p> <p><i>Address: 33/F Two International Finance Centre, 8 Finance Street, Central</i></p> <p><i>Contact: s47F(1)</i></p> <p><i>Attendees:</i></p> <ol style="list-style-type: none"> 1. s47F(1) 2. 3. 4. 5. 6. 7. <p><i>MTR Attendees:</i></p> <ol style="list-style-type: none"> 1. s47F(1) 2. 3. 4. 	
1630	Depart MTR Office for hotel	1830
1645-1740	Refresh at hotel and check out, meet in the lobby at 1740 to depart.	1845-1940

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Australian Government
Department of Foreign Affairs and Trade



Australian Government
Australian Trade and Investment Commission



BRIEF FOR MINISTER FOR TRADE, TOURISM AND INVESTMENT THE HON STEVEN CIOBO MP



VISIT TO CHINA

20-22 February 2017

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China Communications Construction Company (CCCC)

s47F(1)

Company profile

China Communications Construction Company Limited (CCCC) is a State-owned subsidiary of the China Communications Construction Group (Limited) and is listed on the Hong Kong stock exchange. CCCC is primarily engaged in major economic infrastructure activities in China and overseas. The company undertakes a wide range of infrastructure projects, including the design and construction of ports, roads, bridges, railways and tunnels. CCCC has undertaken a number of international projects. In addition, the company provides dredging and reclamation services, as well as heavy marine machinery, steel structure and road machinery manufacturing. CCCC also trades construction materials and equipment, motor vehicles spare parts and machinery, it can also provide financing to related projects. International Holding Limited (CCCI), established in Hong Kong, is the financing platform for overseas business of its parent company CCCC. It focuses on investment and operation of infrastructure related projects in overseas markets.

Presence in Australia

s47G(1)

s47G(1)

Two recent developments

include John Holland being awarded the \$324 million preparatory work for the first part of the Melbourne Metro Rail project, and the John Holland CPB Ghella joint venture winning the bid for the \$1.15 billion Sydney Metro City North West Rail Link project. John Holland is also one of three companies shortlisted in response to the EOI for the Western Sydney Stadium in Parramatta. In April 2016 a consortium comprising Aquis Australia, CCCI and Tandellan Group was formed and announced it would focus on tourism infrastructure. The consortium has acquired a development site in central Surfers Paradise.

CCCC International Holding Limited (CCCI)

s47F(1)

Company profile

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Presence in Australia

s47G(1)

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Visit to Hong Kong

The Hon Steven Ciobo MP
Minister for Trade and Investment

6 – 10 April 2016

KEY ISSUES, MEETINGS AND EVENT BRIEF

Investment Overview: Major Infrastructure

s47E(d)

Strong history of public private partnerships (PPPs) and privatisations

- The private sector has helped finance Australian infrastructure for almost 30 years. Since the 1990s, Australian governments have selectively sold existing assets to fund new infrastructure and retire debt. Recent privatisations include: Hobart Airport, Queensland Rail, Sydney Desalination Plant, TransGrid (electricity transmission), ports of Darwin, Brisbane, Botany, Kembla, and Newcastle.
- Infrastructure privatisations currently underway include the NSW Government's privatisation of NSW's electricity networks; the Victorian Government have invited Expressions of Interest for the Port of Melbourne; and the Western Australian Government is considering the privatisation of the Port of Fremantle and Utah Point.

Hong Kong companies participating in Australian infrastructure

- Cheung Kong Holdings Limited is a long time investor in Australian energy infrastructure assets in South Australian and Victoria after the state privatisations in the 1990s. Cheung Kong's shareholdings in Australia include SA Power Networks South Australia; Powercor Australia Limited Victoria; Australian Gas Networks Limited; Transmission Operations (Australia) Pty Ltd and Spark Infrastructure Group.
- In April 2014, China Merchants Group was successful in leasing the Port of Newcastle for 98 years in a consortium with Hastings Funds Management for \$1.75 billion. China Merchants has been operating in the trading and retail sector in Australia for more than 20 years. In 2010, it acquired leading Australian-based container pallet logistics provider, Loscam.
- MTR Corporation was awarded the Operations, Trains and Systems Public-Private Partnership contract for the North West Rail Link Project as part of the Northwest Rapid Transit Consortium and operates the Melbourne's metropolitan train network in Australia. MTR is Hong Kong's railway system operator, and also manages metro lines in Beijing, Shenzhen and Hangzhou, the London Overground and TfL Rail, and Stockholm Metro/MTR Express.

Onshore Investment Opportunities

(April 2016)

Summary of Projects in separate folder. Copies available as handouts

Project/Proponent Name (by Sector)	State	Nature of project/investment
<i>Advanced Manufacturing, Services and Technologies</i>		

s47E(d)

<i>Agribusiness & Food</i>		
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s47E(d)

<i>Major Infrastructure</i>		
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s47E(d)

Sydney Metro City and Southwest	NSW	Rail construction.
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s47E(d)

<i>Resources & Energy</i>		
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s47E(d)

s47E(d)

<i>Tourism Infrastructure</i>		
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s47E(d)

MTR Corporation

s47F(1)

16.45 – 17.30 Friday 8 April 2016

Venue: International Finance Centre 2, Central

s47E(d) and s47G(1)

Key Issues

s47G(1)

-

- s47G(1)

MTR currently runs the Melbourne’s metropolitan train network, s47G(1) and will run the Sydney Metro Northwest. s47G(1)

- MTR is interested in the **Stage 2 of Sydney Metro** (Sydney Metro City & Southwest), which will run under the Sydney Harbour and through the CBD to Bankstown. Sydney Metro Stage 2 is due to go to market in mid-late 2016.
- MTR consortium that awarded the bid for the Operations, Trains and Systems Contract for the Sydney Metro North West, won the “**Government Partnership Excellence Award**” at the “National Infrastructure Awards” in Sydney in March 2015, organised by Infrastructure Partnership Australia. This is MTR’s first international Public-Private Partnership project (PPP).
- On 16 September 2014, the New South Wales Government has formally awarded the Northwest Rapid Transit Consortium (NRT) the Operations, Trans and Systems (OTS) contract for the **North West Rail Link** in Sydney.
- The North West Rail Link is Australia’s largest public transport project and upon completion, the 36-kilometre railway between Rouse Hill and Chatswood will be Australia’s first fully automated rapid transit network.
- The OTS contract is a PPP covering major parts of the design, construction and financing of the North West Rail Link as well as the operation and maintenance of the new line for a period 15 years. The works will be undertaken by MTR together with NRT consortium partners John Holland Group, UGL Rail Services, Leighton Contractors and Plenary Group. MTR invested in the project and would take the lead role in railway operations, commencing from 2019.

Background

MTR Corporation was established in 1975 as a government enterprise with a mission to construct and operate, under prudent commercial principles, an urban metro system to help meet Hong Kong's public transport requirements. In June 2000, the company was listed on the Hong Kong Stock Exchange after the Hong Kong Government sold 23 per cent of its shares in an initial public offering.

MTR invests in railways in different parts in the world, and has obtained contracts to operate rapid transit systems in London, Stockholm, Beijing, Shenzhen, Hangzhou, Melbourne and Sydney. In addition, the scope of its consultancy business also widened to cover cities across Asia, Australia and the Middle East.

In addition, based on the successful "rail plus property" development model in Hong Kong, MTR has expanded into the Mainland of China with property businesses in Beijing, Shenzhen and Tianjin.

Company Factsheet

Company Name:	MTR Corporation
HQ City/Country Based:	Hong Kong
s47F(1)	
Australian Base (City/State)	Metro Trains Melbourne, based in Melbourne, Victoria; Northwest Rapid Transit, based in Sydney, New South Wales
s47F(1)	
Year Company Established:	1975
Size of company (Employees and/or turnover):	16,624 (Hong Kong) 27,000 (Globe)
Company Website:	www.mtr.com.hk
Key Products and Services/core capability: MTR Corporation is involved in a wide range of business activities in addition to its railway operations. These include the development of residential and commercial projects, property leasing and management, advertising, telecommunication services and international consultancy services.	
Presence in Australia: Sydney Metro Northwest: In September 2014, the Northwest Rapid Transit Consortium, a joint venture of MTR Corporation (60 per cent shareholding), Australia's John Holland and UGL Rail, a division of United Group Limited won the rail operations, Trains and Systems contract for the North West Rail Link in Sydney. Rail upgrade in Melbourne: In March 2014, the Victorian Government announced that Metro Trains Melbourne (MTM) had won a multi-billion dollar rail upgrade program to transform the Pakenham and Cranbourne lines in Melbourne. MTM is a consortium of rail and construction businesses comprising MTR Corporation (60 per cent shareholding), Australia's John Holland Group and UGL Rail, a division of United Group Limited. Melbourne Metro is operated by Metro Trains Melbourne. MTM took over the operation of Melbourne's metropolitan train network on 30 November 2009, taking up an 8-year operation and maintenance concession. MTM's train network has 15 lines operating across 390km of track with 218 stations.	
Future Projects and Interests in Australia: s47E(d) and s47G(1)	

Steven Ciobo
Minister for Trade and Investment
Address to Credit Suisse 19th Annual Asian Investment Conference
“Australia—an Economy in Transition”
Friday 8 April 2016
Hong Kong

Introduction

Over the past decade or so Australians have been lucky enough to witness a great mining investment boom.

We are now witnessing something else of equal significance – the successful transition of Australia’s economy to a prosperous, post-mining boom era.

Sceptics had claimed that with a downturn in commodity prices and slower growth in major trading partners such as China, Australia’s record of unbroken growth would end.

Well, I am pleased it isn’t showing signs of that yet.

In fact, far from falling flat, Australia’s economy is now growing at a faster rate than all other major developed economies.

In 2015, real GDP increased by 3 per cent and Australia is now in its 25th consecutive year of economic expansion.

That growth created almost 300,000 new jobs last year – the fastest rate of job creation since 2010.

This record of success calls for some type of explanation, so I thank Credit Suisse for the opportunity today to be able to share some thoughts about how Australians are creating this new, diversified economy.

Economic growth is a complex story.

But I’d like to focus on two critical steps to creating fresh sources of it in Australia.

The first is our growing list of Free Trade Agreements in Asia, which promise to drive growth in those areas of two-way trade that previously faced high levels of protection.

They are also attracting investment into sectors of the economy benefiting from the improved competitiveness they provide.

The second critical step was refocusing our investment priorities to complement this process, facilitating foreign investment in areas where Australia has a comparative advantage.

This investment, and the technology and knowledge that accompany it, coupled with the microeconomic reforms the Government is pursuing, is transforming our economy to be as competitive, as it can be.

It sounds simple, but over my years in politics I've often observed how the squeaky wheel gets the attention and leads to obsessing about our weaknesses, instead of playing to our strengths.

That's no longer the case, and the Australian Government has created a new framework in which our economy is moving ahead.

After the Mining Boom, Diversification

Underlying this shift was a change in our economic philosophy.

As a nation, we wanted to be '*open for business*' again, especially after the global financial crisis and the tapering of investment in the resources sector.

Around the globe, we've seen fiscal and monetary policy lose their potency as governments grapple with persistent deficits and already ultra-low interest rates.

As a government, we deliberately eschewed an approach that relied on economic growth being driven by public spending, debt and big government.

Instead, we focused on micro-economic reforms to unlock growth through supply-side initiatives.

Our approach was to pursue productivity gains and wealth creation by encouraging the energies and initiative of the private sector.

We wanted to cut costs for business and create a culture of personal responsibility, both at the corporate and individual levels.

That involved deregulation and the cutting of red tape that stymied initiative and added to the burden of businesses, such as the now-scrapped carbon and mining taxes.

At the domestic level, being ‘open for business’ encouraged entrepreneurial initiative and inspired people to take responsibility for their economic fortunes.

These principles underpinned Prime Minister Turnbull's announcement in November of an Innovation package containing tax and deregulatory measures aimed at the start-up sector.

At the international level it meant a renewed emphasis on further opening up the Australian economy through free trade agreements with China, Japan and Korea.

At their core, these are critical supply-side policy measures, designed to open up new markets, or make us more competitive in existing ones, and triggering new investment to take advantage of these opportunities.

Of course, the agreements also remove the last vestiges of tariff protection on imports coming into Australia from these countries, benefiting consumers and businesses alike.

And best of all, this doesn't involve Government spending – it's private sector led and will increase the pie for all Australians.

As the centre of global growth shifts further to Asia, Australia is prepared to engage with the region as a lean and capable partner.

This is an ongoing process because new opportunities require further change.

Australia needs to expand market access even further through Free Trade Agreements and continue to increase inward investment.

Free Trade Agreements

Australia's economic integration into Asia has proceeded steadily for the past generation or more. Seven of our top 10 two-way trading partners are now to be found here, along with seven of our top 10 export markets.

Altogether, about 74.6 per cent of Australia's exports were sold to Asia in 2014-15, worth AUD\$237.7 billion.

In the past year and a half, the pace of integration has intensified.

Australia, as I mentioned, is implementing historic Free Trade Agreements with its biggest trading partners in North Asia – China, Japan and Korea.

These countries alone already represent about 38 per cent of our two-way trade, and the stage is set for further expansion.

Under the China-Australia Free Trade Agreement, or ChAFTA, more than 86 per cent of goods exports now enter China duty-free, rising to 94 per cent in January 2019 and 96 per cent in January 2029.

Chinese tariffs on dairy will go completely by 2026; on beef by 2024; on wine by 2019; and on wool China committed to providing an "Australia only" duty-free quota.

In the first year of our agreements with Korea and Japan we saw a sharp upward jump in many areas of agricultural trade where protection was cut or removed completely.

With Korea we saw:

- Exports of fresh Australian beef increase 37 per cent by value to \$396 million and frozen beef up 30 per cent to \$848 million
- Exports of fresh cherries increase more than ten-fold to over \$4 million
- Bottled wine an increase of 53 per cent to \$11 million

With Japan we saw:

- Exports of fresh beef increase 22 per cent to just over \$1 billion and horticultural products increase by 29 per cent.

And, in the three months since ChAFTA began, Australian goods are on their way to China's cities in greater than ever quantities benefiting from two tariff cuts in quick succession.

Cherries from Tasmania; mutton to Tianjin; frozen beef, wine and coal to Xiamen; beef and seafood to Shanghai.

An increased flow of goods and services to China under the ChAFTA has only just begun.

Alongside these FTAs Australia has signed the Trans Pacific-Partnership, or TPP – the biggest trade and investment deal in more than 20 years.

Linking economies such as the US and Mexico across the Pacific to Japan and Australia, the TPP includes 12 nations which comprise almost 40 per cent of global GDP.

The TPP eliminates 98 per cent of tariffs among member nations.

And we, like all TPP Parties are moving towards ratification as soon as possible but its entry into force may take some time.

These FTAs affect not only trade: they create synergies that drive investment.

For example, ChAFTA will deepen the investment relationship by liberalising the Foreign Investment Review Board threshold for private investors in non-sensitive sectors.

The total stock of China's investments in Australia have gone from about AUD\$2 billion ten years ago to about AUD\$64.5 billion now.

There is now a secular upward trend for Chinese FDI in place that will have a dramatic effect on the development of our nation.

We're also pleased that a substantial amount of investor involvement coming from Hong Kong such as MTR's role in the North West Rail Link Project in Sydney and Melbourne's metropolitan train network.

I'll mention a few more examples as we go along.

Investment Priorities

The construction investments and commodity prices that underpinned our historic mining boom have eased.

However, it's important to remember the mining boom also created income-yielding assets that will contribute to our economy for decades to come.

Australia, for instance, is set to become the world's largest producer of LNG by 2018, a development that the Reserve Bank has forecasted to add one percentage point to GDP.

Something else of importance is now becoming apparent to investors in the wake of the mining boom – the Australian economy is much more diversified than they realised.

Australia has a comparative advantage in a whole range of goods and services that the world – especially Asia – will need in the years ahead, which extend way beyond our headline resources sector mainstay.

Australia is in a strong position to cater to future global demand in sectors including agribusiness, gas, tourism, health, international education and wealth management.

Australia also has a plentiful supply of land, energy resources and coastline; is close to the world's fastest growing markets in Asia; and, has a trusted regulatory and tax regime.

But Australia now also has a unique additional advantage to add to an already-compelling pitch for global investment – what I like to call an “FTA investment advantage”.

Visit to Hong Kong

The Hon Steven Ciobo MP
Minister for Trade, Tourism and Investment

19 –20 September 2016

ISSUES, MEETING AND EVENT BRIEFS

CCCC International Holding Ltd (CCCI)

s47F(1)

1200 – 1330, Monday 19 September 2016

Venue: Boardroom 3 &4, Renaissance Harbour View Hotel, 1 Harbour Road, Wanchai

s47E(d) and s47G(1)

Talking Points

- I am delighted with John Holland's ongoing success in Australia, including winning the Melbourne Metro contract and shortlisting for the Sydney Metro and Western Distributor projects.
- Your investment in Australian infrastructure not only improves Australia's productivity and secures our prosperity, but increases competition for Australia's infrastructure projects, delivering greater value for taxpayers

s47G(1)

Background

Company Structure

China Communications Construction Company Ltd (CCCC), initiated and founded by China Communications Construction Group (“CCCCG”), was incorporated on 8 October 2006. Its shares were listed on the Main Board of Hong Kong Stock Exchange with stock code of 1800.HK on 15 December 2006.

CCCC is a state-owned construction company based in Beijing, specialising in design and construction of transport infrastructure, dredging and heavy machinery manufacturing. Key projects delivered by CCCC include the Wuhan Light Rail Transit and the Shanghai-Nanjing Expressway.

CCCC is a Fortune 500 Company focusing on the investment, design and construction of transportation infrastructure such as port, highway, bridge, railway, airport, dredging and municipal works. Ranked as China’s largest design and construction company as well as the largest international contractor, CCCC has so far established a presence in over 80 countries, across Africa, Americas, South Asia, Middle East and Europe.

CCCC International Holding Limited (CCCI) was incorporated on 8 June 2012 with a registered capital of US\$500 million, and headquartered in Hong Kong. CCCI is the financing platform for the overseas business of CCCC, focusing on two business divisions, namely, (1) merger & acquisition, restructuring and management of overseas assets, and (2) investment, building, and operation of transportation infrastructure in overseas market.

John Holland acquisition

In December 2014, CCCI, a unit of CCCC, entered into a binding agreement with Leighton Holdings, the parent company of John Holland (a building and engineering company in Australia), to acquire John Holland for A\$1.15 billion. The takeover of John Holland is believed to be the biggest investment by a Chinese construction company in Australia to date. CCCC hosted the Australian Ambassador and Austrade representatives at the signing ceremony of John Holland acquisition on 15 May 2015.

Currently John Holland has been actively working on a number of key major infrastructure projects in Australia:

- John Holland - CPB Contractors consortium was shortlisted in June 2016 as one of the three consortia to tender for the design and construction of the \$5.5 billion Western Distributor.
- John Holland has been awarded in June 2016 the first major Metro Tunnel contract, which includes excavating massive shafts in the centre of Melbourne as part of preparations for the tunnel and the new underground stations in the CBD. John Holland-Bouygues Construction-Lend Lease consortium also submitted EOIs for tunnel contracts.
- In August 2016, John Holland CPB Ghella Joint Venture was one of the two consortia shortlisted to tender for Stage 2 of the Sydney Metro, City and Southwest project.

- John Holland is one of three companies shortlisted in response to the EOI announced on 13 July 2016 for the Western Sydney Stadium in Parramatta.
- John Holland, as part of the Canberra Metro consortium, has been chosen on 1 February 2016 to deliver the first stage of the Canberra Metro light rail project.
- John Holland has also recently been successful as part of the winning consortium for Ravenhall Prison PPP (in August 2014) and Northwest Rapid Transit (in September 2014).

Investment Interest

CCCI is interested in major infrastructure project opportunities across Australia (including road, rail and other social infrastructure sectors).

With the establishment of the consortium with Aquis Australia and Tandellan Group it is possible CCCI may look to pursue more tourism infrastructure projects. Since 2015 the group has completed the acquisition of three development sites at Surfers Paradise.

s47G(1)

CCCI Factsheet

Company Name:	CCCC INTERNATIONAL HOLDING LIMITED
HQ City/Country Based:	Hong Kong

s47F(1)

Year Company Established:	2012
Company Website:	www.ccci.hk

Key Products and Services/core capability:

CCCC International Holding Limited, set up in Hong Kong, is the financing platform for overseas business of China Communications Construction Company Limited (CCCC). It focuses on merger and acquisition, and restructuring and management of overseas assets; and investment, building, and operation of transportation infrastructure in overseas markets. CCCC is a Fortune 500 Company focusing on the investment, design and construction of transportation infrastructure such as port, highway, bridge, railway, airport, dredging and municipal works. Ranked as China's largest design and construction Company as well as the largest international contractor, CCCC has so far established the presence in over 80 countries, like in Africa, Americas, South Asia, Middle East and Europe.

Presence in Australia: CCCC International Holding (CCCI) acquired John Holland in 2015

Future Projects and Interests in Australia:

After acquiring John Holland, CCCC International Holding (CCCI) is actively looking at opportunities in major infrastructure in Australia, both green field and brown field. Two recent developments include the John Holland CPB Ghella JV being one of two groups shortlisted to tender for Stage 2 of the Sydney Metro City and South West project and John Holland is one of three companies shortlisted in response to the EOI for the Western Sydney Stadium in Parramatta.

In April 2016 a consortium comprising Aquis Australia, CCCC International Holding Limited (CCCI) and Tandellan Group was announced to focus on tourism infrastructure. The consortium completed an acquisition of a prime development site in central Surfers Paradise.

Other Relevant Company Information:

Nil.

MEETING BRIEF

HONG KONG - 28 JULY 2017

MEETING WITH: MTR CORPORATION

DFAT DECLASSIFIED - COPY RELEASED UNDER FOI ACT 1982

LEX 5942

s47F(1)	NAME: s47F(1) s47E(d)
	POSITION: s47F(1)
	ORGANISATION: MASS TRANSIT RAILWAY CORPORATION (MTR)
	TIME: 1230-1400
	DATE: FRIDAY, 28 JULY 2017
	VENUE: TBC BY POST
	ATTENDEE/S: TBC BY POST
s47F(1)	

MEETING PURPOSE

Meet and greet opportunity and to share ideas.

ISSUES FOR DISCUSSION / TALKING POINTS

- Refer to the relevant Key Issues Papers listed below

RELEVANT KEY ISSUE PAPERS

REF #	TITLE
KI-48	Mass Transit Railway Corporation

ISSUES:

- MTR is the short-form name for the Mass Transit Railway Corporation.
- You are scheduled to have a lunch meeting with s47F(1) of the MTR Corporation Ltd, s47F(1), to discuss the operations of MTR.
- You may wish to seek information from s47F(1) on MTR's operations and funding arrangements and their applicability to Australia.
- s47F(1) may:
s47E(d) and s47G(1)
- s47F(1)
- MTR are involved in several Australian transport activities:
 - as a 60% shareholder of Melbourne city metropolitan rail service operator Metro, which operates 210 six carriage trains on the 869km network that moves 415,000 customers each day;
 - as part of the Northwest Rapid Transit Consortium (NRT) which was awarded the Operations, Trains and Systems Public-Private Partnership contract in September 2014 for the Sydney Metro North West project (covering project design, construction and financing elements, and operations and maintenance. MTR is a 60% partner in the joint venture with John Holland Group, UGL Rail, CIMIC (formerly known as Leighton Contractors) and Plenary Group; and
 - providing specialist consultancy services to UGL Unipart, which undertakes heavy maintenance services and logistics services for over 1000 NSW RailCorp passenger trains in Auburn, Sydney.

TALKING POINTS:

- I greatly appreciate the opportunity to learn more about MTR's rail network operations and plans for the future.
- Australia is very interested to learn about this in the context of our Government's focus on the role of rail in moving passengers into and around our major cities.

s47E(d)

s47E(d)

BACKGROUND

History

MTR Corporation Limited provides an urban metro system comprising of ten railway lines that service Hong Kong Island, Kowloon and the New Territories. Originally established as the Mass Transit Railway Corporation in 1975, it was re-established as the MTR Corporation Limited in June 2000. It merged with the other government-owned rail operator, the Kowloon-Canton Railway Corporation, in 2007. MTR Corporation Limited is approximately 75% owned by the Hong Kong Government.

Current operations and activities

MTR Corporation is involved in a wide range of business activities in addition to its railway operations. These include the development of residential and commercial projects, property leasing and management, advertising, telecommunication services and international consultancy services and international rail services in the Mainland of China, the United Kingdom, Sweden and Australia.

MTR uses the “touch and go” Octopus Card for its transport system. Over 13 million Octopus cards are being actively used. Cards are used for transport services and other tailor-made services such as building access control, parking management, employee attendance management, and clubhouse booking and payment services.

In addition to the rail network, a Light Rail network serves the local communities of Tuen Mun and Yuen Long in the New Territories while a fleet of buses provides feeder services. The Corporation also operates the Airport Express, a dedicated high speed rail link to Hong Kong Airport.

MTR carries an average of 5.6 million passengers each day.

s47E(d) and s47G(1)

Contact: s47F(1)
Phone: s47F(1)
Division: Infrastructure Investment
Date: 18 July 2017

s47F(1)	<p>NAME: s47F(1)</p> <p>POSITION: s47F(1)</p> <p>ORGANISATION: Mass Transit Railway Corporation</p> <p>TIME: 08.30</p> <p>DATE: TUESDAY 3 JULY 2018</p> <p>VENUE: MTR HEADQUARTERS, TELFORD PLAZA, 33 WAI YIP ST, KOWLOON BAY, KOWLOON</p> <p>ATTENDEE: s47F(1)</p>
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MEETING PURPOSE

You are scheduled to have a meeting with s47F(1) of the Mass Transit Railway (MTR) Corporation Ltd, s47F(1), to discuss the operations of MTR.

You will also be given a presentation by MTR staff on the business, operations and key projects currently underway by MTR. You will then visit the site of MTR's high speed rail project.

s47E(d)

ISSUES FOR DISCUSSION (SUMMARY)

s47F(1) may:

s47E(d) and s47G(1)

- enquire about a range of projects in development phase in Australia including the North South Rail Link in Western Sydney and the Melbourne Airport Rail Link (MARL) in Victoria.

MTR involvement in Australian transport activities

MTR are involved in several Australian transport activities:

- as a 60% shareholder of Melbourne city metropolitan rail service operator Metro, which operates 210 six carriage trains on the 869km network that moves 415,000 customers each day;
- as part of the Northwest Rapid Transit Consortium (NRT) which was awarded the Operations, Trains and Systems Public-Private Partnership contract in September 2014 for the Sydney Metro North West project (covering project design, construction and financing elements, and operations and maintenance). MTR is a 60% partner in the joint venture with John Holland Group, UGL Rail, CIMIC (formerly known as Leighton Contractors) and Plenary Group; and
- providing specialist consultancy services to UGL Unipart, which undertakes heavy maintenance and logistics services for over 1,000 NSW RailCorp passenger trains in Auburn, Sydney.

s47E(d) and s47G(1)

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s47G(1)
s47E(d) and s47G(1)

s47E(d) and s47G(1)

s47E(d) and s47G(1)

TALKING POINTS

- I greatly appreciate the opportunity to learn more about MTR's rail network operations and plans for the future.
- Australia is very interested to learn about your operations in the context of our Government's focus on the role of rail in moving passengers into and around our major cities.

s47E(d)

North South Rail Link

- On 4 March 2018, the Australian and NSW Government's jointly announced the Western Sydney City Deal with the objective of opening an initial stage of a North South Rail Link from St Marys to the Badgerys Creek Aerotropolis via the Western Sydney Airport by the commencement of airport operations in 2026.
- This project is an integrated land use development and transport project with a proposal to also accommodate 200,000 jobs near the proposed stations.
- A joint business case is currently underway with the Department of Infrastructure, Regional Development and Cities and the Sydney Metro Authority (which MTR has dealt with extensively as part of NRT on the Sydney Metro North West).
- It is envisaged that industry consultation will occur on this project in 2018-19.

Melbourne Airport Rail Link

- The Australian Government has committed \$30 million to progress a business case and up to \$5 billion towards the future construction of a rail link from Melbourne Airport to the Melbourne CBD. The \$5 billion announcement was the single largest infrastructure commitment in this year's federal budget and will ensure this long awaited, nationally significant project can be delivered.
- The Australian Government realises that a city-shaping project like this does not come cheaply, which is why it wants to maximise the level of private sector investment to reduce the amount of government grant funding. Innovative funding and financing options, such as the use of value capture, will be tested as part of a market sounding exercise to be undertaken as part of the business case.

BACKGROUND

History

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MTR carries an average of 5.6 million passengers each day.

s47E(d) and s47G(1)

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s47G(1)

s47G(1)

BIOGRAPHY

s47F(1)

RELEVANT KEY ISSUE PAPERS

REF #	TITLE
KI-02	High Speed Rail in Australia

s47G(1)



Australian Government
Department of the
Prime Minister and Cabinet

PRIME MINISTER'S BRIEF

HONG KONG



12 NOVEMBER 2017

AGENDA

8:00 – 8:05am	Prime Minister opening remarks
8:05- 8:10am	Consul General facilitates discussion: <ul style="list-style-type: none"> Introduces themes
8:10 – 8:30am	1. Topic: <i>Healthy Aging</i> <ul style="list-style-type: none"> Speaker 1: s47F(1) Speaker 2: s47F(1) Speaker 3: s47F(1) Others Speaker 3a (Optional): s47F(1)
8:30 – 8:50am	2. Topic: <i>FinTech</i> <ul style="list-style-type: none"> Speaker 1: s47F(1) Speaker 2: s47F(1) Speaker 3: s47F(1) Others
8:50 – 9:05am	3. Topic: <i>Smart Cities</i> <ul style="list-style-type: none"> Speaker 1: s47F(1) Speaker 2: s47F(1) Others Speaker 2a (Optional): s47F(1)
9:05 – 9:15am	4. Topic: <i>Investing in innovation</i> <ul style="list-style-type: none"> Speaker 1: s47F(1) Speaker 2: s47F(1) Speaker 3: s47F(1) Others
9:15 – 9:20am	5. Topic: <i>Innovative collaboration – Aus / HK / China</i> <ul style="list-style-type: none"> Speaker 1: s47F(1)
9:20 – 9:30am	6. Closing remarks: Prime Minister

Key Points

- Appreciate the opportunity to meet such an important and diverse group
 - with a shared interest in investing in the new ideas and innovations that will shape our future.
- Pleased to see here companies already investing in innovation in Australia:

- **China Resources** – with its investment into the Australian radiation oncology, cardiology provider Genesis Care
- **Horizon Ventures** and the **Li Ka Shing Foundation** – building partnerships with Australian start-ups, scientists, researchers and institutions, including Melbourne University and the University of New South Wales, to address the big emerging challenges of our time
- **Tencent** – which made its first investment into an Australian start-up, Airwallex, this year
- **MTR** – helping our own smart city agenda as an operator and investor in Melbourne Metro and the Sydney North West Rail Link
- Technological change is transforming how we live, work, communicate and pursue good ideas.
- Need to embrace new ideas in innovation and science
 - and harness new sources of growth to deliver the next age of economic prosperity.
- This has been a defining part of my Prime Ministership.
- I recognise I share this focus not only with ^{s47F(1)} , but also you, ^{s47F(1)} , as you play such an important part in Hong Kong's progress towards becoming a Smart City.
- Delighted there is already well-developed engagement between Australia and Hong Kong
 - in September, Arthur Sinodinos, Minister for Industry, Innovation and Science met Mr Nicholas Yang, Hong Kong's Secretary for Innovation and Technology – to identify opportunities for us to cooperate in innovation and technology
 - in the same month, CSIRO's Data61 signed an MOU with the Hong Kong Productivity Council, to encourage joint research and technology transfer in data analytics, cybersecurity, water and fire spread modelling, blockchain applications and future science platforms.

- Interested in your thoughts on the future and new frontiers.
- You all deal with big ideas and think about how the world is changing
 - and how humans need to adapt and be creative in the face of changing trends and influences.
- Keen for your thoughts on what this means for countries like Australia and how it should shape our innovation agenda
 - What are the challenges and opportunities you can discern from disruptive technologies that impact the way we consume, the way we design our cities, the way we use data to make decisions and care for our ageing populations?
- Interested in the future of the Australia-Hong Kong-China relationship
 - and how this can be shaped by collaboration and the joint pursuit of ideas and innovation that benefit us all.

Consul-General to facilitate discussion

Prime Minister to make closing remarks

Company Name	MTR Corporation	Tel	s47F(1)
Contact Name	s47F(1)	Email Website	www.mtr.com.hk

Who the client is?

- MTR Corporation was established in 1975 as a government enterprise with a mission to construct and operate an urban metro system to help meet HK's public transport requirements. In June 2000, the company was listed on the HKEx after the HK Government sold 23 % of its shares in an IPO.
- MTR invests in railways in different parts in the world, and has obtained contracts to operate rapid transit systems in London, Stockholm, Beijing, Shenzhen, Hangzhou, Melbourne & Sydney. In addition, the scope of its consultancy business also cover cities across Asia, Australia and the Middle East.
- In addition, based on the successful "rail plus property" development model in Hong Kong, MTR has expanded into the Mainland of China with property businesses in Beijing, Shenzhen and Tianjin. This business model enables MTR to continue funding their rail infrastructure project in Hongkong and China. MTR has expressed interest to expand this model to Australia especially in Sydney.
- MTR has already invested in Australia for over 8 years in Melbourne metro and current under construction in Sydney metro northwest line. They are currently in discussion with NSW government on the rail opportunities of Sydney southwest and city extension line (Stage 2 of Sydney Metro).
- The North West Rail Link in Sydney is Australia's largest public transport project and upon completion, the 36-kilometre railway between Rouse Hill and Chatswood will be Australia's first fully automated rapid transit network. The works will be undertaken by MTR together with NRT consortium partners John Holland Group, UGL Rail Services, Leighton Contractors and Plenary Group.

Meeting agenda and objective

s47E(d) and s47G(1)

s47E(d)

Useful materials before the meeting

- Meeting note MTR with Minister Ciobo April 2016
- NSW Government announced MTR consortium as the preferred operator of the \$8.3 billion North West Rail Link project
- May 2016 Major Infrastructure Investment Newsletter – update on current projects

MTR Corporation

s47F(1)

s47E(d) and s47G(1)

Key Issues

s47E(d) and s47G(1)

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- . MTR runs the Melbourne's metropolitan train network and will run the Sydney Metro Northwest.

s47G(1)

- . MTR is interested in the **Stage 2 of Sydney Metro** (Sydney Metro City & Southwest), which will run under the Sydney Harbour and through the CBD to

Bankstown. Sydney Metro Stage 2 is due to go to market in mid-late 2016.

- . In September 2014, the New South Wales Government awarded the Northwest Rapid Transit Consortium (NRT) the Operations, Trans and Systems (OTS) contract for the **North West Rail Link** in Sydney (known as the **Sydney Metro North West**). This is MTR's first international Public-Private Partnership project (PPP).
- . **Sydney Metro North West** is Australia's largest public transport project and, upon completion, the 36-kilometre railway will be Australia's first fully automated rapid transit network.
- . The OTS contract is a PPP covering major parts of the design, construction and financing of the **Sydney Metro North West** as well as the operation and maintenance of the new line for a period 15 years. The works will be undertaken by MTR together with NRT consortium partners John Holland Group, UGL Rail Services, Leighton Contractors and Plenary Group.