

# APPENDIX C

## Scope of this audit

### Who we examined

### Their key responsibilities

DoT	The State's lead transport agency responsible for integrating transport planning and coordination. Acts as the 'client' for the MTP and sets the project scope and intended network benefits. Works with RPV (MTIA) to coordinate MTP construction activities.
DTF	Coordinates the state budget process, which is key to approving funding for major projects such as the MTP. Advises government on project delivery issues and runs project assurance processes.
RPV (MTIA)	One of 5 project groups within MTIA that plans and oversees major transport projects in Victoria. Responsible for all delivery aspects of the MTP, including procurement, construction, and project commissioning.
CYP	Prime contractor for the tunnels and stations main works package, delivered under a PPP contract signed in 2017 and further amended in 2020. Finances, designs and builds the tunnels and stations and will maintain them for 25 years after completion.
MTM	Metropolitan train franchisee (operator). Accredited rail operator and confirms compliance of any train network changes. Will test and operate trains in the Metro Tunnel.

### What we examined

We focused on RPV's oversight, and CYP's delivery, of the MTP's tunnels and stations main works package, which has been under construction since 2019.

We used our follow the dollar powers to directly audit CYP due to their critical role in constructing the main works.

We also included Metro Trains Melbourne in the audit due to their role in planning the future running of trains in the tunnels and the operation of the 5 new underground stations.

## Objective

The objective for this audit was to determine whether the main tunnel and stations works for the Melbourne Metro Tunnel are being delivered as planned.

## How we assessed performance

To form our conclusion against our objective we use the following lines of inquiry and associated evaluation criteria:

Line of inquiry	Criteria
Is the main tunnels and stations package progressing to the amended (December 2020) plan and delivering within expected scope, time, cost, and quality parameters?	<ol style="list-style-type: none"><li>1. Relevant entities can show that the tunnels and stations package is delivering within expected tolerances for the project's approved scope.</li><li>2. Relevant entities can show that the tunnels and stations package is delivering within expected tolerances for the project's approved budget.</li><li>3. Relevant entities can show that the tunnels and stations package is delivering within expected tolerances for the project's approved schedule.</li><li>4. Relevant entities can show that the tunnels and stations package is delivering within expected tolerances for the project's approved quality (including safety and environmental) requirements.</li></ol>

## Our methods

As part of the audit we:

- reviewed RPV's monitoring and reporting systems to assess how it oversees and manages the project
- used data from RPV, CYP and other external parties to assess if CYP was delivering the works within expected tolerances for each of our 4 criteria
- met with relevant key staff at each department and associated entity.

We conducted our audit in accordance with the *Audit Act 1994* and ASAE 3500 Performance Engagements to obtain reasonable assurance to provide a basis for our conclusion.

We complied with the independence and other relevant ethical requirements related to assurance engagements.

We also provided a copy of the report to the Department of Premier and Cabinet.

## Cost and time

The full cost of the audit and preparation of this report was \$720,000.

The duration of the audit was 11.7 months from initiation to tabling.