

Tasmanian Industry Participation Plan

The Green Tasmania – Railway Bridge Grant \$5,000,000

The Tasmanian Government is committed to maximising opportunities for local suppliers to compete for and win Government contracts. Suppliers/proponents are requested to prepare a Tasmanian Industry Participation Plan (TIPP):

- for all procurements with a value exceeding \$5 million;
- for nominated procurements (at the discretion of the procuring Government entity) greater than \$2 million and up to (and including) \$5 million; and
- for private sector projects valued at over \$5 million that receive support, including in-kind support, valued at or greater than \$500 000 from the Government.

Guidance information for agencies (to be deleted before providing this document to suppliers):

Agencies are encouraged to modify the sections below to match the ESB Statement template that accompanies the procurement documentation, if relevant.

Guidance information (can be deleted):

- *Information provided in the Economic and Social Benefits Statement can be used as a basis for a TIPP.*
- *Where determined appropriate by the procuring/awarding entity, the supplier's obligations under a TIPP are to be captured in the contract and monitored as part of the contract performance.*

Procurement/Project details

Procurement/Project ID	D25/347047
Procurement/Project title	The Green Tasmania - Railway Bridge Grant - \$5,000,000
Name of Responsible Agency/Entity	The Department of State Growth - Strategy, Housing, Infrastructure and Planning

Supplier details

Name of supplier	The Green Tasmania Pty Ltd	ACN 658 107 263
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Contact details for supplier

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Are you a Tasmanian SME*? Do you employ Tasmanians?

The Green Tasmania Pty Ltd is an Australian domiciled company and the project will be managed from Launceston, Tasmania. While the company does not currently employ staff directly, it engages Tasmanian based contractors, predominantly in Launceston and the wider northern region.

For this project, procurement will be undertaken through a competitive process, with Tasmanian suppliers and contractors approached in the first instance. On current estimates, **approximately 90% of labour hours** can be delivered by Tasmanian businesses (planners, engineers, civil contractors, environmental consultants and rail bridge specialists operating in the state).

One exception is the **specialist railway bridge engineering role**. There are currently no suitably qualified/certified railway crossing bridge engineers available in Tasmania for this specific structure, so this role will be filled from interstate. A site office will be established at **The Green, Parkland Parade** to ensure an on-island presence for the duration of the works.

Guidance information (can be deleted): Below are some examples you may consider including in response to this question:

- Are you a Tasmanian SME?
- How many Tasmanian jobs will be supported by this procurement activity?
- How many people do you employ in Tasmania?
- Provide an estimate of the number of labour hours worked by Tasmanian-based employees versus other employees.
- Would any new Tasmanian jobs be created by the proposed contract - how many?
- If you are not a Tasmanian SME, will you be setting up a local Tasmanian office and employing local staff?

Where are the goods or services to be used in the contract sourced from?

The Green is the developer and project owner, not the constructor of railway bridges. Accordingly, we have identified and engaged **Ramshall Pty Ltd (Sydney)**, an engineering group with experience in railway crossing bridges of this type.

The project intent is “**local first**” for all services that can reasonably be sourced in Tasmania. This includes site works, foundations, approaches, traffic and safety works, environmental, geo technical, and planning services. However, due to the drop-in, pre-fabricated nature of the bridge, the main steel superstructure may not be able to be fabricated in Tasmania. Any out of state manufacture will be minimised.

Of the **estimated \$5 million** project budget, we expect **in excess of \$4.2 million** to be acquitted in Tasmania through steel fabrication, Tasmanian contractors, consultants, plant hire and ancillary services.

All major work packages will be tendered and advertised to Tasmanian providers. Where Tasmanian tenders meet scope, safety and budget requirements, they will be preferred.

Guidance information (can be deleted): Below are some examples you may consider including in response to this question:

- Does your business provide all the goods and services identified in your submission?
- If not, will the goods or services identified in your submission be provided by or sourced from Tasmanian SMEs? If possible, provide a list.
- Provide an estimate of the value of locally sourced goods and services versus imported.

- Outline how your submission will incorporate local products, services and capabilities.

Opportunity for Tasmanian SME* involvement

Most project-related services can be delivered by Tasmanian SMEs, in particular in **Launceston and northern Tasmania**. This includes:

- Planning and development services
- Civil and roadworks contractors
- Environmental and geo consultants
- Traffic/safety management around the rail corridor
- Local materials, plant and logistics
- Quality assurance

We will work with local industry networks and advertise locally (e.g. *The Examiner*, *Mercury* and industry channels) to ensure Tasmanian SMEs are aware of upcoming packages.

Because rail bridge installations of this type are infrequent in Tasmania, the opportunity for formal “skills transfer” is limited, but we do expect **on-the-job exposure** for local contractors working alongside the interstate bridge specialist.

Guidance information (can be deleted): Below are some examples you may consider including in response to this question:

- *Will you source components of your offer from other Tasmanian SMEs or sub-contractors? If possible, provide details.*
- *How will you identify and engage with sub-contractors or other Tasmanian SMEs to deliver the contract? Will you use existing supply chains or advertise sub-contracting or supply opportunities? Will you liaise with local industry groups?*
- *How will you ensure that Tasmanian SMEs are not disadvantaged when competing with other suppliers to provide goods or services to be used as part of this contract?*
- *Are there opportunities to transfer skills to a Tasmanian SME or sub-contractor?*

Broader social and economic opportunities

The bridge will create a **new, safe crossing of the rail corridor** and open an additional access point to northern Launceston. This is expected to:

- Access to developable residential land that has planning approval
- Improve local traffic circulation and safety
- Enable and de-risk future **residential and mixed-use development**, including social and affordable housing components
- Support local construction employment during delivery
- Improves local public transport and Metro is a supporter of this initiative
- The increases in residential population will increase economic activity in the surrounding suburbs
- Increases access to academic institutions, school and universities

Project planning, environmental assessment and rail-specific approvals will leave local practitioners better informed about the requirements of rail-adjacent infrastructure, which can be leveraged on future Tasmanian projects.

We will also encourage our contractors and subcontractors to adopt **inclusive employment practices** to provide opportunities for disadvantaged Tasmanians, noting that all workers in the rail corridor must meet safety and competency requirements.

We will work with **City of Launceston, TasRail, TasNetworks and TasWater** to ensure the community understands the purpose of the bridge, its access arrangements and the long-term economic and social benefits. This will include information sharing during construction and at key milestones.

Guidance information (can be deleted): Below are some examples you may consider including in response to this question:

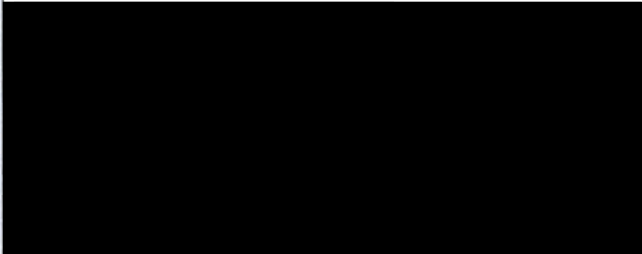
- *Are there any other benefits that your organisation or this specific contract will provide to the Tasmanian economy?*
- *How will this contract lead to new skills or expertise being developed within Tasmania?*
- *Will trainees or apprentices be appointed? If yes, how many and in which profession?*
- *Describe any opportunities for pathways to employment for disadvantaged Tasmanians that your organisation would provide as a result of this contract.*
- *Describe any support for the Tasmanian community, for example through formal support, sponsorship, volunteering or in-kind support that your organisation would provide as a result of this contract.*

Local innovative solutions

Although the main bridge structure may not be fabricated on-island, the project will incorporate **local construction solutions** for approaches, foundations, services and traffic interfaces. The structure will use durable, high-tensile steel and concrete suitable for long-term use in a rail environment, and local contractors will deliver the integration works on site.

Guidance information (can be deleted): Below are some examples you may consider including in response to this question:

- Does your submission involve adding value to imported goods or services through local development or innovation?*
- Is your organisation developing strategies to provide goods or services to the Tasmanian economy that have historically been imported from interstate or overseas?*
- Does your organisation offer any innovative solutions that might benefit the broader Tasmanian community and economy? Provide details.*

Completed and endorsed	Dave Garnier (The Green - Executive)  Director/...../..... (Date)
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*A Tasmanian SME is a Tasmanian business employing less than 200 people