

**Correspondence Transmittal****Matangi Project**

Reference No.:	GW\1A-13-06-65 Document 1244925	Date Issued:	21/08/2013
Attention:	Mr J B Kim Hyundai Rotem Project Manager	GW Contact:	Paul Nugus Matangi Project Manager
Attachment Description:	N/A	Attachment Ref.:	N/A
Subject:	Close out of test reports for EMC and Mainline Test of Propulsion System, and Variation 65 Johnsonville Running Time		

Dear Mr Kim,

Attachments:

- Letter from GW to Rotem issued 08-08-2011
- Schedule 17 (Variation 65)
- EMC Type Test Report for the Mainline **TDSS** (Test Report dated 15 July 2011)
- Type Test Report for Mainline Testing of Propulsion System in AW3 Load condition **TDSS** (Test Report dated 20 June 2011)

With reference to the above documents, GW has undertaken a review and is writing to conclude these outstanding issues.

For your reference, Variation 64 was closed on 30 May 2013 and Variation 65 is currently open awaiting a response from GW.

The letter issued on 08-08-2011 advised the above TDSS responses were SC because the Matangi Train did not meet the contract specification.

However, since then, the RFATD review of Schedule 4 Clause 7.1 has been completed and concluded as YES.

GW therefore concludes the above TDSS submissions are now "NR".
In addition, Variation 65 is no-longer required and can be withdrawn.

Can you please review and advise your agreement to these outstanding M1 items.

Yours Sincerely

Ian Gordon
Project Director

**Correspondence Transmittal****Matangi Project**

Reference No.:	GW\1A-13-06-00\S0079	Date Issued:	08/08/ 2010 2011
Attention:	Mr Il Yeon Cho - Project Manager	GW Contact:	Andrea Harkness Matangi Project Coordinator
Attachment Description:	N/A	Attachment Ref.:	N/A
Subject:	Test reports for EMC and Mainline Test of Propulsion System		

Dear Mr I.Y Cho,

Test Result Submissions Sheets for EMC (GW\1A-05-06-21\D0005\R01 08.08.11) and Mainline Test of Propulsion System in AW3 Load Condition (GW\1A-05-02-15\D0008\R01 08.08.11) currently have the status SC because the performance of the Matangi trains in this regard does not meet the contract specification.

In order to close out these issues, GWRL recommends that Rotem submit two separate variations against contract for GWRL's consideration.


Your prompt response on this issue would be appreciated.

Yours Sincerely

Anthony Oyo

Project Director

Hyundai Rotem Company/ Mitsui & Co., Ltd.

Correspondence Transmittal			
EMU Project			
Reference No.:	RM\A-13-06\0069	Date Issued:	11. Jan. 2012
Attention	Mr. Anthony Oyo	RM Contact	Mr. I. Y. Cho
Attachment Description:	Variation 65 - Typical Running Schedule_Schedule17	Attachment Ref.:	
Subject:	Submission of Variation 65 - Typical Running Schedule_Schedule17		
<p>Dear Mr. Anthony Oyo,</p> <p>Please find enclosed files for Variation 65.</p> <p>If you have any comments, please feel free to advise us.</p> <p>Sincerely yours,</p>			
Project Impact, in case of Variation Order Request by Supplier			
Milestone Impact		Cost Impact	
Approved by:	Il Yeon Cho, Project Manager		



Variation 65 - Typical Running Schedule(Schedule 17)

SECTION A DETAILS OF PROPOSED VARIATION (Originator to complete)																																			
Contract Identifier:	Agreement for The Supply of New Electric Multiple Unit (EMU) Vehicles. Contract PT0017																																		
Contract Variation Number:	RM:	GW:																																	
Effective Date of Variation:	Subject to issue of an authorised Variation Order by the Principal, 6 September 2011.																																		
Item under Action:	Typical Schedule Wellington to Johnsonville and return																																		
Description of change:	(a) Change to typical schedule for Johnsonville line																																		
Reason for change:	The mainline tests for journey time have been carried out on Johnsonville line. Test result did not meet the typical schedule due to difference between the current restriction speed of Johnsonville line and the applied restriction speed in SDR document(RM\ 1A-03-01-01\ D0019, Running Simulation). So the typical schedule of Johnsonville line should be amended in consideration of current restriction speed.																																		
Specific Instructions:	<p>The intended specification changes are:</p> <p>Amend Typical Schedule Wellington to Johnsonville and return in Schedule 17</p> <table border="1"> <thead> <tr> <th></th> <th>Depart</th> <th>Arrive</th> </tr> </thead> <tbody> <tr> <td>Wellington Station</td> <td>0:00:00</td> <td></td> </tr> <tr> <td>Wadestown</td> <td>0:06:10</td> <td>0:05:50</td> </tr> <tr> <td>Crofton Downs</td> <td>0:10:02</td> <td>0:09:42</td> </tr> <tr> <td>Ngaio</td> <td>0:12:01</td> <td>0:11:41</td> </tr> <tr> <td>Awarua St</td> <td>0:15:53</td> <td>0:15:33</td> </tr> <tr> <td>Simla Crescent</td> <td>0:16:09</td> <td>0:15:49</td> </tr> <tr> <td>Box Hill</td> <td>0:17:54</td> <td>0:17:34</td> </tr> <tr> <td>Khandallah</td> <td>0:19:46</td> <td>0:19:26</td> </tr> <tr> <td>Raroa</td> <td>0:22:48</td> <td>0:22:28</td> </tr> <tr> <td>Johnsonville</td> <td></td> <td>0:25:00</td> </tr> </tbody> </table>			Depart	Arrive	Wellington Station	0:00:00		Wadestown	0:06:10	0:05:50	Crofton Downs	0:10:02	0:09:42	Ngaio	0:12:01	0:11:41	Awarua St	0:15:53	0:15:33	Simla Crescent	0:16:09	0:15:49	Box Hill	0:17:54	0:17:34	Khandallah	0:19:46	0:19:26	Raroa	0:22:48	0:22:28	Johnsonville		0:25:00
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	Crofton Downs	0:15:27	0:15:00
	Wadestown	0:17:25	0:18:49
Wellington Station		0:15:00	
Signature of party proposing:	Principal's Project Director Date:		

SECTION B EFFECT OF PROPOSED VARIATION (Supplier to complete and add necessary detail as Attachments)	
The Technical Specifications	
Project Delivery Plan	
Completion Dates	
Payment Schedule	
Contract Price	

SECTION C PROPOSED VARIATION COST (Supplier to complete)		
	Modification Cost	Production Cost/Unit
Hours		
Labour (\$)		
Material (\$)		
Total (\$)		
Signature for the Supplier:	_____ (Signature)	
	Name: I.Y. Cho Position: Matangi Project Manager Date:	

SECTION D PROPOSED VARIATION REVIEW OUTCOME (Principal to complete)	
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SECTION E
AUTHORISED VARIATION ORDER
(Must be signed by the Principal)

Signatures for the Principal:	<hr/> <p style="text-align: center;">(Signature)</p> <p>Name: Anthony Oyo Position: Matangi Project Director Date:</p> <hr/> <p style="text-align: center;">(Signature)</p> <p>Name: Angus Gabara Position: Matangi Project Acting Business Owner Date:</p>
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Test Results Submission Sheet

File No (CWBS): GW\1A-05-06-21\D0005\R01	RM Ref. No.: RM\1A-05-06-21, received 15 July 2011
Submission Title: EMC Test Report for the Main Line	
Responsible Manager: Barry Fryer - Engineering Manager	

Part 1

Actual Date Out	Description	Outcome R/NR/SC	Responsible Manager Signature	Project Director or Delegates Signature
08.08.11	<p>The submission EMC Test Report for the Main Line is Not Rejected Subject to Change (SC) for the following reasons:</p> <ol style="list-style-type: none"> 1. As the report indicates, the Matangi does produce short duration (approx 1 second) 50Hz excidences. As a result of risk assessment review, KR Networks has installed slow to pick relays on the at risk 50Hz circuits, as recommended by Rotem in this report. 2. Please refer to GW letter from Anthony Oyo to I Y Cho, GW\1A-13-06-00\S0079 dated 8th August 2011, regarding GWs' suggestion that Rotem raise a variation to address this issue. 	SC	Barry Fryer	Russell Leersnyder

Legend	
R	Rejected
NR	Not Rejected
SC	Not Rejected Subject to Changes
CWBS	Contract Work Breakdown Structure

Test Results Submission Sheet

Item No.:	Section / Page / Drg:	GW Comments:	By:	GW Response details to be filled out by RM
Part 2				
1	Signalling 50 Hz Non Compliance	As the report indicates, the Matangi does produce short duration (approx 1 second) 50Hz exceedences. As a result of risk assessment review, KR Networks has installed slow to pick relays on the at risk 50Hz circuits, as recommended by Rotem in this report.	GW	
2	Non Signalling Non Compliances	The Rotem report indicates a number of other EMC non compliances that are outside the railway signalling bandwidth's, hence these non compliances have minimal if any risks associated with them.	GW	
Part 3				
Outcome	Rejected	Not Rejected	X	Not Rejected Subject to Changes

Test Results Submission Sheet

File No (CWBS): GW\1A-05-02-15\D0008\R01	RM Ref. No.: RM\1A-05-06-15, Received 20 June 2011
Submission Title: Type Test Report for Mainline Test of Propulsion System in AW3 Load Condition	
Responsible Manager: Barry Fryer - Engineering Manager	

Part 1

Actual Date Out	Description	Outcome R/NR/SC	Responsible Manager Signature	Project Director or Delegates Signature
08.08.11	<p>The document "Type Test Report for Mainline Test of Propulsion System in AW3 Load Condition" is Not Rejected Subjected to Changes based on the following:</p> <ul style="list-style-type: none"> • Timetable Performance Testing doesn't demonstrate compliance. • Please refer to GW letter from Anthony Oyo to I Y Cho, GW\1A-13-06-00\S0079 dated 8th August 2011, regarding GW's suggestion that Rotem raise a variation to address this issue. 	SC	Barry Fryer	Russell Leersnyder

Legend	
R	Rejected
NR	Not Rejected
SC	Not Rejected Subject to Changes
CWBS	Contract Work Breakdown Structure

Test Results Submission Sheet

Item No.:	Section/Page/Drg:	GW Comments:	By:	GW Response details to be filled out by RM
Part 2				
1		Timetable testing carried out on the Johnsonville Line to date fails to demonstrate compliance with Schedule 4 Clause 7.1.	GW	
2		GW note informal discussions regarding modelled thermal capacity indicate almost no redundancy for recovery of trains in the event of propulsion system failures. Further discussion will be undertaken in the Rescue Test Report.	GW	
Part 3				
Outcome		Rejected	Not Rejected	Not Rejected Subject to Changes
			X	