

MOOREBANK INTERMODAL TERMINAL DEVELOPMENT IMEX AND PRECINCT EAST INFRASTRUCTURE WORKS

CLIENT: FULTON HOGAN/QUBE LOGISTICS

LOCATION: MOOREBANK NSW

DURATION: 3 YEARS

PROJECT VALUE: \$225 MILLION

VALUE OF ENGAGEMENT: \$7 MILLION

Ferrycarrig were engaged by Fulton Hogan to deliver the Moorebank Intermodal Terminal Development Precinct Infrastructure Project.

The project involved potable water infrastructure, pressured sewer infrastructure, fire water infrastructure, electrical infrastructure, and communication infrastructure. The project comprises the provision of all labour materials and services necessary to carry out the construction water and sewer pipework and other utilities works, site civil works and commissioning work.

The scope of work included:

- Water infrastructure: 1.5km of HDPE pipes installation, valves, hydrants, risers and above ground pipeworks, RPZ/backflow devices and water meters, live tapping bands. (180mm HDPE pipe PN16)
- Pressurized Sewer infrastructure: 1.5km of HDPE pipes installation, sewer pump station and electrical controls installation, HDPE pipe installation, valves, air valves, flushing points. (110mm HDPE pipe PN16)
- Fire Water infrastructure: 930m of HDPE pipe installation, valves, boosters, above ground piping, hydrants. (250mm HDPE pipe PN16)
- Electrical infrastructure: Conduits installation, HV/LV/SL cable installation and termination, kiosks installations, light poles and solar poles installation
- Communications Infrastructure: Conduits installation, Fibre optic cable installation and splicing, Comms cabinets installation and connections, CCTV installation. (24 core fibre cable).

As part of the scope, we encountered challenges related to working near and on live assets, among the examples, we highlight the need for the installation of live tapping bands as well as insta-valves on a 375mm DICL pipe and different points on the 250mm and 180mm HDPE pipes. It was necessary to install quick temporary thrust blocks to ensure double isolation and restrict any undesired movements on the end caps and valves working under normal pressurised conditions of a water main.

All permits were checked before executing any activity with the right gear and right plant for the work. Spotters were always in place accompanying the person executing the task. Edge protection, barrier systems and safety recovery systems were in place when working near deep trenches and when executing high-risk activities, this resulted in a record of zero harm/zero accidents with an achievement of 100% of the planned tasks.

Ferrycarrig assisted the principal to resolve issues with design changes, that required modification to recently installed infrastructure. Proactively utilising the expertise of our Key Personnel, Ferrycarrig promoted the best value, fit-for-purpose alternatives to adequately resolve design change issues with minimal impact to all project stakeholders.

FERRYCARRIG PROMOTED THE BEST VALUE, FIT-FOR-PURPOSE ALTERNATIVES TO ADEQUATELY RESOLVE DESIGN CHANGE ISSUES WITH MINIMAL IMPACT TO ALL PROJECT STAKEHOLDERS.

