

Response to question on notice

Questions on Notice Paper No 8

Friday, 27 June 2025

Question No. 529

Ms Elizabeth Lee MLA: To ask the Minister for Transport

1. What was the total cost of the design and construction of the Woden Bus Depot.
2. What was the value of the original contract, for construction and design, awarded to Richard Crookes Construction Pty Ltd and signed on 12 October 2018.
3. Were there any variations issued to the contract from the date the contract was signed, until completion of the project; if yes, (a) how many variations to the contract were issued over the length of the project, (b) what was the value of each variation, (c) what was the total value of those variations, and (d) what were the reasons for the variations that were issued?

CHRIS STEEL MLA - The answer to the Member's question is as follows:

1. The total cost of the design and construction of the Woden Bus Depot is \$89,726,807.00 (ex GST). This captures all costs associated with the design and construction which includes the main contract, as well as other contracts and charges including contracts for the demolition and decontamination of the old depot, project and contract management, insurance, provision of specialist advice and validation of cost estimates. Noting some of these costs were applied proportionally through the course of the project.
2. The value of the original contract, for construction and design, awarded to Richard Crookes Construction Pty Ltd (RCC) and signed on 12 October 2018 was Phase 1 \$426,410.00 (incl GST) and Phase 2 \$30,025,467.05 (incl GST) (September 2020). The value of the Phase 2 contract was revised from the Letter of Award (LOA) value of \$28,311,842.00 (incl GST) to include variations from Phase 1 as per agreement in the LOA.
3. Yes, variations are publicly available on the Tenders ACT website [here](#).
 - a) As of 14 August 2025, a total of 161 variations are approved and notified on the Contract Register. There are 7 variations which have been approved but have not yet appeared on the Register. In addition, there are 8 variations in the process of negotiation and approval, which have yet to be committed on site. Further, the variation numbering system includes variations that did not proceed which means the variation number does not reflect the actual number of variations.

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It is noted that although the Bus Depot has been handed over for operations, the Construction Contract remains “live” as there are variation works that were introduced late in construction that are still to be finalised and/or completed. We can expect that to continue over the contractual Post Completion period of twelve months.

- b) The value of each approved variation is listed on the Contracts Register on the Tenders ACT website [here](#).
- c) Variations totalled \$51,814,493.30 (incl GST) from the date the original contract was signed for the completion of a revised scope of works, including a roofed bus shelter parking for 96 standard buses, bus wash and refuelling area, workshops with bus maintenance facilities and incorporating single story workshop administration and staff amenities, a separate operations building, bulk Diesel Fuel Storage, on-grade staff carparks and landscaping. These variations included a variation for scope adjustments under a Guaranteed Maximum Price (GMP) (2021) of \$11,787,246 (incl GST) and the Zero Emissions Bus infrastructure associated with this project of \$23,051,000 (incl GST).
- d) From the signing of the contract in 2018 through the design process and stakeholder consultation significant scope adjustments were required to deliver a fit for purpose facility in alignment with Government priorities. The GMP was developed in 2021 to capture required changes. Several items/bodies of work including those mentioned above were not fully understood/ scoped in the GMP proposal given the status of the design at that time. Provisional allowances were nominated to allow for future incorporation into the GMP through variations. In addition, several unforeseen latent conditions relating to the discovery and disposal of contaminated and unsuitable material, and the need to repair a major stormwater infrastructure (to ensure the structural integrity of the stormwater network and the service life of the adjacent bus depot structure) were necessary to ensure the integrity of the infrastructure and service life of the Bus Depot structures. Further to this, there was a decision to deliver Zero Emissions Bus infrastructure in the new facility. The approach to managing these variations was taken to the Government Procurement Board throughout the life of the project.

Approved for circulation to the Member and incorporation into Hansard.



Chris Steel MLA
Minister for Transport

Date: 18/8/25

This response required 7 hrs to complete, at an approximate cost of \$765.85

