

# INVESTORBULLETIN

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## 4000-TONNE TUNNEL BORING MACHINES SET TO START WORK THREE MONTHS EARLY

The first of two 4000-tonne tunnelling boring machines is scheduled to start work three months early on Brisbane's North-South Bypass Tunnel, following successful factory acceptance testing in Germany on 29 May 2007.



Successful factory acceptance of the first tunnel boring machine at Schwabau in Germany.

# 4000-TONNE TUNNEL BORING MACHINES SET TO START WORK THREE MONTHS EARLY

**The \$A50 million machine will be shipped to Australia to be re-assembled on-site and commence tunnelling in December 2007, ahead of the original start date of March 2008.**

RiverCity Motorway CEO Flan Cleary said the early manufacture and delivery of the largest tunnel boring machines ever used in Australia represented another important milestone for the project.

It follows the commencement of roadheader excavation in February 2007, two months ahead of schedule.

"With a 12.4 metre diameter cutting head, equivalent to a 4-storey building, and a body that is 250 metres long, these are among the biggest hard rock tunnelling machines in the world," he said.

Mr Cleary said the manufacture of the second tunnel boring machine was currently three months ahead of schedule, with plans for this machine to commence excavation in March 2008.

"RiverCity Motorway is very pleased with the positive start to construction. The commencement of the tunnel boring machine will further ramp-up activity across the project, so it is a very exciting and busy time for everyone on the job," he said.

Both tunnel boring machines will start on the north side of the Brisbane River at Bowen Hills and travel south, finishing at Woolloongabba.

Approximately 3.5 million tonnes of material will be removed to construct Brisbane's first major road tunnel. Two hard rock double shield tunnel boring machines will complete up to 70 percent of all excavation, with seven roadheaders being used for the remaining works.

Herrenknecht, the German manufacturer of the tunnel boring machines, together with sub-contractors all across Europe have been designing and manufacturing the tunnel boring machines since August 2006.

The machines are being purpose-built to meet the specific requirements of the project and the geological conditions along the North-South Bypass Tunnel route.

The front 70m of the tunnel boring machine, which incorporates the complex mechanical components, is pre-assembled at Herrenknecht's factory at Schwanau, in Germany.

By selecting double-shield machines the tunnelling team is able to excavate rock and place concrete lining segments at the same time. This provides the safety of a single shield and the efficiency of conducting two simultaneous operations that would otherwise be sequential.

A team of 21 people per shift will operate each tunnel boring machine 24-hours per day. Each machine is expected to advance up to 20 metres per day.

*Tunnel excavation progress at Kangaroo Point on the south side of the Brisbane River.*



# FOUR OF SEVEN ROADHEADERS NOW DIGGING TUNNEL

**Tunnelling on Brisbane's North-South Bypass Tunnel continues to gather pace with four of seven roadheaders now working on the project.**

RiverCity Motorway CEO Flan Cleary confirmed that tunnelling remained two months ahead of schedule at Kangaroo Point following an early start to work.

"Brisbane's hard rock is behaving as expected," he said.

"Two new roadheaders have started excavating approximately 300 metres of tunnel at our Bowen Hills worksite, prior to the delivery and commissioning of two 4000-tonne tunnel boring machines.

"Our construction team has worked over a million man hours to date and has achieved several early milestones, while continuing to maintain high standards of safety, environmental management and community relations," he said.

# 87% OF BRISBANE MOTORISTS SAY TRAFFIC CONGESTION IS GETTING WORSE

**Eighty-seven percent (87%) of Brisbane motorists believe the city's traffic congestion has become worse during the past 12 months, according to an independent survey commissioned by RiverCity Motorway.**

The study also found that eighty-four percent (84% percent) of the 300 Brisbane motorists surveyed expect traffic congestion to get worse over the next 12 months.

RiverCity Motorway CEO Flan Cleary said the study highlighted the growing traffic problems being experienced by the fastest growing region in Australia.

"Strong population and economic growth, the city's high dependency on cars and the limited number of river crossings are all contributing to the worsening traffic congestion.

"People are incredibly busy trying to fit work, family and leisure into their day. This study shows that people are genuinely frustrated by the amount of time they are spending stuck in traffic.

"North-South Bypass Tunnel will provide Brisbane motorists with reliable, safe, fast and affordable travel. These are benefits that we believe will be attractive to Brisbane motorists," he said.

Other key findings from the survey include:

- Nearly two thirds of motorists interviewed think traffic congestion is a problem to a large extent
- Those who travel mainly during peak hours feel that their travel time has increased and half feel their travel time has increased to a large extent
- Over two thirds of those who travel mainly during peak hours try to avoid driving at this time by leaving earlier or later
- Four in five of all motorists interviewed say that they plan their car journeys to avoid congested routes, particularly those who are going to and from work
- Two in five peak hour motorists experience sixteen or more delays in a typical month and two in five motorists say that they are made late for work, a meeting or appointment up to four times in a typical month because of traffic congestion
- Over half of motorists think that traffic congestion in Brisbane is affecting their quality of life to some extent, one in seven think it is impacting on their quality of life to a large extent, particularly workers who travel during peak hour

As part of the traffic modelling for the project, RiverCity Motorway conducted face-to-face surveys of Brisbane motorists. This earlier research demonstrated that Brisbane motorists are willing to pay tolls in return for reliable, safe, fast and affordable travel.



Bridge construction at Bowen Hills on the north side of the Brisbane River.

## BRIDGE CONSTRUCTION ALREADY WELL ADVANCED

**Bridge construction is well advanced on Brisbane's North-South Bypass Tunnel with work started on 9 of the 18 bridges being constructed at either end of the tunnel.**

The project has recruited a first-class bridge team and the project is now on track to have all 18 bridges under construction by the end of the year.

Linking with five major roads on the north and south sides of the Brisbane River, the bridges are a critical element of the tunnel project.

These major bridges are being designed and constructed to provide motorists with easy, safe and reliable access as they enter and exit the tunnel.

RiverCity Motorway Engineering Manager, Colin Richmond, said the three-level northern interchange at Bowen Hills was one of the most complex interchanges ever undertaken in Australia.

"This is a very complex engineering structure when you consider that the work is adjacent to busy roads, a major railway yard, and Enoggera Creek," he said.

"Our construction team will use a hi-tech bridge launching structure to construct bridges over the Enoggera Creek.

This will minimise impact on the local creek and reduce night works by enabling beams to be installed during the day."

In total, 350 Super Tee bridge beams and 1,100 deck units will be needed to construct the bridges. With a combined length of 25km the average bridge beam will be 17m long, the largest beam will be 39m long and weigh 75 tonnes.

Bridge beams are being manufactured at a local precast concrete manufacturing facility at Wacol in Brisbane.

Key bridge features and statistics:

- Construction of 9 new bridges and the widening of 9 existing bridges
- 2 bridges will be constructed from steel due to the close proximity to railway lines and the tight curvature of the road
- New jobs have been created at the Wacol precast factory which has doubled its production capacity to meet the bridge beam requirements of the project
- The longest bridge is 800m
- Bridges construction requires 350 Super Tee bridge beams, 1,100 deck units, 628 piles and 93 piers
- Six bridges are expected to be completed by the end of the year.

# INVESTOR CALENDAR

## FINAL CALL ON PARTLY PAID STAPLED UNITS

The final instalment of \$0.50 cents on RiverCity Motorway Group partly paid stapled units is due on Tuesday, 7 August 2007.

A Call Notice, setting out the total amount payable and details of how that amount should be paid, will be despatched to unitholders on Monday, 18 June 2007.

Relevant dates relating to the payment of the final instalment are:

### Mail Call Notice to unitholders

Monday, 18 June 2007

### Last day of partly paid trading

Monday, 23 July 2007

### Commencement of fully paid trading on a deferred settlement basis

Tuesday, 24 July 2007

### Last day for settlement of partly paid "call unpaid" trades

Thursday, 26 July 2007

### Last day for accepting transfers without call money attached

Monday, 30 July 2007

### Due date for payment of final instalment

Tuesday, 7 August 2007

### Despatch date – last day to enter instalment paid on the securities into the register

Tuesday, 14 August 2007

## DISTRIBUTION / DISTRIBUTION REINVESTMENT PLAN KEY DATES

Distribution of 3.0 cents per Stapled Unit for the period from 1 January 2007 to 30 June 2007.

Indicative dates for the distribution are:

### Closing date

Tuesday, 26 June 2007

### Declaration date

Friday, 29 June 2007

### Stapled Units trade ex-entitlement

Wednesday, 4 July 2007

### Record date

Wednesday, 11 July 2007

### Pricing period for DRP

Thursday, 12 July to Wednesday, 8 August 2007

### Estimated payment date

On or about 27 August 2007

### Preliminary Financial Report for the year ended 30 June 2007

Expected to be lodged with the ASX on Tuesday, 28 August 2007.

### Investor Meeting

2.00pm Wednesday, 17 October 2007

Rydges South Bank, 9 Glenelg Street  
South Bank Brisbane Queensland

*Site preparations at the northern portal in readiness for the tunnel boring machines.*



# TRANSAPEX PROJECTS MOVING AHEAD

**The North-South Bypass Tunnel is a key part of Brisbane's Transport Plan and the first component of the Lord Mayor's TransApex vision that aims to reduce deficiencies in Brisbane's road network.**

TransApex projects are continuing to move ahead with the Queensland Government approving the environmental impact statements for the Airport Link and Northern Busway projects on 29 May 2007.

Airport Link is a 5km underground toll road that links from the northern end of the North-South Bypass Tunnel to Sandgate Road, Gympie Road and the East-West Arterial, linking to Airport Drive.

Queensland Deputy Premier and Minister for Infrastructure Anna Bligh said comprehensive assessments on the impact of the Airport Link and Northern Busway had cleared their way forward.

"This is a vital hurdle for these projects to cross. We can now focus on selecting a consortium to start construction next year," Ms Bligh said.

On June 6 2007, the Queensland Government announced a shortlist of three bidders to deliver both projects concurrently. Construction of the projects would likely begin in late 2008 and be completed in 2012.

On 21 May 2007, Lord Mayor Campbell Newman announced the preferred tenderer to design and construct the TransApex Hale Street Link bridge project.

The Hale Street Link bridge is a four-lane bridge that will be used by local traffic crossing the Brisbane River from Coronation Drive and Hale Street at Milton, to Montague Road and Merivale and Cordelia streets at South Brisbane.

Work on the bridge will begin in November 2007 and it is expected to open in 2010 with a \$2.49 toll.

Hale Street Link bridge was included in RiverCity Motorway's traffic forecasts as an untolled bridge. Even as an untolled bridge, traffic experts did not expect this local bridge would impact significantly on North-South Bypass Tunnel traffic forecasts.

## BRISBANE CITYSHAPE 2026

With Brisbane's population expected to continue to grow over the next 20 years, Brisbane City Council has released a blueprint for managing the city's growth.

The Draft Brisbane CityShape 2026 was developed through Council's Neighbourhood Planning initiative, where residents are actively involved in deciding how and where Brisbane will grow.

The document proposes that most new homes, shops and workplaces will be in areas that are already developed.

A number of key residential, commercial and employment areas were identified on the north and south sides of the Brisbane River, including Chermside, Toombul, Nundah, Albion, Bowen Hills, Buranda, Woolloongabba, Upper Mt Gravatt, Carindale, Oxley Wedge and Rochedale.

**For more information on the South East Queensland Regional Plan 2005 - 2026, visit [www.oum.qld.gov.au](http://www.oum.qld.gov.au).**



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View the latest photographs of construction progress on the North-South Bypass Tunnel at [www.rivercitymotorway.com.au](http://www.rivercitymotorway.com.au)

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