EXHIBIT 2 - Stage 3 Baseline Technical Documentation

Attachment 9 - List of agreed changes

1. **Defects**

   a. **Combined controller**

   Stage 2 final version to be included in Stage 3.

   b. **Clearances for access to passenger bodyside door isolation pin access panel**

   The clearance at the passenger door isolation pin access panel between handrail and the key is to be a minimum of 10mm. The clear horizontal opening of the passenger door isolation pin access panel is to be a minimum of 75mm.

   c. **Anti roll bar (ARB)**

   The Stages 1 and 2 ARB is being changed to a new design (being the PDR design already submitted) to overcome in-service failures. The modified ARB that is to be retrofitted to Stages 1 and 2 is to be applied to Stage 3.

   The costs of developing the detailed design will be a Stage 1 and 2 cost. The cost of implementing on Stage 3 will be reimbursable costs not subject to a TOC adjustment. If the development of the PDR design does not prove to be a compliant solution for Stage 1 and 2, then the additional cost and time implications for Stage 3 arising from the additional time taken to develop the design and any additional costs for implementing the alternative design will be treated as a RailCorp directed variation under Clause 29 of the General Conditions of Contract (Stage 3).

   Any further change to this ARB configuration at the direction of the Principal will be considered a RailCorp directed variation under Clause 29 of the General Conditions of Contract (Stage 3).

   d. **Driver safety system (DSS) isolating cock**

   The location of the DSS cock is being modified on Stages 1 and 2 to be accessible via the trip gear isolating cock (**TGIC**) access panel. The finalised design for Stages 1 and 2 is to be applied to Stage 3.
   Any further change to the DSS location at the direction of the Principal will be considered a RailCorp directed variation under Clause 29 of the General Conditions of Contract (Stage 3).

   e. **Trip gear valve supply voltage tolerance**

   The trip gear valve is being modified on Stages 1 and 2. The finalised design for Stages 1 and 2 is to be applied to Stage 3.

Any further change to the trip gear valve at the direction of the Principal will be considered a RailCorp directed variation under Clause 29 of the General Conditions of Contract (Stage 3).

f. Sealing of roof node sheet

An appropriate sealing method will be applied to Stage 3 to ensure waterproofness of this joint.

g. Abnormal wear of brake discs

Modifications may be necessary in relation to brake disc equipment supplied in relation to Stages 1 and 2. When the modifications have been agreed, the modifications will be applied to Stage 3 as a RailCorp directed variation under Clause 29 of the General Conditions of Contract (Stage 3).

UGL Rail will monitor the status of any modifications as described above and will endeavour not to incur unnecessary costs in relation to the potential modification to Stage 3.

UGL Rail will not take any action which would relieve Faiveley Transport of any obligations it may have in relation to this matter.

h. Heat affected zone tinting in stainless steel welds exposed to the atmosphere

A method of treating heat affected zones of welds exposed to the atmosphere has been developed on Stages 1 and 2, this is to be applied to such welds on Stage 3 including prior to installation of roof well equipment and to the battery box.

2. Obsolescence

a. Not used~~Door control unit (DCU)~~

~~The Stages 1 and 2 DCU is no longer available. The solution to this is to obtain new DCUs from the same supplier.~~

~~In order to avoid programme risk to Stage 3, testing of the DCU is, to the fullest extent possible, to be done on Stage 1 or Stage 2 Sets.~~

~~The Contractor will advise the Principal when the new DCU is available and provide to the Principal, the manufacturing specifications.~~
~~The Principal will make available a Stage 1 or Stage 2 Set for the purposes of testing at times which will suit the Principal's operational convenience but will allow the Contractor sufficient opportunity to test the DCU.~~
~~The objective is to bring the DCU acceptance to a point where the Routine Test TS 153 is sufficient to test the new DCU for Practical Completion.~~

~~The additional costs associated are reimbursable costs and do not give rise to a TOC adjustment. The costs of additional testing will be treated as a Principal directed test in accordance with Clause 23 of the General Conditions of Contract (Stage 3).~~

b. Floor covering

The Stages 1 and 2 floor covering is no longer available. The solution is to use Treadmaster Tiflex. Testing required is peel test and joint waterproofness tests. Any other testing is a Principal directed test in accordance with Clause 23 of the General Conditions of Contract (Stage 3).

c. Allen Bradley parts

The following items are obsolete for Stage 3 and suitable alternatives will be identified for use on Stage 3:

i. Latch Mounting 800E-A2L (SAP 1000242003);
ii. Contact Block 1N/D 800E-2X10 (SAP 1000242004);
iii. Contact Block 1N/C 800E-2X01 (SAP 1000243634); and
iv. Operator Joy Stick A Pos Spring Return AB 800EM-JR4 (SAP 1000243635).

d. Not used~~Siemens train radios~~

~~The TOC allows for 2 Siemens train radios per Set. Only 36 Siemens train radios were available and have been purchased for Stage 3. If additional train radios are required for Stage 3 Sets, then sourcing of those will be a RailCorp directed variation in accordance with Clause 29 of the General Conditions of Contract (Stage 3).~~

3. Authorised change of supplier

a. Wheels and axles

The Contractor is authorised to purchase wheels and axles compliant with the Stage 3 Baseline Technical Documentation from OneSteel Limited ABN 63 004 410 833.