

INFORMATION SESSION

TfNSW TECHNICAL SUPPLIER ASSURANCE FRAMEWORK



30TH NOVEMBER 2021

ACKNOWLEDGEMENT OF COUNTRY

I would like to acknowledge the traditional owners/custodians on whose land you are joining the call today. I would also like to pay my respects to Elders past and present and welcome all Aboriginal people here with us today.

Water Dreaming
by Lynette Nangala Singleton

The site depicted in this painting is Puyurru, west of Yuendumu. In the usually dry creek beds are 'mulju' (soakages), or naturally occurring wells. Two Jangala men, rainmakers, sang the rain, unleashing a giant storm. The storm travelled across the country from the east to the west, initially travelling with a 'pamapardu Jukurra' (termite Dreaming) from Warntungurru to Warlura, a waterhole 8 miles east of Yuendumu.





HOUSEKEEPING



Raise your hand



Q&A



Information



TfNSW TECHNICAL SUPPLIER
ASSURANCE FRAMEWORK

CONTEXT

JOHN HARDWICK

Executive Director Asset Management
Safety, Environment And Regulation
Transport For NSW



Enabling delivery of the largest infrastructure program

With a focus on delivering assets and services....



... for our customers and the community....



....we require technical expertise.... from our delivery partners...

....in the context of a delivering the biggest transport infrastructure program NSW, or in fact Australia, has ever seen.



What is technical supplier assurance?

Technical supplier assurance is the **confidence** ...

... that the **technical aspects** an asset or service change have been appropriately considered and conducted ...

... against a set of **requirements** to achieve an agreed outcome

Providing accreditation for suppliers to provide self-assured services



What is the value of technical supplier assurance?



FOR THE ASSET CUSTODIAN

Justified confidence in the technical aspects used to achieve Transport outcomes



FOR INDUSTRY

Recognition of technical capabilities and support for the continual improvement to systems.



FOR THE ASSET STEWARD

Justified confidence in the technical aspects used to achieve project outcomes.

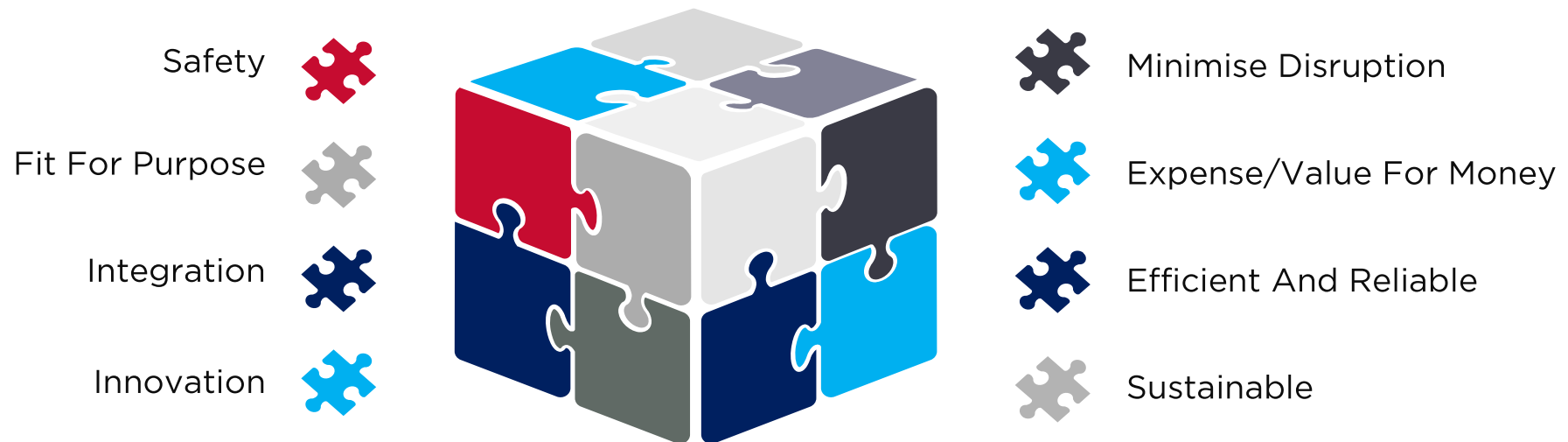


FOR ALL

A clear and consistent approach where the playing field is known and understood.

Why do we need Technical Supplier Assurance?

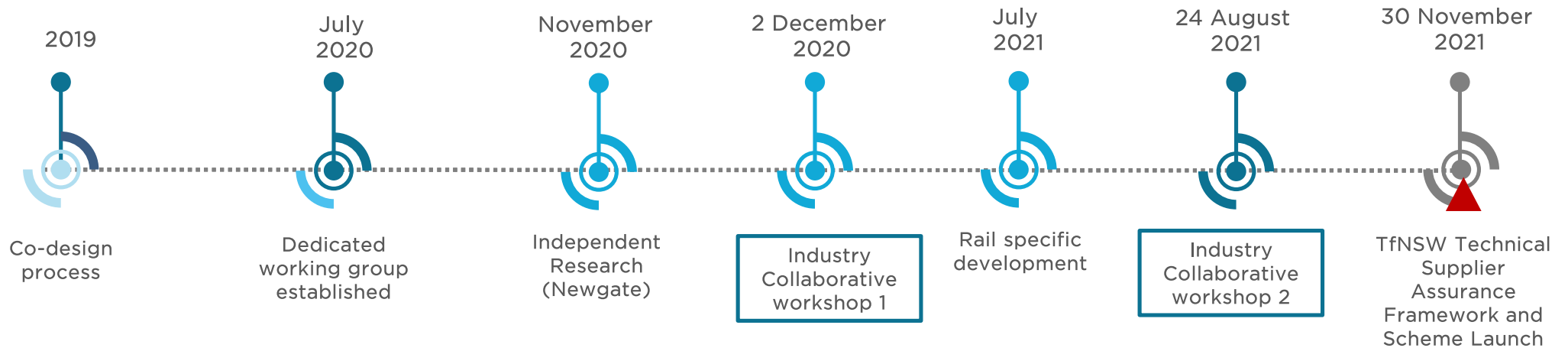
Both TfNSW and industry have a shared responsibility for getting the right outcome for our customers. There are inherent risks in the work that we deliver and the Technical Supplier Assurance framework and processes mitigate against those risks.



Technical supplier assurance increases capacity

Journey so far

Extensive collaboration across Transport and industry has identified many opportunities to improve the current approach to Technical Supplier Assurance



Industry Feedback

1 Approach and Sample



1st Oct – 6th Nov
2020

28 Participating Organisations in total

	INTERVIEW	FORUM
Design	5	8
Design & Construct	4	1
Construct	4	6
Operate/ Maintain	2	2
Surveyor/Consultant	1	1
TOTAL ORGANISATIONS (6 TOOK PART IN BOTH PHASES)	16	18

2 Key findings from Industry Research

1 Multiple, disjointed assurance schemes and panels

2 Challenging and costly pre-qualification processes (AEO)

3 Issues with scheme translation to project implementation

4 Requirements that are too prescriptive or not scalable

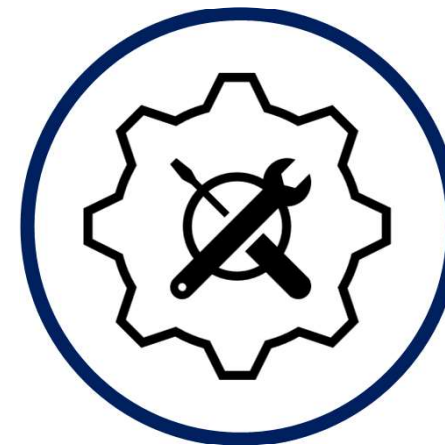
5 Compliance checking rather than recognition of value-adding

How have we responded to Industry feedback?

Technical Supplier Assurance Framework
Provide a clear and consistent approach and clarity of roles and responsibilities across the Transport sector



Technically Assured Organisation
Transitioning the AEO Model to become the Technically Assured Organisation Scheme



Together these assure that technically capable organisations and technically competent people work on our assets.

TfNSW TECHNICAL SUPPLIER
ASSURANCE FRAMEWORK

TECHNICAL SUPPLIER ASSURANCE FRAMEWORK

KIM APPLEBY

Director, Supplier Assurance & Engagement
Asset Management Branch
Safety, Environment And Regulation
Transport for NSW



Relationship to NSW Treasury Asset Management Policy

A consistent approach across the life cycle of TfNSW assets and services

Asset Management Framework
Sets out asset management principles as applied in Transport Cluster across the life cycle of our assets



Configuration Management Framework
Describes the principles of configuration management and configuration change authority that is to be applied by TfNSW



Technical Supplier Assurance Framework
Provide a clear and consistent approach and clarity of roles and responsibilities across the Transport sector



Standards Management Framework
Outlines the way transport standards are developed, managed and governed for application to assets used in the Transport business

Technical Capability Framework
Provides clarity on roles within TfNSW for governance, oversight and application of technical authority

Scope of the Framework

All phases of the asset life cycle



Self assured



Technical Services and Products

Examples of key areas in which technical decisions are made



Fleet Engineering



Corridor Engineering



Maritime Civil



Maritime Fleet



Civil Engineering



Energy Networks & Systems



Environment & Sustainability



Interchanges & Buildings



Operational Technology



Traffic Management Systems

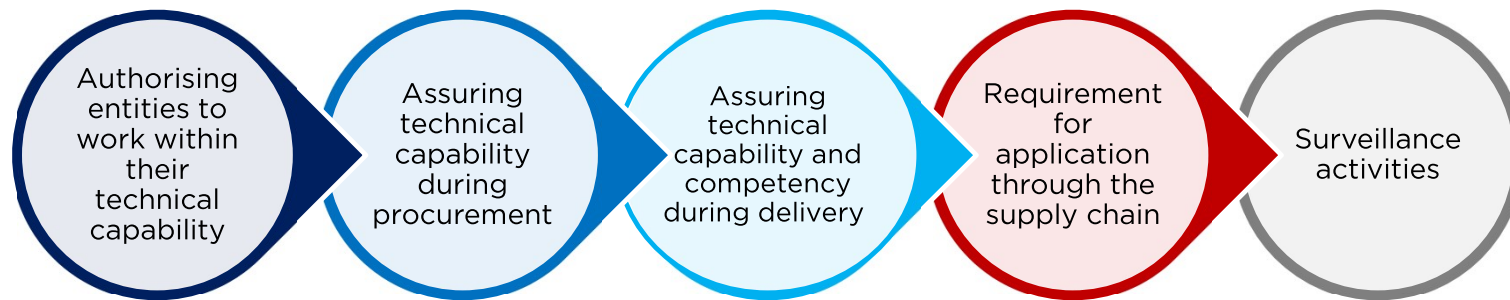


Systems Engineering

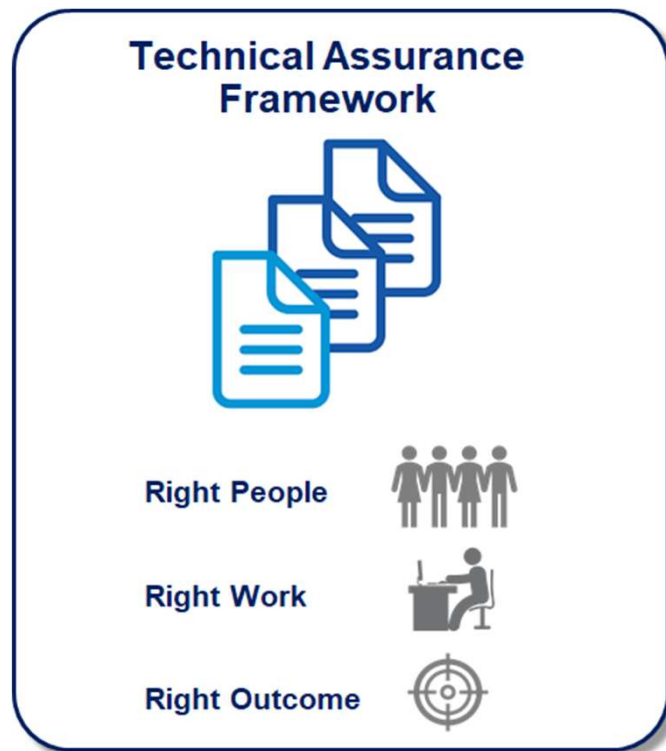
Assuring technical capability

THE INTENT

of the framework is to provide assurance that technically capable organisations and technically competent individuals are working on our assets



What are we trying to achieve?



-   TfNSW meets its obligations to the people of NSW
-   Industry meets its obligations to its organisation, board, directors and shareholders
-   We all meet our legislative obligations

TfNSW TECHNICAL SUPPLIER
ASSURANCE FRAMEWORK

ASSET and ASSURANCE FOCUS



Key Roles in Technical Supplier Assurance



ASSET OWNER

The entity that owns the asset (i.e. Transport for NSW and TAHE)



ASSET CUSTODIAN

The entity accountable for the end to end life cycle management and performance of assets (including asset condition, risk and reporting) on behalf of the asset owner to achieve agreed customer and community outcomes (i.e. respective TfNSW divisions). The Asset Custodian is often referred to as the Client Division



ASSET STEWARD

The entity responsible for the management and performance of assets (including asset condition, risk and reporting) on behalf of the asset custodian for the required life cycle stage and duration of the partner relationship (e.g. contracted operators and maintainers).



STANDARD SETTER

The entity accountable for the development and oversight of Transport-wide frameworks, strategies and standards



TECHNICALLY ASSURED ORGANISATION (TAO)

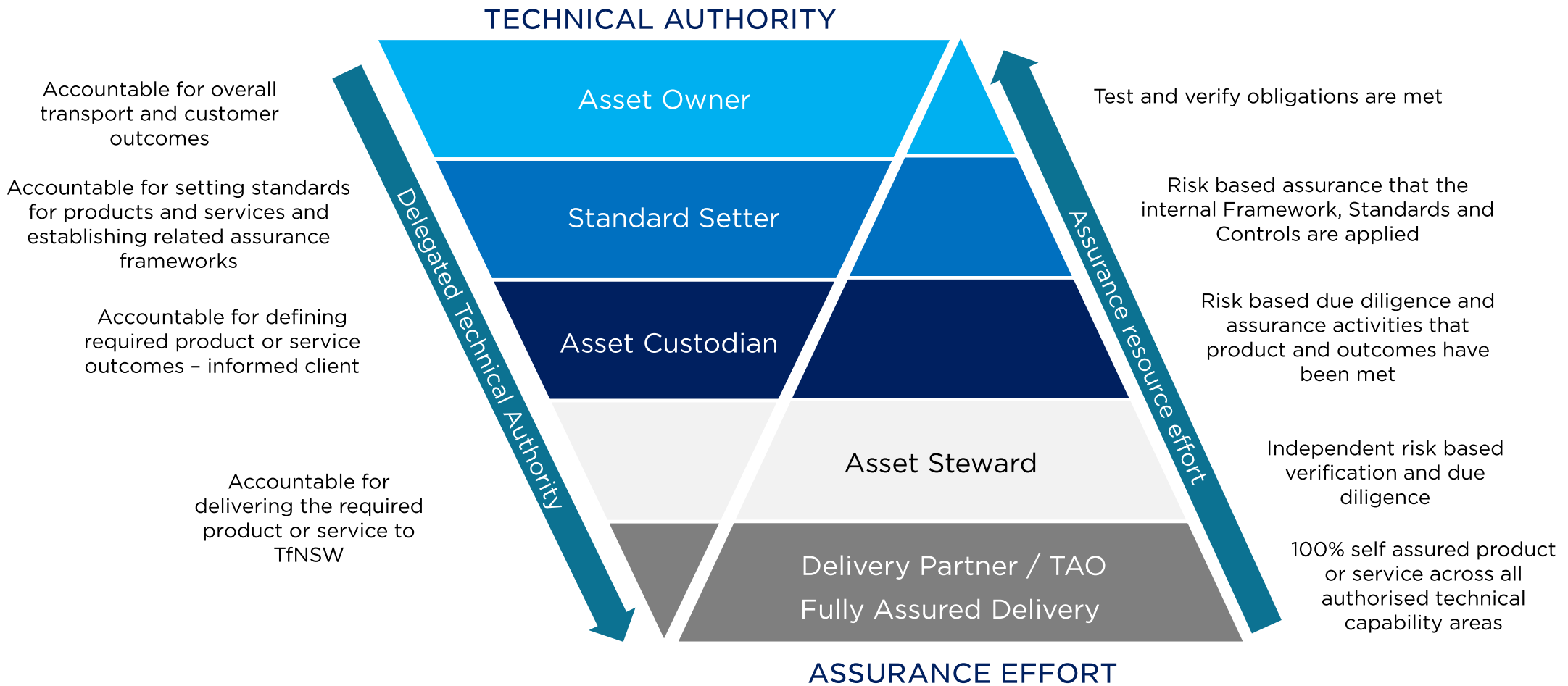
An entity that has a demonstrated technical capability and delivers that capability via an approved assurance framework.



DELIVERY PARTNER

The entity engaged to deliver to the client's requirements

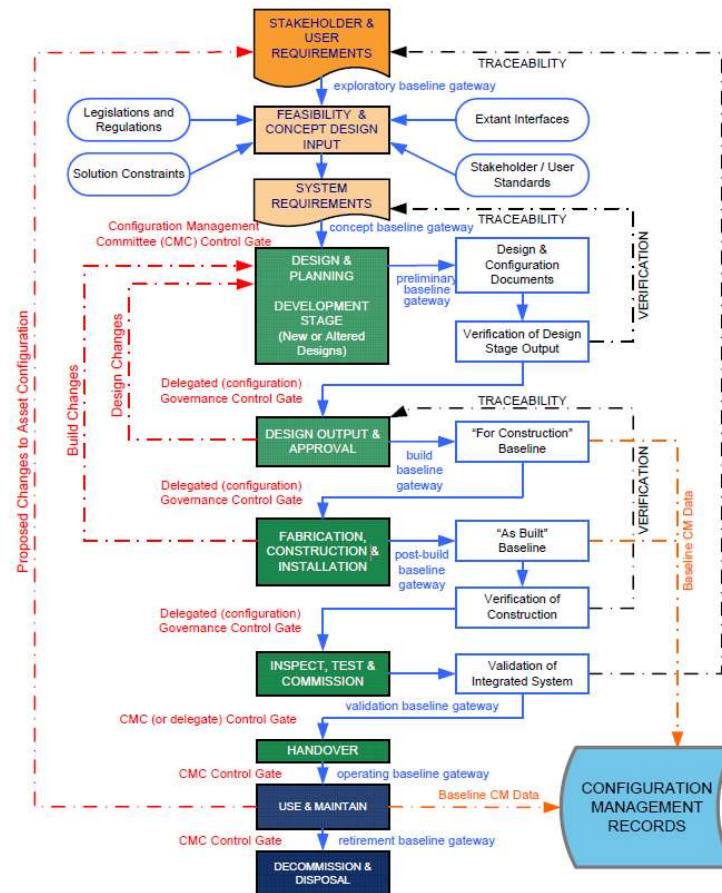
Self Assured Delivery



Expectations during delivery

TAO

- Provides a 100% self assured product or service
- Responsible for the accuracy of technical aspects of work
- Responsible for integrity of the work performed
- Deploys their authorised management system
- Works with their approved engineering scope.



TfNSW

- Acts as an informed client
- Conducts risk based assurance
- Does not approve any technical aspects of the work completed
- Focuses on delivery of outcomes
- May involve integration and interface management (integrator)

Supply Chain Coverage

Single TAO coverage
Used for smaller contracts

Transport for NSW receives self assured services



TAO (provides technical services and assurance)

Multilayered TAO coverage
Used for larger contracts

Transport for NSW receives self assured services

Procurement contract



TAO (provides technical services and assurance)

Integrator

Sub-contract

Non TAO (provides services assured by party they are contracted to using that TAOs systems)



TAO (provides technical services and assurance)

Sub-contract

Specialist TAO coverage
Used when majority of work is not rail

Transport for NSW receives self assured services



Non TAO (provides non technical managing services only)



TAO (provides technical services and assurance)

Sub-contracts can continue below TAOs

In each scenario a TAO can only provide self assured services within the scope of their authorisation - as defined in the Engineering Services Matrix

Technical Supplier Assurance Key Activities

KEY ACTIVITIES



Authorisation:

- Frameworks for authorisation and assurance
- Authorising TAOs



Life cycle Delivery:

- Identify need for products and services
- Deliver products and services



Assurance:

- Self assurance
- Risk based assurance and due diligence

ACCOUNTABLE

Standard Setter

Early asset life cycle: Asset Custodian or Steward
Engineering doing: TAO

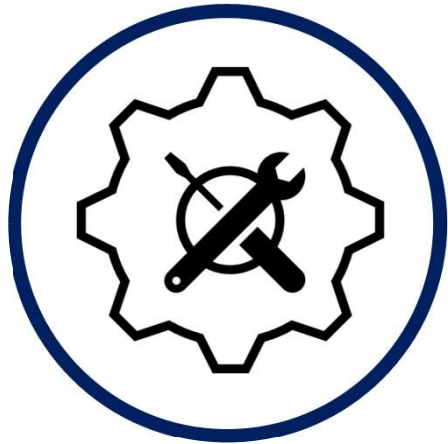
Self assurance: TAO
Risk based: Asset Custodian and Steward

TfNSW TECHNICAL SUPPLIER
ASSURANCE FRAMEWORK

TECHNICALLY ASSURED ORGANISATION



The new scheme



Technically Assured Organisation
Transitioning the AEO Model to
become the Technically Assured
Organisation Scheme

Moving our
focus from
Authority  **Assurance**

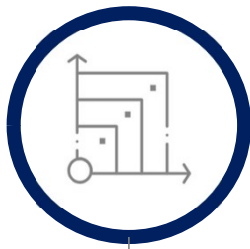
The Changes

TAO AUTHORISATION SCHEME

Maturity ratings to be made public & clarification of definitions for maturity ratings

Focus on performance information being used in surveillance and assurance processes

Updates to process steps to reflect new business operations which are now online



ENGINEERING SERVICES

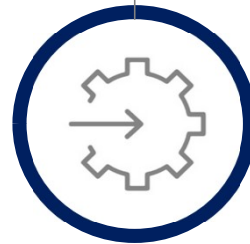
New Document defines the engineering services recognised as part of the TAO Scheme

Moving the front-end asset life cycle to below the line

Updating wording

Consolidating some sub-disciplines

Added new non-asset specific sub-disciplines

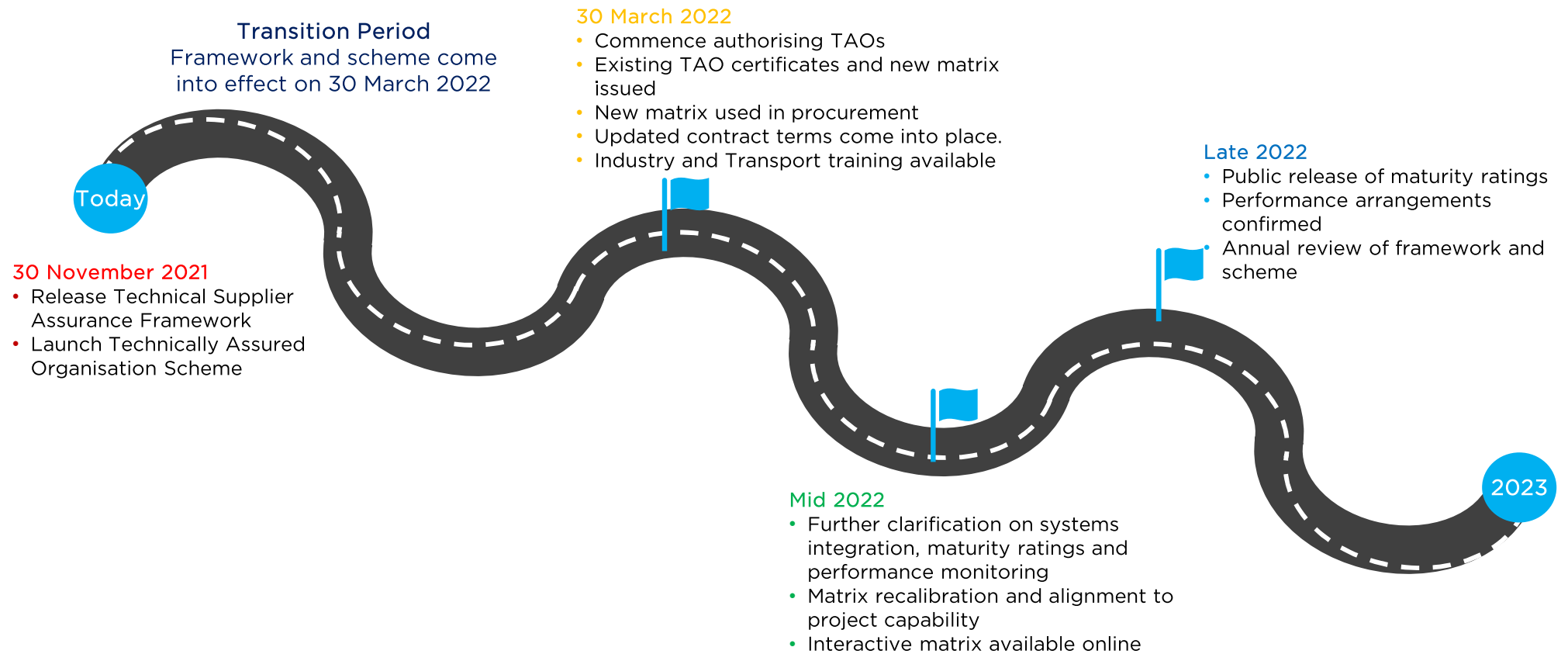


TAO REQUIREMENTS

Removal of two engineering capability areas (performance measurement and continual improvement)

Competency requirements streamlined from 8 to 6.

How will we transition?



What does this mean?

Existing AEOs	Current and new applicants	Companies working across Transport that need to become a TAO	Companies currently working for Transport	Companies involved in procurement activities
<p>Will be transitioned to the new TAO scheme</p> <p>No reassessment</p> <p>Current certificates and matrix will be re-issued</p>	<p>Companies will be assessed against the scheme in place at the time of application.</p> <p>If that is AEO upon completion of the assessment you will be recognised as a TAO</p>	<p>Will need to apply for recognition under the scheme in order to participate in the supply chain once the framework comes into effect.</p>	<p>The arrangements under your current contract will remain in place.</p> <p>Future contracts for procurement commenced after 30 March 2022 will fall under the new framework and scheme.</p>	<p>There will be no change to arrangements until 30 March 2022.</p> <p>From that time forward the new framework and scheme will apply.</p>

Supporting and Information



All supporting information is readily available on the internet:

<https://www.transport.nsw.gov.au/industry/asset-management-branch>

For more information you can contact a member of our TAO authorisation team by email

AuthorisationAudit@transport.nsw.gov.au

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Q & A



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THANK YOU!

