

**PORTFOLIO COMMITTEE NO. 6 – QUESTIONS ON NOTICE – 26 OCTOBER  
2022**

**QoN01**

The Hon. JOHN GRAHAM: Yes, and, secondly, there was some information not provided that, in general, we would just expect to be provided, the most basic of which I might just start with was some of the financial information. You will recall, Secretary Sharp, one of the issues that we were canvassing in the previous estimates hearings was, simply, what are the budget allocation figures in each of the financial years for key transport projects? That's probably the most basic question one could ask in budget estimates hearings, but one which has been failed to be answered when the returns have come back in to those questions. We will come back to some of these questions on notice later. I might return firstly to this question that we asked on notice: What are the allocations in each financial year for some of these key projects, for example, the Sydney Gateway project?

ROB SHARP: I'll pass to Ms Drover to talk to the specific projects that you want. If we don't have the data here, we'll ask the teams to get it straight through and present it today.

CAMILLA DROVER: I have a comprehensive list of projects. I just need to go through them.

The Hon. JOHN GRAHAM: I might just indicate that I'm referring to supplementary question 087 of the Ward estimates. This was where we started, right at the start.

CAMILLA DROVER: I might say that we're obviously happy to provide this information. If there are a range of projects, perhaps we can take it on notice and give you that comprehensive—

The Hon. JOHN GRAHAM: I'm not happy, Ms Drover, for this to be taken on notice. I think that's the point here. I asked exactly this question, the most basic question: How much will be spent in each of the four years? The answer that came back was "This information is in the budget." It's not in the budget. It has been in the budget in some previous iterations, but the only information contained in the budget is the expenditure in this financial year and the expenditure over the four financial years rolled up. We're asking this simple question: How much will be spent in each financial year? There really isn't a more simple question.

CAMILLA DROVER: I don't have every year but I can tell you that the project is on time and budget so the expenditure will largely be completed by the end of 2024, when that project is due to achieve completion.

The Hon. JOHN GRAHAM: Just so I'm clear, are you saying you don't have that information to hand and available right at this second? I might understand that.

CAMILLA DROVER: I don't have it right in front of me at this second, but I'm sure I can find it by this afternoon's break.

The Hon. JOHN GRAHAM: So you will be able to supply it in this session.

CAMILLA DROVER: I am very happy to supply it.

The Hon. JOHN GRAHAM: Perhaps I might direct you to SQ087 of the Ward estimates, if we are able to visit that information specifically.

CAMILLA DROVER: Yes.

ROB SHARP: We will return with that, Mr Graham.

**ANSWER**

I am advised:

I refer to the response provided by Ms Drover in the hearing.

**QoN02**

The Hon. JOHN GRAHAM: Yes. What are the make and model of the 47 vehicles?  
TARA McCARTHY: I understand the vast majority of them are Nissan X-TRAILS.  
The Hon. JOHN GRAHAM: Have you got a particular model or year?  
TARA McCARTHY: I could take that on notice.

**ANSWER**

I am advised:

Of the 47 Nissan X-TRAILS, 38 are 2021 models and nine are 2022 models.

**QoN03**

The Hon. JOHN GRAHAM: So you're guaranteeing it won't be higher than \$91 million plus \$77 million. But, hopefully, it will be less. What could be the cost of replacing those 47 vehicles if the worst-case scenario unfolded?  
TARA McCARTHY: I don't have a figure on that. I understand some of the vendors lease the vehicles, so I would have to look at what their breakdown is and how they procure the vehicles.

**ANSWER**

I am advised:

Transport for NSW has recently begun contract negotiation with the two contactors, Redflex and Acuscensus, to implement the policy change. These negotiations are ongoing and commercial-in-confidence.

**QoN04**

The CHAIR: For those construction leases over both of those and the 1.5 and the 2.7, who is the lease with? Sorry, excuse my ignorance.  
CAMILLA DROVER: The land at that site is owned by the Crown. The care and management manager of those lands is North Sydney Council and then there is a sublease to the Cammeray golf course to operate the golf course.  
The CHAIR: Just from a procedural perspective, then, when those leases were exercised or when they were implemented, was it with consultation with council?  
CAMILLA DROVER: Absolutely, and we've been liaising with all the affected stakeholders, including the golf course and North Sydney I think since 2020. Under the just terms Act we need to pay compensation to the leaseholder as well as ultimate landowners.  
The CHAIR: So how much compensation is that golf course getting then under those three? Because there's the other 7½ hectares as well, I understand, of Crown land. For the entire plot, how much is the golf course getting in compensation?

CAMILLA DROVER: I might have to take the exact amount on notice. Unless I can just check with my colleague Mr Slater.  
MARK SLATER: I don't know.  
CAMILLA DROVER: We'll take that on notice.

**ANSWER**

I am advised:

I refer to the response provided by Ms Drover in the hearing.

**QoN05**

The Hon. MARK BANASIAK: Out of the \$65 million that has been spent on the project, how much of that is going to generate ongoing employment? Obviously, there's going to be some short-term employment in terms of construction. How much of it is going to generate ongoing employment?

HOWARD COLLINS: Again we'll—

The Hon. MARK BANASIAK: Do we have any figures in terms of job numbers?

HOWARD COLLINS: I don't have those figures to hand. I certainly think investing in such infrastructure will lead, we believe, to—as you say, the construction alone does generate significant employment for local and national suppliers of materials. It also gives great benefits for all sorts of other people in that area. But I can only speak personally from the south side. I have visited La Perouse occasionally. It's a great place. But I would say we're already seeing in that area more cafes, more business, more employment.

The Hon. MARK BANASIAK: Do we have a projected figure anywhere in terms of the ongoing jobs?

HOWARD COLLINS: If there is one, I'll try and find it and make sure I find it by today so we don't take anything on notice, but I haven't got it to hand now.

**ANSWER**

I am advised:

The Kamay Ferry Wharves Project are expected to provide cultural and economic opportunities for the local Aboriginal and wider community.

Transport for NSW estimates suggest that in the first year after construction of the wharves, five full-time jobs will be created and seven in the second year after construction. For a year with major maintenance, the project will generate an additional seven full-time jobs.

The Kamay wharves are expected to create more than 100 jobs over the period of construction.

**QoN06**

The Hon. JOHN GRAHAM: Obviously we have been through a range of policy changes. First, the warning signs were removed; then 1,000 general warnings signs had been established; then signs were put on the roofs of these cars; a survey about what the public thought about these mobile speed cameras was in

the field and then cancelled; and then the warning signs have been reintroduced. What is the total cost of all those changes?

TARA McCARTHY: I can't tell you the cost of the reintroduction of the signs, as I said. It depends on which option is settled on. I previously advised that it cost \$2.6 million to install the roof-top signs. I don't have a cost for the 1,000 fixed signs. I will have to take that on notice.

## **ANSWER**

I am advised:

The final cost for the installation of the static signs is yet to be determined.

## **QoN07**

The Hon. JOHN GRAHAM: They're from the answers on notice. I appreciated the breakdown you gave us. I will return to two of those questions. The first is the cost of 1,000 fixed signs. There was an answer on notice, but it was not really satisfactory. It was saying, "We're still rolling this out. We haven't finalised this totally so we can't tell you any of the cost details." I don't accept that. You must be able to tell us something about the cost of 1,000 general warning signs that have been rolled out across the State.

TARA McCARTHY: Yes. As I said, I would have to take that on notice.

The Hon. JOHN GRAHAM: In these circumstances I am not happy for that to be taken on notice, given the problems we are having. As I said to the secretary, I am not sure if that's an agency issue or the Minister's office is, frankly, interfering in the answers that are coming, but I am not happy to leave that on notice.

TARA McCARTHY: The signs are being rolled out by the regions. It is more an operational matter for Greater Sydney and regional and outer metropolitan areas so I don't know what the number is and I would have to find out.

## **ANSWER**

I am advised:

I refer to the response to Question on Notice 6.

## **QoN08**

The Hon. JOHN GRAHAM: We might come back to that, Ms Drover, because there will be some other questions around that. I press this question though, Secretary: Of these 897 signs that have been put up, the 1,000 that should be put up, how much do they cost?

ROB SHARP: The team here doesn't have it. We will come back to the Committee on this one.

The Hon. JOHN GRAHAM: Ms McCarthy said it is not her team's responsibility. Who is in charge of these 1,000 signs?

TARA McCARTHY: The signs are being rolled out by Greater Sydney and regional outer metropolitan areas. They are determining the location of those signs, Obviously the cost depends on where they are put and so on. It is not a number that I have any knowledge of.

The Hon. JOHN GRAHAM: I totally understand.  
ROB SHARP: It will be a procurement contract. We will track down the details of that.  
The Hon. JOHN GRAHAM: And you will come back with that today?  
ROB SHARP: We will come back straightaway.

#### **ANSWER**

I am advised:

I refer to the response to Question on Notice 6.

#### **QoN09**

The Hon. MARK BANASIAK: Thanks, Chair. Sticking with you, Mr Collins, on the same topic we were looking at before, can we go to the fact that the wharf and the La Perouse end has changed in size three times: first it was 100 metres, then it was 180 metres, now it's 230—that was from the determination and assessment report. Can you confirm that that is the full length, or does that not include the 80-metre dogleg on the end of the wharf, or parts of the wharf that are actually on land?

HOWARD COLLINS: Let me just double-check, re-examine and make sure I'm absolutely clear on my facts and I'll get my team to give me that information today so that you get the information. As you say, generally—obviously, after review and detailed design following outline design, things do change and that was one of the changes we identified to ensure that the wharf can operate and also is safe to operate under those conditions.

The Hon. MARK BANASIAK: Okay. So the changes were due to safety, or capacity?

HOWARD COLLINS: I'll find out the detail. I'm sure they're a combination of those capacity improvements feedback from the initial design. You're pretty expert in this area in terms of depth of tides and everything else which goes with wharf design, but we used a very referral-ed company and certainly used our expert advice within Maritime to ensure that we ended up with the appropriate design. But I'll double-check this for you, Mr Banasiak, and make sure you've got the information.

#### **ANSWER**

I am advised:

The Kurnell Wharf will extend about 230 metres from the shoreline and the La Perouse Wharf will extend about 180 metres from the shoreline. As the La Perouse berth is at an angle to the jetty, the total wharf would extend about 100 metres perpendicular to the shoreline.

A description of the proposal is contained within Chapter 5 of the Environmental Impact Statement which is available on the NSW Planning Portal.

## QoN10

The Hon. MARK BANASIAK: Can we go back a bit? You said that it would support—what did you say—28 metres?

HOWARD COLLINS: I said 24 metres, maximum.

The Hon. MARK BANASIAK: According to the assessment, it's actually 40 metres. Can you go and clarify whether it's 24 or 40? That's obviously a big difference.

HOWARD COLLINS: I will. The information I read in my briefing notes said, "Supporting up to 24-metre vessels," but I will double-check that. Obviously there are a number of berths, but the plan was to ensure that we kept those vessels to that size. I will double-check that just in case there is some other information that you have that I haven't.

## ANSWER

I am advised:

The wharves have been designed to cater for ferry vessels up to 40 metres in length and a draft of two metres. However, it is anticipated that the ferry service would typically use vessels between 15 and 24 metres in length.

Commercial and recreational vessels up to 20 metres in length will also be able to berth at the new wharves.

## QoN11

The Hon. MARK BANASIAK: We've spoken about the rise in price of this project before, Mr Collins, and you attributed it to the rising of steel prices and conditions of approval. But, let's boil it down here, we're talking about a 390 per cent increase from the original costing. I think I put some questions to Mr Draper previously about the cost-benefit ratio. What was the cost-benefit ratio when this project was costing us \$18 million, and what is it now that it is costing us \$65 million? Given this 390 per cent increase in prices, why wasn't this revisited in terms of its viability? In my view, it probably shouldn't have got past Infrastructure Australia in terms of the Gateway project, given its blowout.

HOWARD COLLINS: I will get back to you if I have any more details of the cost-benefit ratio. I think the life of this project—

The Hon. MARK BANASIAK: Does Mr Draper have any advice?

HOWARD COLLINS: If I just finish this bit, and then if Mr Draper wants to answer further questions—

The Hon. MARK BANASIAK: Yes, sure.

HOWARD COLLINS: I think the life of this project, there have been times when people have been considering whether it should go forward or not. Obviously, the scope has changed significantly, the design, certainly material costs. But at the end of the day, Government decision was to progress this project, and we obviously facilitate that decision. I don't know whether Mr Draper would like to add any further comments.

SIMON DRAPER: No.

HOWARD COLLINS: But it is important recognising that we now have the funding, and work will start very soon.

The Hon. MARK BANASIAK: Perhaps by this afternoon, could you tell me what the cost-benefit ratio was and what it may be now?

HOWARD COLLINS: I will do my best to understand what those figures are and what is available.

**ANSWER**

I am advised:

The benefit cost ratio for the Kamay Wharves is Cabinet-in-Confidence.

**QoN12**

ROB SHARP: Mr Graham, we've also got the Gateway numbers.

CAMILLA DROVER: The Gateway is \$1.4 billion over the next three years. The budget for this year, 2022-23, is \$680.5 million.

The Hon. JOHN GRAHAM: We're falling into the same problem, though, Ms Drover. I'm happy for you to go back. We're asking for the rollout over the forward estimates. For example, what's the amount allocated for the next financial year?

CAMILLA DROVER: We can take that away and get that.

The Hon. JOHN GRAHAM: That's exactly the issue we're having. Our expectation is that of course the agency should be able to say in each financial year what the allocation is. That's what we're hoping for.

CAMILLA DROVER: Just noting, though, obviously with a project that goes over multiple years it's more appropriate sometimes for a three-year budget, given that between one year and the other sometimes amounts move between those years. It will depend on the—

The Hon. JOHN GRAHAM: Yes, it's a point in time, but it's a point in time that has to be established for the budget, and it's reasonable for the public to know. That's our contention. If you're saying you're happy to provide it, I think we're comfortable.

CAMILLA DROVER: Yes, we're happy to provide it. We just haven't carried that round.

**ANSWER**

I am advised:

I refer to the response to Question on Notice 1.

**QoN13**

The Hon. DANIEL MOOKHEY: This might be to you, Ms Mares, or to the CEO of Infrastructure NSW—whoever sees fit to answer it. Infrastructure NSW assured a final business case for western Sydney rapid buses in February 2022, correct?

TRUDI MARES: I'd have to check that date.

**ANSWER**

I am advised:

The Final Business Case for the Western Sydney Rapid Bus Program underwent the Infrastructure NSW Assurance Review in February 2022.

#### QoN14

TRUDI MARES: We had made two previous budget submissions to the Federal budget for Western Sydney Rapid Bus.

The Hon. DANIEL MOOKHEY: When?

TRUDI MARES: I can get you the exact dates. I'll bring those back to you.

#### ANSWER

I am advised:

Transport for NSW submitted a budget bid to the Federal Government for the Western Sydney Rapid Bus Program for the 2021/22 mid-year budget in December 2021, and for the 2022/23 Federal Budget in March 2022.

#### QoN15

The Hon. DANIEL MOOKHEY: Sorry, Mr Collins, I'm directing these conversations to the secretary at first instance. I'm asking specifically about a report, not updates or information. I'm asking about a report. Secretary, did you provide the Minister the report?

ROB SHARP: An interim report, because clearly the cause was not still not known. The Minister also directed Transport to engage an independent assessor, which was around that time as well.

The Hon. DANIEL MOOKHEY: When did you provide the interim report?

ROB SHARP: I'd have to take on notice when the team met with the Minister to provide an interim update—

The Hon. DANIEL MOOKHEY: Was the interim report written?

HOWARD COLLINS: Mr Mookhey, thank you. I know you're enthusiastic, and I appreciate your—

The Hon. DANIEL MOOKHEY: Mr Collins, I'm sorry, but I'm asking these questions through the secretary. It is my prerogative. Secretary, the question was is this interim report in writing?

ROB SHARP: I would have to take on notice the nature of the report. What I will say is the Minister has been kept fully briefed along this the whole way through. It has been moving because the aspiration was to understand the root cause much more quickly than has occurred. We're all aware that the vessels are still not in service yet.

The Hon. DANIEL MOOKHEY: Sorry, Mr Secretary, I appreciate that. Of course I would expect the Minister to be constantly engaged, and there is no suggestion that the Minister is not.

ROB SHARP: But if you're after the specifics on the report, I'd have to ask the team what the nature of that—

The Hon. DANIEL MOOKHEY: It's a major safety incident in which one of the ferries drifted near a cruise ship. The Minister responded by ordering a report. You're honestly telling me here that you don't have any recall as to whether or not an interim report that you gave less than a month ago was in writing?

ROB SHARP: I'll refer to the team and the nature of the actual report. But just to clarify, at no time was the ferry adrift in front of a cruise ship. I know the media ran that story but it is factually incorrect. There were fallback positions—

The Hon. DANIEL MOOKHEY: Hence the need for a report to clarify this. But who knows whether or not this interim report was written?



HOWARD COLLINS: I think the secretary has asked me to answer this question, Mr Mookhey, if you're happy for me to—

The Hon. DANIEL MOOKHEY: If you can actually answer the question, which is very specific. Was the interim report in writing?

HOWARD COLLINS: I believe a report was provided in writing. Let me find out the details of that interim report. I will assure you, Mr Mookhey, that if that is available today, I will furnish you with the information of when it was provided. But it was a constant communication between the Minister's office and ourselves as to the progress, along with communication with AMSA, OTSI and the relevant parties.

#### **ANSWER**

I am advised:

A verbal briefing was provided to the office of the Minister for Transport. A written report was not provided.

#### **QoN16**

The CHAIR: What's the forecast increase in traffic across the Anzac Bridge once the Western Harbour Tunnel is opened?

CAMILLA DROVER: I don't have that with me today. I could take that on notice. But the implementation of the Western Harbour Tunnel does take a lot of that traffic that wants to go north. Instead of going across the Anzac Bridge and via the Western Distributor and the Sydney Harbour Bridge, it can now stay underground and go straight across with the Western Harbour Tunnel.

#### **ANSWER**

I am advised:

The Western Harbour Tunnel and Warringah Freeway Upgrade Environmental Impact Statement presents forecast traffic volumes for the ANZAC Bridge for a variety of future network scenarios.

Under all scenarios modelled in the Environmental Impact Statement, delivery of the Western Harbour Tunnel and Warringah Freeway Upgrade leads to reduced traffic volumes on the ANZAC Bridge.

#### **QoN17**

The CHAIR: Could I ask about the trial being run in Newcastle? I understand that cameras were put on some of the Keolis Downer buses, for instance. Were passengers made aware of those cameras? Was the data shared with the private entity or were measures taken to make sure that was in government hands?

JOOST de KOCK: I'm not completely familiar with the pilot you're talking to but typically we make sure that all the privacy concerns are taken into account. Also, sometimes artificial intelligence that is used, for example in some of the junctions, we actually use the technology to make the decisions, and actually none of the information—some of the information is not stored but only so many outputs are transmitted back. In many cases we don't need to keep the information. It can

actually be processed locally and actually some of the outcomes are only transmitted.

The CHAIR: I'm sure you know one of the key privacy principles is that people are informed, and people know when they are being monitored. Perhaps you need to come back on notice, but I'd be very curious to know, for example, with that trial in Newcastle, whether passengers were made aware that they were under CCTV during that time. Can you come back on notice with that?

JOOST de KOCK: Happy to come back on notice on that.

## **ANSWER**

I am advised:

Commencing in January 2021, Transport for NSW conducted a trial in conjunction with Keolis Downer Hunter and Cisco Systems Australia in Newcastle. A combination of cameras and routers were installed across two buses and two ferries.

The trial was designed to develop further understanding of the demand and supply on the road, ferry and bus network and provide data on when transport infrastructure is placed under stress and predict when services are likely to breakdown as well as the behaviours of road, traffic and public transport network users.

A Privacy Impact Assessment was completed prior to the commencement of the trial, with all recommendations of the Assessment implemented. These recommendations included publishing information on the Transport for NSW website, ensuring signage was available to notify ferry users the vessel is under camera surveillance, and positioning cameras to capture the minimum amount of personal information.

The footage is processed by an Artificial Intelligence application and subsequently converted into numerical data. Only de-identified data was captured in order to explore the capability and constraints of using Artificial Intelligence and WiFi technologies.

## **QoN18**

HOWARD COLLINS: Contracts have been ordered for the majority of this work. There may well be minor other connections with this work, I don't know whether it is—I can again check in detail whether there is just one contract, but I dare say there are other parts to the full project, which probably involve other awards which may not have taken place or are different. Let me double-check with you and give you an indication. The main construction work, as you say, Mr Banasiak, has been awarded to this contractor and they are ready to start construction very soon. We have a program of works for that.

The Hon. MARK BANASIAK: If you could get back to me before the end of the day around that second tender process. I tabled a document during Mr Stokes estimates around a tender that was put up on the global tender website. The answer came back and assured me that it was also on the tender New South Wales website, but no actual detail as to what that tender was for.

HOWARD COLLINS: Okay, let's try to clarify that.

The Hon. MARK BANASIAK: If we can find out what that separate tender was, that would be great. I guess the date of approval has been a bit of a contentious issue. I have asked various Ministers, all 14 of the transport Ministers and the fisheries Minister, when was the exact date that the approval occurred. Can you give us a clear-cut date as to when the approval was actually done, because there seems a bit of a gap of two weeks.

HOWARD COLLINS: Yes. I can remember you asking this question last time and I remember going to the documentation of—Minister Roberts I think was the final approver. Memory fades at my age, but I think it was at the end of July maybe. I will find out and confirm the date, because that was something I was particularly interested to understand the date of approval. I think the 29th but let me double-check that and make sure if there are any concerns about gaps between certain activities. But as soon as we had approval from Minister Roberts, then the team did believe that they were ready to award contracts and went ahead and did so.

The Hon. MARK BANASIAK: Can we go to one of the conditions of approval, E13, that talks about having a year of reassessment on marine biodiversity? I think we have established that means that the project will not be able to start until 2023. Can I try to narrow that date down a little bit more. Is that July 2023, based on when it was approved by Planning? Or is it November when it finally gets the Federal tick of approval?

HOWARD COLLINS: That detail, I can't answer now but I will ask my team the details of when they believe that they have that period to start work. There certainly are completion dates which have been publicly announced. If, again, I get further information during the lunchbreak regarding the details you have asked, I certainly will supply it for you, Mr Banasiak.

The Hon. MARK BANASIAK: That would be great. There has been public commentary by people who are obviously supportive of the project that the environmental concerns, particularly around *Posidonia australis*, will be dealt with because, as part of this project, there are going to be millions of dollars put towards environmental protections. Can you confirm that that is the case, and how much money is actually being put to this environmental protection?

HOWARD COLLINS: You're more of an expert than I am in terms of seagrass or alternative names for it. I know that a significant amount of work has been done regarding finding alternative locations, providing marine habitat growth and increase in the alternative locations. Again, I'm not the expert in this area, but I think we really did understand people's concerns that any construction site will disturb or may disturb certain areas, and we looked for experts in the field to ensure that when seagrass is replanted, it survives and has a good opportunity to grow even further. I know my team are very supportive of making sure that's the case.

The Hon. MARK BANASIAK: I'm just chasing the dollar—

HOWARD COLLINS: In terms of value, which you asked, if I have that information, I will—but part of the overall project was to ensure that we found alternative locations, as we often do, for environmental impacts.

## **ANSWER**

I am advised:

The NSW Minister for Planning approved the Kamay Wharves project on 21 July 2022 as State Significant Infrastructure under Division 5.2 of the *Environment Planning and Assessment Act (1979)*.

NSW Government Transport tenders are published on the eTender website. Information regarding the construction contract for the Kamay Ferry Wharves contract is available via eTender, including the Contract Award Notice. The Kamay Ferry Wharves contract was awarded to McConnell Dowell Pty Ltd on 29 July 2022 following a competitive tender process.

In line with condition of approval E13, the additional winter survey was completed in August 2022 and the additional summer survey is scheduled for completion in December 2022. Construction of the wharves is scheduled to commence during the first half of 2023.

Minimising the impact to seagrass and marine habitat is a key focus, particularly *Posidonia australis*, which is a threatened species and provides important habitat for marine life in the bay. Construction activities and shading from the wharf will have some impact on seagrass and to minimise and offset these impacts, Transport for NSW will implement a Construction Environmental Management Plan and a Marine Biodiversity Offset Strategy.

Environmental protection and compliance with the Conditions of Approval will be accommodated within the existing budget allocation for this project.

#### **QoN19**

The Hon. JOHN GRAHAM: Secretary, we might deal with a couple of follow-ups to issues that have been raised and then return to regional taxi plate owners. Firstly, on the gantries issues that the Chair was asking about, can I simply ask, perhaps to Ms Drover, what was the cost of the original gantry proposal?

CAMILLA DROVER: I just need to reiterate that we're still at the environmental review stage.

The Hon. JOHN GRAHAM: Yes, understood.

CAMILLA DROVER: So I don't have that cost at hand, but it will be a function of what the actual final solution is. We may not have a definitive cost at this stage, but I'm happy to take that away and see what information we can get back.

The Hon. JOHN GRAHAM: Yes, I think it's reasonable to take on notice if there is some indicative cost about that; I understand it wouldn't have been the final cost.

CAMILLA DROVER: Yes, and noting that the REF covers the physical changes to the infrastructure, like the on-ramp and the intersection upgrades as well as those three additional gantries.

The Hon. JOHN GRAHAM: Yes, and I'm asking specifically just about the gantry solution.

CAMILLA DROVER: We'll take that away and see what we can bring back.

**ANSWER**

I am advised:

The estimated cost for the proposed three gantries was \$8 million.

This figure includes the cost of the equipment and cabling required to power, the project contingency, and communications infrastructure for the gantries.

**QoN20**

The Hon. JOHN GRAHAM: When was the department told that that part of the plan, the gantries, would be scrapped?

CAMILLA DROVER: I'd have to take on notice exactly when. I found out about it when it was in the public domain.

**ANSWER**

I am advised:

Transport for NSW was first made aware on 12 October 2022.

**QoN21**

The Hon. DANIEL MOOKHEY: On that, I think we confirmed that Minister Ward was told, correct?

CAMILLA DROVER: Minister Ward's office was briefed, as she would be normally briefed, on the review of environmental factors proposals before we put them on consultation.

The Hon. DANIEL MOOKHEY: When was that?

CAMILLA DROVER: I would have to take on notice the exact day or date of that. It would have been prior to the consultation commencing, which was, I think, at the end of September.

**ANSWER**

I am advised:

The Office of Minister Ward was briefed on the proposal to display the Review of Environmental Factors for the Western Distributor Road Network Improvements during August and September 2022.

**QoN22**

The Hon. JOHN GRAHAM: I might turn to the Cammeray issues. The trees issue has been very controversial and has certainly created a lot of community concern. That's my experience as a shadow Minister. Have you received, as an agency, Secretary Sharp, representations from the member for Willoughby on this matter?

ROB SHARP: I haven't received any directly, but I'd have to take on notice whether there's feedback that's come through other channels.

The Hon. JOHN GRAHAM: So you're unaware of any, but you'll take on notice whether the agency overall has received any.

ROB SHARP: Correct.

The Hon. JOHN GRAHAM: And the number of those representations, if possible.  
ROB SHARP: Noted.

**ANSWER**

I am advised:

I refer to the response provided by Mr Sharp in the hearing.

**QoN23**

The Hon. DANIEL MOOKHEY: Can you table—I'm not going to give it the term "report"—whatever document that was prepared but not handed to the Minister's office? Can you table that?

HOWARD COLLINS: I don't believe I can at this stage. I'll take advice. Obviously, this is connected with the commercial arrangements we have with Transdev. As you know, OTSI and a number of other independent reviewers are involved in a number of assessments of this particular class of ferry. That probably will become publicly available—

The Hon. DANIEL MOOKHEY: We might come back to this, Mr Collins.

**ANSWER**

I am advised:

I refer to the response to Question on Notice 15.

**QoN24**

The Hon. JOHN GRAHAM: Mr de Kock, this has been the subject of extensive interaction in the Parliament. To give you some context, regional taxidriviers are totally confused about what the formula is. Perhaps if I could direct you back to the specific question—where sales data is not used to determine compensation, what are the other factors?

JOOST de KOCK: The way it was done was it looked at the median sale price of each operating area in the period between 2010 and 2015. If there was a very low number of sales, then actually we looked to further in history. If there was no data at all, then we actually looked at sales in operating areas that were very similar. The characteristics included the location, the total population, the number of people per taxi licence. Then we used that as a proxy to allocate the region. So it was three different methodologies used to determine it.

The Hon. JOHN GRAHAM: Did factors such as access to an airport rank and hail area come in as a factor to determine compensation?

JOOST de KOCK: Not according to my notes that I have here.

The Hon. JOHN GRAHAM: How many zones in the regions had, as you described it, a low number of sales or no data?

JOOST de KOCK: I don't have that detail here at my fingertips. I will have to take it on notice.

The Hon. JOHN GRAHAM: How many zones were there in general?

JOOST de KOCK: In total there are four regional zones.

The Hon. JOHN GRAHAM: There are four regions. How many zones within each region?

JOOST de KOCK: Again, that is available on our website, which lists all of the zones and all of the individual—

The Hon. JOHN GRAHAM: Yes, I have had a look at that. I am asking how many there were in total.

JOOST de KOCK: I can't remember. I don't have the total number at my fingertips but, as I say, that is freely available on our website.

The Hon. JOHN GRAHAM: So low data or no data—you can't tell us the exact number. Perhaps if you can come back on that in the session.

JOOST de KOCK: I will take it on notice.

The Hon. JOHN GRAHAM: Give us some sense, though. You were, as the secretary said, intimately involved in this. Was it a large proportion or a small proportion of the—

JOOST de KOCK: I will take that on notice and, as I say, the data of the taxi—

The Hon. JOHN GRAHAM: Mr de Kock, I don't think that's reasonable. In assessing this, did we have sales data in most of these or none of these? Give us some clues.

JOOST de KOCK: I will take that on notice. I don't have the precise numbers.

## **ANSWER**

I am advised:

I refer to the response provided by Mr de Kock in the hearing.

## **QoN25**

The Hon. DANIEL MOOKHEY: So, again, it's not that difficult a question. We have been told by many of these taxi owners that there wasn't any comparable sales data around which you could base their benchmark. Can you give us any reassurance about the number of zones that may well fall into that category?

JOOST de KOCK: As I say, I will take on notice what those exact numbers are.

The Hon. JOHN GRAHAM: So for these taxidriviers who are saying that maybe there hasn't been a sale since the 1990s, you can't tell us whether that's common or not as you are making this assessment—as this algorithm is rolling out?

JOOST de KOCK: As I say, I will have to take the exact numbers on notice.

The Hon. JOHN GRAHAM: I don't want the exact numbers. I'm simply now asking is that a common experience, where there might not have been a sale since the nineties?

JOOST de KOCK: There is quite a diverse—

The Hon. JOHN GRAHAM: How often was that applying?

JOOST de KOCK: In some areas there will be multiple sales and in some areas, as you said, there will be no sales. I will have to take on notice what the distribution of that is.

## **ANSWER**

I am advised:

I refer to the response to Question on Notice 24.

## **QoN26**

The Hon. JOHN GRAHAM: Can I turn to either the secretary or Mr de Kock on a specific example? There have been a number of specific questions which have really led to some of these concerns. One of those is on the North Coast of the State, where taxi plate owners in Ballina and Tweed might get \$130,000 in compensation, but a taxi plate owner in Byron Bay would get \$25,000 in compensation. Looking at the specifics of that region, what is the commonsense description for why that varies so much?

JOOST de KOCK: I can't talk to the specifics of the region but I can say that sometimes there are occasions when you have two different operating areas that are right next to each other. When you look at the sales data between 2010 and 2015, although they are geographically very close together, the actual prices of the plates were substantially different and therefore they fall into different categories.

The Hon. JOHN GRAHAM: What can you tell us about the sales data between 2010 and 2015 in the regions of Ballina, Tweed and Byron Bay?

JOOST de KOCK: As I say, I don't have that data at my fingertips and also the other thing I just have to be careful with is that in certain areas where the number of sales are very small then actually these become individual—

The Hon. JOHN GRAHAM: Were sales small in either of the areas of Ballina, Tweed or Byron Bay and you had to estimate?

JOOST de KOCK: I don't have that data at my fingertips. I would have to check for that; and also we have to be careful that we don't divulge individual information if the number of sales are small.

The Hon. JOHN GRAHAM: These are commonsense questions being asked by taxidrivers.

The CHAIR: Order!

The Hon. JOHN GRAHAM: Who can tell us, if the agency can't?

The Hon. SHAYNE MALLARD: You've asked that question about eight times.

JOOST de KOCK: As I said, I can take that on notice and if I can provide that information—because you can't have too much granularity to protect individuals.

## **ANSWER**

I am advised:

I refer to the response to Question on Notice 24.

## **QoN27**

The Hon. MARK BANASIAK: Who supports these reforms going forward? I haven't met one industry representative or group that says they support this reform going forward. They might support getting compensation—you call it "assistance"—but I have met no one who supports the deregulation component.

JOOST de KOCK: I think the team has received enough feedback that there are good points to this deregulation because it gives the taxi operators more freedom, for example, to put taxis on in peak demand periods and so forth.

The Hon. MARK BANASIAK: On notice, can you provide the feedback you've received, and where it's from, which supports this deregulation? That would be great. In terms of the compensation, you tried to explain the formula for how that was worked out. But is it not the case that stamp duty was collected on these licences as they are a property and, therefore, it is very easy for the department to work out what was paid for these licences?



JOOST de KOCK: We do have records of what has been paid for those. Having said that, some of the transactions go back a long way. So we do not have a complete and accurate dataset of all the information, especially if you go to the historical—

**ANSWER**

I am advised:

Comprehensive consultation was undertaken as part of the Independent Review of Point to Point Transport. The Review considered a diverse range of views in recommending that all restrictions on the supply of taxi licences be removed. The Independent Review report, including feedback from the consultation process, is available on the Transport for NSW website.

**QoN28**

The CHAIR: Mr Wing, I understand you monitor or keep a record of how many transfers of taxi licences are occurring. What was the trend leading up to that date and what have you seen since that date?

ANTHONY WING: We do keep and we publish data about taxi transfer, and of course there is actually a taxi licence transfer levy. The number of transfers was slowing around that period because people were expecting an announcement from the Government. We haven't seen large numbers of transfers since that date. I would have to check how many exactly we have seen.

**ANSWER**

I am advised:

I refer to the response provided by Mr Wing in the hearing.

**QoN029**

The Hon. JOHN GRAHAM: Can I just ask you about how much is in the budget at the moment?

The Hon. DANIEL MOOKHEY: In each of the years of the forward estimates.

PETER REGAN: I believe, for Metro West, it's about \$12 billion. Could I come back and confirm that to you this afternoon?

The Hon. DANIEL MOOKHEY: You could.

The Hon. JOHN GRAHAM: Yes. I'm in my colleague's hands on this, but can you break up the allocation year by year?

PETER REGAN: Yes. Let me come back on that.

The Hon. DANIEL MOOKHEY: When you say it is in the forward estimates, are you referring to Budget Paper No. 3, in the Sydney Metro entry?

PETER REGAN: Yes, I believe so. I will come back to you with the breakdown.

There is \$26 billion across the three Sydney Metro projects in the coming four years. There is an allocation for City & Southwest, the Western Sydney Airport line and Metro West.

The Hon. DANIEL MOOKHEY: Yes.

PETER REGAN: But I will find that for you if it's not apparent.

The Hon. DANIEL MOOKHEY: Yes, that would be helpful. You're a PNFC, aren't you, Sydney Metro?

PETER REGAN: No, government agency.

The Hon. DANIEL MOOKHEY: Yes, but you're a public non-financial corporation that's a government agency.

PETER REGAN: No, we're not. We're a government agency.

The Hon. DANIEL MOOKHEY: Okay. Again, I'm trying to see where your things are. You'll come back to us this afternoon?

PETER REGAN: I'll come back. I don't have the paper in front of me, but I'll get the answer for you.

The Hon. JOHN GRAHAM: Could you do that in relation to each of the three lines?

The Hon. DANIEL MOOKHEY: In each of the years.

PETER REGAN: Yes, I think I can do that.

## **ANSWER**

I am advised:

I refer to the response provided by Mr Regan in the hearing.

## **QoN30**

The CHAIR: In terms of the forecast traffic then going that way, you must have some sort of modelling in place already for when WestConnex completes and for when the Western Harbour Tunnel comes into place. What is the projected increase in traffic at that point on Anzac Bridge?

CAMILLA DROVER: I don't have that information with me today, but obviously there would have been modelling done as part of the EIS and that would have been displayed as part of the EIS for the Western Harbour Tunnel and the Warringah Freeway projects.

The CHAIR: I understand that they were saying that there was about, if I recall correctly, an extra—I don't remember now, I thought it was an extra one million kilometres driven every day—that was in the EIS—as a result of the Western Harbour Tunnel project. Does that sound right?

CAMILLA DROVER: I am happy to take that on notice and see what information we can bring back.

## **ANSWER**

I am advised:

In all modelled scenarios proposed in the Western Harbour Tunnel and Warringah Freeway Upgrade Environmental Impact Statement, the delivery of the Western Harbour Tunnel reduces total traffic volume on ANZAC Bridge.

## **QoN31**

The CHAIR: Good. Completely different question then. We talked before about the appointment of SEC Newgate for services by TAHE and that that relationship ended. When did that contract wind up? Do you have the date?

BENEDICTE COLIN: I don't think I said specifically that that contract ended. I said that, if my recollection is correct, the use of Newgate had significantly decreased

since we had hired two permanent staff to help us with our communication. From time to time, like any corporate organisation, we retain the opportunity to discuss strategy communication positioning and that might happen from time to time with Newgate.

The CHAIR: Can you tell us the names of the prominent staff you are referring to there?

BENEDICTE COLIN: Sorry?

The CHAIR: Can you tell us the names? You say it was replaced by two prominent staff who now take that role.

BENEDICTE COLIN: I'm not sure it is appropriate to name the two permanent staff here in budget estimates, but I would be happy to take that question on notice.

## **ANSWER**

I am advised:

Two permanent non-executive staff members have been engaged by TAHE to lead and support strategic communication and government relations for the organisation.

## **QoN032**

The Hon. MARK BANASIAK: Mr Collins, just one final question on our favourite subject matter. There's an interesting condition of consent I wanted clarification on. It's E106 where it talks about the ongoing maintenance and operation costs remaining the proponent until arrangements have been put in place to transfer the asset to a relevant authority. Given that this project originated in the National Parks and Wildlife Service, once the project is complete, is it the proposal to transfer it back to the National Parks and Wildlife Service or some other entity? What's this condition of consent talking about when it refers to a transfer of the asset to the relevant authority?

HOWARD COLLINS: Let me find that out, Mr Banasiak. Obviously it is complex, as you say, because of the different landholdings—Maritime, National Parks—so if I can clarify that and what that means within that section, I will do so.

## **ANSWER**

I am advised:

Transport for NSW will be responsible for the ongoing maintenance of the wharves as well as ensuring compliance with the Conditions of Approval, including condition E106.

### QoN033

The Hon. DANIEL MOOKHEY: So I'm asking specifically about the August and September actions. Are you seeking a declaration that those actions were illegal and then are you pursuing an industrial tort to recover damages?

MATT LONGLAND: I do need to be slightly cautious in terms of discussing the details of that case, given that it is currently before the Federal Court.

The Hon. DANIEL MOOKHEY: To be fair, the transport Minister had a press conference about this, which you were at. You were at a press conference. I accept that you were cautious in that respect and, given this is a public matter in court, I don't think it's that unreasonable for us to be asking you in estimates what you were basically asked in a press conference, which is what are we suing them for?

MATT LONGLAND: Just to be completely clear, I wasn't asked what we were suing anyone for and I didn't provide any public comment about what the details of the Federal Court action involved. You are asking me a question in budget estimates around the details of that case. I am saying to you that I do need to be cautious.

The Hon. DANIEL MOOKHEY: Have we lodged a statement of claim?

MATT LONGLAND: We have lodged an action in the Federal Court that, as I said, includes both a determination about whether that Opal gate and reader action should be considered protected or not, and also seeking pecuniary penalties and damages in relation to the future action that has been notified but not yet taken and also the previous action that occurred, as the secretary referred to, in August and September.

The Hon. DANIEL MOOKHEY: I appreciate that, Mr Longland, but given that we've now lodged an application in the court, can you at least table the application? It's a public document; it's in a court.

MATT LONGLAND: I would need to seek advice about that.

### ANSWER

I am advised:

I refer to the documents tabled during the hearing.

### QoN034

The Hon. DANIEL MOOKHEY: I am talking about the August and September actions.

MATT LONGLAND: The August and September actions related to the opening of gates. It didn't have any action related to the readers. The readers were left on continuously during that period. My understanding is that about 90 per cent of fare revenue continued to be collected, so customers continued to tap their Opal cards on and tap them off during that period. In terms of the figure over those number of weeks that the action was undertaken, I would be happy to have a look at the detail and see whether we are able to provide information.

### ANSWER

I am advised:

I refer to the response to Question on Notice 33.

**QoN035**

The Hon. DANIEL MOOKHEY: To be fair, we haven't got them under subpoena anyway, so we can't press. But I will press at least for the heads of damages that you notified we may be seeking?

MATT LONGLAND: Thank you to the Chair for your clarification. On that basis, I am comfortable, as I committed to earlier, to seek advice about what information we are able to share without prejudicing the outcomes of Federal Court action.

The Hon. DANIEL MOOKHEY: Okay.

MATT LONGLAND: Once we receive that advice, if we're able to share any information about past or projected future damages, we will specifically look at that information.

**ANSWER**

I am advised:

I refer to the response to Question on Notice 33.

**QoN036**

MATT LONGLAND: The respondent to the claim is the RTBU. In terms of the details that sit below that again, I would need to seek advice about what we could share.

The Hon. DANIEL MOOKHEY: Sorry, no. I will push on this. This is not an issue that it traverses a matter to do with the court. This is simply a question as to who precisely is the respondent to a claim you've brought. I would also just stress as well that it is our responsibility to supervise the Executive's conduct in litigation as much as it is in any other sphere. It's not an immunity from questions in Parliament. It's not that difficult a question. Is the only respondent the RTBU, or are you also seeking a joint and severable liability against other people in that union?

MATT LONGLAND: I would need to take advice about that.

**ANSWER**

I am advised:

I refer to the response to Question on Notice 33.

**QoN037**

Rail, Tram and Bus Union. If you're asking for information about whether there's others included beyond that—

The Hon. DANIEL MOOKHEY: It's on the name of the application. It's literally in the corner when you lodge an application as to who precisely are the respondents. Are there other people listed or you just do not have that recall?

The Hon. SHAYNE MALLARD: Chris Minns and yourself might be on there.

The Hon. DANIEL MOOKHEY: I might ask that.

The Hon. DANIEL MOOKHEY: Are there actual members who are non-officials who have been listed? There's no doubt that there is concern amongst these officials and their members—actual people who are your employees—that they too are being sued and are separately liable. Can you clarify whether or not you are in fact suing your workforce here?

MATT LONGLAND: As I said earlier, I'll take advice about the information that we are able to share in relation to the Federal Court action, but I did want to say something in relation to your mention about employees. This is not something that we were seeking to take forward, the Federal Court action. We wrote to the union when the action was notified. We wrote to our staff, confirming that we didn't believe that this action was protected and that we were advising both the union and the staff to not undertake this action.

**ANSWER**

I am advised:

I refer to the response to Question on Notice 33.

**QoN038**

The Hon. DANIEL MOOKHEY: No. The question is: Did you make a submission to the commission that the Government's view is that a good faith bargaining order is not necessary?

MATT LONGLAND: I would need to look at the detail of what we submitted to the commission but, absolutely, the matter was bought by the combined rail unions and both of the rail agencies are the respondents. We have contested that case, we have provided evidence and the hearing is concluded. We are seeking to demonstrate to the Fair Work Commission that we have, at all times, acted in good faith.

**ANSWER**

I am advised:

Sydney Trains and NSW Trains have always maintained that they have bargained in good faith and therefore that the Fair Work Commission is not required to make bargaining orders.

**QoN039**

The Hon. DANIEL MOOKHEY: Can you on notice provide us whether or not it's possible that you can give us the application or literally whether we have to walk down to the Federal Court and get it from there?

ROB SHARP: Yes, will do.

**ANSWER**

I am advised:

I refer to the response to Question on Notice 33.

#### **QoN40**

The Hon. JOHN GRAHAM: It's more the Hume Highway and Appin that I'm interested in.

JOOST de KOCK: So you're more interested in the Outer Sydney Orbital 2—is that right?

The Hon. JOHN GRAHAM: Yes.

JOOST de KOCK: Let me just go there. The Outer Sydney Orbital 2 is aiming to link the Illawarra with the Hume Highway and western Sydney. That's the case. We actually announced the Outer Sydney Orbital Stage 2 corridor alignments, and we announced those proposed final alignments last year. However, since announcing that, there has been further information that the proposed routes actually cut through a cultural, State Heritage listed area for a massacre. So we have worked on a revisited alignment of the Outer Sydney Orbital 2 corridor, and we are going to be sharing that together with the Department of Planning and Environment because actually this corridor is going to be really important as part of the—

The Hon. JOHN GRAHAM: When will the community be informed of a final route?

JOOST de KOCK: The proposed new corridor will be put in together with the Greater Macarthur interim structure plan. The Department of Planning and Environment will publish that later this year.

The Hon. JOHN GRAHAM: So this year the community will know that final route?

JOOST de KOCK: In the context of the broader 2040 plan. As you appreciate, the transport connections are only one part of a broader area.

The Hon. JOHN GRAHAM: Okay. But that will happen this year. Could you take on notice the same question in relation to the Outer Sydney Orbital route one?

JOOST de KOCK: Okay, I can do that. I will take it on notice. That's fine.

#### **ANSWER**

I am advised:

Transport for NSW has consulted on a recommended corridor of land for the Outer Sydney Orbital 1 for a possible future motorway and freight rail line.

As part of the broader consultation with the community, the proposed route was publicly released and the consultation period was completed on 1 June 2018. As a result of community feedback, amendments were made to the proposed corridor before being confirmed and refined in June 2018.

Transport for NSW continues to work with the Department of Planning and Environment to finalise the protection of the confirmed corridor alignment.

#### **QoN041**

The Hon. MARK BANASIAK: Mr Collins, do you have any updated information from this morning's questions on the ferry? You said you were going to try to come back to me this afternoon. If you don't, I'm happy for you to take them on notice.

HOWARD COLLINS: Yes, we can provide those on notice. I have got some information but, in view of the timescales, perhaps we will provide that for you.

The Hon. MARK BANASIAK: Yes, sure. That would be good.

## ANSWER

I am advised:

I refer to the responses to Questions on Notice 5, 9, 10,11, 18 and 32.

### QoN42

The CHAIR: You love it more. There are just a few I have questions on. There was one recently that was for strategy development for toll road pricing and relief reform. I believe it was \$386,000 to L.E.K. Consulting. Why did TAHE need strategy development for toll road pricing and relief reform?

BENEDICTE COLIN: You'd have to point me to the toll road reform, but, yes, we did engage with L.E.K. and that was following a tender. Can I just put some context in terms of why we engage with consultant and strategy firms. In the context of TAHE, we are a very small team. We've got significant pieces of work that we need to undertake, in particular in terms of continuing to build our business plan and strategy. We don't necessarily have the resources in-house, so we tend to tender very specific work in relation to building our strategy and understanding our positioning and what we can do to better unlock the opportunities and values with our assets. So we did go to market for specific pieces of work on strategy, in particular how to unlock opportunities just outside the property sector. I'm not aware of any toll road work, so that might have been just an error in terms of qualification. But, yes, we've had L.E.K. undertake some work for us.

The CHAIR: Perhaps you could have a look at that because at the moment it is showing \$383,900 to L.E.K. for "strategy development for toll road pricing and relief reform".

BENEDICTE COLIN: I believe that might have been an error, but I can confirm that we have engaged L.E.K.

The CHAIR: You can understand why I was confused.

BENEDICTE COLIN: I can certainly understand why, and I'm happy to provide some comments on that.

The CHAIR: I understand that there was half a million dollars paid to Airport Link Co., I think, for staff entering and exiting airport train station for a three-month period. What is that about? Do you know about this one?

BENEDICTE COLIN: Again, I'm surprised about this one. We do have a contract for Airport Link, but I'm surprised that it sits within the consultants. I'd have to take that question on notice if that's okay with you.

The CHAIR: It's \$497,200, and it says here that this is for "staff passes for entering and exiting the airport train station".

BENEDICTE COLIN: I'm sure that's related to our contract with Airport Link, but I'll—

The CHAIR: Okay, and if you could let me know how many staff are entering and exiting the airport train station that would require that.

BENEDICTE COLIN: Matt, would you be aware of any—

MATT LONGLAND: We would need to have a look at the specifics. It may be related to—Sydney Trains staff have access to the rail network. They can travel with a staff card, which does include the airport station. Possibly it might be a payment to compensate Airport Link for some of that travel, but, again, we're not across the detail. I'm happy to work with Ms Colin about any of the specifics.



The CHAIR: Thank you. If you could come back to me, it would be useful. It does say it is only for three months. There is also a \$3 million compensation for line closure to Airport Link Co., so perhaps it's to do with—I think there was some closure for water issues. Perhaps it's connected to that. If you could come back and explain—

HOWARD COLLINS: I do recall this. This is about airport staff using our rail services to transfer between terminals. We'll get some more detail but it was actually to ensure that we provided that service through the rail line. But we'll get some more detail between us.

## **ANSWER**

I am advised:

Airport Link Company are the private sector operators of four stations on the Airport Line, Green Square, Mascot, Sydney Domestic and International Airport Stations.

The disclosure related to staff passes is for payments to the Airport Link Company for station access fees for staff who enter or exit the Airport stations on their employee passes.

The disclosure of compensation for line closures is related to compensation paid to the Airport Link Company for revenue loss when the T8 line is closed for maintenance.

## **QoN43**

The Hon. DANIEL MOOKHEY: Okay and then separately it's been established on the public record by both the Federal and/or the State governments, the current Federal Government and/or the State governments that a letter of some form was sent by the former Minister for Western Sydney to the current Federal transport Minister. Does that accord with your recollection?

SIMON DRAPER: I believe so, yes.

The Hon. DANIEL MOOKHEY: And that letter apparently is the formal funding request according to the statements that have been made by various Ministers. I think the Premier as well alluded to it or at least cited that as a reference point for one of the times at which he made a request for Federal funding. Does that accord with your recollection?

SIMON DRAPER: There have been a number of pieces of correspondence back and forth between Ministers. If you wanted me to give you a really precise answer on that, I should take that on notice and go and check the correspondence.

## **ANSWER**

I am advised:

The Former Minister for Western Sydney wrote to the Federal Minister for Infrastructure, Transport, Regional Development and Local Government on 4 July 2022. It is understood this correspondence included a request for a co-contribution towards the capital costs of the Warragamba Dam Wall Raising project.

**QoN44**

The Hon. JOHN GRAHAM: For each of the years in the forward estimates, how much is in there for the central tunnel section?

MATT FULLER: I'd have to come back and just confirm what's there in terms of development specifically for that component. I'm not sure it's broken out in the budget paper.

The Hon. JOHN GRAHAM: I'd be comfortable with you doing that on the basis of the information you've provided.

**ANSWER**

I am advised:

The Budget allocation for Great Western Highway Program is within the Infrastructure Statement Budget Paper 3.