

# TAHE NSW

## Responses to Question on Notice and Supplementary Questions



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# Supplementary Questions

1. Can you provide a copy of the following signed and approved documents related to TAHE operating model and related commercial arrangements:
  - a. The Operating Model
  - b. The Statement of Corporate Intent
  - c. The Operating Agreement between TAHE, Transport for NSW (TfNSW), Sydney Trains and NSW Trains
  - d. The Asset Management and Assurance Framework

In response:	
1 a.	This has been taken to mean a diagram of how the operating model works. This is attached to this response.
1 b.	The Statement of Corporate Intent is currently in the process of being approved. Once the document is fully approved, it will be released.
1 c.	Please see Agreements attached.
1 d.	Please see Framework attached.

2. Often audits report risks around cybersecurity and user access management. Can you outline for the Committee the steps that have taken to mitigate the two risks, particularly the safety and asset management systems?

In response:
<p>Under TAHE's Operating Model, TAHE engages a number of Asset Custodian and delegated Asset Steward organisations such as Transport for New South Wales (TfNSW), Sydney Trains and NSW Trains to undertake end to end management and delivery of NSW transport assets on TAHE's behalf. As part of these engagements and obligations to TAHE, such organisations are responsible for designing, operating and maintaining effective Information Technology (IT) systems and controls for mitigating the underlying risks and supporting critical functions such as Safety and Asset Management. TAHE has in turn obtained assurance over the IT control effectiveness via the Internal Audit Reviews of TfNSW, Sydney Trains and NSW Trains, which cover Cyber Security Risks and User Access Control Risks of critical systems such as Safety and Asset Management systems. Summaries of audits in this nature are tabled at TAHE's Asset Safety and Environment Committee and Audit and Risk Committee Meetings.</p>

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# Question on Notice

## QUESTION: page 10

**1. Mr Justin Clancy:** This is a little bit of a segue. The Committee on Investment, Industry and Regional Development is currently looking at Inland Rail. One of the conversations there is the fact that we have got metropolitan seaports and the balance between freight and metropolitan-suburban rail. Is there, I suppose, strategically ways of better streamlining systems or improving systems to manage the demands that are both freight and also passenger transport?

**Ms COLIN:** I think, yes, certainly there is – driving economic growth in the regional areas is part of our agenda. That looks at better investing in freight and looking at the various framework and how freight integrates with the various other transport modes. If it is okay, I am happy to provide further, more detailed response to your question, which I will take on notice.

## ANSWER:

The response to the challenge of managing the balance between passenger and freight operations on a shared network, such as the Sydney rail network, requires short, medium and long-term approaches.

The approach being pursued by TfNSW is that improved governance is the appropriate short-term strategy. This is focused on getting the most from existing infrastructure and technologies. Transport cluster agencies operate under a purchaser-provider model, as required by the Transport Administration Act 1998 (s.2B(e)). Therefore, a clearer expression to Sydney Trains, through the service agreement (Rail Operations Agreement), it has with TfNSW is the key enabling instrument. TfNSW has commenced work on a Freight Level of Service (FLOS) that will form part of the Customer Service Standard required under the Rail Operations Agreement. Through the FLOS, TfNSW will provide Sydney Trains with a clearer description of its key role in meeting freight, as well as passenger, policy objectives.

Medium term approaches include:

1. Reviewing and revising the key regulatory instrument that facilitate third party access to the metropolitan network, such as the NSW Rail Access Undertaking, to ensure that they remain effective. IPART is currently reviewing the NSW Rail Access Undertaking. The ACCC is also currently reviewing the regulatory framework that applies to the ARTC's interstate network. These processes will likely result in recommendations for regulatory changes to be considered.

2. Technological enhancements to train signalling provides an additional medium-term opportunity for improving the management of freight and passenger interactions on mixed-used network. Assuming issues of interoperability are overcome, digital train control technologies should allow capacity enhancements and improved management of freight and passenger operations.

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Long-term approaches are focused on the provision of dedicated freight infrastructure in metropolitan areas. This breaks the constraint that the two tasks (passenger and freight) have on each other on a shared network. Providing dedicated freight infrastructure (such as the Southern Sydney Freight and the proposed Western Sydney Freight Line) allows both networks to be optimised for their primary tasks.