



LEGISLATIVE COUNCIL

**QUESTIONS
AND
ANSWERS**

No. 120

WEDNESDAY 23 OCTOBER 2019

(The Questions and Answers Paper published every Tuesday of each week will contain, by number and title, all unanswered questions, together with questions to which answers have been received on the previous sitting and any new questions. On subsequent days, new questions are printed, as are questions to which answers were received the previous day. Consequently the full text of any question will be printed only twice: when notice is given; and, when answered.)

Notice given on date shown

Publication of Questions	Answer to be lodged by
Q & A No. 106 (Including Question Nos 0494 to 0550)	23 October 2019
Q & A No. 107 (Including Question Nos 0551 to 0551)	24 October 2019
Q & A No. 108 (Including Question Nos 0552 to 0606)	25 October 2019
Q & A No. 109 (Including Question Nos 0607 to 0613)	29 October 2019
Q & A No. 110 (Questions—Nil)	-
Q & A No. 111 (Including Question Nos 0614 to 0615)	31 October 2019
Q & A No. 112 (Including Question Nos 0616 to 0619)	01 November 2019
Q & A No. 113 (Including Question Nos 0620 to 0667)	04 November 2019
Q & A No. 114 (Including Question Nos 0668 to 0668)	05 November 2019
Q & A No. 115 (Including Question Nos 0669 to 0672)	06 November 2019
Q & A No. 116 (Including Question Nos 0673 to 0675)	07 November 2019
Q & A No. 117 (Including Question Nos 0676 to 0678)	08 November 2019
Q & A No. 118 (Including Question Nos 0679 to 0679)	11 November 2019
Q & A No. 119 (Including Question Nos 0680 to 0685)	12 November 2019
Q & A No. 120 (Including Question Nos 0686 to 0687)	13 November 2019

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(Paper No. 106)

*494 TREASURER—COMMISSIONING CONTESTABILITY GUIDE—Mr Primrose asked the Minister for Finance and Small Business representing the Treasurer—

- (1) Does the NSW Commissioning Contestability Guide apply to state-owned corporations?
- (2) Which of the NSW Treasury policies and guides do not apply to state-owned corporations? Please list.

Answer—

- (1) No.
- (2) The scope of application of the Treasury policies and guides to State Owned Corporations is included in each document.

*495 TREASURER—T-CORP GREEN BONDS ISSUANCE—Mr Primrose asked the Minister for Finance and Small Business representing the Treasurer—

- (1) What infrastructure projects and assets are listed as part of the portfolio for the 2018 T-Corp green bonds issuance?
- (2) How much money has been made from the issuance of those green bonds as at 30 June 2019?
- (3) How much money has been remitted to the following projects, as at 30 June 2019:
 - (a) Newcastle Light Rail
 - (b) Sydney Metro Northwest
- (4) What is the proportion of money from the sale of the 2018 T-Corp green bonds that will be remitted to:
 - (a) Newcastle Light Rail
 - (b) Sydney Metro Northwest

Answer—

- (1) Question 1

This information is currently available on Tcorp's website in the Investor Presentation [<https://www.tcorp.nsw.gov.au/html/sustainabilitybonds.cfm>] and will also be included in the Annual Report that will be published by the end of the year.

 - Sydney Metro Northwest
 - Newcastle Light Rail
 - Lower South Creek Treatment Programme: Quakers Hill and St Marys Water Recycling Plants Process and Reliability Renewal
- (2) Question 2

\$1.8 billion was raised in November 2018 through the issuance of the green bond.
- (3) Question 3

The debt component of funding for each project will be available on the TCorp website following the release of the Annual Report. As at 30 June 2019 the debt component is as follows:

 - (a) Newcastle Light Rail - \$338 million (excluding Wickham Interchange)
 - (b) Sydney Metro Northwest - \$4.157 billion
 - (c) Lower South Creek - \$154 million
- (4) Question 4

The allocation of proceeds raised from the issuance of the green bond will be available on the TCorp website following the release of the Annual Report. As at 30 June 2019 the bond proceeds allocation is as follows:

 - (a) Newcastle Light Rail \$100m
 - (b) Sydney Metro Northwest \$1.61 b

(c) Lower South Creek \$90m

*496 TREASURER—EDEN CRUISE SHIP TERMINAL—Mr Primrose asked the Minister for Finance and Small Business representing the Treasurer—

- (1) What was the original budget for the construction of the Eden cruise ship terminal?
 - (a) Have there been any changes to the budget, + or 10% of original budget line items and/or total budget, since it was proposed?
 - (i) What were these line items?
 - (ii) Was the 10% or more of the original amount an increase or decrease?
- (2) How much has the Government spent on the construction of the cruise ship terminal in Eden?
- (3) By how much has the Government increased its contribution to the Eden cruise ship terminal?
 - (a) What was the original proposed Government contribution?

Answer—

This question is more appropriately directed to the Minister for Planning.

*497 TREASURER—BUDGET PAPERS—Mr Primrose asked the Minister for Finance and Small Business representing the Treasurer—

- (1) In what month/s were the 2019/2020 budget papers finalised and printed?

Answer—

- (1) June

*498 TREASURER—EFFICIENCY DIVIDEND—Mr Primrose asked the Minister for Finance and Small Business representing the Treasurer—

- (1) What activities/ actions specific to the Treasury cluster are being taken to reach the Treasurer's mandated 3% per year, over 4 years, efficiency dividend
 - (a) Reductions in procurement
 - (b) Reductions in employee expenses
 - (c) Other reform
 - (d) Other savings
 - (e) Other offset measures?
- (2) How much is the efficiency dividend, in dollar terms, is the cluster expected to save:
 - (a) In 2018/19
 - (i) What is the proportion as a percentage of the total NSW budget?
 - (ii) What is this as a proportion as a percentage of the total cluster budget?
 - (iii) What is this as a proportion as a percentage of the recurrent cluster budget?
 - (b) 2019/20
 - (i) What is the proportion as a percentage of the total NSW budget?
 - (ii) What is this as a proportion as a percentage of the total cluster budget?
 - (iii) What is this as a proportion as a percentage of the recurrent cluster budget?
 - (c) 2020/21
 - (i) What is the proportion as a percentage of the total NSW budget?
 - (ii) What is this as a proportion as a percentage of the total cluster budget?
 - (iii) What is this as a proportion as a percentage of the recurrent cluster budget?
 - (d) 2021/22
 - (i) What is the proportion as a percentage of the total NSW budget?
 - (ii) What is this as a proportion as a percentage of the total cluster budget?
 - (iii) What is this as a proportion as a percentage of the recurrent cluster budget?
- (3) How many Full Time Equivalent jobs will be cut over the 2018/2019 to 2021/2022 period?

- (a) Can the Government guarantee that there will be no job losses in the regions?
- (i) What regions, and how is it defined, will the mandate for there to be no job losses in the regions does this apply?
 - (ii) How many FTE jobs are there within cluster that are in these regional areas?
- (b) Can the Government guarantee that no jobs in the regions, however defined, will be downgraded, and/or reclassified to a lower grade role, and/or be substantially changed in duties and/or hours as a result of budget cuts?

Answer—

The Liberal and Nationals Government has consistently delivered strong financial management. We owe it to the people of NSW to be responsible custodians of our revenue because ultimately it is their money, not ours.

Each cluster is expected to meet its allocated efficiency dividend savings targets, drawing particularly on savings to be achieved through machinery of government changes, as well as efficiency dividend implemented in previous budgets. This means that we constantly seek to improve the way we deliver government services. We want better outcomes rather than just increased expenditure, which is the way governments have traditionally operated.

Our savings measures, including efficiency dividends, streamlining back office and trimming middle management, means that we can invest more where it really matters - in frontline services. This is what the people of NSW expect - a public service that delivers actual services, rather than one that simply shuffles papers.

*499 TREASURER—PROBITY ADVISOR—Mr Primrose asked the Minister for Finance and Small Business representing the Treasurer—

- (1) Has the cluster, between 1 July 2015 to 30 June 2019, ever tendered for a Probity Auditor and/or Probity Advisor?
- (a) If so, was the tender below \$50,000?

Answer—

I refer you to my answer provided to supplementary question 73 of the most recent Budget Estimates.

*500 PLANNING AND PUBLIC SPACES—NEWCASTLE RAIL CORRIDOR—Mr Primrose asked the Minister for Mental Health, Regional Youth and Women representing the Minister for Planning and Public Spaces—

- (1) Which parts of the Newcastle Rail corridor has the Government sold in the last 5 years?
- (2) How much money has the Government received from the sale of parts of the Newcastle Rail corridor over the last 5 years?
- (3) What is the timeframe for the Government to implement legislation to hypothecate 100% of the proceeds of the rail corridor development to Newcastle urban renewal?

Answer—

I am advised that:

- (1) Refer to answer (1) of Question on Notice 695.
- (2) Refer to answer (2) of Question on Notice 695.
- (3) All proceeds from land sales are being reinvested into urban renewal, including the delivery of:
 - 12,000m² of new public spaces including Market Street Lawn and Museum Park
 - 10,000m² of tourism uses including heritage restoration at Newcastle Station
 - 30 new affordable housing dwellings.

*501 PLANNING AND PUBLIC SPACES—PARRAMATTA LIGHT RAIL—Mr Primrose asked the Minister for Mental Health, Regional Youth and Women representing the Minister for Planning and Public Spaces—

- (1) How much money has the Government collected via the Special Infrastructure Levy for the

construction of the Parramatta Light Rail Stage 2?

- (a) Is the Government refusing to collect the levy?

Answer—

I am advised:

A Special Infrastructure Contribution (SIC) is being developed for Greater Parramatta and the Olympic Peninsula (GPOP) area. The SIC will be informed by the Place-based Infrastructure Compact (PIC) for GPOP being developed by the Greater Sydney Commission which will identify and coordinate all infrastructure needs for the area. The SIC will complement this process to help fund priority projects.

In the interim, clause 8.1 of the Parramatta Local Environmental Plan 2011 requires development on identified land to make satisfactory arrangements for contributions towards State public infrastructure.

*502 PLANNING AND PUBLIC SPACES—EFFICIENCY DIVIDEND—Mr Primrose asked the Minister for Mental Health, Regional Youth and Women representing the Minister for Planning and Public Spaces—

- (1) What activities/ actions specific to the Planning, Industry and Environment cluster are being taken to reach the Treasurer's mandated 3% per year, over 4 years, efficiency dividend
- (a) Reductions in procurement
 - (b) Reductions in employee expenses
 - (c) Other reform
 - (d) Other savings
 - (e) Other offset measures?
- (2) How much is the efficiency dividend, in dollar terms, is the cluster expected to save:
- (a) In 2018/19
 - (i) What is the proportion as a percentage of the total NSW budget?
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 - (iii) What is this as a proportion as a percentage of the recurrent cluster budget?
 - (b) 2019/20
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- (3) How many Full Time Equivalent jobs will be cut over the 2018/2019 to 2021/2022 period?
- (a) Can the Government guarantee that there will be no job losses in the regions?
 - (i) What regions, and how is it defined, will the mandate for there to be no job losses in the regions does this apply?
 - (ii) How many FTE jobs are there within cluster that are in these regional areas?
 - (b) Can the Government guarantee that no jobs in the regions, however defined, will be downgraded, and/or reclassified to a lower grade role, and/or be substantially changed in duties and/or hours as a result of budget cuts?

Answer—

I am advised:

The Liberal and Nationals Government has consistently delivered strong financial management. We owe it to the people of NSW to be responsible custodians for our revenue because ultimately it is their money, not ours.

Each cluster is expected to meet its allocated efficiency dividend savings targets, drawing particularly on savings to be achieved through machinery of government changes, as well as efficiency dividends implemented in previous budgets. This means that we constantly seek to improve the way we deliver government services. We want better outcomes rather than just increased expenditure, which is the way governments have traditionally operated.

Our savings measures, including efficiency dividends, streamlining back office and trimming middle management, means that we can invest more where it really matters - in frontline services. This is what the people of NSW expect - a public service that delivers actual services, rather than one that simply shuffles papers.

*503 PLANNING AND PUBLIC SPACES—PROBITY ADVISOR—Mr Primrose asked the Minister for Mental Health, Regional Youth and Women representing the Minister for Planning and Public Spaces—

(1) Has the cluster, between 1 July 2015 to 30 June 2019, ever tendered for a Probity Auditor and/or Probity Advisor?

(a) If so, was the tender below \$50,000?

Answer—

I am advised:

Please refer to the answer to Supplementary Question 260 in the document titled 'Responses to Supplementary Questions of the Budget Estimates Hearing - Planning and Public Spaces of the Portfolio Committee No. 7 - Planning and Environment' available on the Parliament of NSW website.

*504 TRANSPORT AND ROADS—SYDNEY TRAINS AND ASBESTOS—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

(1) How many Sydney Trains sites/workplaces have been identified as being affected by asbestos?

(2) How many asbestos registers are held at Sydney Trains?

(a) What are the number of Sydney Trains sites/workplaces that apply to each and every asbestos register?

(b) What is the physical location/s of each and every asbestos register?

(c) Have any asbestos registers been misplaced/lost?

(i) If so, when were they misplaced/lost?

(ii) If so, what steps have been taken to find them?

(3) How many asbestos management plans are in operation at Sydney Trains?

(a) What are the number of Sydney Trains sites/workplaces that apply to each and every management plan?

(4) How many asbestos management systems are in operation at Sydney Trains?

(5) What reviews of the asbestos management plans, and systems have taken place?

(a) What are the dates of those reviews since July 2013?

(6) At the Transport and Roads Budget Estimates hearings on Friday 30 August 2019, Mr Collins indicated to committee members that the asbestos records related to asbestos plans, "we certainly can make those available".

(a) How do committee members access those asbestos records that were going to be made available?

(b) If the information is available on-line, what is the specific url to access the information?

(c) If this information is no longer available, why is that the case?

Answer—

I am advised:

I refer you to the answer to 2019 Budget Estimates question on notice 9.

*505 TRANSPORT AND ROADS—ON-DEMAND TRIALS—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) In relation to the Ministerial shared nature of the on-demand services and trials, is it the case that the division is:
 - (a) The Minister for Transport and Roads has responsibility for Bays Precinct, Eastern Suburbs, Inner West, Macquarie Park, Norwest, The Ponds, Northern Beaches, Edmondson Park, Sutherland Shire, Central Coast, Illawarra, Lake Macquarie, and Newcastle eBikes?
 - (b) The Minister for Regional Transport and Roads has responsibility for Central West, Mudgee to Dubbo, Moore Creek to Tamworth, Moree, Coffs Harbour, Northern Rivers, Albury/Burrumbotock/ Walla Walla and Jindera, Holbrook, Sapphire Coast, and South Coast to Canberra?
 - (c) If that is not the case, what specific on-demand services are in this Minister's portfolio?
- (2) What is the name of and number of services that have been disestablished in this portfolio?
- (3) What is the total patronage of the on-demand services,
 - (a) By region
 - (b) By service routes
- (4) What is the cost of the on-demand services, since their start on the 30 June 2019
 - (a) By region
 - (b) By service routes

Answer—

I am advised:

- (1) Yes, excluding Central Coast
 - b. Yes, including Central Coast
 - c. As above.
- (2) Under the On Demand Pilots in Sydney and Outer Sydney Metropolitan areas, 11 contracts were awarded in 2017, to deliver On Demand transport pilots across Sydney, Newcastle, Central Coast and the Illawarra.

8 of these pilots are still in operation. The following pilots have ceased: Punchbowl On Demand in Bankstown ceased on 14 October 2018; RidePlus On Demand in Manly ceased on 24 May 2019; and OurBus service in North Rocks/Epping/Carlingford ceased on 24 May 2019.

The Indi-Link pilot in the service area of Wetherill Park ceased on 3 August 2018 and a new service commenced under the same contract in the Eastern Suburbs. The Premier Illawarra On Demand pilot in the service area of Figtree ceased on 11 January 2019 with the zones of Shellharbour and Thirroul continuing under the same contract in the Illawarra.
- (3) Patronage figures for On Demand services are published on the Transport for NSW Open Data website. Access to this data requires the user to register and or login.
- (4) The estimated contract costs for the On Demand pilots and permanent On Demand services in The Ponds and Norwest are published on the NSW eTendering website, in accordance with disclosure requirements. The permanent On Demand services in Lake Macquarie and Inner West are provided by Newcastle Transport under the Newcastle Integrated Services Contract and Transit Systems under the Region 6 contract respectively. The full value of each of these contracts is published on the NSW eTendering website, in accordance with disclosure requirements. Payments for On Demand services under the contracts are commercial in confidence.

*506 TRANSPORT AND ROADS—T-CORP GREEN BONDS ISSUANCE—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) What infrastructure projects and assets are listed as part of the portfolio for the 2018 T-Corp green bonds issuance?
- (2) How much money has been made from the issuance of those green bonds as at June 30 2019?

- (3) How much money has been remitted to the following projects, as at 30 June 2019:
- (a) Newcastle Light Rail
 - (b) Sydney Metro Northwest
- (4) What is the proportion of money from the sale of the 2018 T-Corp green bonds that will be remitted to:
- (a) Newcastle Light Rail
 - (b) Sydney Metro Northwest

Answer—

I am advised:

This is a matter for the Treasurer.

*507 TRANSPORT AND ROADS—TRANSPORT FOR NSW DISCLOSURE LOG—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) From 30 June 2017 to 20 June 2019, how many GIPAs have been taken down from the Transport for NSW disclosure log having previously been made accessible to the public?

Answer—

I am advised:

I refer you to my answer to the Question on Notice on this topic from Budget Estimates 2018-19, which is publicly available.

*508 TRANSPORT AND ROADS—RMS CEO—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) How long will the Acting CEO of Roads and Maritime Services be appointed?
- (a) Is this an interim appointment?
 - (b) Will a permanent appointment of CEO of RMS be appointed?
 - (i) If not, what is the timeframe for the abolition of the RMS CEO?
 - (ii) If yes, what is the timeframe to permanently appoint the RMS CEO?

Answer—

I am advised:

I refer you to my response to Question on Notice 54 at Budget Estimates 2018-19, which is publicly available.

*509 TRANSPORT AND ROADS—TRAFFIC INFRINGEMENT NOTICES—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) How much revenue was generated through traffic infringement notices from:
- (a) 1 July 2015 30 June 2016
 - (b) 1 July 2016 30 June 2017
 - (c) 1 July 2017 30 June 2018
 - (d) 1 July 2018 30 June 2019?
- (2) How much money was spent on road safety initiatives from:
- (a) 1 July 2015 30 June 2016
 - (b) 1 July 2016 30 June 2017
 - (c) 1 July 2017 30 June 2018

- (d) 1 July 2018 30 June 2019?
- (3) What road safety initiatives were funded from:
- 1 July 2015 30 June 2016
 - 1 July 2016 30 June 2017
 - 1 July 2017 30 June 2018
 - 1 July 2018 30 June 2019?
- (4) If this information is readily available in a searchable and readable format, please provide the name of the document, year of print, page number and the specific url to access this information.

Answer—

I am advised:

- This is a matter for the Minister for Finance.
- Budget allocations for road safety are available in Budget Papers 2 and 3.
- Road safety initiatives are available on the Transport for NSW website under 'road safety' and on the Centre for Road website under 'Road Safety Plan 2021'.

*510 TRANSPORT AND ROADS—COMMUTER CAR PARKING SPACES ON THE SYDNEY METRO—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- What are the current number of car parking spaces, by station, available on the Sydney Metro Line?
- By station, will the number of currently available car parking spaces be increased?
 - If so, where and when will they be increased?
 - How many will they be increased by?
- What is the proposed number of car parking spaces, by station, to be available on the Sydney Metro Line for:
 - The Chatswood to Sydenham section
 - Sydenham to Bankstown section

Answer—

I am advised:

This information is available on the sydnymetro.info and transportnsw.info websites.

*511 TRANSPORT AND ROADS—CHILDREN AND THE METRO—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- For each week since it commenced running, how many children have been captured by Metro trains, where parents have been left stranded on the platform whilst the train takes off with their child/ren?

Answer—

I am advised:

I refer you to my answer to the Question on Notice on this topic from Budget Estimates 2018-19, which is publicly available.

*512 TRANSPORT AND ROADS—MINISTER FOR TRANSPORT AND ROADS AND CITY OF SYDNEY—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- How many times, for each quarter of 2019 so far, has the Minister for Transport and Roads met with the Lord Mayor of Sydney to meet to discuss transport matters:
 - January March 2019?

- (b) April June 2019?
- (c) July September 2019

Answer—

I am advised:

I regularly meet with the Lord Mayor of Sydney on a range of matters. Information relating to my diary is publicly available, as required by the NSW Government Ministerial Diary Disclosure Policy.

*513 TRANSPORT AND ROADS—NEWCASTLE BUS STOP CLOSURES—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) How many bus stops were closed in Newcastle as part of Keolis Downer's network changes?
- (2) How many bus stops were opened in Newcastle as part of Keolis Downer's network changes?

Answer—

I am advised:

Information about bus stops is available on the Newcastle Transport website.

*514 TRANSPORT AND ROADS—NEWCASTLE LIGHT RAIL FARE BOX REVENUE—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) What is the breakdown of fare box revenue for the Newcastle Light Rail for each of the following months in 2019:
 - (a) February
 - (b) March
 - (c) April
 - (d) May
 - (e) June
 - (f) July
 - (g) August
- (2) What is the breakdown of trips by card type for the Newcastle Light Rail for each of the following months in 2019:
 - (a) February
 - (b) March
 - (c) April
 - (d) May
 - (e) June
 - (f) July
 - (g) August
- (3) If this information is available in a readable and searchable format, with the specific breakdown of fare box revenue for the Newcastle Light Rail, please provide the specific document name, year of print, page number and specific url.

Answer—

I am advised:

Opal fare box revenue is available in the Transport for NSW Annual Report.

Patronage by card type is available on the Transport for NSW website.

*515 TRANSPORT AND ROADS—NEWCASTLE LIGHT RAIL BREAK DOWNS—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

(1) Please specify the number of times the Newcastle Light Rail has broken down, since its opening to 31 August 2019?

(a) What were the causes of these breakdowns?

Answer—

I am advised:

Less than 1% of Newcastle Light Rail services have been delayed since services started in February 2019, generally due to minor technical issues causing minimal customer disruption. Incidents will occur on the network from time to time, and Newcastle Light Rail is built to handle such contingencies.

*516 TRANSPORT AND ROADS—EDEN CRUISE SHIP TERMINAL—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

(1) What was the original budget for the construction of the Eden cruise ship terminal?

(a) Have there been any changes to the budget, + or 10% of original budget line items and/or total budget, since it was proposed?

(i) What were these line items?

(ii) Was the 10% or more of the original amount an increase or decrease?

(2) How much has the Government spent on the construction of the cruise ship terminal in Eden?

(3) By how much has the Government increased its contribution to the Eden cruise ship terminal?

(a) What was the original proposed Government contribution?

Answer—

I am advised:

I refer you to my answer to the supplementary question on this topic from Budget Estimates 2018-19, which is publicly available.

*517 TRANSPORT AND ROADS—MOOREBANK INTERMODAL TERMINAL—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

(1) What is the capacity of the rail freight network serving the Moorebank Intermodal Terminal, as at 30 June 2019?

(a) What is the current operational capacity of the rail freight network serving the Moorebank Intermodal Terminal as at 30 June 2019?

(2) If this information is available in a readable and searchable format, with the specific information for the Moorebank Intermodal Terminal, please provide the specific document name, year of print, page number and specific url.

Answer—

I am advised:

I refer you to my answer to the supplementary question on this topic from Budget Estimates 2018-2019, which is publicly available.

*518 TRANSPORT AND ROADS—EFFICIENCY DIVIDEND—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

(1) What activities/ actions specific to the Transport cluster are being taken to reach the Treasurer's

mandated 3% per year, over 4 years, efficiency dividend

- (a) Reductions in procurement
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- (3) How many Full Time Equivalent jobs will be cut over the 2018/2019 to 2021/2022 period?
- (a) Can the Government guarantee that there will be no job losses in the regions?
 - (i) What regions, and how is it defined, will the mandate for there to be no job losses in the regions does this apply?
 - (ii) How many FTE jobs are there within cluster that are in these regional areas?
 - (b) Can the Government guarantee that no jobs in the regions, however defined, will be downgraded, and/or reclassified to a lower grade role, and/or be substantially changed in duties and/or hours as a result of budget cuts?
- (4) Is it the case that there will need to be 2500-3000 jobs cut from Transport for NSW/RMS groups?

Answer—

I am advised:

The Liberal and Nationals Government has consistently delivered strong financial management. We owe it to the people of NSW to be responsible custodians of our revenue because ultimately it is their money, not ours.

Each cluster is expected to meet its allocated efficiency dividend savings targets, drawing particularly on savings to be achieved through machinery of government changes, as well as efficiency dividends implemented in previous budgets. This means that we constantly seek to improve the way we deliver government services. We want better outcomes rather than just increased expenditure, which is the way governments have traditionally operated.

Our savings measures, including efficiency dividends, streamlining back office and trimming middle management, means that we can invest more where it really matters – in frontline services. This is what the people of NSW expect - a public service that delivers actual services, rather than one that simply shuffles papers.

*519 TRANSPORT AND ROADS—PARRAMATTA LIGHT RAIL—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) What is the current timeframe for the delivery of Parramatta Light Rail Stage 2?

- (2) What is the status of the second stage business case?
- (3) How many people/FTEs are currently working on delivering the project, as at 30 June 2019?
- (4) In 2017, it's reported that Transport Minister Andrew Constance said the final cost of the second stage would not be known until a competitive tender process was completed and contracts signed by 2019. He also indicated that he was hopeful construction on the second stage would start before 2020. Is this still the case?
 - (a) What is the status of the competitive tender and contracts?
 - (i) Have the contracts been signed?
 - (ii) If so, what is the final cost of the second stage?
 - (iii) If not, what is the timeframe for this to occur?
- (5) Will the Government replace the Parramatta Light Rail Stage 2 with a bus route?
- (6) In July the Minister for Transport and Roads said the government didn't have a timeframe for the beginning of works on stage 2.
 - (a) What were the conditions that caused a change to the initial timeframes for this project?

Answer—

I am advised:

1 & 2. The NSW Government is considering a Final Business Case. An investment decision will follow.

3. The number of full time employees is commensurate with the scale of the project.

4 – 6. Details of procurement processes and construction timing are pending the outcome of the NSW Government investment decision.

*520 TRANSPORT AND ROADS—PROBITY ADVISOR—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) Has the cluster, between 1 July 2015 to 30 June 2019, ever tendered for a Probity Auditor and/or Probity Advisor?
 - (a) If so, was the tender below \$50,000?

Answer—

I am advised:

The NSW Government takes its obligations regarding probity very seriously. Probity advisers are appointed by agencies in the Transport Cluster in accordance with the relevant NSW Government policies. All contracts for independent probity advice awarded by agencies in the Transport Cluster are publicly disclosed in accordance with the requirements of the Government Information (Public Access) Act 2009.

*521 TRANSPORT AND ROADS—REFORMING ROAD LEVIES AND TAXES—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) Since 1 April 2019 to 31 August 2019, which organisations has the Minister had discussions with regarding reforming road levies in order to increase revenue by \$2.1 billion per year?
 - (a) Did any of these discussions take place face to face?

Answer—

I am advised:

The premise of your question is false, the NSW Government has no plans to reform road levies.

*522 PREMIER—PARLIAMENTARY SECRETARIES—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Premier—

- (1) The Premier has 3 parliamentary secretaries supporting her: Alister Henskens, Cabinet Secretary; Gabrielle Upton, Parliamentary Secretary to the Premier; and, Ray Williams, Parliamentary Secretary to the Premier and Western Sydney. In terms of their work:
- (a) Is this parliamentary secretary role officially connected to the Premier?
 - (i) If so, what public affairs and/or public policy are the respective Parliamentary Secretaries connected to?
 - (ii) What, if any, special tasks has the parliamentary secretaries been asked to provide relief to the Premier?
 - (iii) What activities associated with the public policy/public affairs of the parliamentary secretaries have been undertaken and required departmental support?
 - (iv) What staff in Department of Premier and Cabinet have worked with the parliamentary secretaries to undertake their duties/public affairs/public policy roles?
 - (v) Since their appointment on 24 April 2019, have any departmental staff accompanied the parliamentary secretaries to meeting with stakeholders?
 - (vi) Has the department been required to prepare/ provide briefing information for the parliamentary secretaries prior to any stakeholder meetings and/or in the undertaking of their duty and/or public policy role?
 - (vii) Are there any protocols that the department/ agency/ office have established in working with parliamentary secretaries?
 - (viii) Where are the activities of parliamentary secretaries, including meetings with stakeholders, reported?
 - (i) What is the specific url to find this information in a readable and searchable format?

Answer—

I refer you to my answer to Questions on Notice 146 and 220 and my answer to 2019 Budget Estimates Supplementary Question 134.

- *523 PREMIER—BUDGET PAPERS—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Premier—

- (1) In what month/s were the 2019/2020 budget papers finalised and printed?

Answer—

June

- *524 PREMIER—PREMIER'S PRIORITIES—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Premier—

- (1) How are the premier's priorities determined?
 - (a) What is the process for their determination?
 - (b) What is the role of the public service in this process?
- (2) How do the state outcomes and premier's priorities intersect with one another?
 - (a) Do they have their own individual methods of measuring their results/ aims?
 - (b) What are the requirements to reporting on the state outcomes and the premier's priorities?
 - (c) Who has responsibility for achieving the Premier's Priorities and the State Outcomes?
 - (d) Where there is a possible conflict between the two, which one takes precedence?
- (3) A number of Premier's priorities for 2015-2019 that were not met during that period have not been included for the 2019-2023 period.
 - (a) What happens to those priorities?
 - (b) What happens to providing information for the 2018/19 year?
 - (c) Are they still reported on, particularly in the case where the timeframes push past 2019 or one isn't specified?

- (i) For example, to reduce the volume of litter by 40%, or key metropolitan, regional and local infrastructure projects to be delivered on time and on budget, or reduced childhood obesity by 25% by 2025, or 81% of patients through emergency departments within 4 hours by 2019
- (d) Or are they no longer reported on and forgotten?
 - (i) For example how would the people of NSW know if the volume of litter target is met 2 years earlier, or that childhood obesity was reduced by 25% by 2025, or that 81% of patients were seen within 4 hours by 2019, or whether key metropolitan, regional and local infrastructure projects were delivered on time and on budget?

Answer—

I refer you to my answer to 2019 Budget Estimates Supplementary Questions 151-153.

- *525 PREMIER—STATE OUTCOMES—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Premier—
- (1) 1. In the 2019/20 Budget Paper no 3 one of the state outcomes listed is "effective and coordinated government". This state outcome is mirrored from what was in the 2018/19 Budget Paper no. 3. The description given is the largely the same "coordinating government policy, overseeing infrastructure investment, facilitating the delivery of key urban renewal precincts", with the exception of that the following part has been deleted from the 2019/20 description "and developing the regions".
 - (a) With the Regional NSW Group transferred out of DPC, how does DPC provide effective and coordinated government across all of NSW without a dedicated regional NSW group?
 - (b) Is there any regional capacity/knowledge left in DPC?
 - (c) How will the cluster ensure that that the infrastructure investment isn't directed solely towards urban renewal in the metropolitan areas?
 - (2) In referencing the "effective and coordinated government" state outcome, what are the indicators that will be used to measure the cluster's performance?
 - (a) Will they be the same as the 2018/19 outcome indicators?
 - (b) What data will be collected to provide outcome indicator information?
 - (c) How will the indicator data be collected?
 - (d) What baseline year will be used?
 - (e) Will specific timeframes be used to achieve the state outcome?
 - (f) Why were indicators not included in the budget papers?
 - (3) In looking at the 'accountable and responsible government' state outcome, what are the indicators that will be used to measure the cluster's performance?
 - (a) Will they be the same as the 2018/19 outcome indicators?
 - (b) What data will be collected to provide outcome indicator information?
 - (c) How will the indicator data be collected?
 - (d) What baseline year will be used?
 - (e) Will specific timeframes be used to achieve the state outcome?
 - (f) Why were indicators not included in the budget papers?
 - (4) In looking at the "Empowering Aboriginal communities" state outcome, what are the indicators that that will be used to measure the cluster's performance?
 - (a) In terms of health and educational outcomes for Aboriginal peoples, will they be monitored and reported on in the Premier and Cabinet cluster, or in each of their respective portfolio clusters?
 - (5) In looking at the "excellence in arts, culture and heritage" state outcome, what are the indicators that will be used to measure the cluster's performance?
 - (a) Will they be the same as the 2018/19 outcome indicators?
 - (b) What data will be collected to provide outcome indicator information?
 - (c) How will the indicator data be collected?
 - (d) What baseline year will be used?

- (e) Will specific timeframes be used to achieve the state outcome?
- (f) Why were indicators not included in the budget papers?

Answer—

I refer you to my answer to 2019 Budget Estimates Supplementary Questions 154-157.

*526 PREMIER—EFFICIENCY DIVIDEND—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Premier—

- (1) What activities/ actions specific to the Premier and Cabinet cluster are being taken to reach the Treasurer's mandated 3% per year, over 4 years, efficiency dividend
 - (a) Reductions in procurement
 - (b) Reductions in employee expenses
 - (c) Other reform
 - (d) Other savings
 - (e) Other offset measures?
- (2) How much is the efficiency dividend, in dollar terms, is the cluster expected to save:
 - (a) In 2018/19
 - (i) What is the proportion as a percentage of the total NSW budget?
 - (ii) What is this as a proportion as a percentage of the total cluster budget?
 - (iii) What is this as a proportion as a percentage of the recurrent cluster budget?
 - (b) 2019/20
 - (i) What is the proportion as a percentage of the total NSW budget?
 - (ii) What is this as a proportion as a percentage of the total cluster budget?
 - (iii) What is this as a proportion as a percentage of the recurrent cluster budget?
 - (c) 2020/21
 - (i) What is the proportion as a percentage of the total NSW budget?
 - (ii) What is this as a proportion as a percentage of the total cluster budget?
 - (iii) What is this as a proportion as a percentage of the recurrent cluster budget?
 - (d) 2021/22
 - (i) What is the proportion as a percentage of the total NSW budget?
 - (ii) What is this as a proportion as a percentage of the total cluster budget?
 - (iii) What is this as a proportion as a percentage of the recurrent cluster budget?
- (3) How many Full Time Equivalent jobs will be cut over the 2018/2019 to 2021/2022 period?
 - (a) Can the Government guarantee that there will be no job losses in the regions?
 - (i) What regions, and how is it defined, will the mandate for there to be no job losses in the regions does this apply?
 - (ii) How many FTE jobs are there within cluster that are in these regional areas?
 - (b) Can the Government guarantee that no jobs in the regions, however defined, will be downgraded, and/or reclassified to a lower grade role, and/or be substantially changed in duties and/or hours as a result of budget cuts?

Answer—

The Liberal and Nationals Government has consistently delivered strong financial management. We owe it to the people of NSW to be responsible custodians of our revenue because ultimately it is their money, not ours.

Each cluster is expected to meet its allocated efficiency dividend savings targets, drawing particularly on savings to be achieved through machinery of government changes, as well as efficiency dividends implemented in previous budgets. This means that we constantly seek to improve the way we deliver government services. We want better outcomes rather than just increased expenditure, which is the way governments have traditionally operated.

Our savings measures, including efficiency dividends, streamlining back office and trimming middle management, means that we can invest more where it really matters - in frontline services. This is what the people of NSW expect - a public service that delivers actual services, rather than one that simply shuffles papers.

*527 PREMIER—PROBITY ADVISOR—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Premier—

(1) Has the cluster, between 1 July 2015 to 30 June 2019, ever tendered for a Probity Auditor and/or Probity Advisor?

(a) If so, was the tender below \$50,000?

Answer—

I refer you to my answer to 2019 Budget Estimates Supplementary Question 309.

*528 SKILLS AND TERTIARY EDUCATION—“HELP MATURE AGED WORKERS GET BACK INTO THE WORKFORCE”—Mr Primrose asked the Minister for Education and Early Childhood Learning representing the Minister for Skills and Tertiary Education—

(1) What has been the take up rate of the "Help Mature Aged Workers get back into the Workforce" program:

(a) April 2019

(b) May 2019

(c) June 2019

(d) July 2019

(e) August 2019

(2) Which areas, by local government area, has this program been advertised?

(a) How much has been spent to advertise this program, as at 30 June 2019?

(b) What is the estimated advertising expenditure for this program between 1 July 2019 to 30 June 2020?

Answer—

I am advised that this program is under development by TAFE NSW and is scheduled to commence on 1 January 2020.

As the program has not commenced and offerings for 2020 are yet to launch, no advertising for this program has occurred. Any advertising or marketing activities will be covered by the general budget for the Semester 1 2020 campaign.

*529 REGIONAL TRANSPORT AND ROADS—ON-DEMAND TRIALS—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Regional Transport and Roads—

(1) In relation to the Ministerial shared nature of the on-demand services and trials, is it the case that the division is:

(a) The Minister for Transport and Roads has responsibility for Bays Precinct, Eastern Suburbs, Inner West, Macquarie Park, Norwest, The Ponds, Northern Beaches, Edmondson Park, Sutherland Shire, Central Coast, Illawarra, Lake Macquarie, and Newcastle eBikes?

(b) The Minister for Regional Transport and Roads has responsibility for Central West, Mudgee to Dubbo, Moore Creek to Tamworth, Moree, Coffs Harbour, Northern Rivers, Albury/Burrumbotlock/ Walla Walla and Jindera, Holbrook, Sapphire Coast, and South Coast to Canberra?

(c) If that is not the case, what specific on-demand services are in this Minister's portfolio?

(2) What is the name of and number of services that have been disestablished in this portfolio?

(3) What is the total patronage of the on-demand services,

- (a) By region
 - (b) By service routes
- (4) What is the cost of the on-demand services, since their start to the 30 June 2019
- (a) By region
 - (b) By service routes

Answer—

I am advised:

- (1) Yes, excluding Central Coast
 - b. Yes, including Central Coast
 - c. As above.
- (2) Under the On Demand Pilots in Rural & Regional NSW, between August and December 2018, 11 contracts were awarded to deliver On Demand public transport pilots in Rural and Regional NSW, including Moree, Riverina Region, Northern Rivers, Central West, Orana, Coffs Harbour, Mid-North Coast, Holbrook, Sapphire Coast, the South Coast, and Tamworth. 10 of these pilots are still in operation.

The contract for the Cooee Busways pilot operated by Busways on the Mid-North Coast ceased on 20 September 2019.

The Flexibus pilot in the service area of Candelo operated by Sapphire Coast Buslines ceased on 27 September 2019, with the services in Bega, Tura Beach/Merimbula and Eden continuing under the same contract.
- (3) Patronage figures for On Demand services are published on the Transport for NSW Open Data website.
- (4) The estimated contract cost for the On Demand pilots is published on the NSW eTendering website in accordance with disclosure requirements.

*530 REGIONAL TRANSPORT AND ROADS—INTERCITY FLEET AND INTERLOCKING TECHNOLOGY—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Regional Transport and Roads—

- (1) Will the new intercity/ regional fleet have a system of interlocking technology on all doors, so that a train is unable to move if any door is not fully closed?
 - (a) Was this a design requirement when the procurement for the intercity/ regional fleet was put to tender?

Answer—

I am advised:

Yes.

*531 REGIONAL TRANSPORT AND ROADS—T-CORP GREEN BONDS ISSUANCE—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Regional Transport and Roads—

- (1) What infrastructure projects and assets are listed as part of portfolio for the 2018 T-Corp green bonds issuance?
- (2) How much money has been made from the issuance of those green bonds as at 30 June 2019?
- (3) How much money has been remitted to the following projects, as at 30 June 2019:
 - (a) Newcastle Light Rail
 - (b) Sydney Metro Northwest
- (4) What is the proportion of money from the sale of the 2018 T-Corp green bonds that will be remitted to:

- (a) Newcastle Light Rail
- (b) Sydney Metro Northwest

Answer—

I am advised:

I refer you to LC 0506.

*532 REGIONAL TRANSPORT AND ROADS—TRANSPORT FOR NSW DISCLOSURE LOG—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Regional Transport and Roads—

- (1) From 30 June 2017 to 20 June 2019, how many GIPAs have been taken down from the Transport for NSW disclosure log having previously been made accessible to the public?

Answer—

I am advised:

I refer you to the response to LC 0507.

*533 REGIONAL TRANSPORT AND ROADS—RMS CEO—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Regional Transport and Roads—

- (1) How long will the Acting CEO of RMS be appointed?
 - (a) Is this an interim appointment?
 - (b) Will a permanent appointment of CEO of RMS be appointed?
 - (i) If not, what is the timeframe for the abolition of the RMS CEO?
 - (ii) If yes, what is the timeframe to permanently appoint the RMS CEO?

Answer—

I am advised:

I refer you to the Minister for Transport and Roads' answer to LC 0508.

*534 REGIONAL TRANSPORT AND ROADS—EDEN CRUISE SHIP TERMINAL—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Regional Transport and Roads—

- (1) What was the original budget for the construction of the Eden cruise ship terminal?
 - (a) Have there been any changes to the budget, + or 10% of original budget line items and/or total budget, since it was proposed?
 - (i) What were these line items?
 - (ii) Was the 10% or more of the original amount an increase or decrease?
- (2) How much has the Government spent on the construction of the cruise ship terminal in Eden?
- (3) By how much has the Government increased its contribution to the Eden cruise ship terminal?
 - (a) What was the original proposed Government contribution?

Answer—

I am advised:

Please refer to the response, LC 0516.

*535 REGIONAL TRANSPORT AND ROADS—MALDON-DOMBARTON FREIGHT LINE—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Regional Transport and Roads—

- (1) Will the cost of the estimated \$800 million for the Maldon-Dombarton freight line connecting Port Kembla to the main southern line be met by railing containers to a Port Kembla container terminal after Port Botany reaches capacity?

Answer—

I am advised:

Infrastructure Australia completed a review of the Maldon to Dombarton freight line in 2017 and found the project costs outweigh the economic benefits. As such, there is no plan to complete construction of the freight line at this time. Future Transport 2056 identifies completion of the line as a project for investigation in the 10 to 20 year horizon.

- *536 REGIONAL TRANSPORT AND ROADS—WESTERN SYDNEY FREIGHT LINE—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Regional Transport and Roads—

- (1) What is the estimated cost of the Western Sydney Freight Line, between Chullora and Eastern Creek?

Answer—

On 2 October 2019, the following question was asked by Primrose, Peter to the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council

What is the estimated cost of the Western Sydney Freight Line, between Chullora and Eastern Creek?

I have directed the question to the Minister for Transport and Roads as the responsible Minister.

- *537 REGIONAL TRANSPORT AND ROADS—NSW TRAINLINK—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Regional Transport and Roads—

- (1) What plans has the Government prepared or commenced to franchise any NSW TrainLine services or functions?

- (a) If so, which services and/or functions?

Answer—

I am advised:

The Government has no plan to franchise NSW TrainLink services or functions.

- *538 REGIONAL TRANSPORT AND ROADS—REFORMING ROAD LEVIES AND TAXES—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Regional Transport and Roads—

- (1) Since 1 April 2019 to 31 August 2019, which organisations has the Minister had discussions with regarding reforming road levies in order to increase revenue by \$2.1 billion per year?

- (a) Did any of these discussions take place face to face?

Answer—

I am advised:

Please refer to the response, LC 0521.

- *539 ATTORNEY GENERAL—FAMILY AND DOMESTIC VIOLENCE—Mr Primrose asked the Minister for Education and Early Childhood Learning representing the Attorney General, and Minister for the Prevention of Domestic Violence—

- (1) Where a child care worker/centre suspects a child who is in their professional opinion, is living with or suffering from the impacts of Family or Domestic Violence:

- (a) Is the worker required to report suspected abuse?
 - (i) If so, under what circumstances are they required to report suspected abuse?
 - (ii) If so, to whom must suspected abuse be reported?
- (2) With regard to the regulatory and other frameworks for the identification and prevention of Family and Domestic Violence:
 - (a) Are child care workers specifically required to undertake training in the legislative framework for child protection from Domestic and Family Violence?
 - (b) Are child care workers required to undertake training in how to protect themselves and/or other children in the case that a report of suspected abuse must be made?
 - (c) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centre to sensitively identify risk factors for children who might be living with or suffering from Family or Domestic Violence?
 - (d) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centres to sensitively report suspected abuse?
 - (e) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centres to sensitively protect other children in the care of that child care worker/centre?
- (3) With regard to whether the Children and Young Persons (Care and Protection) Act 1998 legislation is working:
 - (a) a. Does the Government collect high level statistics indicating from where suspected abuse (per the Children and Young Persons (Care and Protection) Act 1998) has been raised?
 - (i) If so, where can this information be accessed? Please be specific in terms of providing the document name, year of print, page number/s and specific url. If it is an online databased, please provide the specific url and the search terms required to find specific information.
 - (ii) If so, can the information be searched by reporting entity?
 - (iii) If so, can the Government provide that data as yearly data points for ten years?
 - (b) In the past two years has the Government undertaken a recent, say in the last 2 years, review into the reporting of suspected Family and Domestic Violence where pre-school aged children are in the relevant household? i. If not, when was the last review?
 - (i) And when is the next intended review?

Answer—

I am advised:

The care and protection of children and young persons in NSW, including mandatory reporting, falls within the portfolio responsibility of the Minister for Families, Communities and Disability Services.

Identical questions have been asked of, and substantive answers have been tabled by, the Minister for Education and Early Childhood Learning and Minister for Families, Communities and Disability Services. The Member should refer to the answers to LC QON 0541 and 0544.

*540 PREVENTION OF DOMESTIC VIOLENCE—FAMILY AND DOMESTIC VIOLENCE—Mr Primrose asked the Minister for Education and Early Childhood Learning representing the Attorney General, and Minister for the Prevention of Domestic Violence—

- (1) Where a child care worker/centre suspects a child who is in their professional opinion, is living with or suffering from the impacts of Family or Domestic Violence:
 - (a) Is the worker required to report suspected abuse?
 - (i) If so, under what circumstances are they required to report suspected abuse?
 - (ii) If so, to whom must suspected abuse be reported?
- (2) With regard to the regulatory and other frameworks for the identification and prevention of Family and Domestic Violence:
 - (a) Are child care workers specifically required to undertake training in the legislative framework for child protection from Domestic and Family Violence?
 - (b) Are child care workers required to undertake training in how to protect themselves and/or other

- children in the case that a report of suspected abuse must be made?
- (c) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centre to sensitively identify risk factors for children who might be living with or suffering from Family or Domestic Violence?
 - (d) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centres to sensitively report suspected abuse?
 - (e) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centres to sensitively protect other children in the care of that child care worker/centre?
- (3) With regard to whether the Children and Young Persons (Care and Protection) Act 1998 legislation is working:
- (a) a. Does the Government collect high level statistics indicating from where suspected abuse (per the Children and Young Persons (Care and Protection) Act 1998) has been raised?
 - (i) If so, where can this information be accessed? Please be specific in terms of providing the document name, year of print, page number/s and specific url. If it is an online databased, please provide the specific url and the search terms required to find specific information.
 - (ii) If so, can the information be searched by reporting entity?
 - (iii) If so, can the Government provide that data as yearly data points for ten years?
 - (b) In the past two years has the Government undertaken a recent, say in the last 2 years, review into the reporting of suspected Family and Domestic Violence where pre-school aged children are in the relevant household? i. If not, when was the last review?
 - (i) And when is the next intended review?

Answer—

I am advised:

The care and protection of children and young persons in NSW, including mandatory reporting, falls within the portfolio responsibility of the Minister for Families, Communities and Disability Services.

Identical questions have been asked of, and substantive answers have been tabled by, the Minister for Education and Early Childhood Learning and Minister for Families, Communities and Disability Services. The Member should refer to the answers to LC QON 0541 and 0544.

*541 EDUCATION AND EARLY CHILDHOOD LEARNING—FAMILY AND DOMESTIC VIOLENCE—Mr Primrose asked the Minister for Education and Early Childhood Learning—

- (1) Where a child care worker/centre suspects a child who is in their professional opinion, is living with or suffering from the impacts of Family or Domestic Violence:
- (a) Is the worker required to report suspected abuse?
 - (i) If so, under what circumstances are they required to report suspected abuse?
 - (ii) If so, to whom must suspected abuse be reported?
- (2) With regard to the regulatory and other frameworks for the identification and prevention of Family and Domestic Violence:
- (a) Are child care workers specifically required to undertake training in the legislative framework for child protection from Domestic and Family Violence?
 - (b) Are child care workers required to undertake training in how to protect themselves and/or other children in the case that a report of suspected abuse must be made?
 - (c) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centre to sensitively identify risk factors for children who might be living with or suffering from Family or Domestic Violence?
 - (d) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centres to sensitively report suspected abuse?
 - (e) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centres to sensitively protect other children in the care of that child care worker/centre?

- (3) With regard to whether the Children and Young Persons (Care and Protection) Act 1998 legislation is working:
- (a) a. Does the Government collect high level statistics indicating from where suspected abuse (per the Children and Young Persons (Care and Protection) Act 1998) has been raised?
 - (i) If so, where can this information be accessed? Please be specific in terms of providing the document name, year of print, page number/s and specific url. If it is an online databased, please provide the specific url and the search terms required to find specific information.
 - (ii) If so, can the information be searched by reporting entity?
 - (iii) If so, can the Government provide that data as yearly data points for ten years?
 - (b) In the past two years has the Government undertaken a recent, say in the last 2 years, review into the reporting of suspected Family and Domestic Violence where pre-school aged children are in the relevant household? i. If not, when was the last review?
 - (i) And when is the next intended review?

Answer—

- (1) Approved Children's Education and Care providers, educators and other staff are required to report on incidents or suspected incidents involving children if they have reasonable grounds to suspect that a child is at risk of significant harm. Suspected abuse must be reported in circumstances where a child is living in a household where there have been incidents of domestic violence and consequently the child is at risk of serious physical or psychological harm. This is a reporting requirement under state and territory laws including child protection legislation (Children and Young Person (Care and Protection) Act 1998).

Suspected abuse must be reported to the Child Protection Helpline (Department of Communities and Justice) (Phone 132 111) and crimes must be reported to the Police, such as assault and child abuse. The Department of Education provides information on its website about mandatory child protection. The Department has also provided this information to all NSW childcare providers and services via its e-newsletter; Spotlight on Quality, and at the Department's sector roadshows in 2017 and 2018.

- (2) Children's Education and Care Services are required to ensure that the nominated supervisor and staff members at the service who work with children maintain up-to-date knowledge of child protection law (Reg 84 Education and Care Services National Regulations).

Under the National Quality Framework, persons in day-to-day charge and nominated supervisors of children's education and care services are required to have completed the child protection courses approved by the NSW Regulatory Authority (s162A Education and Care Services National Law). A list of approved courses is provided on the Department of Education website.

Approved Child Protection Training courses include components on: protecting the rights of children, identifying children at risk of abuse or neglect and seeking supervision support for issues of ethical concern (CHCPRT001 - Identify and respond to children and young people at risk). Child Protection Courses provide instruction in monitoring the circumstances of children identified as highly vulnerable to abuse and working collaboratively with relevant agencies to ensure maximum effectiveness of report (CHCPRT002 - Support the Rights and Safety of Children and Young People).

- (3) This question should be referred to the Minister for Families, Communities and Disability Services, as the Minister responsible for this matter.

*542 POLICE AND EMERGENCY SERVICES—FAMILY AND DOMESTIC VIOLENCE—Mr Primrose asked the Minister for Education and Early Childhood Learning representing the Minister for Police and Emergency Services—

- (1) Where a child care worker/centre suspects a child who is in their professional opinion, is living with or suffering from the impacts of Family or Domestic Violence:
- (a) Is the worker required to report suspected abuse?
 - (i) If so, under what circumstances are they required to report suspected abuse?
 - (ii) If so, to whom must suspected abuse be reported?
- (2) With regard to the regulatory and other frameworks for the identification and prevention of Family and Domestic Violence:
- (a) Are child care workers specifically required to undertake training in the legislative framework for child protection from Domestic and Family Violence?

- (b) Are child care workers required to undertake training in how to protect themselves and/or other children in the case that a report of suspected abuse must be made?
 - (c) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centre to sensitively identify risk factors for children who might be living with or suffering from Family or Domestic Violence?
 - (d) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centres to sensitively report suspected abuse?
 - (e) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centres to sensitively protect other children in the care of that child care worker/centre?
- (3) With regard to whether the Children and Young Persons (Care and Protection) Act 1998 legislation is working:
- (a) a. Does the Government collect high level statistics indicating from where suspected abuse (per the Children and Young Persons (Care and Protection) Act 1998) has been raised?
 - (i) If so, where can this information be accessed? Please be specific in terms of providing the document name, year of print, page number/s and specific url. If it is an online databased, please provide the specific url and the search terms required to find specific information.
 - (ii) If so, can the information be searched by reporting entity?
 - (iii) If so, can the Government provide that data as yearly data points for ten years?
 - (b) In the past two years has the Government undertaken a recent, say in the last 2 years, review into the reporting of suspected Family and Domestic Violence where pre-school aged children are in the relevant household? i. If not, when was the last review?
 - (i) And when is the next intended review?

Answer—

I am advised:

The care and protection of children and young persons in NSW, including mandatory reporting, falls within the portfolio responsibility of the Minister for Families, Communities and Disability Services.

Identical questions have been asked of, and substantive answers have been provided by, the Minister for Education and Early Childhood Learning and Minister for Families, Communities and Disability Services. The Member should refer to the answers to LC QON 0541 and 0544.

*543 MENTAL HEALTH, REGIONAL YOUTH AND WOMEN—FAMILY AND DOMESTIC VIOLENCE—Mr Primrose asked the Minister for Mental Health, Regional Youth and Women—

- (1) Where a child care worker/centre suspects a child who is in their professional opinion, is living with or suffering from the impacts of Family or Domestic Violence:
- (a) Is the worker required to report suspected abuse?
 - (i) If so, under what circumstances are they required to report suspected abuse?
 - (ii) If so, to whom must suspected abuse be reported?
- (2) With regard to the regulatory and other frameworks for the identification and prevention of Family and Domestic Violence:
- (a) Are child care workers specifically required to undertake training in the legislative framework for child protection from Domestic and Family Violence?
 - (b) Are child care workers required to undertake training in how to protect themselves and/or other children in the case that a report of suspected abuse must be made?
 - (c) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centre to sensitively identify risk factors for children who might be living with or suffering from Family or Domestic Violence?
 - (d) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centres to sensitively report suspected abuse?

- (e) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centres to sensitively protect other children in the care of that child care worker/centre?
- (3) With regard to whether the Children and Young Persons (Care and Protection) Act 1998 legislation is working:
- (a) a. Does the Government collect high level statistics indicating from where suspected abuse (per the Children and Young Persons (Care and Protection) Act 1998) has been raised?
- (i) If so, where can this information be accessed? Please be specific in terms of providing the document name, year of print, page number/s and specific url. If it is an online databased, please provide the specific url and the search terms required to find specific information.
- (ii) If so, can the information be searched by reporting entity?
- (iii) If so, can the Government provide that data as yearly data points for ten years?
- (b) In the past two years has the Government undertaken a recent, say in the last 2 years, review into the reporting of suspected Family and Domestic Violence where pre-school aged children are in the relevant household? i. If not, when was the last review?
- (i) And when is the next intended review?

Answer—

The matters referred to in this question are the responsibility of the Minister for Family, Communities and Disability Services. Please refer to the answer provided for question 0544.

*544 FAMILIES, COMMUNITIES AND DISABILITY SERVICES—FAMILY AND DOMESTIC VIOLENCE—Mr Primrose asked the Minister for Finance and Small Business representing the Minister for Families, Communities and Disability Services—

- (1) Where a child care worker/centre suspects a child who is in their professional opinion, is living with or suffering from the impacts of Family or Domestic Violence:
- (a) Is the worker required to report suspected abuse?
- (i) If so, under what circumstances are they required to report suspected abuse?
- (ii) If so, to whom must suspected abuse be reported?
- (2) With regard to the regulatory and other frameworks for the identification and prevention of Family and Domestic Violence:
- (a) Are child care workers specifically required to undertake training in the legislative framework for child protection from Domestic and Family Violence?
- (b) Are child care workers required to undertake training in how to protect themselves and/or other children in the case that a report of suspected abuse must be made?
- (c) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centre to sensitively identify risk factors for children who might be living with or suffering from Family or Domestic Violence?
- (d) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centres to sensitively report suspected abuse?
- (e) Are there model policies or processes available for child care workers/centres to adopt and/or modify for implementation to assist child care workers/centres to sensitively protect other children in the care of that child care worker/centre?
- (3) With regard to whether the Children and Young Persons (Care and Protection) Act 1998 legislation is working:
- (a) a. Does the Government collect high level statistics indicating from where suspected abuse (per the Children and Young Persons (Care and Protection) Act 1998) has been raised?
- (i) If so, where can this information be accessed? Please be specific in terms of providing the document name, year of print, page number/s and specific url. If it is an online databased, please provide the specific url and the search terms required to find specific information.
- (ii) If so, can the information be searched by reporting entity?
- (iii) If so, can the Government provide that data as yearly data points for ten years?

- (b) In the past two years has the Government undertaken a recent, say in the last 2 years, review into the reporting of suspected Family and Domestic Violence where pre-school aged children are in the relevant household? i. If not, when was the last review?
- (i) And when is the next intended review?

Answer—

- (1) Child care workers in NSW are mandatory reporters under section 27 of the Children and Young Persons (Care and Protection) Act 1998. Mandatory reporters are bound by a legislative requirement to report suspected child abuse and neglect to government authorities, where there is a risk of significant harm to the child.

Where a child care worker suspects a child is living in a household where family or domestic violence is present, they are encouraged to use the Mandatory Reporter Guide (MRG) to determine if the child is at risk of significant harm, and to guide their response by asking the reporter questions regarding domestic and family violence in respect of both physical and psychological harm to the child. If the outcome of the MRG indicates a report should be made to the Child Protection Helpline, the worker must, by law, make a report.

- (2) The requirements for child care providers, including worker training and qualifications, are set out by the Commonwealth under the Education and Care Services National Law. The national law is implemented in NSW by the Department of Education.

Under the national law, a child care provider is required to ensure that staff members working with children are advised of the existence and application of the current child protection law, and any obligations they may have under that law.

In NSW, early childhood nominated supervisors and persons in day to day charge are required to have completed the child protection courses approved by the Department of Education. These courses address risk identification and response. As well as completing approved training, child care staff must adhere to the Department of Education's policies and procedures.

Questions regarding the specifics of this training, policies or procedures, and to what extent they address domestic and family violence, should be directed to the responsible Minister.

- (3) The NSW Government collects statistics in regard to suspected instances of child abuse and neglect. There are quarterly statistical reports that collate data about the reporters as well as the numbers of children and young people involved in reports and the primary issue of concern. These reports can be accessed at: <https://www.facs.nsw.gov.au/resources/statistics/statistical-report/children-young-people>.

*545 MENTAL HEALTH, REGIONAL YOUTH AND WOMEN—HEALTH AND MEDICAL RESEARCH—Mr Latham asked the Minister for Mental Health, Regional Youth and Women—

- (1) How many authorised nursing positions are there at Wyong Hospital as of 30 September 2019?
- (2) How many of these authorised positions are currently filled?
- (3) How many of these authorised positions are under review to be removed from Wyong Hospital?
- (4) Is the Government considering to reduce the number of authorised nursing positions at Wyong Hospital?
- (a) If so, what are the details?
- (5) What were the number of patients admitted to Wyong Hospital for the financial years:
- (a) 2014-2015,
- (b) 2015-2016,
- (c) 2016-2017,
- (d) 2017-2018,
- (e) 2018-2019.

Answer—

- (1)-(4)

Local health districts and hospitals vary staffing profiles and numbers to appropriately meet operational need at any point in time consistent with Award requirements, and NSW Health staff numbers are included in the Annual Report.

The Central Coast Local Health District has mechanisms in place to identify vacancies and recruit to positions in accordance with service delivery needs and models of care. I am advised there are no plans to remove nursing positions from Wyong Hospital.

(5) This information is publicly available via NSW Health Annual Reports and Bureau of Health Information Healthcare Quarterly Reports.

*546 REGIONAL TRANSPORT AND ROADS—NEW ENGLAND HIGHWAY-CESSNOCK ROAD-CHURCH—Mrs Houssos asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Regional Transport and Roads—

- (1) What is Roads and Maritime Services' explanation for closing the Walker Street leg of the New England Highway-Cessnock Road-Church Street Maitland roundabout as part of the proposed stage two of this upgrade project?
- (2) What investigation work has Roads and Maritime Services conducted in consultation with Maitland City Council to address traffic using Maitland Park as a 'rat run' to avoid existing peak period traffic build-ups on Les Darcy Drive (New England Highway) Maitland?
- (3) What are the details of stage two of the New England Highway-Cessnock Road-Church Street Maitland roundabout upgrade that will be put out for community consultation?
- (4) What is the current timetable for that community consultation to commence?

Answer—

I am advised:

- (1) Transport for NSW has investigated a number of options to improve the westbound traffic flow in the afternoon peak for Les Darcy Drive. The roundabout is operating as one lane between Church Street and Cessnock Road due to safety and efficiency concerns relating to the Walker Street exit. Closing the Walker Street exit improves safety and allows the roundabout to operate as dual lanes, which also increases its capacity. TfNSW is continuing to investigate an alternative option that will allow Walker Street to remain open. The outcome of this investigation will determine the scope of the preferred option for stage two of the project.
- (2) Transport for NSW is aware of the 'rat runs' being used to avoid the westbound queuing in the afternoon peak and has discussed options to address this at a strategic level with Maitland City Council. TfNSW will work with Council to develop options to address the 'rat run' issue when the design for Stage Two is further developed.
- (3) TfNSW is currently finalising the preferred option for Stage Two.
- (4) Community consultation is expected to take place later this year.

*547 REGIONAL NEW SOUTH WALES, INDUSTRY AND TRADE—OFFSHORE SAND DREDGING—Mr Primrose asked the Minister for Education and Early Childhood Learning representing the Deputy Premier, Minister for Regional New South Wales, Industry and Trade—

- (1) Is the Deputy Premier aware that offshore sand dredging for beach nourishment purposes at Stockton has been identified as a potential solution to the erosion at Stockton beach?
- (2) Is the Deputy Premier aware that offshore sand dredging for beach nourishment purposes has worked successfully in Queensland?
- (3) What is the process for gaining approval for offshore sand dredging for beach nourishment purposes in New South Wales?
- (4) Is the Deputy Premier willing to meet with community representatives to discuss offshore sand dredging for beach nourishment purposes at Stockton?
- (5) Considering that the Offshore Minerals Act 1999 No 42 notes that "a reserved block may be put up for tender by the Minister publishing in the Gazette a tender block licence notice", will the Deputy

Premier give consideration to calling for tenders for offshore sand dredging for beach nourishment purposes at Stockton?

(a) If not, why not?

Answer—

(1) Yes.

(2) Yes.

(3) I am advised that under the Offshore Minerals Act 1999, sand is classified as a mineral and its recovery in NSW coastal waters requires a mining licence. Proponents can only apply for an offshore mining licence in NSW coastal waters once the Minister invites applications. There have been no invitations to date and unsolicited applications are invalid.

Under the State Environmental Planning Policy (State and Regional Development) 2011, mining in NSW coastal waters (an environmentally sensitive area of state significance) is state significant development and requires development consent under the Environmental Planning and Assessment Act 1979.

Other approvals may also be required under the Crown Lands Management Act 2016, the Marine Estate Management Act 2014, and/or the Fisheries Management Act 1994, depending on the scale and location of an offshore mining proposal.

Federal approval may also be required under the Environmental Protection and Biodiversity Conservation Act 1999 if an offshore mining proposal will have or is likely to have a significant impact on any matters of national environmental significance.

Waters further than three nautical miles off the NSW coast are Australian waters and are administered jointly by the Australian and NSW governments under the Offshore Minerals Act 1994 (Cth). Proponents can currently apply for an offshore sand mining licence in those waters under that Act.

(4) I am happy to take representations from community representatives including the Mayor of Newcastle, as shown by the answer to question 5.

(5) The NSW Government is working closely with City of Newcastle Council to consider a range of long-term option to address coastal erosion at Stockton, including the potential for offshore sand mining for beach nourishment purposes.

*548 REGIONAL TRANSPORT AND ROADS—CONTAINER TERMINAL INFORMATION—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Regional Transport and Roads—

(1) Is rail access to a container terminal a key consideration for regional economic development?

(2) Has Transport for NSW modelled the economic benefit of a container terminal in Newcastle?

(a) If so, when was this completed?

(b) If not, why not?

(3) Has Transport for NSW modelled how many jobs a Newcastle container terminal would create?

(a) If so, when was this completed?

(i) How many jobs is it estimated that a container terminal in Newcastle deliver for Newcastle and the Hunter?

(ii) How many jobs is it estimated that a container terminal in Newcastle deliver for regional NSW?

(b) If not, why not?

(4) Has there been any modelling/business case studies/draft documents done or proposed that looks at truck transport on the M1 and Sydney road networks should a container terminal in Newcastle, with no cap on the number of containers and removal of the state government fee payable on container exports, go ahead?

(a) If so, when where they completed?

- (b) If not, why not?
- (5) Would a container in Newcastle reduce freight costs for businesses in Newcastle, the Hunter and Northern NSW?
- (6) Is the Minister aware that the 2019 NSW Nationals Conference passed the following motion: "That conference call on the NSW Nationals to ensure: The removal of all obstacles facing the Newcastle Container Terminal Expansion Plans, including the cap on the number of containers and the State Government fee payable on container exports and The Port's development of a high intensity container terminal."?
- (a) Does the Minister support the motion as passed by the 2019 NSW Nationals Conference?
- (b) Does the Minister agree with the Deputy Premier's comments that western district farmers and primary producers would "absolutely" benefit from a container port at Newcastle?
- (7) Would a container terminal in Newcastle, with no cap on the number of containers and removal of the state government fee payable on container exports, lower freight costs for northern NSW exports?
- (8) What would be the benefit to western district farmers and primary producers if there was a container terminal at the Port of Newcastle, with no cap on the number of containers and removal of the state government fee payable on container exports?
- (9) Given that the Government's NSW Freight and Ports Strategy notes that the Port of Newcastle would continue to be NSW's primary coal export and will continue to service bulk grain and other commodities, how does the Government define the term "container" in respect of charging a fee for container traffic at the Port of Newcastle above the Government's minimal specified cap?
- (10) Do the Port Commitment Deeds for Port Botany, Port Kembla and the Port of Newcastle all include the same meaning of the term "container"?
- (11) What is the definition of container with respect to the Port Commitment Deeds?
- (12) Given that the Government charges a fee for container traffic at the Port of Newcastle above the Government's minimal specified cap, how many "containers" a year were shipped through the port since it was leased?
- (13) What is the current container threshold at the Port of Newcastle for which compensations is payable to NSW ports?
- (14) Are the restrictions placed on the Port of Newcastle effecting the efficiency of the NSW port network?
- (15) What is the government's current cap on container numbers at the Port of Newcastle?
- (16) Does the cap on containers at the Port of Newcastle drive up costs of farming exports?
- (17) What is the rationale for the Government not disclosing the Government's fee for container traffic above the Government's minimum specified cap at the Port of Newcastle, in the Government's freight and ports strategy?
- (18) On what date did the Government inform the Parliament about the Government's fee for container traffic above the Government's minimum specified cap at the Port of Newcastle?
- (19) Does the Government charge a legislated fee for container traffic at the Port of Newcastle above the Government's minimal specified cap?
- (20) Does the Government charge any fee for container traffic at the Port of Newcastle above the Government's minimal specified cap?
- (21) What is the government's source of funds to be able to pay NSW Ports Pty Ltd for container traffic at the Port of Newcastle above the government's minimal specified cap?
- (22) On what date did the government inform the ACCC of its decision to require the developer of a container terminal at the Port of Newcastle to pay the government's fee for container traffic at the Port of Newcastle above the government's minimal specified cap?
- (23) What percentage of containers are moved by road in Sydney?
- (24) Is it the case that there will be an estimated five million container truck movements a year through Port Botany by 2040 and six million without the Moorebank Intermodal Terminal compared with one million truck movements a year at present?
- (25) What is the cost of road improvements to the local road network serving the Moorebank Intermodal

Terminal?

- (a) 2013/14
 - (b) 2014/15
 - (c) 2015/16
 - (d) 2016/17
 - (e) 2017/18
 - (f) 2018/19
- (26) How much is Moorebank intermodal terminal operator is required to contribute to road improvements:
- (a) 2013/14
 - (b) 2014/15
 - (c) 2015/16
 - (d) 2016/17
 - (e) 2017/18
 - (f) 2018/19
- (27) What is the capacity of rail freight network serving the Moorebank Intermodal Terminal?
- (28) Given the Government's assurances that there is no cap on containers at the Port of Newcastle - legislative or otherwise - is there competition in the NSW container port market between Port of Newcastle Investments Pty Ltd at the Port of Newcastle, and NSW Ports Pty Ltd at Port Botany?
- (a) If yes, how is the Government supporting this competition?
- (29) Would removing freight from Sydney's existing rail network enable the capacity to be used for passenger services?
- (30) Would removing freight from the existing rail lines between Newcastle and Sydney, and Port Kembla and Sydney, allow the capacity to be used for passenger services?
- (31) Was the "Ports Assets (Authorised Transactions) Act 2012" amended to authorise the Government to lease the Port of Newcastle after Port Botany and Port Kembla were leased to NSW Ports on May 30 2013?
- (32) When the Government leased Port Botany and Port Kembla to NSW Ports on May 30 2013, did the Government have authority to require the developer of a container terminal at the Port of Newcastle to pay the Government for container traffic at the Port of Newcastle above the Government's minimal specified cap?
- (a) If so, what was that authority?
- (33) Does Port Botany compete with the Port of Melbourne in the East coast container port market?
- (a) If yes, how many containers for the NSW market are shipped through the Port of Melbourne?
- (34) What studies has the Government undertaken in relation to competition between the Port of Melbourne and Port Botany in the East coast container port market?
- (35) When will the \$1 billion "Northern Sydney Freight Corridor Stage One" reach capacity?
- (36) How much will stages 2 and 3 of the Northern Sydney Freight Corridor cost to build?

Answer—

I am advised:

I refer you to LC 0549.

*549 TRANSPORT AND ROADS—CONTAINER TERMINAL INFORMATION—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) Is rail access to a container terminal a key consideration for regional economic development?
- (2) Has Transport for NSW modelled the economic benefit of a container terminal in Newcastle?
 - (a) If so, when was this completed?

- (b) If not, why not?
- (3) Has Transport for NSW modelled how many jobs a Newcastle container terminal would create?
- (a) If so, when was this completed?
- (i) How many jobs is it estimated that a container terminal in Newcastle deliver for Newcastle and the Hunter?
- (ii) How many jobs is it estimated that a container terminal in Newcastle deliver for regional NSW?
- (b) If not, why not?
- (4) Has there been any modelling/business case studies/draft documents done or proposed that looks at truck transport on the M1 and Sydney road networks should a container terminal in Newcastle, with no cap on the number of containers and removal of the state government fee payable on container exports, go ahead?
- (a) If so, when where they completed?
- (b) If not, why not?
- (5) Would a container in Newcastle reduce freight costs for businesses in Newcastle, the Hunter and Northern NSW?
- (6) Is the Minister aware that the 2019 NSW Nationals Conference passed the following motion: "That conference call on the NSW Nationals to ensure: The removal of all obstacles facing the Newcastle Container Terminal Expansion Plans, including the cap on the number of containers and the State Government fee payable on container exports and The Port's development of a high intensity container terminal."?
- (a) Does the Minister support the motion as passed by the 2019 NSW Nationals Conference?
- (b) Does the Minister agree with the Deputy Premier's comments that western district farmers and primary producers would "absolutely" benefit from a container port at Newcastle?
- (7) Would a container terminal in Newcastle, with no cap on the number of containers and removal of the state government fee payable on container exports, lower freight costs for northern NSW exports?
- (8) What would be the benefit to western district farmers and primary producers if there was a container terminal at the Port of Newcastle, with no cap on the number of containers and removal of the state government fee payable on container exports?
- (9) Given that the Government's NSW Freight and Ports Strategy notes that the Port of Newcastle would continue to be NSW's primary coal export and will continue to service bulk grain and other commodities, how does the Government define the term "container" in respect of charging a fee for container traffic at the Port of Newcastle above the Government's minimal specified cap?
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- (18) On what date did the Government inform the Parliament about the Government's fee for container traffic above the Government's minimum specified cap at the Port of Newcastle?
- (19) Does the Government charge a legislated fee for container traffic at the Port of Newcastle above the

Government's minimal specified cap?

- (20) Does the Government charge any fee for container traffic at the Port of Newcastle above the Government's minimal specified cap?
- (21) What is the government's source of funds to be able to pay NSW Ports Pty Ltd for container traffic at the Port of Newcastle above the government's minimal specified cap?
- (22) On what date did the government inform the ACCC of its decision to require the developer of a container terminal at the Port of Newcastle to pay the government's fee for container traffic at the Port of Newcastle above the government's minimal specified cap?
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- (24) Is it the case that there will be an estimated five million container truck movements a year through Port Botany by 2040 and six million without the Moorebank Intermodal Terminal compared with one million truck movements a year at present?
- (25) What is the cost of road improvements to the local road network serving the Moorebank Intermodal Terminal?
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- (26) How much is Moorebank intermodal terminal operator is required to contribute to road improvements:
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 - (a) If yes, how is the Government supporting this competition?
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- (32) When the Government leased Port Botany and Port Kembla to NSW Ports on May 30 2013, did the Government have authority to require the developer of a container terminal at the Port of Newcastle to pay the Government for container traffic at the Port of Newcastle above the Government's minimal specified cap?
 - (a) If so, what was that authority?
- (33) Does Port Botany compete with the Port of Melbourne in the East coast container port market?
 - (a) If yes, how many containers for the NSW market are shipped through the Port of Melbourne?
- (34) What studies has the Government undertaken in relation to competition between the Port of Melbourne and Port Botany in the East coast container port market?
- (35) When will the \$1 billion "Northern Sydney Freight Corridor Stage One" reach capacity?

(36) How much will stages 2 and 3 of the Northern Sydney Freight Corridor cost to build?

Answer—

I am advised:

1. No.

2, 3, 5, 7-23, 28, 31-34. I refer you to the evidence given at the Public Works Committee's Inquiry into the impact of Port of Newcastle sale arrangements on public works expenditure in New South Wales. Requests for further detail should be directed to the Treasurer.

4. No. Road planning is based on total use of the road for all purposes.

6. I refer you to the answer given at the Budget Estimates 2018-19 hearing.

24. The number of heavy vehicle movements will depend on rail mode share, the development of the Western Sydney Freight Line and intermodal terminal, and landside investment by NSW Ports to support rail capacity.

25 -26. The Department of Planning, Industry and Environment is assessing development applications for this site.

All information, including relevant traffic reports and the Voluntary Planning Agreement for Moorebank Precinct West and the development consent for Moorebank Precinct East, is available via the Department of Planning, Industry and Environment's Major Project Portal.

27. Information is available at <http://www.micl.com.au/importexportterminal>.

29-30. Yes

35. This information is available on the Infrastructure Australia website.

36. This is not yet known.

*550 PREMIER—BARANGAROO DELIVERY AUTHORITY AND URBANGROWTH NSW DEVELOPMENT CORPORATION—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Premier—

(1) In what month was the decision made to abolish the Barangaroo Delivery Authority and UrbanGrowth NSW Development Corporation?

Answer—

The Barangaroo Delivery Authority (BOA) and Urban Growth NSW Development Corporation (UGDC) were abolished as separate agencies as part of the 2019 Machinery of Government changes. The functions and staff of BOA and UGDC transferred to Infrastructure NSW. These changes were announced across the NSW public sector on 1 April 2019 and came into effect on 1 July 2019.

4 OCTOBER 2019

(Paper No. 108)

*553 TRANSPORT AND ROADS—REGIONAL COMMUNITY TRANSPORT AFFORDABILITY—Ms Boyd asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

In relation to the accessibility and affordability of community transport services for people living in regional and remote communities who need to access essential health services:

(1) What steps has the Government taken to ensure community transport services in regional and remote towns are affordable?

(a) What steps has the Government taken to ensure community transport services in South West Rocks are affordable?

(2) What steps has the Government taken to ensure people with disability can access fully accessible community transport services in regional NSW?

- (a) What steps has the Government taken to ensure people with disability can access fully accessible community transport services in South West Rocks?

Answer—

I am advised:

- (1) Since coming to office in 2011, the Government has increased funding for the Community Transport program by \$59 million, including a further commitment of \$3 million for two years starting in 2018-19. Prior to 2011, program funding had not increased since 1998.
- (a) The Kempsey Local Government Area (which includes South West Rocks) receives a proportionate amount of the above funding.
- (2) The contract for Community Transport providers requires them to have the capacity to meet the needs of their customers, including those who have physical or sensory disabilities.
- (a) Linked Community Services, the Community Transport Program provider in South West Rocks, fully complies with its contract.

*577 REGIONAL TRANSPORT AND ROADS—PASSENGER TRANSPORT ACT 2014—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) What are the detailed reasons why most of the provisions of the Passenger Transport Act 2014 have not commenced?
- (2) What action will the Government take and when, to either commence, amend or repeal these provisions?

Answer—

I am advised:

I refer you to the response to LC 0576.

*590 REGIONAL TRANSPORT AND ROADS—TRANSPORT ADMINISTRATION AMENDMENT (TRANSPORT ENTITIES) ACT 2017—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Regional Transport and Roads—

- (1) What are the detailed reasons why other than schedule 1, the Transport Administration Amendment (Transport Entities) Act 2017 has not commenced?
- (2) What action will the Government take and when, to either commence, amend or repeal these provisions?

Answer—

I am advised:

This is a matter for the Treasurer.

*592 PUBLIC SERVICE AND EMPLOYEE RELATIONS, ABORIGINAL AFFAIRS, AND THE ARTS—ABORIGINAL LANGUAGES ACT 2017—Mr Primrose asked the Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council—

- (1) What are the detailed reasons why the Aboriginal Languages Act 2017 has not commenced?
- (2) What action will the Government take and when, to either commence, amend or repeal these provisions?

Answer—

I refer you to my tabled response in the House on 8 August 2019.

The Hon. DON HARWIN (Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, and Vice-President of the Executive Council)-The Minister provided the following response:

I am advised:

The Government's priority has always been to ensure work stemming from the Aboriginal Languages Act 2017 (the Act) is shaped by further and genuine engagement with Aboriginal communities on the composition of the Languages Trust established by the Act and the contents of the first Strategic Plan. Once the Act has been proclaimed, the Trust has two years to deliver on the Strategic Plan. To ensure the Trust have the opportunity to deliver on this important work, we do not want to compromise the Act by imposing a shorter timeframe for them by proclaiming the Act significantly earlier than the Trust being established. The Government will open expressions of interest for membership of the Trust in September this year. This will include a rigorous recruitment process with the regular probity checks to meet the expectations as statutory appointees. The Government intends to proclaim the Act no later than March 2020, to coincide with the appointment of board members of the Aboriginal Languages Trust. However, Government will consider proclaiming the Act and establishing the Trust earlier if feasible and appropriate to do so.

23 OCTOBER 2019

(Paper No. 120)

686 HEALTH AND MEDICAL RESEARCH—EVERLIGHT RADIOLOGY WHITEPAPER—Revd Mr Nile to ask the Minister for Mental Health, Regional Youth and Women representing the Minister for Health and Medical Research—

- (1) Is the Minister aware of the Everlight Radiology Whitepaper, which proposes a scheme whereby Australian doctors overseas would be able to provide reporting services during their "waking hours", and so enhance the efficiency of medical services in NSW?
- (2) Could such a scheme be adopted in NSW public hospitals, particularly remote hospitals, to reduce waiting times, backlogs and meet unforeseen demands?
- (3) Will the Minister carefully evaluate this scheme and introduce it into NSW?

687 EDUCATION AND EARLY CHILDHOOD LEARNING—OUT OF SCHOOL HOURS (OOSH)—Mr Primrose to ask the Minister for Education and Early Childhood Learning—

- (1) Is it the case that parent-run Out of School Hours (OOSH) services can only serve students enrolled at the school, whereas commercial OOSH services do not have this restriction?
 - (a) If so, why does the Government limit parent-run OOSH services in this way?
 - (b) Will the Government review this restriction?

David Blunt
Clerk of the Parliaments