

**24 June 2002**

*(General Purpose Standing Committee No. 4)*

**Portfolio**

*Transport and Roads*

**QUESTIONS TAKEN ON NOTICE DURING HEARING**

**1. Mr Lynn asked the Minister for Transport, and Minister for Roads, the Hon Carl Scully, MP—**

*Relevant area in Hansard: top, p3*

*In relation to ‘Cityrail’*

Given the claim that the CityRail timetable was shelved due to a shortage of train drivers, how many additional drivers have you recruited?

**Answer:**

***CityRail’s recruitment activity is ongoing. As I have stated before I will not allow the introduction of a new timetable until I am assured that there are adequate drivers for it to be safely staffed.***

**2. Mr Lynn asked the Minister for Transport, and Minister for Roads, the Hon Carl Scully, MP—**

*Relevant area in Hansard: bottom, p3*

*In relation to ‘public transport agencies’*

- (1) How many staff within the various public transport agencies are engaged in communications, media and marketing?
- (2) What positions do they hold?
- (3) How much are they paid?

**Answer:**

***Public authorities conduct a range of extension activities aimed at communicating to the public a range of regulatory, advisory, research and general information. The question posed is too broad to identify an actual cost.***

**3. Mr Cohen asked the Minister for Transport, and Minister for Roads, the Hon Carl Scully, MP—**

*Relevant area in Hansard: bottom, p 7 and top, p8*

*In relation to ‘Easy Access Redevelopment Program’*

- (1) How many Newcastle metropolitan train stations will be accessible under the Easy Access Redevelopment Program by the end of the financial year 2002-03?
- (2) Which Sydney metropolitan train stations will be accessible under the Easy Access Redevelopment Program?
- (3) What are the selection criteria for determining which train stations will be redeveloped under the program and how might priority be determined?

**Answers:**

**(1) and (2):**

<i>Ashfield</i>	<i>Mascot</i>
<i>Bankstown</i>	<i>Metford</i>
<i>Blackheath</i>	<i>Milsons Point</i>
<i>Blacktown</i>	<i>Morriset</i>
<i>Bondi Junction</i>	<i>Newcastle</i>
<i>Beresfield</i>	<i>Olympic Park</i>
<i>Campbelltown</i>	<i>Parramatta</i>
<i>Caringbah</i>	<i>Pennant Hills</i>
<i>Central Station</i>	<i>Penrith</i>
<i>Circular Quay</i>	<i>Regents Park</i>
<i>Cronulla</i>	<i>Richmond</i>
<i>Domestic</i>	<i>Springwood</i>
<i>Engadine</i>	<i>St Leonards</i>
<i>Epping</i>	<i>St Marys</i>
<i>Fassifern</i>	<i>Strathfield</i>
<i>Gosford</i>	<i>Sutherland</i>
<i>Green Square</i>	<i>Thornton</i>
<i>Hornsby</i>	<i>Town Hall</i>
<i>Hurstville</i>	<i>Tuggerah</i>
<i>International</i>	<i>Warabrook</i>
<i>Katoomba</i>	<i>Waverton</i>
<i>Kogarah</i>	<i>Westmead</i>
<i>Leumeah</i>	<i>Wolli Creek</i>
<i>Lidcombe</i>	<i>Wollongong</i>
<i>Lithgow</i>	<i>Woy Woy</i>
<i>Liverpool</i>	<i>Wynyard</i>
<i>Maitland</i>	<i>Wyong</i>

**(3) Stations are chosen for Easy Access upgrades on the basis of a number of factors including:**

- *The patronage of the station.*
- *The distance to alternative rail stations with Easy Access.*
- *The potential for future patronage growth.*
- *Is there a bus interchange?*
- *Are rail travellers required to change platforms to gain access to alternative services or lines?*
- *The availability of alternative means of Easy Access public transport.*
- *The proximity of the station to educational facilities, legal institutions, hospital or medical services, shops, community facilities, recreational facilities etc.*
- *Commitments made by the Government of the day.*

*All these factors are considered in the preparation of the yearly program. This is announced each year as part of the Annual State Government Budget process.*

**4. Mr Cohen asked the Minister for Transport, and Minister for Roads, the Hon Carl Scully, MP—**

*Relevant area in Hansard: top, p 11*

*In relation to ‘Wheelchair access taxis’*

- (1) How many are there in NSW?
- (2) What are their response times?
- (3) What action has Transport New South Wales taken to improve their performance and supply?

**Answers:**

- (1) *As at July 2002, there are 370 wheelchair accessible taxis in NSW.*
- (2) *Wheelchair accessible taxis generally arrive within 30 minutes of booking.*
- (3) *Amendments to the Passenger Transport Act 1990 in 2000 and the Passenger Transport (Taxi-cab Services) Regulation 2001 strengthened the powers of the Department of Transport in respect of taxi networks. In particular, these provide for the imposition of standards requiring networks to ensure that specified service levels are met for the carrying out of services including that for wheelchair accessible taxis. Service standards have been drafted and will be released later this year for public comment before becoming operational.*

**5. Mr Lynn asked the Minister for Transport, and Minister for Roads, the Hon Carl Scully, MP—**

*Relevant area in Hansard: top, p 14*

*In relation to ‘the Liverpool to Parramatta transitway’*

What factors explain the 27 per cent increase in the cost of the Liverpool to Parramatta transitway, from \$203 million in the 2001-02 budget papers to \$258 million in the 2002-03 budget papers?

**Answer:**

*The major factors contributing to the increased cost from the strategic estimate were indexation and a major scoping change to the project, covering the inclusion of Hoxton Park Road widening.*

**6. Mr Cohen asked the Minister for Transport, and Minister for Roads, the Hon Carl Scully, MP—**

*Relevant area in Hansard: middle, p 15*

*In relation to ‘cycleways’*

- (1) How much does the Government plan to spend on the creation of new bicycle paths in New South Wales during the 2002-03 financial year?
- (2) How many fatalities have occurred on on-road and off-road bicycle paths in New South Wales in the last financial year?

**Answers:**

- (1) *In the 2002-03 financial year the Government has allocated \$9.223M for the construction of new cycleways.*

*In addition, the Government is also providing \$10.53M for specific cycle facilities as part of new major road construction projects and a further estimated \$10M as part of other road improvement programs, ie. linemarking on wide kerbside lanes, signs and shoulder sealing.*

*The total allocation by Government for improvements for cyclists is therefore \$29.753M for financial year 2002-03.*

- (2) *During the period 1 July 2001 to 30 June 2002 there were 14 pedal cyclists killed in road accidents in NSW. One of these fatalities occurred on an on-road bicycle path. The Roads and Traffic Authority does not record accidents which occur in off-road locations, including off-road bicycle paths, as it is outside its area of responsibility.*

**7. Mr Lynn asked the Minister for Transport, and Minister for Roads, the Hon Carl Scully, MP—**

*Relevant area in Hansard: middle, p 17*

*In relation to 'Rebuilding Country Roads Program'*

- (1) How much money was spent on the completion of projects as part of the program in 1998-99, 1999-2000, 2000-01, and 2001-02 to date?
- (2) How much money has been allocated to the RCRP for 2002-03?
- (3) Which specific road and bridge projects were undertaken as part of the RCRP and what was the cost of these projects during 1998-99, 1999-2000, 2000-01, 2001-02, and 2002 to date?
- (4) Please list the road projects that will be completed in the 2002-2003 financial year and their costs?

*Answers:*

*More than \$493 million has been spent on the Rebuilding Country Roads program since its introduction in 1998. A further \$109 million is budgeted for 2002/03.*

*In addition, 79 percent of this year's \$60 million enhanced maintenance package (funded in part by the increase in the Sydney Harbour Bridge toll) will be spent on rural and regional roads. It should be noted that Coalition has promised to cut this additional maintenance funding by \$112 million over the next four years if they are elected, disproportionately impacting on country road users.*

**8. Mr Lynn asked the Minister for Transport, and Minister for Roads, the Hon Carl Scully, MP—**

*Relevant area in Hansard: middle, p 18 and top, p 21*

*In relation to 'digital speed cameras'*

- (1) How many fixed digital speed cameras are located in the Sydney metropolitan region?
- (2) How many are located in the rest of New South Wales outside the Sydney metropolitan region?
- (3) What is the overall cost of administration in relation to the operation of speed cameras?

*Answers:*

*Details of the RTA's campaign to reduce speeding, including the number and locations of Fixed Digital Speed Cameras are contained on the RTA's website.*

**9. Mr Lynn asked the Minister for Transport, and Minister for Roads, the Hon Carl Scully, MP—**

*Relevant area in Hansard: middle, p 19*

*In relation to 'infringement notices'*

- (1) What is the total number of infringement notices that have been issued for cameras located in the Sydney area and cameras located outside Sydney for the year 2001-02?
- (2) How much revenue was collected by the issue of such infringement notices in 2001-02?
- (3) What is the estimated amount of money that will be collected for infringement notices for the period 2002-03?

*Answers:*

*Data relating to infringements is collected by the NSW Police and is published in the Police annual report.*

**10. Mr Cohen asked the Minister for Transport, and Minister for Roads, the Hon Carl Scully, MP—**

*Relevant area in Hansard: p 24 and middle p 25*

*In relation to ‘M5 East ventilation’*

- (1) What are the current energy costs of operating the ventilation system of the M5 East?
- (2) How do they compare with the Harbour Tunnel and the Eastern Distributor?
- (3) What has been the extra cost of running the fans at a higher speed to comply with the legal agreement with RAPS?
- (4) Can you give details of the operation of the fans in the Turrella stack?

*Answers:*

- (1) *There is a lump sum item entitled “Ventilation System” in the Operations and Maintenance Contract for power utilisation, inspection and maintenance of ventilation fans/controls and monitoring stations. The energy costs are not recorded separately.*
- (2) *The Sydney Harbour Tunnel and Eastern Distributor are privately owned and operated. The information regarding energy costs is not available to the Roads and Traffic Authority (RTA).*
- (3) *Negotiations with contractors Baulderstone Hornibrook and Bilfinger Berger Joint Venture are not yet finalised on this issue.*
- (4) *Details of fan operations are contained on the RTA website.*

**11. Mr Cohen asked the Minister for Transport, and Minister for Roads, the Hon Carl Scully, MP—**

*Relevant area in Hansard: bottom, p 25*

*In relation to ‘Eastern Distributor Exhaust Stack’*

- (1) (a) Have any residents been moved from the Eastern Distributor exhaust stack area for health reasons?
- (b) If so, have they been public housing residents?
- (2) Has any resident local to the eastern Distributor stack been asked to sign confidentiality clauses?

*Answers:*

- (1) (a) and (b) *I am advised that two residents having complained of health problems allegedly caused by the Eastern Distributor.*

*The residents have been advised that there is no evidence to indicate that the Eastern Distributor is the cause of the health problems.*

*I am further advised that both people have raised these allegations with their landlord, the Department of Housing.*

- (2) *After making enquiries with the Roads and Traffic Authority, I am not aware of any resident local to the Eastern Distributor stack that has been asked to sign a confidentiality clause.*

**12. Mr Lynn asked the Minister for Transport, and Minister for Roads, the Hon Carl Scully, MP—**

*Relevant area in Hansard: bottom, p 27, top, p 28 and middle, p 28*

*In relation to the 'Hume Highway'*

- (1) On the Mittagong bypass of the Hume Highway, did RTA officers design the road bridges?
- (2) Do you know the cost of the original bridge construction?
- (3) What was the nature of the problem discovered with the structure and capacity of the bridges?
- (4) Could you advise when the problem was discovered?
- (5) Could you advise when the work of rebuilding the bridge will be complete?

**Answers:**

*The RTA designed all the road bridges except the twin bridges at Nattai River which were designed by Maunsell Pty Ltd following acceptance of an alternate tender submitted by John Holland Pty Ltd.*

*There have been no problems regarding the structure and capacity of bridges on the Mittagong Bypass. However, geological changes have damaged the road surface and the surrounding region between the Nattai River and Gibbergunyah Creek bridges.*

*Work on the construction of the new bridges is scheduled for completion by mid 2003.*

**13. Mr Lynn asked the Minister for Transport, and Minister for Roads, the Hon Carl Scully, MP—**

*Relevant area in Hansard: middle, p 28*

*In relation to 'Commonwealth Road funds'*

- (1) Please advise and list the projects on which the untied Commonwealth road funds were expended?
- (2) Please advise from what specific revenue streams the Consolidated Fund appropriation was sourced?

**Answers:**

*There are no requirements for untied Commonwealth roads funds to be expended on specific projects. These funds form part of total revenue which is allocated across the various programs. The sources of the revenue stream are detailed in Budget Paper No 3 page 19-28.*

#### ADDITIONAL QUESTIONS ON NOTICE

**14. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1)
  - (a) Does your Ministerial Office receive media monitoring services?
  - (b) If so, what was the annual cost in 2001-02?
  - (c) If the media monitoring services are sourced from other cost centres, which budgets are they allocated to and what is the annual cost?
  - (d) How many different suppliers do you have contracts with, either directly, or indirectly through media monitoring services sourced from other cost centres?
  - (e) Please list all suppliers.
- (2)
  - (a) Does any agency in your portfolio receive media monitoring services?

- (b) If so, what was the annual cost in 2001-02, by agency?
- (c) If the media monitoring services are sourced from other cost centres, which budgets are they allocated to and what is the annual cost?
- (d) How many different suppliers do agencies in your portfolio have contracts with, either directly, or indirectly through media monitoring services sourced from other cost centres?
- (e) Please list all suppliers.
- (3) (a) In 2001-02, how much was spent on your Ministerial Office? Please provide a breakdown by expense.
- (b) What is the forecast amount to be spent in 2002-03 and what is the forecast number of staff?
- (4) (a) What is the total cost of your overseas trips in 2001-02?
- (b) Can you please provide a list of each trip, purpose and cost?
- (c) For each trip, please provide a breakdown in airfare costs, hotel costs, car hire, and accompanying staff and officials.
- (5) (a) What is the estimate of money to be spent on your overseas trips in 2002-03?
- (b) Can you please provide a list of each trip, purpose and cost?
- (c) For each trip, please provide a breakdown in airfare costs, hotel costs, car hire, and accompanying staff and officials.
- (6) (a) What is the total cost of your interstate trips in 2001-02?
- (b) Please provide a list of each trip, purpose and cost and for each trip a breakdown in airfare costs, hotel costs, car hire, and accompanying staff and officials.
- (7) (a) What is the estimate of money to be spent on your interstate trips in 2002-03?
- (b) Can you provide a list of each trip, purpose and cost?
- (c) For each trip, can you provide a breakdown in airfare costs, hotel costs, car hire, and accompanying staff and officials?
- (8) (a) How many staff were employed as at 30 May 1999, 30 May 2000, 30 May 2001 in your Ministerial Office?
- (b) What was the annual salary cost of those staff in each of those years?
- (9) (a) Does your office contract consultants?
- (b) If so, what consultancies have been commissioned in 2001/2002, and at what cost?
- (c) What consultancy services will be commissioned from July 1 2002 - March 2003 and at what estimated cost?
- (10) (a) Were any legal costs incurred by your office in 2001-02.
- (b) If so, what was the cost and nature of each instance of legal advice?

**Answers:**

- (1) (a) **Yes.**
- (b) **All costs incurred were appropriate to the needs identified.**
- (c) **All expenditure is from the appropriate cost centres.**
- (d) **Please refer to answer for (c)**

- (e) *Please refer to answer for (c)*
- (2) (a) *Any decision to access media monitoring is determined by the agencies concerned and the need for monitoring of issues.*
- (b) *All costs were in accordance with identified needs.*
- (c) *All expenditure is from the appropriate cost centres.*
- (d) and (e) *The appropriate cost centres are utilised.*
- (3) (a) *The Government has released the costs of Ministerial expenditure to the Opposition under an FOI application.*
- (b) *It is too early in the financial year to predict expenditure. Staff numbers will approximate those released under the FOI application.*
- (4) *Official travel is undertaken in accordance with appropriate guidelines. Costs incurred during official overseas travel were in accordance with the appropriate guidelines.*
- (5) *This will depend on the nature and scope of any travel undertaken in 2002-03. Costs incurred during official overseas travel will be in accordance with the appropriate guidelines.*
- (6) *Official travel was undertaken in accordance with appropriate guidelines and in a cost effective manner.*
- (7) *It is too early to provide an estimate at this stage of the financial year. However, expenditure will depend on the nature and scope of any travel in 2002-03.*
- (8) *Ministerial staff are employed by the Director General of the Premier's Department in accordance with the provisions of the Public Sector Management Act 1988. All costs were in accordance with the expenditure necessary to facilitate the effective functioning of the office and within allocations to Ministerial Offices.*
- (9) *No consultants were contracted to my Office in 2001/02. It is not possible to predict so early in the financial year the likely expenditure on consultants in 2002-03.*
- (10) *No legal costs were incurred by my Office in 2001/02. Any legal costs which may be incurred in 2002/03 will only occur after an assessment of the need to obtain external legal assistance. Legal professional privilege will be maintained in relation to advice and costs.*

**15. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

For each of your portfolio agencies in 2001-02:

- (1) (a) What was the total cost of public relations activities?
- (b) What is the forecast cost for 2002-03?
- (2) How much was spent on public opinion surveys?
- (3) (a) How much money was spent on advertising? *Please provide a list of each campaign and cost.*
- (b) What is the estimate of money to be spent on advertising in 2002-03? *Please provide a list of each campaign and cost.*
- (4) (a) How much was spent on consultants? *Please provide a list of each agency and cost.*
- (b) What is the estimate of money to be spent on consultants in 2002-03? *Please provide a list of each agency and cost.*



**Answers:**

- (1) *Public authorities conduct a range of extension activities aimed at communicating to the public a range of regulatory, advisory, research and general information. The question posed is too broad to identify an actual cost.*
- (2) *The Premier issued Memorandum 2000-28 which specifically directed government agencies not to use surveys of government clients or NSW citizens to elicit questions on political issues.*
- (3) *Details of total government advertising were published in the Sydney Morning Herald newspaper on Monday 29 July 2002 in an article by Paola Totaro, State Political Editor. All requests relating to advertising must be approved by a Cabinet Sub-Committee on Government Advertising.*
- (4) *The cost of consultants is reflected in the annual report. Expenditure depends on the need for consultancy services throughout the year.*

For each of your portfolio agencies in 2001-02:

- (5) (a) How much was spent on overseas trips in 2001-02 by officials? *Please provide a list of each trip, purpose and cost.*
- (b) What is the estimate of money to be spent on overseas trips in 2002-03 by officials? *Please provide a list of each trip, purpose and cost.*
- (6) (a) How much was spent on inter-state trips in 2001-02 by officials? *Please provide a list of each trip, purpose and cost?*
- (b) What is the estimate of money to be spent on interstate trips in 2002-03 by officials? *Please provide a list of each trip, purpose and cost?*

**Answers:**

- (5) *Details regarding all official overseas travel is included in the annual report and is in accordance with the appropriate guidelines. Expenditure depends on the particular issues requiring overseas travel.*
- (6) *Interstate travel by portfolio agencies was undertaken in accordance with appropriate guidelines. Expenditure depends on the particular issues requiring travel.*

For each of your portfolio agencies in 2001-02:

- (7) How much was spent on legal expenses?
- (8) (a) How much was spent on office fitouts and refurbishments?
- (b) What is the estimated cost for 2002-03?
- (9) (a) How much was spent on the cost of leases in the Sydney CBD?
- (b) What is the estimated cost for 2002-03?
- (10) (a) Was there any vacant or under-utilised office space?
- (b) What is the cost of such unused office space?

**Answers:**

- (7) *Expenditure on legal expenses followed appropriate review of the circumstances, the need for such expenditure and within appropriate guidelines. In the case of core work for public sector agencies the Crown Solicitor meets these costs.*
- (8) *All office accommodation fit-outs and refurbishments were undertaken in accordance with OH&S requirements and appropriate guidelines. It is not possible to predict so early in the financial year the likely expenditure on accommodation and fit-outs in 2002-03.*

- (9) *The Government Asset Management Committee (GAMC) monitors the leasing of the majority of government office space. Costs are kept to a minimum by virtue of the whole of government approach taken to leasing.*
- (10) *The Government Asset Management Committee (GAMC) oversees the leasing of the majority of government office space. It monitors lease negotiations to maximise occupancy and avoid vacancies.*

For each of your portfolio agencies in 2001-02:

- (11) (a) How much money was spent on performance pay for public servants in:
- (i) 2000-01?
- (ii) 2001-02?
- (b) Did you personally approve these bonus payments?
- (12) (a) How much was spent on the salary packages for the Senior Executive Service?
- (b) What is the estimated cost for 2002-03?

**Answers:**

- (11) *On 28 August 2001 Premier's Memorandum 2000-21 was issued indicating that performance pay was not to be made available to members of the Chief and Senior Executive Services. Approvals for performance payments prior to 28 August 2001 as well as all other remuneration to members of the Senior Executive Service were made by the respective Chief Executive Officers.*
- (12) *Upon election, the Government inherited a Chief and Senior Executive Service of 1,434 positions. The Government reduced the number of Senior Executive Service positions in accordance with a commitment to do so. As at April 2002 there were 1,003. This is a reduction of 431.*

*Remuneration for the Senior Executive Service (SES) is determined by the Independent Statutory and Other Offices Remuneration Tribunal (SOORT). It is not possible to predict so early in the financial year the likely expenditure on SES remuneration. However, expenditure will be in accordance with any determinations by SOORT.*

For each of your portfolio agencies in 2001-02:

- (13) (a) Have any Departments or agencies been fined by a court or statutory or regulatory authority between July 1 2001 and June 30, 2002?
- (b) If so, detail each fine and amount, and the reason for each fine?
- (14) How many times were matters referred for independent investigation to ICAC? *Please provide a breakdown of these referrals?*

**Answers:**

- (13) *Any penalties imposed by a court or statutory authority are on the record of that court or statutory authority.*
- (14) *Section 11 of the Independent Commission Against Corruption Act 1988 requires the principal officer of an agency to report any matter the officer suspects on reasonable grounds concerns or may concern corruption. Disclosure of information may identify issues under investigation and therefore impede these investigations.*

For each of your portfolio agencies in 2001-02:

- (15) (a) What fees were increased, and by how much?
- (b) What fees are expected to be increased in 2002-03?

*Answer:*

(15) (a) and (b) *As was the case in the former Greiner/Fahey Government's any increases in fees are measured and take into account the specific fee, movements in the CPI and other related factors.*

16. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—

- (1) (a) In 2001-02, how many board appointments were made you, or by your portfolio agencies?
- (b) Of these appointments:
- (i) How many were women?
- (ii) How many were of people from a non-English speaking background?
- (iii) How many were of people with a disability?
- (iv) How many were Aboriginal Torres Strait Islanders?
- (v) How many were young people?

*Answers:*

- (1) (a) *The Government made a total of 1754 appointments to boards and committees in 2001/02.*
- (b) (i) *Approximately 694 were female.*
- (ii) *Due to the self-identifying nature of the nomination form no reliable figures are available for people from a non –English speaking background.*
- (iii) *Due to the self identifying nature of the nomination form no reliable figures are available for people with a disability.*
- (iv) *Due to the self identifying nature of the nomination form no reliable figures are available for Aboriginal Torres Strait Islanders.*
- (v) *Due to the self identifying nature of the nomination form no reliable figures are available for young people.*

17. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—

*In relation to the 'Disposal of non-current assets'*

- (1) What is the relationship, if any, between the disposal of non-current assets and the:
- (a) discharge of interest bearing liabilities, and
- (b) the reduction in employee entitlements?
- (2) Provide a list of non-current assets disposed of in 2001-02.
- (3) Provide a list of non-current items to be disposed of in 2002-03.

*Answers:*

*Details of non-current assets and liabilities are published each year in the audited financial statements of agencies in their Annual Reports.*

**18. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

*In relation to 'Education programs'*

- (1) List and briefly describe each education program implemented by Waterways Authority in 2001-02 and the cost of each program.
- (2) Indicate which, if any, of the programs included educational material about pollution control and environmental protection.
- (3) What education programs are proposed for 2002-03 and how much is the estimated cost of such programs?
- (4) Will such programs include material relating to pollution and environmental protection?

**Answers:**

*The Authority expended \$1.875 million on boating safety education programs in 2001/02 including:*

- *Education programs including 550 boating safety and licence seminars.*
- *Targeted campaigns such as vessel safety checks, lifejacket checks and hypothermia education. Education programs are also conducted at schools and through community events promoting boating safety education.*
- *Public awareness programs for the general boating public covering safety issues such as lifejackets, hypothermia, alcohol, capsizes and safe boating practices and particular activities at the Sydney Boat Show.*

*With the appointment of the Waterways Authority as an Authorised Regulatory Authority under the Protection of the Environment Operations Act 1997 in December 2001, the Authority has sought to be not only an advocate of marine safety but also of sustainable environmental practices for the boating community.*

*An initial education program was therefore conducted and a number of publications were designed to address the relationship between boating and the marine environment. These publications included: 'Don't make waves'; 'Stow it, Don't Throw it'; 'Safe Boating Handbook' and 'Leave only water in your wake'*

*The Authority has also recently conducted a 'Clean Waters' expo which was designed as an opportunity for environmental industries to showcase state-of-the-art technologies to stakeholders such as marina operators, charter vessel operators, marine contractors and Local Government agencies.*

*A similar range of education programs is planned for 2002/03*

**19. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

*In relation to the 'Homebush Bay remediation'*

- (1) Please provide:
  - (a) expenditure to date on the remediation of polluted sites at Homebush Bay,
  - (b) expenditure for such remediation in 2001-02,
  - (c) estimated cost of remediation in 2002-03,
  - (d) estimated cost of remediation beyond 2002-03.
- (2) (a) Is it proposed that any of the costs of remediation of Homebush Bay will be funded from asset sales?
  - (b) If so, what sales are proposed?
- (3) What has been the response of the Waterways Authority to the Auditor-General's qualification to the Waterways accounts in respect of the Authority's failure to provide for known costs of remediation?

**Answers:**

*A total of \$5.0 million is expected to have been expended on remediation by the end of the 2002/03 financial year, with a further \$16.0 million proposed to be expended in future years. Asset sales are not proposed to be used to fund these costs.*

*The Waterways Authority inherited the qualification relating to the remediation of Homebush Bay from the former the Marine Ministerial Holding Corporation (MMHC) when the MMHC was transferred to the Authority in March 2000.*

*The Independent Audit Report of the MMHC has been qualified since 1996 with respect to the treatment of remediation expenditure at Homebush Bay. At that time the then Auditor-General wanted the MMHC to accrue the entire expenditure in the 1996/97 financial year even though no money had been spent. The MMHC argued the remediation should be expended as incurred and elected to report as such in its financial statements.*

**20. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

*In relation to 'WADAMP'*

- (1) Provide the amount expended on, the nature of, and the location of each project under WADAMP in 2001-02.
- (2) What is the reason for the reduced estimate for 2002-03?

**Answers:**

*Details of the WADAMP program are publicly available through the Waterways Authority's Annual Report and on the Waterways website.*

*The allocation for WADAMP is maintained at \$2M per annum. The Budget reflects the anticipated expenditure based on previous years' experience.*

**21. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

*Relevant area in the Budget papers: p 19-14, Licences*

- (1) How many commercial vessels were registered in 2001-02?
- (2) How many operators were registered in 2001-02?

**Answers:**

*As at 30 June 2002 there were 5,763 commercial vessels registered and 6,406 certificate holders qualified to operate commercial passenger vessels in NSW.*

**22. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

*In relation to 'Eden'*

What was Waterways Authority's contribution to construction of facilities to support a new multi-purpose wharf at Eden (\$)?

**Answer:**

*The Waterways Authority contribution to the multi-purpose wharf at Eden has been made in terms of project management and administration of the \$5M Consolidated Fund grant.*

**23. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—***In relation to 'Dangerous Goods'*

- (1) How many prosecutions were there arising out of breaches of Dangerous Goods regulations (as they relate to waterways and/or Ports) in 2001-02?
- (2) How many infringement notices were issued to shippers for breaches/alleged breaches of Dangerous Goods regulations (as they relate to waterways and/or Ports) in 2001-02?
- (3) How much revenue was generated through the issuing of such infringement notices in 2001-02?

**Answers:**

*The Dangerous Goods (General) Amendment (Penalty Notices) Regulation 2001, which enables Port Corporations to issue infringement notices, was gazetted on 21 December 2001. Since then 30 infringement notices have been issued resulting in revenue of \$13,750.*

**24. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—***Relevant area in the Budget papers: p 19-47, Net increase in equity - \$66.5m*

- (1) Please provide a complete reconciliation and further details of the projected change in equity, taking into account the projected decrease in 'Land and Building', the gain on disposal of non-current assets, reduction in Liabilities, net change on current assets and capital expenditure, including the estimated amount to be paid as dividends to the Government.  
  
*(If complete information is not provided, the Committee will be pleased to hold specific Waterways public hearings)*
- (2) Given that the Waterways Authority has repeatedly stated it is committed to the concept of transparency in distinguishing between 'Marine Safety and Environment' and "Property and Wetlands Management" funds allocations, please provide a breakdown of the 2002-03 estimates for:
  - (a) Marine Safety and Environment, and
  - (b) Property and Wetlands Management.
- (3) Are any fees collected from boat owners used to subsidise any property activity eg. the Homebush Bay Remediation?
- (4) With respect to the estimated increase in taxes, fees and fines, how will the increased revenue be generated?
- (5)
  - (a) Will the impact of increased fines announced for the proposed Marine Pollution legislation account for any of this estimated increase?
  - (b) If so, provide details.

**Answers:**

- (1) *The \$66.5M shown as Equity Reserves is not an increase in equity, but is a reserve created by the revaluation of Waterways Authority assets. A reconciliation of the Waterways accounts is provided each year in the audited financial statements published in the Annual Report.*

*(NB: I should point out for the Honourable Jenny Gardiner's benefit that I was accompanied to the Estimates Committee hearing by Mr Matthew Taylor, Chief Executive and Mr Brian Stanwell, Finance Manager of the Waterways Authority. I note for the Committee's information that although the opportunity to direct questions was provided, no questions relating to Waterways were asked at the hearing.)*

- (2) *I refer the Honourable Jenny Gardiner to pages 19-48 through 19-52 of Budget Paper Number 3 where the information requested is provided.*

- (3) *No.*
- (4) *The increased revenue is generated from a mix of CPI increases and predicted growth.*
- (5) (a) *No.*
- (b) *Not applicable*

**25. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

*In relation to ‘Port of Yamba’*

- (1) Please table the following information relating to the Port of Yamba Advisory Committee:
- (a) Names of the Committee members,
- (b) Dates of the Committee’s meetings held in 2001-02,
- (c) Any recommendations made to the Government by the Committee,
- (d) Responses of the Government to such recommendations.

*In relation to ‘72.1 Waterways Management – 72.1.1 Marine Safety and Environment’*

- (2) Account for the increased staffing numbers.
- (3) In which offices will the extra staff be based?

*In relation to ‘72.1 Waterways Management – 72.1.2 Property and Wetlands Management’*

- (4) Please provide a breakdown of the figures of trade in tonnes through:
- (a) Yamba?
- (b) Eden?

**Answers:**

- (1) (a) *Names of the Committee members are published in the Annual Report.*
- (b) *In 2001-2002 committee meetings were held on 22 August 2001, 12 December 2001 and 15 April 2002.*
- (c) *The Committee endorsed obtaining a standing approval to dredge the sand bar at the entrance of the Port of Yamba.*
- (d) *The Port of Yamba contributes greatly to the North Coast region’s economic livelihood. It is therefore essential that vessels have access to the Port at all times. It is proposed to obtain a standing approval so that dredging of this area can be carried out expeditiously. Planning and authority approvals to undertake the work are currently being processed through involve DLWC, NSW Fisheries, Planning NSW, the EPA and the local council and possibly the Commonwealth Government, depending on the proposed disposal of spoil regime.*
- (2) *The increase in staff numbers is principally due to the formal amalgamation of the Maritime Assets Division into the Waterways Authority and the rationalisation of their staffing into two programs. As well, additional on-water operational staff were engaged for the Authority’s Safety Education and Compliance Team.*
- (3) *The extra staff will be principally located in the Authority’s Head Office and Sydney Region.*

<b>(4)</b>	<b>Trade in tonnes through Yamba and Eden are:</b>		
	<i>(mass tonnes)</i>		
	<b>2001/02</b>		<b>2002/03</b>
	<i>revised budget</i>		
<b>(a)</b>	<b>Yamba</b>	<b>11,800</b>	<b>12,400</b>
<b>(b)</b>	<b>Eden</b>	<b>843,200</b>	<b>887,600</b>
	<b>Total</b>	<b>855,000</b>	<b>900,000</b>

**26. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

*In relation to 'Waterways Staffing levels'*

- (1) How many Waterways officers monitor the region from Evans Head to the Queensland border?
- (2) Please table details of the numbers of Waterways officers, broken down by region.

**Answers:**

- 1. Two**
- 2. The total number of Waterways staff, rounded to the nearest FTE, in each Region is as follows:**

**Sydney Region 61 FTE**

**Hawkesbury/Broken Bay Region 19 FTE**

**Hunter/Inland Region 19 FTE**

**South Coast Region 16 FTE**

**North Coast Region 17 FTE**

**Murray/Inland Region 9 FTE**

*'Transport'*

**27. Mr Cohen asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

*Relevant page in the Budget papers: p 19-21*

Page 19-21 of the Budget Papers outlined estimated Government expenditure the Delivery of Equitable and Quality transport services.

- (1) Has Transport NSW allocated any funds to implement its cross portfolio Disability Action Plan?
- (2) Will the RTA be required to be part of this Action Plan?
- (3) What measured improvements in mobility assistance has there been in NSW in the last 5 years?

**Answers:**

- (1) Yes**
- (2) Yes**
- (3) Consolidated figures on the accessibility of Portfolio services and infrastructure since mid-1998 until June 2002 show the following increases in the availability of accessible services:**
  - **The number of Easy Access stations has increased from 27 to 60.**



- *The number of State Transit wheelchair accessible buses has increased from 107 to 461.*
- *The number of wheelchair accessible metropolitan taxis has increased from 138 to 271.*
- *The number of wheelchair accessible rural and regional taxis has increased from 79 to 105.*

*'Roads'*

**28. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) What is the estimated actual cost to the RTA of a person completing a Driver Knowledge Test?
- (2) What is the estimated actual cost to the RTA of a person completing a Hazard Perception Test?

*Answers:*

*Taking into account the development, maintenance and equipment costs as well as motor registry transactions costs, the total estimated cost to the RTA of a person completing a Driver Knowledge Test is \$20.45 and a Hazard Perception Test is \$22.20. Any funds collected above the cost of the tests to the RTA are applied to the Roads Budget.*

**29. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) What amount has been allocated in the 2002/03 Budget for:
  - (a) completing the development of the Driver Qualification Test?
  - (b) continuing the road safety school education programs and implementing the Safety Around Schools Program?
  - (c) an alcohol interlock program?
  - (d) developing a heavy vehicle safety strategy?
  - (e) an integrated program to counter excessive speeding?
  - (f) continuing the Road Blackspot Program?
- (2) What do each of the above-mentioned programs entail?

*Answers:*

- (1) (a) *Of an estimated development cost of \$550,000, an amount of \$125,000 was expended in the 2001/02 financial year. The balance of \$425,000 has been allocated in the 2002/03 Budget.*

*The Driver Qualification Test (DQT) will be the last of the new computer-based tests in the NSW Graduated Licensing Scheme. It is a two-part test which Provisional P2 drivers must pass to graduate to a full licence.*

*The first part of the DQT will be a test that examines applicants' knowledge relating to safe driving behaviour. The second part will include a more advanced Hazard Perception Test that will examine applicants' ability to detect and respond to multiple hazards that may occur when driving.*

*The DQT and the supporting educational materials are currently being developed and trialled for a commencement in registries and other testing locations on 1 July 2003, when the first group of applicants will become eligible for an unrestricted licence under the Graduated Licensing Scheme.*

- (b) *The 2002/03 budget for school-based Road Safety Education Program and the Safety Around Schools Program is \$13.945M.*

*The school-based Road Safety Education Program initiated in 1986, is a partnership between the Roads and Traffic Authority (RTA) and the following bodies:*

- *Association of Independent Schools (AIS).*
- *Catholic Education Commission (CEC).*
- *Department of Education and Training (DET).*
- *Early Childhood Safety Education Program (ECRSEP).*

*It provides educational resources and professional development to teachers and child-care workers throughout NSW.*

*The rationale of the program is to:*

- *Produce behavioural change through programs and campaigns.*
- *Act as an advocate for children in road safety.*
- *Provide appropriate resources for teachers and students.*
- *Lobby for best practice.*

*The program overview is a long term, educational strategy with the RTA acting as the lead agency and funding body in the partnership:*

- *It aims to develop and produce resources and professional development opportunities for teachers.*
- *It advocates delivery of Road Safety Education to students by classroom teachers.*

*The program is part of the formal school curriculum and is part of pre-service training for teachers.*

*The Safety Around Schools Program aims to improve the safety of school students through a program of engineering works of road safety facilities and other strategies around schools. It has the following components:*

- *Funding for the installation of 40 km/h School Zones on all roads with current school access points throughout NSW.*
- *Funding for road safety facilities around schools on State roads and roads within the unincorporated area in the Western area of NSW.*
- *Funding of School Crossing Supervisors for infants and primary schools.*
- *The establishment of a new Safety Around Schools Review Panel providing independent advice to the Chief Executive of the RTA where there is a concern raised by a school about the RTA's response to their road safety issue.*
- *The development of the Safety Around Schools Database to register and track school road safety issues.*
- *The development of resources for schools to support their road safety initiatives eg. A Practical Guide to Addressing Road Safety Issues Around Schools and an information kit about safe parking practices around schools especially for parents and carers.*

- (c) *Estimated expenditure on the development of the alcohol interlock program during 2002/03 is \$360,000.*

*The program entails new legislation to enable courts to order a reduced disqualification period, followed by a period on an interlock driver licence as an alternative to a full disqualification*

*period for certain serious drink drive offences. The interlock driver licence restricts the person to driving a vehicle fitted with an alcohol interlock device approved by the RTA.*

*The interlock device is an electronic breath alcohol analyser wired into the vehicle's ignition. All attempts to start a vehicle including corresponding breath alcohol levels are recorded in the device. The vehicle must be submitted to an RTA approved service provider at regular intervals so that the electronic information stored in the device can be downloaded and provided to the RTA for monitoring. The interlock driver licence holder will be monitored consistently throughout the licence period.*

*The program also requires the offender to complete a brief medical intervention to discuss alcohol issues before the interlock driver licence is issued.*

(d) *The Heavy Vehicle Safety and Standards Section of the RTA is responsible for setting directions and developing strategies for heavy vehicle safety. During 2002/03 \$1.647M has been allocated to Heavy Vehicle Safety and Standards. This will be expended on programs including:*

- *Finalisation and implementation of a Heavy Vehicle Safety Action plan for the RTA.*
- *Implementation of communications programs targeting key behavioural issues for heavy vehicles.*
- *Ensuring heavy vehicle standards are appropriate to ensure the safe operation of heavy vehicles on NSW roads.*
- *Monitoring and evaluation of heavy vehicle safety programs to ensure programs are effective and appropriate.*

(e) *The amount allocated in the 2002/03 Budget for an integrated program to counter excessive speeding is \$21.723M.*

*This includes \$9.723M for educational and engineering measures, \$8M for fixed digital speed camera operation costs and \$4M as fixed digital speed camera capital costs expected funding from NSW Treasury.*

*Educational campaigns targeting speeding drivers will be run throughout the year. These will target high-risk groups (eg young rural males) and will include television, radio and print media. These campaigns will promote the message "there's no such thing as safe speeding". Marketing campaigns will also run to raise awareness of double demerit points at relevant times.*

*Speeding on local roads will also be addressed through the promotion of the 50 km/h urban speed limit.*

(f) *For the continuation of the State Accident Blackspot program a total of \$13.65M has been allocated in 2002/2003, an increase of 8 percent up from \$12.6 million spent in 2001/2002.*

*The State Accident Blackspot program entails the treatment of locations with a demonstrated accident pattern and the amelioration of this pattern. Typical treatments involve the construction of traffic control signals, reconstruction of traffic control signal sites, construction of roundabouts, shoulder widening, placement of barrier etc.*

(2) *See question (1).*

30. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—

- (1) Please list the projects on which the untied Commonwealth Road Funds were expended in 2001/02.
- (2) What amount was allocated to each project?

**Answers:**

***There are no requirements for untied Commonwealth roads funds to be expended on specific projects. These funds form part of total revenue which is allocated across the various programs.***

**31. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) Why was there such a variation in the investment income from the budget figure of \$413,000 to the revised figure of \$2.688 million as appears in the Operating Statement, p. 19-29 of Budget Paper No. 3?
- (2) Why was there such a variation in the grants and contributions from the budgeted figure for 2001/02 of \$22.00 million to the revised figure of \$62.904 million as appears in the Operating Statement, p. 19-29 of Budget Paper No. 3?
- (3) How were such increases made up?
- (4) What will the sum of \$37.604 million contained in the line item grants and contributions as appears in the Operating Statement, p. 19-29 of Budget Paper No. 3 be spent on?

**Answers:**

- (1) *The increase in investment income was due to an increase in the level of funds available for investment during the year compared to that estimated at the time the 2001/02 Budget Papers were prepared.*
- (2) and (3) *The increase in amounts received from Grants and Contributions is primarily due to an allocation of \$40 million from the Crown Transactions Entity to fund expenditure on natural disasters restoration works as a result of the February and March 2001 floods.*
- (4) *The estimate for Grants and Contributions from outside bodies is based on a combination of past experiences and known committed contributions. Therefore, not all projects to be undertaken are known at the time the budget is prepared. The estimate for 2002/03 includes developer contributions for upgrading Windsor and Old Windsor Roads, contributions from the Department of Transport towards the Liverpool to Parramatta Transitway and grants under the Commonwealth Roads to Recovery Program for works on roads in the Unincorporated Area of New South Wales.*

**32. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) What constitutes “Employee related” payments as appears in the Cash Flow Statement, p. 19-30 of Budget Paper No. 3?
- (2) Why did the budgeted figure for “Employee Related” payments for 2001/02 increase from \$197.867 million to \$218.208 million as a revised figure?
- (3) What was this extra money expended upon?
- (4) What extra employee related payments will be made to justify the increase to \$237.028 million in this budget?

**Answers:**

*Employee Related Payments refer to cash payments on operating activities and includes salaries, wages, annual leave, long service leave, superannuation, payroll tax and voluntary redundancy payments. Employee Related Payments incurred under Maintenance in the Road Network Infrastructure Program and on Asset Acquisitions are included as expenditure on those programs.*

*The increase in 2001/02 in Employee Related Payments on operating activities is mainly due to the reallocation of these costs from the Maintenance and Asset Acquisition Programs. There was also a minor increase in total employee costs during the year.*

*The increase in 2002/03 in Employee Related Payments on operating activities is mainly due to the reallocation of these costs from the Maintenance and Asset Acquisition Programs. Also, it is anticipated that there will be a minor increase in total employee costs for the year.*

**33. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) Under the line item grants and subsidies as appears in the Cash Flow Statement, p. 19-30 of Budget Paper No. 3, what payments have been made for 2001/02 and why were such grants and subsidies revised up from \$27.065 million to \$31.654 million?
- (2) What grants and subsidies will be paid from the \$34.456 million allocated in this year's budget?

**Answers:**

*Grants and subsidies were made to councils for high priority works on Regional Roads; to NSW Police for a joint program to counter speeding; to the Department of Education and Training for road safety education; for projects undertaken by the Urban Transport Study Group and some university research grants. A similar program of grants is envisaged for the 2002/03 financial year.*

*The increase in grants from the 2001/02 Budget were due to additional grants being made to councils and the Police.*

**34. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

What constitutes 'Other' payments in the "Cash Flows from Operating Activities", 'Payments' section as appears in the Cash Flow Statement, p. 19-30 of Budget Paper No. 3?

**Answer:**

*Other Payments includes cash payments for goods and services forming part of the operating expenses incurred across the various programs. Examples of these expenditures include stores and materials, fleet hire charges, plant fleet maintenance, insurances, data processing, rents, property costs etc.*

**35. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) Why has the budgeted figure for 2002/03 under the heading "Cash Flows from Financing Activities" on p. 19-30 of Budget Paper no.3, increased to \$98.2 million from the 2001/02-budget figure of \$28.2 million? Please detail these changes.
- (2) Under the heading Cash Flows from Operating Activities – Receipts, on p. 19-30 of Budget Paper no. 3, what type of goods and services are sold by the RTA?
- (3) Why did such income rise from the budgeted figure in 2001/02 of \$164.067 million to \$187.317 million?
- (4) What gives rise to the substantial increase in the sale of goods and services from the revised figure under the 2001/02 budget of \$187.313 million and the 2002/03 budgeted figure of \$266.540 million, an increase of \$79.233 million?
- (5) What constitutes 'Other' under 'Receipts'?
- (6) Under the line item 'other' in the receipts section what constituted the increase from the budgeted figure for 2001/02 of \$136.7 04 million and the revised figure of \$217.38 million?
- (7) What will be the source of receipts under 'other' from 2002/03 of \$193.031 million?

**Answers:**

*The increase in Net Cash Flow from Financing Activities in 2002/03 includes the RTA's debt elimination strategy which will ensure that all its debt is repaid by 2020 in accordance with the General Government Debt Elimination Act, 1995.*

*Sale of Goods and Services includes cash revenue from Sydney Harbour Bridge tolls, rents from properties, motor registry transactions such as number plate fees, heavy vehicle permit fees, driver knowledge tests, sale of motorists handbooks, data access fees charged to third party insurers etc.*

*The increases in 2001/02 and 2002/03 are due primarily to increases in the Sydney Harbour Bridge toll, sales of number plates, and revenue from new charges for driver knowledge tests and sales of motorist handbooks.*

*Other Receipts includes the cash receipts of GST collections and refunds, grants and contributions and various miscellaneous revenues. The increase in Other Receipts in 2001/02 was mainly due to an allocation of \$40 million from the Crown Transactions Entity to fund expenditure on natural disasters restoration works as a result of the February and March 2001 floods. Other Receipts in 2002/03 are estimated to be received by way of grants, contributions and GST rebates from other Government agencies, councils and private organisations.*

**36. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) (a) Where are the full details of ‘Purchases of property, plant & equipment’, which appear under Cash Flow Statement, Cash Flows from Investing Activities?
- (b) If they are not available, why not?
- (2) Under the line item ‘Advances’ in the Cash flows from Investing Activities’ p. 19-30 of Budget Paper no. 3, why was there a variable of \$1.228 million between the budgeted figures of \$1.812 million to the revised figure of \$584,000?

*Answers:*

*The Purchase of Property, Plant and Equipment refers to the cash outgoings for the RTA’s capital expenditure including the acquisition of land for future roadworks, purchase of plant, trucks and other assets, the cost of constructing new and upgrading existing infrastructure assets such as roads, bridges, transitways, traffic signals, roundabouts etc.*

*Advances Made refers to the annual movement in the net present value of the Net Bridge Revenue Loan to the Sydney Harbour Tunnel Company. The loan of \$222.6 million is repayable on 31 December 2022. The estimated movements in the net present value are based on the USA long term bond rate and it is not possible to forecast movements in this rate.*

**37. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

Why was the ‘Opening Cash and Cash Equivalents’ on p. 19-31 of the Cash Flow Statement, Budget Paper no. 3, revised to \$41.22 million in 2001/02 from \$27.794 million?

*Answer:*

*Opening Cash and Cash Equivalents refers to the amount of cash balance and investments held at the beginning of the financial year. It also includes monies collected at motor registries and held on behalf of NSW Treasury and other Government Agencies. The increase was mainly due to an increase in collections from motor registries held at 30 June.*

**38. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) Why was the 2001/02 budget revised up to \$222.469 million for ‘Current Liabilities - Interest Bearing’ as appears under the Statement of Financial Position on p. 19-32 of Budget Paper no. 3, from \$179.787 million?
- (2) Why has the 2002/03 budget figure dropped to \$129.917 million?

*Answers:*

*Current Liabilities Interest Bearing refers to those loans that form part of the debt portfolio that are due for repayment or to be rolled over within one year. The increase in 2001/02 is due to the transfer of loans from long term debt. The reduction in 2002/03 is due to planned principal repayments and to bring to account an amortisation discount.*

**39. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) Under the heading Road Network Infrastructure, “Outcomes” on p. 19-34 of Budget Paper no.3. what objective guidelines are used and by whom, to determine the ‘Value of benefit of the annual development program’?
- (2) If the RTA measures such ‘value of benefit of the annual development program’ what transparency is there in the process?
- (3) If it is determined by outside sources, who are those sources and how much are they paid to make such determinations?
- (4) How is ‘Community satisfaction with road network development’, shown at 62 %, determined?
- (5) If the RTA measures such ‘community satisfaction with road network development,’ what transparency is there in the process?
- (6) If it is measured by outside sources, who are those sources and how much are they paid to make such determinations?
- (7) Why has ‘community satisfaction with (the) road network development’ only increased by 1% over four years?

**Answers:**

*(1) to (3) The Roads and Traffic Authority (RTA) undertakes economic appraisals for major projects in accordance with the requirements of NSW Government Guidelines for Economic Appraisal, published by NSW Treasury. Benefit/Cost ratios (BCRs) for these major projects are undertaken as part of this process and reported, usually within publicly available Environmental Impact Statements. A weighted average of 2.96 was calculated from these available data and applied to the RTA’s Network Development Program as a whole. The 2.96 was multiplied by an assumed \$909.7 million for the 2002/03 program (\$616.7 million proposed state and \$290 million proposed National Highway program) to derive the estimated \$2,700 million value of benefit for the program. The calculation undertaken for Budget Paper No 3 is undertaken within the RTA using those publicly available figures.*

*(4) to (7) Every two years the RTA commissions a survey of “Community Attitudes to the RTA”. In 1999 and 2001 this survey was conducted by A C Nielsen. One of the questions posed to the respondents relates to their level of satisfaction with “expanding the state road network, that is, building new roads”. The data are analysed and a weighted average score provided.*

*The budget papers were necessarily prepared prior to the results of the 2001 survey being provided. As a consequence, the 2001/02 and 2002/03 figures of 62% were an estimate based on prior years’ information.*

**40. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

Why was ‘employee related’ operating expenses as appears under the heading ‘Operating Statement – Employee Related’ on p. 19-34 of Budget Paper no. 3, underspent by exactly \$2 million in 2001/02?

**Answer:**

*The reduction in Employee Related expenses in the Network Development Operating Statement was the result of a reallocation of these expenses between the various programs operating expenses and the Maintenance and Asset Acquisition Programs.*

**41. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) Why has the retained revenue under ‘Road Tolls’ as appears under the heading ‘Network Development Operating Statement – Retained Revenue’ on p. 19-35, decreased from \$36.192 million as allocated in the 2001/02 budget to the revised figure under that budget to \$33.827 million and to \$30.467 million in the current budget?

- (2) What will constitute the increase of over \$12 million of ‘minor sales of goods and services’ in this current budget over last years budget as referred to on p. 19-35 ‘Network Development Operating Statement – Retained Revenue’?

**Answers:**

- (1) *Road tolls as shown in the Network Development Operating Statement represents the proportion of Sydney Harbour Bridge tolls required to meet the Ensured Revenue Stream contract (ERS) payments to the Sydney Harbour Tunnel Company. The reduction in ERS payments reflects increased revenue received by the Sydney Harbour Tunnel Company from the increase in tolls introduced at the same time that the Sydney Harbour Bridge toll was increased. Increases in toll revenue to the Tunnel company reduces the amount payable under the ERS agreement.*
- (2) *The increased estimate of revenue from Minor Sale of Goods and Services is based on forecast increases in sales of miscellaneous items and additional income generated from works and services carried out for external bodies including Government agencies, councils and private organisations.*

**42. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) Why will ‘grants and contributions’ as referred to on p. 19-35 ‘Road Network Infrastructure – Network Development - Operating Statement – Retained Revenue’? increase by nearly \$8 million in 2002/03?
- (2) Please list the grants and contributions involved and their value?

**Answers:**

*The estimate for Grants and Contributions from outside bodies is based on a combination of past experiences and known committed contributions. Therefore, not all projects to be undertaken are known at the time the budget is prepared. The estimate for 2002/03 is based on an increase in developer contributions for upgrading Windsor and Old Windsor Roads and increased contributions from the Department of Transport towards the Liverpool to Parramatta Transitway.*

**43. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) On p. 19-37, Road Network Infrastructure – Maintenance - Operating Statement – Expenses, why was the budgeted figure of \$2.818 million under ‘Employee related’ – ‘Operating expenses’ revised to \$6.218 in 2001/02 and increased again to \$7.624 million in this budget?
- (2) On p. 19-37, Road Network Infrastructure – Maintenance - Operating Statement – Expenses, why was ‘maintenance’ for 2001/02 under spent by \$10.624 million and reduced by a further \$26.111 million in the 2002/03 budget when the actual figure for 2001/02 of \$524.912 million is compared with the 2002/03 figure of \$498.141?
- (3) On page 19-37, Road Network Infrastructure – Maintenance - Operating Statement –Retained Revenue, why did the ‘retained revenue’ for road tolls change from \$20.549 million in the 2001/02 budget to a revised figure of \$31.654 and to \$46.905 in the current budget?
- (4) On p. 19-37, Road Network Infrastructure – Maintenance - Operating Statement –Retained Revenue, what is the cause of the increase in the ‘minor sales of goods and services’ from \$15.496 million revised to \$16.025 million in 2001/02 budget to \$34.313 million in 2002/03?
- (5) On p. 19-37, Road Network Infrastructure – Maintenance - Operating Statement –Retained Revenue, why was the ‘retained revenue’ under ‘grants and contributions’ revised from \$1.2 million to \$44.988 million in 2001/02?

**Answers:**

- (1) *In the Maintenance Program Operating Expenses, employee related expenses includes workers’ compensation insurance premiums and voluntary redundancy payments. The increases in 2001/02 and 2002/03 are mainly due to a reallocation of these expenses across the various programs together with a minor increase in workers’ compensation insurance premiums.*



- (2) *The 2001/02 Budget for Maintenance included rehabilitation works which, following agreement with the NSW Audit Office, were reclassified as capital works in the RTA's 2000/01 Annual Accounts. In the 2001/02 revised estimate, these works were included under Asset Acquisitions. This reduction was offset by additional expenditure on natural disasters and new maintenance works funded from the range of new revenue measures including the increase in the Sydney Harbour Bridge toll. The decrease in 2002/03 was mainly due to a reduction of expenditure on natural disasters offset by a portion of the full year effect of the range of new revenue measures that were allocated to maintenance works.*
- (3) *The increases in revenue from Road Tolls in 2001/02 and 2002/03 were due to additional revenue received from the increase in the Sydney Harbour Bridge toll which was allocated to the maintenance program.*
- (4) *The increases in revenue from Minor Sales of Goods and Services in 2001/02 and 2002/03 were mainly due to the impact of new revenue measures including sales of motorists handbooks, driver knowledge test fees and increased revenue generated from external works and services.*
- (5) *The increase in Grants and Contributions in 2001/02 was primarily due to an allocation of \$40 million from the Crown Transactions Entity to fund expenditure on natural disasters restoration works as a result of the February and March 2001 floods.*

**44. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

On p. 19-38, of Budget Paper no. 3, under the heading Road Safety and Road User Management, why has the Minister approved another decrease in the number of State funded Accident Blackspot treatments that will be treated in 2002/03?

*Answer:*

*The Budget papers reflect that the total number of projects undertaken has decreased, not the amount of funding. Unfortunately, some misleading public comments have been made by National Party MPs which cannot go unrefuted.*

*State Blackspot funding in 2002/03 will in fact increase by some 8 per cent to \$13.65M. This compares with \$12.6M spent in 2001/02.*

*The RTA is undertaking fewer, larger projects because it considers that they deliver better road safety outcomes.*

**45. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) Under the heading Road Safety and Road User Management - Retained Revenue on p. 19-39 of Budget Paper no. 3, what type of information is provided under the heading of Third Party Insurance data access fees?
- (2) Who usually accesses such information?
- (3) Does the Privacy Act apply to any section of this information?
- (4) Under the heading Road Safety and Road User Management - Retained Revenue on p. 19-39 of Budget Paper no. 3, how does the 'fine default fees – commission' system work and why such a variation of commissions between the 2001/02 budget and the current budget?
- (5) Under the heading Road Safety and Road User Management - Retained Revenue on p. 19-39 of Budget Paper no. 3, why is there to be such a large increase funding as shown under the heading of 'Minor sales of goods and services' from \$20.662 million in 2001/02 budget to \$45.75 million in this budget?
- (6) What items will make up the increases?

*Answers:*

*(1) to (3) Under the Motor Accidents Compensation Act 1999, the Roads and Traffic Authority (RTA) must not register or renew the registration of a motor vehicle unless it is satisfied that there is evidence of a*

*current Compulsory Third Party (CTP) insurance policy in relation to the motor vehicle (Section 12 (1)). The RTA is also required (Section 19 (1)) to notify the CTP insurer of any change in registration details for the motor vehicle.*

*Insurers can only access information about vehicles for which they have issued a CTP policy. Information is transferred electronically between insurers and the RTA to verify details of each CTP policy issued, and to inform each insurer of transactions related to vehicles they have insured. This information includes confirmation of registered owner details (such as name and address), vehicle details (such as plate number, VIN/Chassis number and make/model) and registration details (expiry date). The RTA must also notify the insurer if there is a change of customer details (such as change of ownership, change of registration address).*

*Legislation also requires the RTA to provide this information upon request to the Motor Accidents Authority (MAA). The information is used by the MAA in support of its responsibilities as the governing body for CTP insurers and as the Nominal Defendant in cases where unregistered vehicles are involved in accidents.*

*Information is provided to each CTP insurer only in respect of vehicles for which it has issued a CTP policy. The information may only be accessed by staff of the insurer as part of the administration of the policy.*

*The information transferred between the parties is “personal information” as defined in the Privacy and Personal Information Protection Act 1998. However, subject to the legislation (Section 18 (1)), the RTA may disclose the information to CTP insurers on two grounds:*

- (a) the disclosure is directly related to the purpose for which the information was collected and the RTA has no reason to believe that the individual concerned would object to the disclosure. (The existence of current CTP insurance coverage is a necessary condition for registration of a vehicle).*
  - (b) the individual concerned is aware that information is disclosed to the insurer. (The Certificate of Registration contains a declaration that information supplied may be disclosed for the purpose of NSW compulsory insurance).*
- (4) Fine Default Fees Commission refers to Sanction Fees that the RTA imposes for the cancellation of drivers licences and vehicle registrations where fines have been imposed by courts and such fines have not been paid. The State Debt Recovery Office manages these debtors from fines and the cancellation of licences and registrations are carried out at its request.*
- (5) and (6) The increased revenue from Minor Sales of Goods and Services in 2002/03 relates to a large number of individual sales items and revenue generated from works and services carried out for external bodies including Government agencies, councils and private organisations.*

**46. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) (a) In the tendering process are Councils and private companies pre qualified to tender?
- (b) If so, how does this occur?
- (2) Are there various levels of pre qualification?
- (3) Who assesses those who wants to pre qualify?
- (4) What expertise do those people who pre qualify others have, to do so?
- (5) (a) Is the Minister aware of any practise where a number of small road construction or bridge building projects have been lets say “bundled up” which prevents companies or Councils who have been pre qualified at a low level from tendering?
- (b) If so, why is this practise allowed?

**Answers:**

*Councils or private contractors can make application for prequalification to the RTA at any time on the form “Application for Prequalification”. Assessment is undertaken by the RTA’s Infrastructure Contracts Branch and specialist consultants and prequalification is awarded at various levels.*

*The RTA staff involved with the assessment have a wide experience in road and bridge construction both within Government and private industry. Consultants used have expertise and experience in their respective fields.*

*Bundling can be used to ensure tenderers have sufficient experience and technical and financial resources to carry out the work where the work is of a technical nature or where a short contract duration is required. It is the RTA’s experience that the “bundling up” of contracts provides substantial savings in project costs. Companies or Councils wishing to tender for “bundled” projects may apply for upgrading within the tender period and if found satisfactory submit a tender.*

**47. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) How much money was spent on advertising in 2001-02 by the RTA? Please provide a list of each campaign and cost?
- (2) (a) How much was spent by the RTA on consultants in 2001-02?  
(b) Can you please provide a list of each consultant, project and cost?
- (3) (a) How much money was spent on performance pay for public servants employed by the RTA, in 1999/00, and 2000/01?  
(b) Did you personally approve these bonus payments?
- (4) (a) In 2001/02, for the RTA, how many media or public relations advisers were employed?  
(b) What is the total cost of this?  
(c) What is the forecast for 2002/03 for the number of media or public relations advisers to be employed, and their total cost?
- (5) (a) What was the total cost of media monitoring in 2001/02 for the RTA?  
(b) How much did your Ministerial office spend on media monitoring in 2001/02?  
(c) How much will be spent in 2002-03?
- (6) (a) For each of your portfolio agencies in 2001/02, how much was spent on public opinion surveys?  
(b) What was the breakdown for the cost of these surveys?
- (7) (a) In 2001/02, how much was spent on legal expenses for the RTA?  
(b) What was the breakdown for these expenses?  
(c) In 2001/02, how much did you spend on legal expenses?

**Answers:**

- (1) *Expenditure on advertising is determined by agencies in accordance with the needs identified. Issues such as road safety, police requirements and other activities determine when and where advertising will take place.*
- (2) *The cost of consultants is reflected in the annual report. Expenditure depends on the need for consultancy services throughout the year.*
- (3) *On 28 August 2001 Premier's Memorandum 2000-21 was issued indicating that performance pay was not to be made available to members of the Chief and Senior Executive Services. Approvals for*

*performance payments prior to 28 August 2001 as well as all other remuneration to members of the Senior Executive Service were made by the respective Chief Executive Officers.*

- (4) *Public authorities conduct a range of extension activities aimed at communicating to the public a range of regulatory, advisory, research and general information. The question posed is too broad to identify an actual cost.*
- (5) *Any decision to access media monitoring is determined by the agencies concerned and the need for monitoring of issues.*
  - (a) *Any costs would be in accordance with identified needs.*
  - (b) *All costs incurred were appropriate to the needs identified.*
  - (c) *This would depend on the needs identified.*
- (6) *The Premier issued Memorandum 2000-28 which specifically directed government agencies not to use surveys of government clients or NSW citizens to elicit questions on political issues.*
- (7) *Expenditure on legal expenses followed appropriate review of the circumstances, the need for such expenditure and within appropriate guidelines. In the case of core work for public sector agencies the Crown Solicitor meets these costs.*

**48. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) Can you explain why the government has spent \$646,000 less than anticipated on the construction of Main Road 92?
- (2) Can you explain why the 2001/02 Budget Papers show a projected completion date for Main Road 92 of 2006, while the current Budget Papers show no projected completion date at all?

*Answers:*

*Funding allocated towards upgrading of Main Road 92 during 2001/02 was not fully spent as a result of slower progress than originally expected on a section between Albatross and the junction with Hames Road. These activities are being undertaken by Shoalhaven Council on behalf of the State Government.*

*The estimated project completion date for upgrading of Main Road 92 between Nowra and Nerriga will be subject to receipt of all necessary project planning approvals during 2003, the progress issues mentioned above, and funding availability, including Commonwealth funding.*

**49. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

- (1) How much has been allocated to the upgrade of Appin Road in the 2002/03 Roads Budget?
- (2) How much has been allocated to the passing lanes on Appin Road in the 2002/03 Roads Budget?

*Answers:*

*I refer the Honourable Jenny Gardiner to the RTA's public statements of 2 August 2002 for details.*

**50. Ms Gardiner asked the Minister for Transport, and the Minister for Roads, the Hon Carl Scully, MP—**

In response to questions at Monday's Legislative Council Budget Estimates Committee about fans being turned off at the M5 Turrella fan station Mr Forward said:

*The fans in the ventilation shaft were operational. They had to be operational to vent the tunnel.*

- (1) Would the Minister please explain how the tunnel remained open on the nights of the 1st of March when all fans were off at Turrella for 6 hours, 2nd March when they were all off for:
  - 7 hours on the 3rd March,

- 5 hours on the 4th March,
  - 7 hours on the 5th March,
  - 6 hours on the 12 March,
  - 6 hours, 13th March
  - 7 hours on the 15th March,
  - 7 hours and so on for a total of 126 hours in March alone?
- (2) These facts are recorded on the RTA web site. Is 7 hours the 'short period' Mr Scully referred to later or is it perhaps the 'absolute nonsense' he also claimed the reports to be?

**Answers:**

*Exhaust fans located at Turrella for the M5 East stack currently operate at 10% over and above the theoretical design levels, following an agreement between the RTA and RAPS (Residents Against Polluting Stacks) in December 2001.*

*As with all such equipment, the ventilation system is subject to a maintenance regime, which requires both planned preventative and unplanned maintenance tasks to be undertaken to ensure the performance and design life of the equipment is achieved.*

*Following the opening of the M5 East Freeway in December 2001, it was discovered that a number of the ventilation fans were showing signs of bearing damage, which in the majority of cases required that the fans be isolated and in some cases removed so that replacement bearings could be installed.*

*This work was carried out in a rolling program between February and May 2002. Rectification works were carried out between the hours of 9pm and 6am, where possible, when traffic volumes in the tunnels are a fraction of those during daylight hours.*

*Standby fans built into the ventilation system, ensured that the required ventilation was provided at such times other than those necessary to safely carry out some aspects of the repair maintenance and commissioning works.*

*Air quality monitoring from the 5 stations surrounding the stack confirmed that there were no exceedances of ambient air quality goals during this period.*