

Portfolio Committee No.6 – Transport and the Arts  
Parliament House  
Macquarie Street  
SYDNEY NSW 2000

22 May 2024

**Re: Inquiry into the impact of the Rozelle Interchange – Post-hearing responses – 23 April 2024 (answers to questions on notice)**

To Committee Chair Ms Cate Faehrmann,

Thank you for the opportunity to appear before the Portfolio Committee No.6 - Transport and the Arts' *Inquiry into the impact of the Rozelle Interchange* on 23 April 2024.

As requested by the Committee by email on 1 May 2024, I am pleased to provide the following answers to the questions taken on notice at the hearing.

As outlined in the Transurban-WestConnex submission to the Committee dated 22 March 2024 (**Submission No 27**), Transurban is part of the Sydney Transport Partners consortium, who acquired WestConnex. The relevant WestConnex entities are parties to the concession agreements entered into with Transport for NSW (**TfNSW**).

The relevant WestConnex entities (as concessionaires) are the operators of the WestConnex motorway, which includes the operation of Rozelle Interchange (but not the adjacent surface roads). As such, I primarily refer to WestConnex when detailing operation and maintenance obligations relating to Rozelle Interchange.

Please note that in this response I have paraphrased the questions taken on notice at the hearing for ease of reference. The fully context of the questions on notice can be reviewed with reference to the relevant pages of the transcript from the hearing.

**Answers to questions on notice**

**Question 1** (Page 4 of transcript) What are the compensation principles?

**Answer to Question 1**

I refer the Committee to the now publicly available Schedule 33, Rozelle Interchange Compensation Principles.

**Question 2** (Page 6 of transcript) When did construction for Rozelle Interchange start?

**Answer to Question 2**

This question is more appropriately directed to TfNSW. Transurban and the WestConnex entities were not responsible for the delivery of Rozelle Interchange.

**Transurban Limited**

ABN 96 098 143 410

**Melbourne (registered address)**

Level 31, Tower Five, Collins Square  
727 Collins Street  
Docklands Vic 3008 Australia

Telephone +61 (0)3 8656 8900

Facsimile +61 (0)3 8656 8585

**Sydney**

Level 12, 210 George Street  
Sydney NSW 2000 Australia

Telephone +61 (0)2 9254 4900

Facsimile +61 (0)2 9254 4990

**Brisbane**

Level 39, 300 George Street  
Brisbane Qld 4000

Telephone +61 (0)7 3323 0100

Facsimile +61 (0)7 3423 3209

[transurban.com](http://transurban.com)

**Question 3** (Page 12 of transcript) Would Transurban agree to provide the operating procedure to the Committee?

**Answer to Question 3**

This question is more appropriately directed to TfNSW as it is TfNSW's operating procedure.

**Question 4** (Pages 14-15 of transcript) What is contained in the ramp metering agreements?

**Answer to Question 4**

This question is more appropriately directed to TfNSW as it has full technical and operational responsibility for the ramp meters.

**Question 5** (Pages 16-17 of transcript) Where have the complaints relating to Rozelle Interchange come from?

**Answer to Question 5**

We have received a total of 65 road complaints relating to Rozelle Interchange from the following geographies (set out in approximate percentages):

- 58% from the Inner West;
- 9% from Western Sydney; and
- 33% from unspecified locations.

**Question 6** (Page 17 of transcript) What is the revenue upside sharing agreement?

**Answer to Question 6**

As set out in the "WestConnex Project Summary 2019" published on the NSW Government Treasury webpage<sup>1</sup> the WestConnex entities take the risk that traffic (and toll revenue) is more or less than forecast and must share revenue upside with TfNSW, where revenues exceed certain levels as specified in the applicable leases.

I would like to thank the Committee for the opportunity to provide this response to the questions on notice.

For further information or discussion, please contact Alisa Hitchcock, Head of Public Affairs, on \_\_\_\_\_ or via email at \_\_\_\_\_.

Yours sincerely,

**Denise M. Kelly**  
General Manager  
WestConnex

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<sup>1</sup> [https://www.treasury.nsw.gov.au/sites/default/files/2020-11/0023\\_westconnex\\_summary.pdf](https://www.treasury.nsw.gov.au/sites/default/files/2020-11/0023_westconnex_summary.pdf).

Note: this website is maintained by the NSW Government agency, not by WestConnex or Transurban.