



The Hon. Duncan Gay MLC
Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

**GENERAL PURPOSE STANDING COMMITTEE NO 3
BUDGET ESTIMATES HEARINGS
QUESTION ON NOTICE**

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

67. What funding has been provided in 2011-2012 towards upgrading Wiseman's Ferry Road? What funding has been provided in 2012-2013?

68. What funding has been provided in 2011-2012 towards upgrading Deadmans Creek Bridge on Heathcote Road? What funding has been provided in 2012-2013?

69. What funding has been provided in 2011-2012 towards the construction of median barriers at Picton Road between Wilton & Cordeaux Colliery? What funding has been provided in 2012-2013?

70. What funding has been provided in 2011-2012 towards the construction of a turning lane on the Golden Highway at Ballimore? What funding has been provided in 2012-2013?

71. What funding has been provided in 2011-2012 towards the construction of turning lanes on the Newell Highway at Forbes? What funding has been provided in 2012-2013?

Answer:

I am advised:

(67) – (71)

\$500,000 has been provided in 2011-2012 towards upgrading Wiseman's Ferry Road.

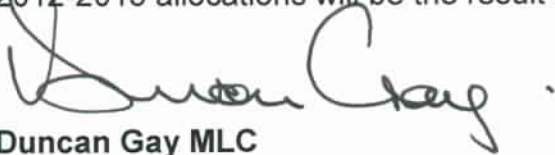
\$1 million has been provided in 2011-2012 towards upgrading Deadmans Creek Bridge on Heathcote Road.

\$9 million has been provided in 2011-2012 towards the construction of median barriers and other safety works on Picton Road. Additionally, \$5 million has been allocated to safety works on Picton Road in 2011-2012 under the NSW Government's Road Toll Response Package, together with a further \$400,000 for shoulder treatments funded under the Federal Black Spot Program.

\$1.35 million has been provided in 2011-2012 towards the construction of a turning lane on the Golden Highway at Ballimore.

\$100,000 has been provided in 2011-2012 towards the construction of turning lanes on the Newell Highway at Forbes.

2012-2013 allocations will be the result of future budget processes

A handwritten signature in black ink, appearing to read "Duncan Gay". The signature is fluid and cursive, with a large initial 'D' and 'G'.

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Asked by: Ms Amanda Fazio

Question:

72. How many RTA and Maritime staff have been offered redundancies since March 2011 to date?

a. If redundancies have not been offered, when will they be offered?

73. Are any RTA and Maritime offices expected to close as a result of the restructure and creation of Transport for NSW?

a. If so how many?

74. How many of the office closures will be regional offices?

75. Have briefings with RTA and Maritime staff been arranged to inform staff of the impact of proposed changes;

a. When have the briefings been arranged for?

b. If briefings have not yet been arranged when are briefings proposed?

76. To date, have staff been provided with any information on the proposed staff cuts and what form has this information been provided?

77. Has a meeting or a briefing been arranged with unions to provide information on the impact of the changes on RTA and Maritime staff?

78. How many SES positions will be cut as a result of the creation of Transport for NSW?

79. How many non-SES positions will be cut as a result of the creation of Transport for NSW?

80. What is the administrative cost to the RTA and Maritime of the restructure and creation of Transport for NSW which includes such things as changes to letterheads, envelopes, office fit-outs, office relocations, signage, etc?

Answer:

I am advised:

72) The Government has announced it is prepared to offer 5000 voluntary redundancies across the Government over the next four years. This will reduce the number of head office and backroom positions in non-service delivery areas. This is a difficult but necessary decision.

Voluntary redundancies will be offered in accordance with NSW Government's Managing Excess Employees Policy.

73 & 74) There are currently no plans to close offices as a result of the restructure or the creation of Transport for NSW.

75) Yes

76) Refer to 75

77) Yes

78 & 79) Staffing arrangements for the new organisations Transport for NSW & Roads and Maritime Services are currently being finalised as part of the transition process & restructure of the transport agencies.

80) The Roads and Traffic Authority and NSW Maritime was abolished and RMS was created on 1 November 2011. This important change, made as part of a restructure of the way in which transport services are delivered in NSW has meant a change in agency branding to reflect the new name. RMS will focus on service delivery, concentrating on delivering the key tasks of building and maintaining road infrastructure, and the day-to-day compliance and safety for roads and waterways.

RMS has developed a plan for a progressive rebranding of its activities, locations and services in order to ensure that taxpayer funds are not wasted as part of this exercise. This includes the depletion of existing stocks of printed materials with existing logos, and the phased rebranding of motor registry signage over a number of years in line with planned maintenance activities.

As the change to RMS has only occurred earlier this month, the amount spent on rebranding activities, including the amount spent on stationery is not available, but is not expected to be significant.

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Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

81. In regard to the property owned by the RTA at 89 Liverpool Road Ashfield, can the minister advise:

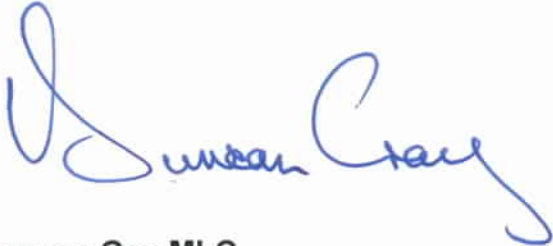
- a. Given that the RTA was aware that some squatters were living in the apartments above the boarded up shops and were causing no harm, why were the squatters evicted?
- b. Is it correct that only one complaint was made about the squatters? If so, by whom? If not, how many complaints were received?
- c. What was the cost of evicting the squatters?
- d. What was the cost of having 24 hour a day, seven day a week security guards protect the premises from the time of eviction to the time the building was demolished?
- e. What was the cost of demolishing the building?
- f. What was the cost of clearing the site?
- g. What was the cost of landscaping and fencing the site?
- h. What are the plans for the future use of the site?

Answer:

I am advised:

- a. The squatters at 89 Liverpool Road Ashfield were evicted in accordance with a Notice from Ashfield Council dated 20 October 2010 requesting their eviction.
- b. No complaints were received by the RTA, now Roads and Maritime Services, or its Agent regarding the squatters.
- c. The cost to the RTA at that time was \$899, representing legal advice on the correct procedure to comply with the Council eviction Notice.
- d. The total cost of security to the building was \$83,921 including GST.
- e. The total cost of demolition of the building was \$529,598 including GST. The cost of clearing the site was included in the demolition costs.
- f. The cost of landscaping and fencing the site was \$34,200 including GST.

Regarding future plans for the site, a strategic review of the transport requirements in this area is on-going however it is anticipated that part of the land may become available for disposal in due course. It will be sold through public competition in accordance with government policy and community expectation and the proceeds of sale will be directed to safer roads projects and infrastructure.

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**GENERAL PURPOSE STANDING COMMITTEE NO. 3
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Questions Relating to the Portfolio of Roads**

Notice Given: 28 October 2011

Asked By: Ms. Amanda Fazio

Question 82:

Phones:

- a. How many blackberries does DPC assign to your Ministerial staff and to whom have they been issued?
- b. How many iPads does DPC assign to your Ministerial office and to whom have they been issued?
- c. How many iPads have you purchased for your office and to whom have they been issued?
- d. How many iPhones does DPC assign to your Ministerial office and to whom have they been issued?
- e. How many iPhones have you purchased for your office and to whom have they been issued?
- f. For each phone or device, how much was each bill from April to October?
- g. Have any have phones or devices have been lost in your office?
- h. What is the cost of replacing those phones or devices?

Answer:

I am advised:

a. to e. For all Ministerial Offices, there is a total of:

- i. Blackberries – 151
- ii. iPads – 19
- iii iPhones - 3

f. Ministerial Offices in the NSW Government from April 2011 to October 2011 spent a total of \$88,902. This compares with \$238,567 spent under the previous NSW Government from October 2010 to March 2011.

g. to h. For all Ministerial Offices in the NSW Government, there has been one stolen phone, which cost \$577 (ex GST) to replace.

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Notice Given: 28 October 2011

Asked By: Ms. Amanda Fazio

Question 83:

Media and Public Relations

- a. How many media or public relations advisers are employed for each of your portfolio agencies?
- b. What is the forecast for 2011-12 for the number of media or public relations advisers to be employed and their total cost?
- c. How many media or public relations advisers are employed in your ministerial office?

Answer:

- a. Roads and Maritime Services currently employ nine people as media and public relations advisers.
- b. Employee costs are pursuant to standard provisions contained within the legislative and regulative framework for the NSW Public Sector and are contained within the Annual Report.
- c. Ministerial staff numbers and salary bands are available on the Department of Premier and Cabinet website.

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Asked By: Ms. Amanda Fazio

Question 84:

Overseas Trips:

- a. Have any of your overseas trips in the past year been paid for in part or in full by using public money?
- b. If so, did any of your relatives or friends accompany you on these trips?

Answer:

I am advised:

- a. to b. Information regarding Ministerial travel is available on the relevant Minister's appropriate agency website, in accordance with Ministerial Memorandum M2009-10 'Release of Overseas Travel Information'.

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Notice Given: 28 October 2011

Asked By: Ms. Amanda Fazio

Question: 85

Office Costs:

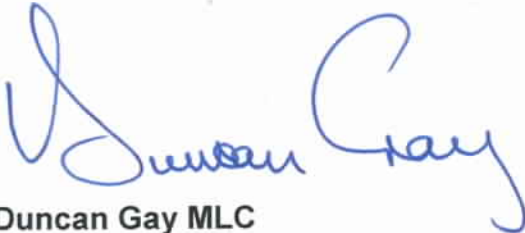
- a. What is the annual remuneration package for your chief of staff?
- b. What is the annual remuneration package for your head media advisor?
- c. What is the annual remuneration package for each of your staff?
- d. What is the estimated expenditure for your office budget in 2011-12?
- e. Have any office renovations or fit outs been undertaken in your ministerial office since April?
- f. If so, could you give details of contracted costs?
- g. What is your office budget?
- h. How many political advisors are in your office?
- i. How many administration staff?
- j. How many Department Liaison officers are assigned to your office?
- k. How many staff in the Department are assigned to Ministerial support duties?

Answer:

I am advised:

- a. to c. and h. to i. Ministerial staff numbers and salary bands are available on the Department of Premier and Cabinet website.
- d. and g. Based on actual expenditure patterns, total forecast expenditures for all Ministerial offices are set out to be \$36,900,000 in 2011/12. This compares to \$47,046,453 spent by the former NSW Government from April 2010 to March 2011.
- e. Yes, cleaning and painting of three walls due to damage was carried out since April 2011.
- f. The repairs cost a total of \$2060 (ex GST).
- j. Refer to the answer to the Question on Notice from the Minister for Police and Emergency Services, Minister for the Hunter, and Vice-President of the Executive Council representing the Premier, and Minister for Western Sydney – LC 0681—Premier—DEPARTMENTAL LIASION OFFICERS, that details this information as at 7 August 2011.

k. Each Minister is provided with a Ministerial driver, with the Premier provided with three Ministerial drivers.

A handwritten signature in blue ink that reads "Duncan Gay". The signature is written in a cursive style with a large initial 'D' and 'G'.

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Asked By: Ms. Amanda Fazio

Question 86:

Cabcharge:

- a. In terms of your ministerial office, how much did your office spend on taxi fares, including Cabcharge since April?

Answer:

I am advised:

- a. For all Ministerial offices, the cost of Cabcharge was \$38,806.38 over six months from April 2011 to September 2011.

This is compared with the cost of \$78,023.11 in the six months of the previous NSW Government from October 2010 to March 2011.

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Asked by: Ms Amanda Fazio

Question:

87. Restructure

- a. Are any of your portfolio agencies undergoing a restructure?
- b. How many job are expected to be cut as a result of the restructure?
- c. How many people are expected to have their wages cut as a result of that restructure?
- d. How many voluntary redundancies are expected to be offered as a result of that restructure?

Answer:

I am advised:

87 (a-d) I am pleased to remind the committee that in February 2008 the NSW Liberals & Nationals released our policy, 'Towards One Network – The Need for an Integrated Transport Authority in NSW'

On 19 April, the Minister for Transport and I announced the start of work to establish the integrated authority. On 15 July 2011, we announced that the four agencies – the Roads and Traffic Authority, NSW Maritime, the Transport Construction Authority and the Country Rail Infrastructure Authority – would be abolished, and that the new agency would be called Transport for NSW.

Transport for NSW will be responsible for the co-ordinated delivery of transport services across all modes, and a renewed focus on the customer.

A new organisation called Roads and Maritime Services (RMS) will build and maintain roads; conduct driving tests; issues licence and registrations; and oversee harbours and waterways.

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Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

88. Agency Costs

- a. What is your agency's catering budget?
- b. Since April, has the agency changed its branding?
- c. How much was spent on rebranding the agency?
- d. How much has been spent on stationery?

Answer:

I am advised:

Roads and Maritime Services (RMS) does not have a catering budget for the 2011-12 financial year.

The Roads and Traffic Authority and NSW Maritime was abolished and RMS was created on 1 November 2011. This important change, made as part of a restructure of the way in which transport services are delivered in NSW has meant a change in agency branding to reflect the new name. RMS will focus on service delivery, concentrating on delivering the key tasks of building and maintaining road infrastructure, and the day-to-day compliance and safety for roads and waterways.

RMS has developed a plan for a progressive rebranding of its activities, locations and services in order to ensure that taxpayer funds are not wasted as part of this exercise. This includes the depletion of existing stocks of printed materials with existing logos, and the phased rebranding of motor registry signage over a number of years in line with planned maintenance activities.

As the change to RMS has only occurred earlier this month, the amount spent on rebranding activities, including the amount spent on stationery is not available, but is not expected to be significant.

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Asked by: Ms Amanda Fazio

Question:

89. Correspondence

a. How long is the average turnaround for responding to correspondence in your agency?

b. How many pieces of correspondence have been outstanding for more than 60 days?

Answer:

I am advised:

(a – b) The recommended time frame for completing responses to correspondence from Ministers, Members of Parliament and members of the public is 20 working days from receipt of the correspondence.

However, it is not always possible to comply with this time frame for any number of reasons including: the nature and complexity of the matter; stakeholder consultation; or further information required from other Departments and sources.

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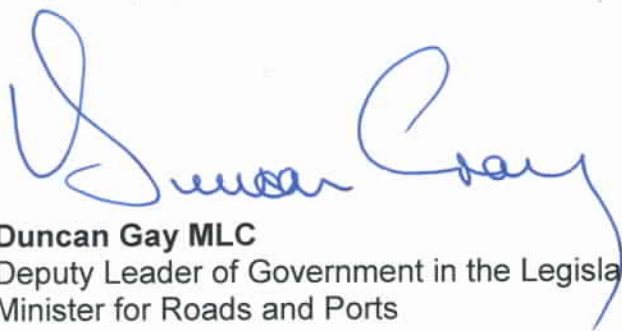
90. Paying bills on time

- a. Since April, on how many occasions has the agency not paid a supplier or contractor for more than 30 days?
- b. How many bills have been outstanding for longer than that period?

Answer:

I am advised:

(a and b) In accordance with its election commitment the NSW Liberals & Nationals Government has instituted a policy of paying bills on time. This policy came into effect on 11 July 2011. Payments for outstanding accounts are to be made by Government agencies within 30 calendar days or they will face paying penalty interest on the outstanding debt. State Owned Corporations will be encouraged to adopt the payment regime.



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Notice Given: 28 October 2011

Asked By: Ms. Amanda Fazio

Question 91:

Grants to non-government organisations:

- a. Does your department provide recurrent grant funds to non-government organisations?
- b. If yes,
 - i. What are the names of all organisations in receipt of funding?
 - ii. What is the total amount of funding received by each organisation, including goods and services tax?
 - iii. On what date was the funding advanced?
 - iv. What was the purpose for each grant or funding advance?
 - v. Was any funding withheld or returned?
 - vii. If so, what were the reasons for withholding or requiring the funding to be returned?
 - viii. What is the indexation rate applied to non recurrent grant funds in 2011/2012?

Answer:

Information about grants to non-government organisations will be available in the Annual Report.

Funds granted to non-government organisations are considered on a case by case basis and do not automatically perpetuate, and as such indexation is not applicable.

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Notice Given: 28 October 2011

Asked By: Ms. Amanda Fazio

Question 92:

Feasibility studies, audits, taskforces or reviews:

- a. Is your department currently undertaking any feasibility studies, audits, taskforces or reviews,
- b. If so;
 - i. What are the terms of reference or details of each study, audit, taskforce or review?
 - ii. Who is conducting the study, audit, taskforce or review?
 - iii. Was each study, audit, taskforce or review was publically advertised seeking expression of interest or competitive tenders?
 - iv. Is there a contract in place detailing terms of engagement for the study, audit, taskforce or review?
 - v. What is the timeline of each study, audit, taskforce or review?
 - vi. What are the details of any costs involved in each study, audit, taskforce or review?

ANSWER

a. and b. As with previous NSW governments, the Government undertakes feasibility studies, audits, taskforces and reviews to inform government decision making. A number of feasibility studies, audits, taskforces and reviews are currently being undertaken across the NSW Government.

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Notice Given: 28 October 2011

Asked By: Ms. Amanda Fazio

Question 93:

Parliamentary Secretary:

- a. Can you please list all travel related costs for your Parliamentary Secretaries incurred in their capacity as Parliamentary Secretary since 1 July 2011:
 - i. Kilometres travelled?
 - ii. Accommodation?
 - iii. Air Fares?
 - iv. Meals/Entertaining?
- b. Can you please provide details of the following activities undertaken by your Parliamentary Secretary since 1 July 2011
 - i. meetings attended in their capacity as Parliamentary Secretary?
 - ii. functions attended in their capacity as Parliamentary Secretary?
- c. How often do you meet with your Parliamentary Secretary?
 - i. Are these meetings documented?
 - ii. Who attends these meetings?
- d. Who provides instructions and direction to your Parliamentary Secretary, you or your Chief of Staff?
- e. Has the Parliamentary Secretary been provided with Speech, Voice or Media Training since becoming Parliamentary Secretary?
- f. If so, in respect of each Parliamentary Secretary please advise:
 - i. Who conducted the training?
 - ii. When was it conducted
 - iii. Where was it conducted what were the costs of the training?
 - iv. Who paid for the training?

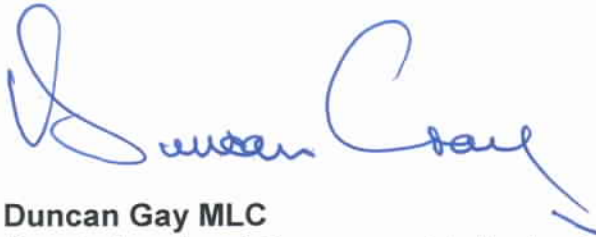
Answer:

I am advised:

- a. i. to iv. The cost for my Parliamentary Secretary, the Hon. John Ajaka MLC, was \$1,228.43 for the period 1 July 2011 to 25 October 2011.
- b. to d. Parliamentary Secretaries provide assistance to the Premier and other Ministers, including signing correspondence; receiving deputations; officiating at functions; and assisting the Premier and Ministers in some of their duties. The duties to be performed are those allocated by the Minister, or which have the Minister's endorsement.

e. No

f. N/A

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Hearing Date: 28 October 2011

Asked by: Ms Cate Faehrmann

Question:

94. The Minister has explained to us that they have no plans for extension of the M4 at the moment, can the Minister please provide us with information about various issues concerning the M4 motorway that may be made available to us.

- a. patronage data for the past 10 years for the M4
- b. information on any modelling for projections for expected patronage of the M4 as it now exists
- c. information on any modelling that has been done on projections for expected patronage if the M4 has increased capacity due to additions to it from Concord Rd into the city
- d. information on any modelling of increases in pollution due to increased patronage if the extension from Concord Rd into the city goes ahead
- e. any estimated costs for that extension

Answer:

I am advised;

(a) Average daily traffic volume data for the M4 motorway, measured at Salesyard Channel Bridge, Homebush is as follows;.

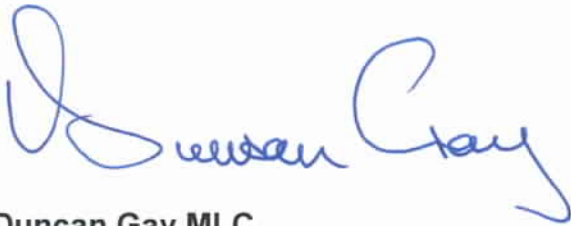
2010	91577 vehicles
2009	87191 vehicles
2008	86496 vehicles
2007	84809 vehicles
2006	83779 vehicles
2005	83759 vehicles
2004	81202 vehicles
2003	81592 vehicles
2002	81267 vehicles
2001	80920 vehicles
2000	81059 vehicles

(b) Based on strategic traffic modelling done in 2008, morning peak hour volumes (two way) on the M4 between Homebush Bay Drive and Concord Road in Year 2026 would be up to 8,800 vehicles per hour during weekday peak hours. This could be around 105,000 vehicles per day.

(c) If an M4 Extension was built with three lanes in each direction, the M4 east of Parramatta would need to be widened. If the M4 was widened to four lanes in each direction, morning peak hour traffic volumes would increase. Patronage will vary depending on the level of any toll.

(d) As environmental assessment of an M4 Extension and widening of the M4 has not been undertaken, there has been no modelling of air quality impacts.

(e) The NSW Government's updated submission to Infrastructure Australia in August 2010 gave an estimated cost for the M4 Extension to the CBD and Sydney Airport plus a link to Victoria Road near Gladesville Bridge, including widening of the M4 east of Parramatta, of \$9.1 billion (2008\$) or \$10 billion (2010\$).



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Hearing Date: 28 October 2011

Asked by: Ms Cate Faehrmann

Question:

95. The Minister provided details relating to expansion of the M5 West. These questions relate to the M5 East motorway, east of King Georges Rd.

- a. Patronage data for the M5 east of King Georges Rd for the last 10 years.
- b. Information on any modelling for projections for expected future patronage of the M5 East as is now exists.
- c. Information on any modelling for projections for expected patronage if the M5 East has its capacity increased due to additional lanes being provided for that section.
- d. Details of any alternative scenarios for enabling transport of people by other means rather than increasing the capacity of the M5 East, in other words information about what other projects could be built to enable people to move around rather than having to travel by car along the M5 east.

Answer:

I am advised:

- a. The annual average daily traffic patronage on the M5 East has increased from about 74,000 in the first year of operation to about 101,500 in 2010 – 2011.

b-c The information is available in the M5 Transport Corridor Study – Preliminary Overview Report

d. The M5 East Freeway is part of the main road connection between the key economic gateways of Port Botany and Sydney Airport with south-western and western Sydney, carrying freight, commercial and private vehicles. Existing passenger rail serves trips from the south-west to the Airport and the CBD. Existing freight rail moves a portion of the containers from Port Botany (14 per cent in 2010-11). Current and planned improvements to alternative transport networks include the South West Rail Link; Kingsgrove to Revesby Quadruplication; Southern Sydney Freight Line; Enfield Intermodal Terminal and Container Freight Improvement Strategy.

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GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

Hearing Date: 28 October 2011

Asked by: Ms Cate Faehrmann

Question:

96. Cycleways

- a. The Minister indicated it would be possible for us to be provided with a full briefing on cycle usage rates on routes leading into the city and in the CBD itself.
- b. Can the Minister please provide as full information as possible about cycle usage rates over the last 5 years
- c. Can the Minister please provide data relating to the number of cyclists using the College Street cycle way and also numbers who ride in traffic lanes in College Street rather than the cycle way?

Answer:

I am advised:

(a-b)

Roads and Maritime Services (RMS) routinely collects data about bicycle movements on key cycling routes such as the Sydney Harbour Bridge, the Anzac Bridge and Anzac Parade. Since 2002, the annualised average number of bicycle movements on a weekday has more than doubled on these routes.

The number of people choosing to ride on any given day will be significantly influenced by the temperature and weather and bicycle riding tends to increase in Sydney between September and March. During September-October 2011, the average weekday 24-hour counts of bicycle movements across the Harbour Bridge and Anzac Bridge and on Anzac Parade, in both directions, were around 2300, 1800 and 1100, respectively.

(c)

RMS has not installed counters on key cycleways in the City of Sydney such as King Street, Kent Street, College Street, Union Street or Bourke Street/Bourke Road.

It is understood that information on these Council cycleways can be obtained by the Committee directly from City of Sydney Council.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

Hearing Date: 28 October 2011

Asked by: Ms Cate Faehrmann

Question:

97. For contracts relating to the M2 motorway the Minister provided information relating to the Material Adverse Contract Clauses for public transport activities and said that these were now removed.

- a. Can the Minister provide information on which motorway contracts now contain Material Adverse Contract Clauses for public transport activities?
- b. Can the Minister assure us that such Material Adverse Effect clauses relating to public transport provision will not be included in any future motorway contracts?

Answer:

I am advised:

(a)

There are no material adverse effect clauses relating to public transport provision in current motorway contracts.

(b)

The practice for all motorway contracts signed after the 1994 M2 contract has been to not have material adverse effect clauses relating to public transport provision and to require that the project imposes no restriction on expanding existing or constructing new public transport routes or transport services. This practice should continue for future motorway contracts.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



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Minister for Roads and Ports

GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

Hearing Date: 28 October 2011

Asked by: Ms Cate Faehrmann

Question:

98. Road Safety

- a. The Road Freight Advisory Council has as one of its objectives to assist in identifying and delivering freight solutions that will meet the needs of NSW and the Australian community.
- b. It has come to my attention that very large trucks, over 19m, have again been allowed to pass through residential areas of Matraville, not far from the Port Botany container terminal. The announcement by the Minister that the previous ban on trucks over 12.5 m had been lifted was a shock to the local community as there had not been any community consultation relating to this issue.
- c. Can the Minister explain why the previous ban on these port activity related freight trucks travelling on local roads has been lifted?
- d. Can the Minister outline what processes were followed that allowed this change regarding which roads that port freight trucks could travel on?

Answer:

I am advised:

- a. Noted.
- b. Given the time critical nature of this undertaking, Roads & Maritime Services undertook an extensive letterbox drop to local residents and businesses explaining the need for the change in conditions. As part of this campaign, information was also sent to a number of key stakeholders including local MPs, Botany Bay and Randwick City Councils, the Kensington and Matraville Chambers of Commerce, the Matraville and La Perouse Precinct Committees and a number of freight companies operating in the area.
- c. Safety testing conducted on the alternate route revealed that it was not suitable for the movement of vehicles over 4.3 metres in height. To address this unintended consequence, Roads & Maritime Services has reinstated limited access for these vehicles along Bunnerong Road.

Not providing industry with access to Port Botany and surrounding industrial areas would have serious implications on the functionality of the Port, which contributes significantly to the local and national economy.

- d. Following safety testing of the alternate route, a briefing and Ministerial Declaration Order were prepared, which I signed on 11 May 2011. This Order was then published in the NSW Government Gazette on 13 May 2011. The Order remained valid until 12 August 2011, to allow for Roads & Maritime Services to erect signage to this effect along the section of roadway.



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Minister for Roads and Ports

GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

Hearing Date: 28 October 2011

Asked by: Ms Cate Faehrmann

Question:

99. Road Safety and B-Triples

a. Can the minister provide assurances that the introduction of B triples onto the state's highways will not compromise safety bearing in mind that despite a B triple being able to haul more freight than a B double we can expect greater volumes of freight being transported through the state, for example, it has been predicted that freight volumes imported via Port Botany are expected to double in the next 10-15 years?

Answer:

I am confident in the safety of B-triples on NSW roadways.

B-doubles are considered to be the safest of all major truck types currently employed on our roads. B-triples are simply B-doubles with an additional lead trailer and therefore use the exact same design principles, but employing better technologies.

There are a number of requirements placed on B-triples when accessing the road network in NSW.

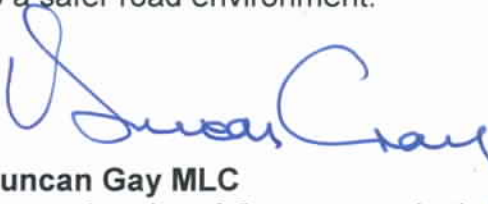
B-triples must meet strict vehicle performance and safety standards that are not required of B-doubles or traditional road trains; including the use of high powered prime movers, having road safety suspension, and incorporating ABS anti-lock brakes. As a result a B-triple is as safe as a B-double in dynamic manoeuvres.

Further, B-triples are only allowed to travel under specific permit, and on roads that are assessed as suitable using rigorous Route Assessment Guidelines in consultation with relevant road managers (including local councils). This restricts their movement to sections of road that have been approved for this type of combination.

Operators of B-triples also need to accredit their vehicles under the Mass and Maintenance Modules of the National Heavy Vehicles Accreditation Scheme, providing all stakeholders with confidence that the vehicles are roadworthy and compliantly loaded at all times.

A B-triple offers an approximate increase of 35 per cent in payload capacity over a B-double, and provides over double the payload capacity when compared to a prime

mover and semi-trailer combination. This means that for a given freight task, the use of B-triples would reduce the number of other trucks on the road and reduce exposure to being hit by light vehicles. Thus, the use of modern B-triples should lead to a safer road environment.



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Minister for Roads and Ports



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Minister for Roads and Ports

GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

100. Could the Minister please define the difference between "flogging", leasing, selling and privatising the Port Botany facility?

Answer:

The NSW Government is planning to refinance Port Botany under a long term lease.

Duncan Gay MLC

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Minister for Roads and Ports



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Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

**GENERAL PURPOSE STANDING COMMITTEE NO 3
BUDGET ESTIMATES HEARINGS
QUESTION ON NOTICE**

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

101. What is the lease period for which the Government will sell Port Botany to a private operator?

Answer:

I am advised:

NSW Treasury is facilitating a pre-sale transactional scoping study for the leasing of the Port Botany assets. This issue will be considered as part of the scoping study.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

102. What is the proposed timeline for the sale of Port Botany?

Answer:

I refer you to the Treasurer's statement on 28 October 2011.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

**GENERAL PURPOSE STANDING COMMITTEE NO 3
BUDGET ESTIMATES HEARINGS
QUESTION ON NOTICE**

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

103. Can you please confirm that over the past 5 years \$1.2 billion dollars has been invested in the Port Botany facility & its supporting infrastructure?

Answer:

I am advised:

Total capital expenditure by Sydney Ports Corporation at Port Botany in the past five years, including expenditure on the Port Expansion, is \$655.8 million.

Private operators, such as Hutchison Port Holdings and Patrick, will also contribute significant investment to fitout and reconfigure their respective terminals at the expanded Port Botany.

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Minister for Roads and Ports



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Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

104. Given the \$1.2 billion worth of investment into Port Botany, can you confirm that there will be a minimum bid price that ensures NSW taxpayers get a good return for their investment in the asset?

Answer:

I am advised:

NSW Treasury is facilitating a pre-sale transactional scoping study for the leasing of the Port Botany assets. This issue will be considered as part of the scoping study.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

105. Could you confirm what the past 5 years of dividends have been for Port Botany and the expectation for the dividend payment for 2011-2012 and across the forward estimates period?

Answer:

I refer you to my answer to Question on Notice 116.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

**GENERAL PURPOSE STANDING COMMITTEE NO 3
BUDGET ESTIMATES HEARINGS
QUESTION ON NOTICE**

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

106. Will the current operators at Port Botany be allowed to make a bid for the sale?

Answer:

I am advised:

NSW Treasury is facilitating a pre-sale transactional scoping study for the leasing of the Port Botany assets. This issue will be considered as part of the scoping study.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
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**GENERAL PURPOSE STANDING COMMITTEE NO 3
BUDGET ESTIMATES HEARINGS
QUESTION ON NOTICE**

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

107. What sale price does the Government expect?

Answer:

I am advised:

NSW Treasury is facilitating a pre-sale transactional scoping study for the leasing of the Port Botany assets. This issue will be considered as part of the scoping study.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



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**GENERAL PURPOSE STANDING COMMITTEE NO 3
BUDGET ESTIMATES HEARINGS
QUESTION ON NOTICE**

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

108. When the Government sells the lease of Port Botany, will it ask the lessee for the cost of the 99 year lease up-front or annually or some other regular instalments?

Answer:

I am advised:

NSW Treasury is facilitating a pre-sale transactional scoping study for the leasing of the Port Botany assets. This issue will be considered as part of the scoping study.

Duncan Gay MLC
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Minister for Roads and Ports



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**GENERAL PURPOSE STANDING COMMITTEE NO 3
BUDGET ESTIMATES HEARINGS
QUESTION ON NOTICE**

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

109. Will the private lessee be responsible for the ongoing maintenance of Port Botany?

Answer:

I am advised:

NSW Treasury is facilitating a pre-sale transactional scoping study for the leasing of the Port Botany assets. This issue will be considered as part of the scoping study.

Duncan Gay MLC

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Minister for Roads and Ports



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
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**GENERAL PURPOSE STANDING COMMITTEE NO 3
BUDGET ESTIMATES HEARINGS
QUESTION ON NOTICE**

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

110. What framework will the Government establish (to) regulate port charges under a private operator?

Answer:

I am advised:

NSW Treasury is facilitating a pre-sale transactional scoping study for the leasing of the Port Botany assets. This issue will be considered as part of the scoping study.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
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**GENERAL PURPOSE STANDING COMMITTEE NO 3
BUDGET ESTIMATES HEARINGS
QUESTION ON NOTICE**

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

111. What is the lifespan of the current capital investment in Port Botany?

Answer:

I am advised:

The design life for the structure of the Port Botany Expansion Container Terminal is 100 years, without significant maintenance.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



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Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

**GENERAL PURPOSE STANDING COMMITTEE NO 3
BUDGET ESTIMATES HEARINGS
QUESTION ON NOTICE**

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

112. Will the Port Botany lease contract include mandatory and on-going capital investment in the Port Botany facility?

Answer:

I am advised:

NSW Treasury is facilitating a pre-sale transactional scoping study for the leasing of the Port Botany assets. This issue will be considered as part of the scoping study.

Duncan Gay MLC
Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

**GENERAL PURPOSE STANDING COMMITTEE NO 3
BUDGET ESTIMATES HEARINGS
QUESTION ON NOTICE**

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

113. How many operators have the financial ability and technical experience to bid for the Port?

Answer:

I am advised:

NSW Treasury is facilitating a pre-sale transactional scoping study for the leasing of the Port Botany assets. This issue will be considered as part of the scoping study.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
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**GENERAL PURPOSE STANDING COMMITTEE NO 3
BUDGET ESTIMATES HEARINGS
QUESTION ON NOTICE**

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

114. Have any current operators expressed any concerns about the proposed sale of Port Botany? If so what are the concerns?

Answer:

I am not aware of any concerns expressed by current operators.

Duncan Gay MLC

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Minister for Roads and Ports



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

- 115.** Could the Minister confirm that a cost-benefit analysis was conducted to show that selling Port Botany is the best way to fund the Pacific Highway co-contribution?
- If a cost-benefit analysis has not been done why is this the case?
 - If a cost-benefit analysis has not been when will it be conducted and when will it be released publicly?

Answer:

I am advised:

Questions regarding the preparation of a cost benefit analysis should be directed to the Treasurer.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

**GENERAL PURPOSE STANDING COMMITTEE NO 3
BUDGET ESTIMATES HEARINGS
QUESTION ON NOTICE**

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

116. Could you confirm what the past 5 years of dividends have been for Port Botany, Port Kembla and Port of Newcastle and the expectation for the dividend payments for 2011-2012 and across the forward estimates period?

Answer:

I am advised this information will be contained in the relevant annual reports and Statement of Corporate Intent 2011-2012 for the Sydney Ports Corporation, Newcastle Port Corporation and Port Kembla Port Corporation.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

Hearing Date: 28 October 2011

Asked by: Ms Amanda Fazio

Question:

117. Could the Minister please confirm that there are no plans in place to privatise or lease Port Kembla and or the Port of Newcastle?

Answer:

I have no plans to privatise or lease Port Kembla or the Port of Newcastle.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

Hearing Date: 28 October 2011

Asked by: Ms Cate Faehrmann MLC

Question:

118. Port Botany

a. Mr Weilinga indicated that the Australian Rail Track Corporation would carry out the duplication of the Port Botany – Mascot freight rail line as has been planned in the Port Freight Logistics Plan in 2008 (developed as a condition of consent for the expansion of Port Botany) and as the Transport Masterplan is now working on.

b. Can the Minister give us a time line for when we can expect this work to be carried out considering it has been estimated that freight throughput for the Port Botany container terminal is expected to double in the next 10-15 years?

c. Can the Minister give us an estimate of the costs of congestion which will arise from the explosion of truck traffic carrying TEUs in and out of the port if the track duplication does not go ahead in a timely fashion?

d. Can the Minister inform us about how this congestion is assessed?

Answer:

I am advised:

(a)– (d)

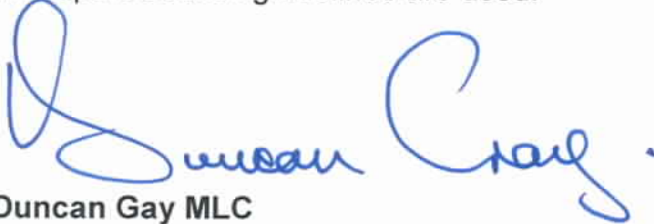
In 2004, the former Labor Government signed a Memorandum of Understanding with the Commonwealth to transfer ownership of the Metropolitan Freight Network to the Australian Rail Track Corporation (ARTC). This includes the Port Botany line.

NSW has sought Commonwealth funding for the duplication of the line, including in its 2010 submission to Infrastructure Australia. To date, no further funding for the duplication has been provided.

ARTC has obligations under the 2004 arrangements, and is required to provide the capacity on the existing line to meet anticipated demand over the medium term.

The ARTC is also obliged to meet future demands for additional capacity on the line when it is required by rail operators.

In assessing congestion impacts to support funding submissions, the Australian Transport Council guidelines are used.

A handwritten signature in blue ink, appearing to read "Duncan Gay", with a stylized flourish at the end.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports



The Hon. Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

Hearing Date: 28 October 2011

Asked by: Ms Cate Faehrmann

Question: 119

- a) Can the Minister give us an update on the status of the Draft Strategic Development Plan for the Newcastle port?
- b) Can the update include:
 - i. progress on the integrated Port Planning strategy.
 - ii. progress on the construction of the portside rail line from Sandgate junction before any proposed redevelopment occurs.

Answer:

I am advised:

The Newcastle Port Corporation has yet to release its Strategic Development Plan.

A NSW Ports Strategy is currently being developed by the Freight and Regional Development Division of Transport for NSW.

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Minister for Roads and Ports



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Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports

GENERAL PURPOSE STANDING COMMITTEE NO 3 BUDGET ESTIMATES HEARINGS QUESTION ON NOTICE

Hearing Date: 28 October 2011

Asked by: Ms Cate Faehrmann MLC

Question:

120. Port Activity Noise Levels

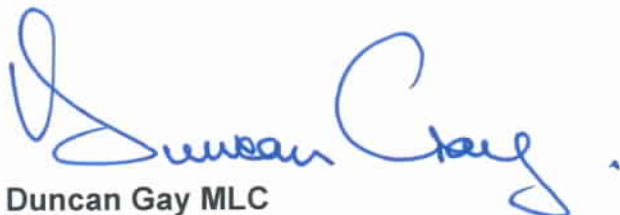
121. Residents in the suburbs around Port Botany and as far away as Kyeemagh can hear "beeper" alarms for construction equipment and for forklift trucks operating as a result of port activity. Is the Minister aware of how annoying for residents these beeper alarms are, particularly at night?
122. Is the Minister aware that a report was submitted to DECCW in May 2009 outlining alternatives to beeper alarms for construction equipment trucks and that some of the alternatives provided provide reasonable solutions to the problems these beepers were intended to solve?
123. Can the Minister provide assurances that he will change the regulations to allow suitable alternatives and that a program to require a transition to the new regulations is implemented as soon as possible thus resulting in a reduction in the noise pollution arising from these beepers.?

Answer:

I am advised:

I am aware that there have been some complaints about beeper alarms. I have not seen the report referred to. I am also aware over the last couple of months Sydney Ports Corporation has been actively encouraging its tenants at Port Botany to trial alternative reversing warning systems subject to appropriate risk assessments.

The requirement for "warning" systems such as reversing alarms are safety requirements under the Occupational Health and Safety Act and, as such, are the responsibility of WorkCover and the Minister for Finance and Services.

A handwritten signature in blue ink that reads "Duncan Gay". The signature is fluid and cursive, with a large initial 'D' and 'G'.

Duncan Gay MLC

Deputy Leader of Government in the Legislative Council
Minister for Roads and Ports