



*Minister for Roads*  
*Minister Assisting the Minister for Transport*

**Question on Notice – Budget Estimates**

**Date Notice Given: 6 November 2006**

**Due: LC 22 November 2006**

**BUS FLEET INFORMATION**— Ms Gardiner to ask the Minister for Roads, Minister Assisting the Minister for Transport —

17. What is the following information for the STA's Scania L113CRL buses:
- i) Operating Depot/s?
  - ii) Seating Capacity?
  - iii) Type of fuel used?
  - iv) Year entered into service?
  - v) Number operating in the STA fleet?

**Answer**

I am advised:

- i) Kingsgrove, Randwick and Willoughby depots.
- ii) The seating capacity of the low floor Scania L113CRL bus is 45, the seating capacity of the low floor Scania L113CRL wheelchair accessible bus is 43.
- iii) Diesel fuel.
- iv) One prototype Scania L113CRL bus entered into service in August 1994. The remaining Scania L113CRL buses entered into service between March 1996 and July 1998.
- v) 156.

**HON ERIC ROOZENDAAL MLC**  
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**PARKING SPACE LEVY**— Ms Gardiner to ask the Minister for Roads, Minister Assisting the Minister for Transport —

- 18 Does the Government have any plans to increase the Parking Space Levy?
- i Does the Government have any plans to expand the Parking Space Levy into other areas in Sydney?
  - ii When was the last review conducted?
  - iii What were the results of this review?

**Answer**

I am advised:

The Parking Space Levy increases annually in accordance with CPI.

The Government announced in the Metropolitan Strategy that it will be developing a metropolitan wide parking policy.

The last review was undertaken in 2004/05 and the results of the review are currently being considered by Government.

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**BUS LANES and ROAD CHANGES, LANE COVE TUNNEL and CROSS CITY TUNNEL—** Ms Gardiner to ask the Minister for Roads, Minister Assisting the Minister for Transport —

19. Why did the Minister and the agencies he is responsible for ignore private bus operators when announcing bus lane and road changes regarding the Lane Cove Tunnel and Cross City Tunnel?

**Answer**

I am advised that information is publicly available through the Select Committee on the Cross City Tunnel's Inquiry into the Lane Cove and Cross City Tunnel.

Matters were also discussed in evidence at the Inquiry's 13 public hearings in December 2005, February 2006, March 2006, April 2006 and June 2006. Information is available in the 3 reports generated, noting the Government's response to the Inquiries focusing on the Cross City Tunnel are available at [www.parliament.nsw.gov.au](http://www.parliament.nsw.gov.au).

Matters regarding surface road changes resulting from the \$1.1 billion Lane Cove Tunnel and expanded Gore Hill Freeway project are being assessed by the Lane Cove Tunnel Integration Group on sound traffic management principles.

The Integration Group brings the public sector and private operators together to manage the smooth transition of the Lane Cove Tunnel, expanded Gore Hill freeway and new Falcon Street ramps into the existing road network.

Information regarding this project is also available on the RTA website at the RTA website at [www.rta.nsw.gov.au](http://www.rta.nsw.gov.au) and the Connector Motorways website at [www.connectormotorways.com.au](http://www.connectormotorways.com.au).

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**TRESPASSING – STA LAND**— Ms Gardiner to ask the Minister for Roads, Minister Assisting the Minister for Transport —

- 24 How many people have been caught trespassing on State Transit land since the beginning of the 2006/07 financial year?
- i How many of these were caught damaging State Transit property?
  - ii How many of these have been prosecuted?

**Answer**

I am advised:

No intruders have been caught trespassing on State Transit land since the beginning of the 2006/07 financial year.

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**GRAFFITI REMOVAL - STA**— Ms Gardiner to ask the Minister for Roads, Minister Assisting the Minister for Transport —

25 How much has State Transit spent removing graffiti from its buses since the beginning of the 2006/07 financial year?

- i How much was spent in the 2005/06 financial year?
- ii How much was spent in the 2004/05 financial year?

**Answer**

I am advised by State Transit that the total expenditure over the past two years (October 2004-October 2006) to rectify the damage caused by vandalism, such as smashed windows, slashed seats and graffiti, is \$2,987,799.18.

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**BUS LANE CBD**— Ms Gardiner to ask the Minister for Roads, Minister Assisting the Minister for Transport —

26. Why has a Sydney CBD bus lane gone unused for the last three years?
- a. Why was the bus lane not opened for drivers, adding to the CBD's traffic chaos?
  - b. How many drivers have been booked over the last three years for:
    - i. Parking in this unused bus lane?
    - ii. Driving in this unused bus lane?
  - c. How many bus lanes throughout Sydney metropolitan are currently unused by buses?

**Answer**

I am advised by the RTA that at the City of Sydney's local traffic committee meeting in August, it was agreed the Market Street bus lane would be used as a temporary holding area for trucks accessing the construction site on the corner of George and King Streets. I am advised the appropriate signage and line markings are in place and when this construction work is completed the lane can be converted to general traffic. The final arrangement will be developed in consultation with State Transit and the City of Sydney Council.

I am advised the Ministry of Transport is not aware of any bus lanes in metropolitan Sydney that are not being used to the benefit of public transport passengers.

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**Question Without Notice – Budget Estimates**

**Date Notice Given: 6 November 2006**

**STA BUS SERVICES – CUTS IN THE LAST FIVE FINANCIAL YEARS**

**CHAIR:** Can you provide to the Committee on notice how many bus services have been cut in each of the last five financial years? Can you advise the Committee now how you go about making the decision to cut a service?

**MR LEE:** Yes. I think it is also subject to an FOI request at the moment, so we are happy to provide that information. Like Mr Graham said, the deadline that the Committee has set for 22 November in seeking the previous financial years' changes may be difficult so it might have to be constructed on a two-part basis, that is, we provide as much as we can by 22 November and come back to you with the previous years at a later date.

**Answer**

I am advised:

State Transit adjusts services because travel demands change over time. Changes are therefore designed to ensure that services are concentrated in the areas and times of highest demand.

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**Question Without Notice – Budget Estimates**

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**TAXI INDUSTRY SERVICE STANDARDS**

**The Hon. JENNY GARDINER:** Can you advise the Committee on the service standards for the taxi industry, given the Ministry is yet to set service standards after such a long period under the current Government? When will the standards be finalised?

**Mr GLASSON:** There are a number of issues that impact on that. I will give you on notice a time line, but they are very close to being complete

**Answer**

I am advised:

The Ministry of Transport is currently concluding intensive consultation with representatives of the taxi-cab industry and drivers on the content of the draft service standards for taxi-cab networks.

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**Question Without Notice – Budget Estimates**

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**PRIVATISATION OF SYDNEY FERRIES**

**CHAIR:** I refer to ferries. Rear Admiral, can you advise the Committee what plans are in place for the Government to fully privatise Sydney Ferries?

**Mr SMITH:** To my knowledge there are no plans.

**CHAIR:** How many reports have been done into any aspects of the possibility of privatising the ferries?

**Mr SMITH:** My first answer applies: To my knowledge none.

**CHAIR:** Mr Glasson, can you confirm that from the Ministry's point of view?

**Mr GLASSON:** I have no knowledge of any.

**CHAIR:** So there have been none?

**Mr GLASSON:** I cannot say there have been none, but I have no knowledge of any. I have been Director General-

**CHAIR:** Can you provide that information on notice?

**Answer**

I am advised:

No reports have been undertaken by the Ministry of Transport into the possibility of privatising Sydney Ferries Corporation.

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**Question Without Notice – Budget Estimates**

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**PENSIONER EXCURSION TICKET – RURAL AND REGIONAL**

**CHAIR:** In relation to the new rural and regional bus contracts, can you advise whether pensioner excursion tickets will be available for use on all of those private bus services?

**MR GLASSON:** No, I cannot. I would need to take that on notice.

**CHAIR:** Yes. Also, if pensioner excursion fares are available for only some of the services would you indicate in your answer on which services the excursion fares would be available and provide an explanation as to why they are not across the board?

**Mr GLASSON:** Yes.

**Answer**

I am advised:

As part of the NSW Government's successful bus reform program, the Pensioner Excursion Ticket (PET) was rolled out to areas of metropolitan Sydney serviced by private bus companies from January 2005 and to outer-metropolitan areas – Newcastle, the Illawarra, the Central Coast and the Blue Mountains – from September 2005.

Changes to fares and concession arrangements, including the potential further expansion of the PET, are being considered as part of the rural and regional bus reform process, which is currently underway.

Different funding and service planning options have been developed and will be trialled and evaluated during 2007. The Government's aim is to deliver a better mix of services appropriate to the particular needs of different rural and regional communities.

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**Question Without Notice - Budget Estimates**

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**SYDNEY BUSES ACCIDENTS AND DRIVER FATIGUE**

CHAIR: Can you advise the Committee about the number of road accidents that involved Sydney buses in the last financial year?

Mr LEE: I will take that on notice.

CHAIR: Can you advise as to your estimation of the number or proportion of such road accidents that were as a result or may have been as a result of State Transit driver fatigue? Have you done any studies on the extent of driver fatigue and its relevance to accidents?

Mr LEE: I am happy to take that on notice. I think the specificity of your request is probably not something that is categorised at the point of an accident. Usually the Office of Transport Safety Investigations, the RTA or the Police are investigating, and they usually categorise accidents based on who was at fault, not what their condition was at the time of the accident. So the specificity of your question might be a little bit difficult, but I will make best endeavours, Madam Chair.

CHAIR: Similarly, could you advise how many accidents involving Sydney buses were the fault of a State Transit bus driver?

Mr LEE: I would be happy to. When you say "fault", by whom?

CHAIR: The fault of a State Transit bus driver.

**Answer**

I am advised:

Of all the trips operated by State Transit in the 2005/06 financial year, 0.09% involved a road accident between a State Transit bus and another vehicle. In less than half of these instances State Transit bus drivers were deemed at fault.

State Transit has conducted studies to assess the effects of fatigue on bus drivers in a metropolitan operating environment.

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**STA BUS SERVICES - INCREASES**

**THE HON JAN BURNSWOODS MLC:** Mr Lee, a couple of times you have mentioned the extra bus services, at both commuter times and weekend times. You may want to tell us more about those extra services because you have been interrupted. Given that the Opposition has put on notice questions about service reductions in underutilised areas over the past five years, can you take on notice the details about the extra services you have mentioned?

**MR LEE:** Thank you for the question. As someone who worked and lived in the Parramatta area, it is important to reflect on the changing nature of that area and the needs of its citizens. Ten years ago you could not get a bus from Parramatta to the city by Victoria Road and when it was suggested people might have laughed and said that you just catch a train. However, there are a number of transport drivers on the Victoria Road corridor separate from the road corridor with great potential. The purchase of the North Western Bus Company allowed the consolidation of a number of hotchpotch contract areas and the genesis of the 520 route. It is a good case study, because on 10 September this year, the daytime services on route 520 between the CBDs of Parramatta and Sydney were doubled. I would not mind spending some time going through the reasons for the growth and the doubling of those services.

When we designed our routes and timetables we have a philosophy that we want them to be easily understood, direct and accessible for the majority of the community. Our experience shows these characteristics provide the community with a better level of service that matches their travel intentions and demands. We ask what drives people to use bus services. It is not only for work. People might want to access the university campus at Rydalmere, the TAFE near Blaxland Road at Ryde, for shopping, entertainment or any number of other reasons. Therefore, it is important that we design the services to match those drivers. There are a number of points on Victoria Road from Rydalmere, Ermington, West Ryde, Ryde, Gladesville, Drummoyne to Roselle where people want to join the service and also to alight.

It is important to note also that on Sundays the 520 had been carrying about 1,800 to 2,000 customers a day. That has been growing year in, year out. So, with an average of about 50 to 60 boardings per trip we could see there was more and more need so we have doubled the service between 9.30 and 5.30 on Sundays. When you look at the route, I know now you are familiar with it, having lived and worked around that area for some years, you can see why people are using the service. We have a number of attractors. We have the

brand new Parramatta interchange, which links people to Westfield and the movie theatres and even going to watch the Parramatta Eels play at Parramatta Stadium in the winter months. So, when you have a facility like that people feel safe and secure waiting for a service in Parramatta or when they are alighting from the service.

It also links with other major transport services like CityRail services. It links with the T-way and other private services and cross-regional services that might take people to the Hills district or to Blacktown or other areas. It is also worth noting that more than 40 per cent of the 520 services are now low floor and accessible. So, people who have special needs, be it prams or wheelchairs, have four chances out of 10 that a service will be wheelchair accessible, and if they call 131 500 they can find out in advance which of those services is accessible.

The second major attractor, as I mentioned before, is the University of Western Sydney. Our bus stop is right outside the Rydalmere campus on Victoria Road and we are experiencing on Sundays a lot of students wanting to access libraries as well as other university facilities, be it computers for surfing the net, or even sporting activities, which is another initiative for the university. On weekends another attractor is shopping. There are a number of shopping centres along the route. There are the major DFO-type stores like at Birkenhead Point. You have specific inner west sort of trading around the Rozelle and Darling Street areas, and at Top Ryde there are a number of discount stores and other shops that people can access on the 520 route.

It is fair to say that the 520 is a route that continues to grow. We will be matching that growth. That is why we have double the number of services, and as more people use that service we will continue to increase capacity and services based on that demand. That is just one case study of where we respond to people's needs. It is important as a bus operator that you target services to match what people want.

**THE HON JAN BURNSWOODS MLC:** So, should you take on notice the need to give any statistics about the increase in services as distinct from the cuts the Opposition was talking about?

**MR LEE:** I would be more than happy to provide those additional numbers by corridor across Sydney.

**THE HON JAN BURNSWOODS MLC:** As you said earlier, it may not be possible to give five years of figures by 22 November, but perhaps if you could treat it the same way, dividing it into two.

**MR LEE:** I am happy to.

#### **Answer**

I am advised:

A summary of additional State Transit services provided since August, 2006 is included below:

### Northern Region

Route	Description	Number of additional Morning Peak Trips per day	Number of additional Evening Peak Trips per day
L90	Narrabeen to City	1	
E83	Narrabeen to City	2	
E79	Warringah Mall to City	1	
L80	Collaroy Plateau to City	1	
245	Cremorne Junction to City	3	6
Additional services provided as needed day to day		1	4
Total		9	10

### Southern Region

Route	Description	Number of additional Morning Peak Trips per day	Number of additional Evening Peak Trips per day
461	Burwood to City	1	
435	Leichhardt to City	1	
435	City to Leichhardt	2	
483	Enfield to City	1	
483	City to Strathfield		1
502	Five Dock to City	1	
504	Chiswick to City	1	
423	Earlwood to City	1	
423	City to Kingsgrove	1	1
428	Enmore to City	1	
426	City to Dulwich Hill		1
442	Balmain to City		3
442	City to Balmain		4
443	Martime Muesum to City	2	
470	Annandale to City	2	
470	City to Lilyfield		3
Total		14	13

### Eastern Region

Route	Description	Number of additional Morning Peak Trips per day	Number of additional Evening Peak Trips per day
301	Mascot to City	1	
301	Rosebery to City	2	
301	Zetland to City	1	
301	City to Mascot		6
301	City to Eastlakes		3
309	Banksmeadow to City	1	
309	Mascot to City	1	
309	City to Matraville		2
343	Rosebery to City	1	



343	City to Kingsford		3
353	Bondi Junction to Coogee		1
380	Bondi to City		1
380	City to Bondi		2
389	North Bondi to City	1	
393	Maroubra to City	1	
891	UNSW to Central		3
895	UNSW to Central		2
X73	Coogee to City	1	
X73	The Spot to City	1	
X73	City to Coogee		2
Total		11	25

### Western Region

Route	Description	Number of additional Morning Peak Trips per day	Number of additional Evening Peak Trips per day
254	Lane Cove to City	1	1
272	North Willoughby to City	1	
273	City to Willoughby		3
510	City to Ryde		1
288	City to Macquarie Uni		1
290	St Leonards to City	1	
291	Epping to City	1	
294	Macquarie to City		1
296	Epping to Macquarie Uni	3	
521	Parramatta to UWS Rydalmere	2	
545	Eastwood to Macquarie Uni	2	
545	Parramatta to Chatswood		1
545	Chatswood to Eastwood		1
Total		11	10

In addition, the following services have also been provided:

- 20 additional trips each Sunday on Route 520 between Parramatta and the City, from Sunday 10 September, 2006.
- 2 additional trips per weekday evening peak on Route 273 between Chatswood and the City, from Monday, 11 September, 2006.
- 1 Additional trip per weekday in the morning peak on Route 292 between Marsfield and the City, from Monday 16 October, 2006.

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**Question Without Notice – Budget Estimates**

**Date Notice Given: 6 November 2006**

**SYDNEY FERRIES – OTSI REPORT RECOMMENDATIONS**

**CHAIR:** I refer to the Office of Transport Safety Investigations [OTSI] report released on 30 October. What is being done to curb the lack of regard to formal procedures indicated in that report?

**MR SMITH:** That was a very important report. What is often forgotten, however, is that it is a historical report. It covered October 2004 to October 2005 and looked specifically at incidents involving the four freshwater class ferries—commonly known as the "Manly ferries".

It examined 11 incidents during that 12-month period. It summarised all of those incidents and all the recommendations. What has been forgotten is that those incidents were individually investigated at the time by New South Wales Maritime or OTSI during 2004-05 and the recommendations were implemented immediately. In fact, the report released last week summarised a sequence of historical incidents.

Notwithstanding that, there were some very good recommendations, which we are actioning. There were 38 recommendations in the OTSI report, of which 22 have been implemented. That makes my point about the report being historical. There are eight more recommendations in hand and eight new recommendations have also been made on which we have also commenced action.

**CHAIR:** Please provide on notice a list of the eight recommendations not yet implemented and those you are considering.

**MR SMITH:** I have them here, but I am happy to provide that information on notice.

**Answer**

I am advised:

Sydney Ferries has reviewed the recommendations made by the Office of Transport Safety Investigations. All 38 recommendations have been accepted. Of those recommendations:

- 22 have been implemented
- 8 are being implemented
- 8 are to be implemented

	<b>Recommendations for Sydney Ferries</b>	<b>Status</b>
i. (1)	Sydney Ferries' Board exercise close and continuing oversight of the progress of all safety related projects	Implemented
i. (2)	While Sydney Ferries continues to respond to the outcomes of a significant number of reports and reviews, and manages a significant number of complex projects, it establishes a small project team, or alternatively appoints a project manager without other duties, with responsibility for coordinating the implementation and progress of all the recommended safety actions	Implemented – ongoing
i. (3)	Review its risk management framework and expedite the development of a risk register	Implementation underway
i. (4)	Ensure that all managers understand contemporary risk management concepts and principles and are able to apply them within Sydney Ferries' risk management framework	To be implemented
i. (5)	Expedite the development of an Asset Management Plan	Implementation underway
i. (6)	Implement formal quality assurance and auditing programs	Implemented – ongoing
i. (7)	Ensure that changes to operating instructions, procedures and policies that impact upon the operation of vessels are underpinned by thorough risk assessments and are formally communicated	Implemented – ongoing
i. (8)	Give careful consideration to the full range of implications arising from the external reviews it has commissioned in relation to the Freshwater class and the <i>Collaroy</i> in particular	Implemented – ongoing
i. (9)	While <i>Collaroy</i> remains unique, ensure its uniqueness is fully understood by all personnel required to either operate or maintain the vessel	Implemented – ongoing
i. (10)	Continue to progress, in concert with Unions, the development of a cogent and contemporary fitness-for-work policy and ensure that NSW Maritime is kept informed of the status of this important endeavour	Agree in principle – implementation underway (working with the regulator NSW Maritime which has responsibility for medical standards)

i. (11)	Institute a standard crew fitness-for-work assessment, supervised by Masters, to be conducted at sign-on points	Sydney Ferries will work with NSW Maritime to determine a practical solution to this recommendation
i. (12)	Address the need for Masters, across all classes, to be able to accurately determine their vessels' speed, and for it to be able to independently confirm vessel operating speeds when it is necessary to do so	Implementation underway
i. (13)	Ensure that there is a uniform understanding of its vessel incident reporting requirements throughout Sydney Ferries and establish a single database to capture such occurrences and the factors that caused or contributed to them	Implemented
ii. (1)	Review the Fleet Emergency Response Plan (FERP) to ensure consistency with the State Disaster Plan (DISPLAN) and legislative requirements	Implementation underway
ii. (2)	Review the utility of the "Digital Announcer Passenger Warning Announcement System" onboard Sydney Ferries' vessels	Implemented
ii. (3)	Require Masters and Operational Controllers to come to a shared understanding of any recovery plan following an accident or incident	Implemented – ongoing
ii. (4)	Continue to reinforce the use of proper radio communication protocols on, between and with Sydney Ferries' vessels	Implemented – ongoing
ii. (5)	Ensure that persons who are required to control, or assist in the coordination of, an emergency response are readily identifiable when required to perform such a role	To be implemented
ii. (6)	Review its Drug and Alcohol Policy and its Discipline Policy to ensure that they are consistent and that there is a shared understanding throughout the Corporation as to the time frame within which Drug and Alcohol testing, following an accident or safety-related incident, may occur	Implemented – ongoing
iii. (1)	In addition to requiring the recently expanded training team to assist in the design, development, delivery and assessment of initial, continuing and critical incident training, require that all drills that are considered to be part of Sydney Ferries' continuation and emergency/critical incident training be evaluated by the Fleet Standards Group. This Group should also conduct check 'rides' to validate training	Implementation underway

iii. (2)	Confirm, as a matter of urgency, the system for initial and continuation training ('type-rating') for the benefit of all crew members	Implemented
iii. (3)	Provide those responsible for crew rostering with read-only access to the qualifications database to ensure that those being rostered hold the required qualifications and that they are current	Implemented
iii. (4)	Provide Masters with the means to allow them to satisfy themselves that those being rostered onboard the vessel they will control hold appropriate and current qualifications	Agree in principle – to be implemented (Qualifications of crew are determined by Ferry Operations Control)
iii. (5)	Clarify the roles and responsibilities of the Helmsmen and Greasers and provide formal training to properly equip them to fulfil their related duties	Implemented
iii. (6)	Expedite the delivery of critical incident training to all crew members	Implemented – ongoing
iii. (7)	Pre-programme a regime of specified training drills, supported by relevant scenarios and training material, to be undertaken by all crew members during normal rostered hours	Implemented – ongoing
iii. (8)	Ensure that any assessment that leads to the award or maintenance of a qualification is subject to formal and independent validation	To be implemented
iii. (9)	Develop checklists for all classes of vessels, for both normal operations and emergency situations	Implementation underway
iii. (10)	Ensure that 'lessons learned' from accidents, incidents, exercises, drills and risk assessments are formally distributed to crews and relevant staff members	To be implemented
iv. (1)	Act to reinforce CRM, and in particular to require that safety critical issues during start-up and emergency procedures are the subject of specific communication between Masters and Engineers	Implemented – ongoing
iv. (2)	Minimise the rotation of crew members during a shift and ensure that any rotation that must occur does not take place without reference to the Master	To be implemented
iv. (3)	Align shifts so that all members of a crew start work at the same time	To be implemented
iv. (4)	Require the use of formal communication procedures onboard, between and with all Sydney Ferries' vessels	Implemented
v. (1)	Ensure that the development of Technical Maintenance Plans is progressed in accordance with project timelines	Implemented

v. (2)	Monitor the progress of initiatives taken in response to KPMG's report into the shipyard function at Balmain	Implemented
v. (3)	Review the maintenance of Freshwater class vessels, and <i>Collaroy</i> in particular, in the light of the risk assessments recently conducted by industry experts	Implemented – ongoing
v. (4)	While <i>Collaroy</i> remains unique, act to ensure its uniqueness is fully understood by all personnel required to maintain the vessel	Implemented – ongoing
v. (5)	Conduct an analysis of critical failure modes on all classes of vessels, commencing with the Freshwater class, with particular emphasis on propulsion control systems	Implementation underway – completed for Freshwater Class

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**Question on Notice – Budget Estimates**

**Date Notice Given: 6 November 2006**

**Due: LC 22 November 2006**

**JAMBEROO MOUNTAIN BUS ACCIDENT**— Ms Gardiner to ask the Minister for Roads, Minister Assisting the Minister for Transport —

20. In light of the release of the OTSI report into the fatal accident on Jamberoo Mountain Road on 5 September 2005, has the Ministry of Transport completed its audit of the 4 Jubo companies?
- i) What were the outcomes of these audit findings?
  - ii) What is the Ministry of Transport doing to curb operators from entering into short term rental arrangements for only as long as it takes the Ministry of Transport to satisfy itself that these operators have proper garaging arrangements, as required for accreditation, after which they revert to parking their buses in other operators' garages or on the streets?

**Answer**

I am advised:

- i) The Ministry of Transport completed a full compliance audit of the four companies trading under the name of Jubo in September 2006. As a result of these audits, warnings were issued regarding administrative shortfalls. In addition, the Ministry of Transport issued R & S (Aust) Pty Ltd trading as Jubo Travel with a 'Notice to Show Cause' as to why their accreditation should not be suspended or cancelled.

I am advised that Jubo Travel has subsequently been issued with a final warning and an infringement.

- ii) As part of the bus accreditation application process, bus operators are required to obtain council approval for the business site. This is required as part of the *Passenger Transport (Bus Services) Regulation 2000*, specifically Part B, Division 1, Clause 5A (9).

A condition of bus accreditation is that bus operators are required to inform the Ministry of Transport of any change of address. This is a requirement under the *Passenger Transport (Bus Services) Regulation 2000*, specifically Part B, Division 1, Clause 5B (9).

**HON ERIC ROOZENDAAL MLC  
MINISTER FOR ROADS  
MINISTER ASSISTING THE MINISTER FOR TRANSPORT**





*Minister for Roads*  
*Minister Assisting the Minister for Transport*

**Question Without Notice – Budget Estimates**

**Date Notice Given: 6 November 2006**

**HIRE CAR INDUSTRY REVIEW**

**The Hon. JENNY GARDINER:** Can you provide the Committee with information as to the status of the hire car review?

**Mr GLASSON:** This is the review of two or three years ago?

**The Hon. JENNY GARDINER:** Has it been completed?

**Mr GLASSON:** I would need to take that on notice too. I was not in that area of the department at the time that was done.

**The Hon. JENNY GARDINER:** Yes. Would you provide the Committee with information as to the status of the review?

**Mr GLASSON:** Yes.

**The Hon. JENNY GARDINER:** When it will be completed or whether it has been completed?

**Mr GLASSON:** I think it is complete but I will clarify that for you.

**The Hon. JENNY GARDINER:** And the resources that have gone into the review?

**Mr GLASSON:** Yes.

**Answer**

I am advised:

In 2001, reforms were made to the hire car industry to open it up to competition in response to the NSW Ombudsman and recommendations flowing from the 1999 IPART Report into the NSW Taxi and Hire Car Industries.

In mid 2003, the Ministry introduced the hire car compensation package which offered hire car licence owners equity in a taxi licence in exchange for their hire car licence. The package was introduced as an amendment to the *Passenger Transport (Taxi-cab Services) Regulation 2001*, Section 82 (1) (b).

The equity offer closed in December 2004. However, it recommenced following approaches from the taxi industry in line with the increased demand for taxi services in the Sydney transport district. This extended offer closed on 31 March 2006.

No additional resources have been required to undertake the hire car reform process.

**HON ERIC ROOZENDAAL MLC  
MINISTER FOR ROADS  
MINISTER ASSISTING THE MINISTER FOR TRANSPORT**