

**BUDGET ESTIMATES**  
**QUESTION ON NOTICE**

**LEGISLATIVE COUNCIL**

**Notice Given:** 17 September 2009

**Asked by:** Ms Sylvia Hale MLC

**1. Redfern Railway Station**

- a. In a RailCorp document on forward planning in a section titled "Capacity and Service Improvement Delivery 2006" on p. 175, it is claimed that the Redfern Railway Station upgrade will be done by 2011. Will this still be possible and who will be responsible for bringing the plan to fruition?
- b. Will it be a minor upgrade or will it be a major work including the use of airspace above the station?
- c. If it is not a major upgrade will disability access be included on at least one platform?
- d. How will an upgraded Railway Station provide linkages to all the new developments such as the new RSL and Gibbons Street buildings, the North Eveleigh development, the Redfern Town Centre and the existing educational institutions in the area?

**Answer:**

I am advised:

1(a-d).

The upgrade of Redfern Station was shown in the Urban Transport Statement as a 2011 project.

RailCorp has been working alongside the Redfern Waterloo Authority to develop the plans for the upgrade of Redfern Station to ensure it meets the needs of current and future development in the Redfern area. A preferred option has now been identified and is being refined.

The purpose of the upgrade at Redfern is to provide accessibility improvements and to improve capacity to accommodate development in the area.



**David Campbell MP**  
**Minister for Transport**  
**Minister for the Illawarra**

**Notice Given: 17 September 2009**

**Asked by: The Hon Jenny Gardiner MLC**

**2. Sydney Metro Staff**

- a. How many people work at Sydney Metro? How much does it cost per week to employ these staff?
- b. How many people are currently employed in relation to the CBD to Rozelle Metro project including both directly and indirectly? How much does it cost per week to employ these staff?
- c. How many people are currently employed in relation to the West Metro project including both directly and indirectly? How much does it cost per week to employ these staff?
- d. What is the total Sydney Metro budget for media and communications?
- e. Who is the Director of Communications for Sydney Metro? What is their salary?
- f. What is the total media and communications budget for the CBD to Rozelle Metro for 2008-09? How much has been spent?
- g. How much have you spent on radio advertising for the Sydney Metro?
- h. How many staff and or contractors are designated to media/communications roles for the CBD to Rozelle Metro project? How much does it cost per week to employ these staff?
- i. How many staff and or contractors are dedicated to community and stakeholder relations roles for the CBD to Rozelle Metro project? How much does it cost per week to employ these staff?
- j. How many staff and or contractors are dedicated to planning roles for the CBD to Rozelle Metro project? How much does it cost per week to employ these staff?
- k. How many staff and or contractors are dedicated to planning roles for the West Metro project? How much does it cost per week to employ these staff?

**Answer:**

I am advised:

2(a-k).

Sydney Metro is an authority established on 27 January 2009 to manage the planning, construction and operations of a metro network for Sydney. As a "start up" agency, Sydney Metro drew staff from other public sector agencies to fill positions, pending a formal recruitment process.

In addition, Sydney Metro engages specialist contractors on short term contracts across a broad range of technical disciplines, including infrastructure development, metro operations, tunnelling, tendering support, insurance, legal and finance, civil and structural engineering.

At any time, Sydney Metro's staffing and work demands fluctuate and with it, so do the numbers of individuals working within, or for, the organisation, along with the number of hours worked in a given week or billing cycle.

The vast majority of staff do not work solely on either the Stage 1 (Rozelle to Central) or Stage 2 (Central to Westmead) Metro projects, but rather the work encompasses activities on both stages of the proposed Metro lines – as well as planning work for the broader metro network.

Sydney Metro's 2009/10 total budget for Stakeholder Liaison, which among other activities includes media, website management and other general communications activities which are mandatory under prescribed Environmental Assessment processes, is \$4,428,000. Sydney Metro has spent \$36,453.78 on radio advertising to date.

Sydney Metro does not have a position titled Director of Communications. There is position within the organisational structure – General Manager, Stakeholder Liaison, which among a number of other duties manages Sydney Metro's communications.

There are two people dedicated to working with local communities along the Sydney Metro Stage 1 route. All other staff work across the full range of Sydney Metro projects and activities. Based upon an estimate of the average working week and hours, the weekly cost to engage these staff is \$14,960.



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**3. Clearways**

- a. Which projects will benefit under the \$353 million allocated in this year's budget?
- b. How many outstanding Clearways projects are there?
- c. How many Clearways projects have been deferred? What are they?
- d. How much will each remaining Clearways project cost?
- e. Why in the Clearways program has there been such gross budget blowouts in relation to the Clearways projects?
- f. How do you account for only 6/16 projects being complete, despite a completion timetable of 2010?
- g. Has the Liverpool turn been axed? If not, when will it be delivered?

**Answers**

I am advised:

- 3(a-g). Information relating to individual projects under the Rail Clearways program can be found at [www.tidc.nsw.gov.au](http://www.tidc.nsw.gov.au).



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**Asked by:** The Hon Jenny Gardiner MLC

**Question:**

4. Chatswood to Epping

- (a) Are there plans to build commuter carparks at the three new stations along the Epping to Chatswood Rail line?
- (b) Are there plans to provide extra car parking spots at Epping Railway Station?

**Answer:**

I am advised:

4 (a – b)

There are currently no plans to build commuter carparks at the three new stations on the Epping to Chatswood Rail Link.

Each new and upgraded station on the Epping to Chatswood Rail Link provides easy access facilities, improved links with other public transport services including bus stops and taxi zones, and safe pick-up and drop-off areas for private vehicles.



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**Asked by:** The Hon Jenny Gardiner MLC

5. 626 carriages

- a. Have you awarded the tender for the seat coverings?
- b. Why did you ignore the CSIRO's advice in relation to the seat material?
- c. Why did you dismiss the CSIRO's concerns that the overseas sourced material had a greater fire risk with higher toxicity levels than the Australian alternative?
- d. Is there appropriate storage for the 626 carriages once they are all delivered? If so, where are the yards?
- e. Are you confident there will be no power shortages across the network due to the make of these carriages, which apparently require high energy consumption?
- f. Is it true that this due to this high-energy consumption air-conditioning may not be operable during peak times in the new carriages?
- g. You recently announced that some of the first carriages had arrived and were undergoing testing. What is the result of those tests?

**Answer:**

I am advised:

- a. Under the Private-Public-Partnership Contract with Reliance Rail it is a commercial decision for their train builder to source and procure fabric for seat coverings for the Waratah fleet compliant with Australian and international standards as required by the RailCorp contract specifications. Downer EDI Rail has advised it is in the process of finalising negotiations with its seat assembly subcontractor, who will in turn be responsible for placing contracts with major component and materials suppliers nominated by Downer EDI Rail.
- b. All advice provided under the project contract has been considered in RailCorp's assessment process.
- c. Testing for toxic fumes emitted in the event of a fire showed the overseas sourced fabric material produces significantly less toxicity than the Australian alternative fabric and is fully compliant with international standards.

I am advised that both fabrics include wool sourced from Australian growers.

- d. Yes.

- e. Power supply upgrades are progressing as planned and are on schedule to meet the necessary power requirements of the new trains.
- f. No.
- g. It was announced on 29 July 2009 that four pre-production test vehicle carriage shells had arrived in Newcastle for final manufacturing and assembly, prior to testing starting late in 2009.



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**6. Outer Suburban Carriages (OSCars)**

- a. Have all 122 Tranche 2 OSCars been delivered?
- b. When will they be fully delivered?
- c. What is the total cost of the project?
- d. When will Tranche 3 OSCars be fully delivered?
- e. What is the total cost of the project?

**Answer:**

I am advised:

- 6.
  - a-b. All 30 four-car Stage 1 and 2 Oscar sets (120 carriages) have been delivered and have entered passenger service. The two spare cars are planned to be delivered by the end of 2009.
  - c. \$439 million.
  - d. Stage 3 Oscar trains will be progressively delivered from October 2010 through to mid-2012.
  - e. \$370 million which includes carriages and associated stabling.



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**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

**7. Branch Lines**

- a. With reference to the suspension of up to five County Regional network Services in the Mini-Budget, what quantity of grain was carried on these lines before the impact of the drought reduced the amount of grain carried to below financially viable levels?
- b. Given that the end of the drought will see increased amounts of grain becoming available to harvest, which will have to be transported by road, what actions have you taken to repair the significant additional damage to regional roads that will occur as a result?
- c. What are the specific safety concerns, which led to the suspension of the Cowra to Demondrille line as of 1 September 2009?
- d. Is the line safe to use?
- e. Why did you allow a train full of children to travel to Young by rail on 27 August 2009?
- f. Why have you deprived the community of Cowra from tourism income generated by the local operation of the Lachlan Valley Railway?

**Answer:**

- a–c. I understand that services on the Cowra to Demondrille line and the Camurra to Weemelah line were suspended on 1 September 2009 as a safety precaution only. On 15 October 2009 I announced services would be restored to the Weemelah line following the completion of works to address the earlier identified safety issues. The decision to resume services on this line came after GrainCorp agreed to partially fund maintenance upgrades by contributing a one dollar per tonne rail access fee on the line. While it is anticipated that all works will be completed by February 2010, the Government will investigate whether segments of the line can open earlier, subject to safety issues being fully addressed on these line segments.

NSW Transport and Infrastructure and GrainCorp have entered into a 5 year agreement to ensure rail haulage services on branch lines, complementing the Government's significant investment in supporting and maintaining grain lines.

The long term future of these lines will be assessed in the context of the Federal Government's Grain Taskforce Review Report, which was released on 21 October 2009. The NSW Government is currently considering the Review's recommendations.

- d. I am advised the current status of the lines is that operations are "suspended" - the lines are not formally closed and the line requires substantial upgrade to bring it up to an acceptable standard.
- e. I am advised that up until 1 September 2009, normal inspections and corrective maintenance was carried out to ensure the safety of the lines.
- f. The New South Wales Government is committed to providing financially sustainable rail transport options in regional New South Wales and is pleased to consider all sustainable business case proposals to operate services on the Cowra to Demondrille rail line. I understand that if the Lachlan Valley Railway Society wishes to pursue an arrangement to maintain the track and operate rolling stock on any non operational line it will need to obtain appropriate accreditation from the Independent Transport Safety and Reliability Regulator and enter into an agreement with the Rail Infrastructure Corporation. Lachlan Valley will need to satisfy itself of the condition of the line and establish its own systems to ensure safe operations. I have instructed the Rail Infrastructure Corporation to assist Lachlan Valley Railway Society in gaining access to the Blayney Cowra Demondrille and Koorawatha Greenthorpe lines to carry out its own inspection and assessments should it wish to pursue a licence agreement.



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**Asked by: The Hon Jenny Gardiner MLC**

**8. Transit Officers**

- a. How many Transit Officers have been removed from patrolling trains and put into monitoring CCTV monitors instead?
- b. How many additional Transit Officers have been employed in the last 12 months?
- c. What future plans do you have in relation to Transit Officers?
- d. How much did it cost to change the Transit Officers' uniform?

**Answer:**

I am advised:

8.

- a. There are no transit officers purely assigned to CCTV monitoring duties.
- b. Twenty three Transit Officers were employed between September 2008 and August 2009.
- c. Transport Authorities and Police have had discussions about options for further enhancement of the security model on the public transport network. At this stage, no decision has been made on any changes to the current security model.
- d. \$383,000.



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**9. Town Hall Railway Station Upgrade**

- a. How much will the upgrade cost?
- b. When will it start and when will it be completed?
- c. What interim measures are you taking in relation to safety issues at the station, especially Fire Exits?
- d. What interim measures are you taking in relation to capacity issues at the station?

**Answer:**

I am advised that an upgrade of Town Hall is yet to be scoped or costed. I am assured however that no interim safety measures are required. Town Hall has a crowd management plan and a well practiced approach to managing congestion on station platforms at peak periods and during special events. Staff are trained to assist in emergency evacuations, and training exercises incorporate the use of various emergency scenarios.

The new 2009 CityRail timetable which was introduced on 11 October provides crowd relief at CBD stations. At Town Hall Station, upper Northern Line train services will be diverted via the less crowded North Shore platform. Recent works include widening of the concourse area and extra gates to provide improved access for passengers and greater control of passenger flows. Other measures to provide extra space on platforms included the relocation of some seats and storage areas.



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**Asked by: The Hon Jenny Gardiner MLC**

**10. Wynyard Railway Station Upgrade**

- a. When will the upgrade commence?
- b. When will the upgrade be completed?
- c. How much will the upgrade cost?
- d. How many additional commuters will the station be able to cater for during peak hour – especially in relation to the Transport needs of Barangaroo?

**Answer:**

I am advised:

10 (a - d).

The concept design for the Wynyard Station upgrade has yet to be finalised.



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Minister for Transport  
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**Asked by: The Hon Jenny Gardiner MLC**

**11. General – CityRail Services**

**(a) As of Monday 21 September 2009 how many:**

- i. Daily rail services are there?
- ii. Train drivers are there?
- iii. Cleaners are there?
- iv. Station managers are there?
- v. Transit officers are there?
- vi. Ticket sellers/customer service attendants are there?
- vii. Train guards are there?
- viii. Maintenance staff are there?

**Answer:**

I am advised:

**11(a)**

- i. The 2009 timetable commenced on 11 October and introduced over 100 new services through Central, providing 2583 services each weekday.

As of 19 September 2009 RailCorp employed:

- ii. 1532 CityRail train drivers (excluding trainees).
- iii. 674.
- iv. 157.
- v. 602.
- vi. 1832.
- vii. 1166 train guards (excluding trainees).
- viii. 2743 maintenance workers (including 307 Apprentices).



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**Asked by: The Hon Jenny Gardiner MLC**

**12. General – CountryLink Services**

- (a) As of Monday 21 September 2009 how many:
- i. CountryLink train drivers are there?
  - ii. CountryLink train guards are there?
  - iii. CountryLink cabin crew are there?
  - iv. CountryLink customer service (i.e. travel agents/ticket sellers) are there?
  - v. CountryLink ticket offices are there? Where are they located?
  - vi. CountryLink maintenance staff are there?

**Answer:**

I am advised:

12(a) As of Monday 21 September 2009:

- i. 98
- ii. 0 – CountryLink trains are not staffed with Train Guards.
- ii.i 204 on board staff
- iv. 197
- v. CountryLink has 23 travel centres and 10 booking offices located across the North West, North Coast, Western, Southern and Sydney Metropolitan areas.
- vi. 2436 maintenance workers which includes all trade based positions in RailCorp



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**Asked by: The Hon Jenny Gardiner MLC**

13. Ferry Safety

- a. Currently how many ferries have been equipped with night vision?
- b. Are you on track to have all the ferries equipped with night vision by then end of December this year?
- c. What is the total cost of the project?

**Answer:**

I am advised:

13.

- a. As at 23 October 2009, five vessels will have been equipped with 'night vision' technology and eleven ferries have commenced work on the installation.
- b. It is anticipated installation will be complete on 21 vessels by the end of the year. It is anticipated the project will be completed in the first quarter of 2010.
- c. The total cost of the Navigation Aids project is \$3.86 million, and includes thermal imaging ('night vision') and enhanced radar equipment.



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**Asked by: The Hon Jenny Gardiner MLC**

**14. Sydney Ferries Review**

- a. Has the Review into free and subsidised travel for charities been completed?
- b. If not, why and when will it be completed?
- c. If yes, what were the findings? Is the review publicly available?

**Answer:**

I am advised:

14.

a. No.

b-c. A summary document was provided to the Estimates Committee as part of supplementary information provided in response to a question taken on notice on 19 November 2008. The finalisation of the Sponsorship Policy has been deferred due to the Sydney Ferries Market Review process. The monetary value of the current arrangements for free and subsidised travel for charities will be incorporated into the funding arrangements under the new Ferry System Contract.



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**Asked by: The Hon Jenny Gardiner MLC**

15. General – Sydney Ferries

- a. As of Monday 21 September 2009 how many:
- i. Daily ferry services are there?
  - ii. Ferry captains are there?
  - iii. Ferry deckhands are there?
  - iv. Customer service attendants (i.e. ticket sellers/information) are there?
  - v. Maintenance staff are there?

**Answer:**

I am advised:

15.

- i. There are 516 services daily Monday to Thursday. There are 518 services on a Friday with the provision of extra late night services between Manly and Circular Quay.
- ii. 87 Ferry Masters.
- iii. 215 Ferry General Purpose Hands.
- iv. 68 Customer Service attendants (includes ticket sellers/information officers/cashiers on vessels).
- v. 87 Maintenance staff (includes supervisors, managers and administration staff).



**David Campbell MP  
Minister for Transport  
Minister for the Illawarra**



**Notice Given: 17 September 2009**

**Asked by: The Hon Jenny Gardiner MLC**

16. 43 strategic bus corridors

- a. How many of the 43 strategic corridors have been completed?
- b. How much money has been spent on the projects to date?
- c. When will all the 43-bus corridors be completed?
- d. Is the strategic bus corridors' success reliant on PTIPS being installed on the buses serving those corridors?

**Answer:**

I am advised:

16(a-d)

Strategic bus corridors are being implemented with the rollout of integrated bus networks across metropolitan Sydney.

Most strategic bus corridors are already operating and higher frequency services have been implemented on 26 of the 43 strategic corridors.

These Strategic Bus Corridors are benefiting from \$175 million of bus priority works already completed and a further \$120 million of works are scheduled to 2011/12. Strategic Bus corridors are not reliant on the Public Transport Information and Priority System.



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**Asked by: The Hon Jenny Gardiner MLC**

**17. Public Transport Information and Priority System (PTIPS)**

- a. How many STA buses have been fitted with PTIPS?
- b. When will all STA buses be fitted with PTIPS technology?
- c. Is the project running to schedule?
- d. Has PTIPS been installed on 300 Northern beaches buses?
- e. Have contracts been signed with private bus companies for the installation of PTIPS?
- f. Has the rollout for the installation of PTIPS on private buses started?
- g. When will the installation of PTIPS technology be complete on private buses?
- h. What is the total cost of the PTIPS project?

**Answer:**

I am advised:

- a. The introduction of the Public Transport Information and Priority System (PTIPS) is on schedule, with installation having been completed on approximately 2,000 buses in the State Transit Authority's Sydney fleet to-date. Less than 100 buses in State Transit Authority's Sydney fleet remain to be PTIPS installed.
- b. It is expected that all State Transit buses will be fitted with PTIPS technology by late 2009.
- c. Installation of PTIPS technology on the State Transit fleet is running to schedule.
- d. PTIPS been installed on over 300 northern beaches buses.
- e. All Metropolitan and Outer Metropolitan Bus Service Contracts administered by NSW Transport and Infrastructure have provision for the installation of PTIPS equipment on contract buses.
- f. Negotiations are underway for the installation of PTIPS on private buses.
- g. It is expected that PTIPS will be introduced on private buses by 2011.
- h. The Government has committed \$50 million to the implementation of the PTIPS project.

  
**David Campbell MP  
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**18. Bus maintenance**

- a. How many buses are out of service as of Monday 21 September 2009 due to maintenance problems?
- b. On average, how many buses are out of service due to driver shortage?

**Answer:**

I am advised:

Bus operators are required to provide services under the terms and conditions of performance-based contracts with NSW Transport and Infrastructure. It is the responsibility of individual bus operators to determine how they manage their fleet and drivers. Daily reporting of scheduled and unscheduled maintenance activities or driver shortages is therefore not a contract requirement.



**David Campbell MP  
Minister for Transport  
Minister for the Illawarra**

**Notice Given: 17 September 2009**

**Asked by: The Hon Jenny Gardiner MLC**

19. Bus Safety

- a. How many buses are without CCTV cameras?
- b. OTSI recommended installing forward and backward looking cameras on buses – where is this up to?

**Answer:**

I am advised:

19.

- a. All of State Transit's fleet have CCTV installed.
- b. NSW Transport and Infrastructure has agreed to the fitting of forward and backward facing CCTV cameras.

A new Order is currently being finalised in consultation with stakeholders, including the State Transit Authority, BusNSW, NSW Police Force, Transport Unions and manufacturers and suppliers of CCTV equipment. Once approved and gazetted, I am advised that all new regular passenger service buses operating partly or wholly within the Metropolitan, Newcastle or Wollongong transport district or within the City of Gosford or the Wyong local government area will be required to have forward and backward cameras installed.



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**20. Bus Fleet**

- a. How many extra buses, that is buses that do not replace existing buses, will come on-line this year?
- b. When will the 150-articulated buses be fully delivered?
- c. When will the 300 buses for growth be fully delivered?
- d. How many new STA buses have been delivered this year? Which ones were they?

**Answer:**

**20.**

- a. The Budget Forecast was 130 new growth buses for private operators and 90 new growth buses for State Transit.
- b. I am advised by State Transit that the 150 articulated buses will be fully delivered by the end of June 2011 in accordance with supply contracts.
- c. I am advised that as at 12 October, a total of 124 out of the 300 new growth buses have been rolled out and are providing additional services for commuters. The remainder will be on the road by July 2010.
- d. I am advised that during the 2008/09 financial year, 210 new buses were delivered to State Transit. These were all part of the 505 bus replacement program.



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**Asked by: The Hon Jenny Gardiner MLC**

**Question:**

21. General – Sydney Buses

(a) As of Monday 21 September 2009, how many:

- i. Daily STA bus services are there?
- ii. Bus drivers are there?
- iii. Customer service attendants (i.e. ticket sellers/information) are there?
- iv. Maintenance staff are there?

**Answer:**

I am advised:

21(a) Information on State Transit Authority timetabled services is available on the 131500 website and is reported, along with information on employees and ticket sellers, in the State Transit Annual Report as required by the relevant legislation.

A handwritten signature in blue ink, appearing to read 'David Campbell', is written over the printed name and title.

**David Campbell MP  
Minister for Transport  
Minister for the Illawarra**

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**Asked by: The Hon Jenny Gardiner MLC**

22. NSW Transport and Infrastructure Agency (formerly the MOT).
- What was the total cost of establishing the NSW Transport Infrastructure Agency?
  - How many people are employed to work there?
  - How many people were employed when it was the Ministry of Transport?
  - How many people are employed in the media communications section at the NSW Transport and Infrastructure Agency? How much does it cost to employ these staff each week?
  - How many people are employed in the corporate communications section of the NSW Transport and Infrastructure Agency? How much does it cost to employ these staff each week?
  - How do these numbers differ from when it was the Ministry of Transport?
  - What is the agency's annual budget for media communications?
  - What is the agency's annual budget for corporate communications?
  - How many people are employed who purely focus on the media? What are their roles?
  - What resources are used to track media, such as media portal? How much do these resources cost?
  - What type of interaction do communication staff have with the Minister's Office and the media?
  - What is the total entertainment budget and actual expenditure in entertainment for the NSW Transport and Infrastructure Agency and other associated agencies?

**Answer:**

I am advised:

- No costs have been identified by NSW Transport and Infrastructure.
- Approximately 350 positions currently form NSW Transport and Infrastructure. These positions are primarily the positions transferred from the Ministry of Transport as a result of the Administrative Order.
- Approximately 350.

- d-e. One Communications Manager, for both media communications and corporate communications. Cost is up to \$2,423 per week, based on total annual remuneration package for this position of \$126,446 per annum, including salary (\$99,800 - \$114,586), employer's contribution to superannuation and annual leave loading.
- f. Determination of numbers of staff from other agencies yet to be made in accordance with Administrative Order.
- g-h. There is no budget line item called "media communications". The Communications Manager role includes liaison with the media. Total remuneration package for this position is valued up to \$126,446 per annum. Package includes salary (\$99,800 - \$114,586), employer's contribution to superannuation and annual leave loading.
- i. One – Communications Manager.
- j. The Department's media monitoring services are provided via the Department of Premier and Cabinet's Media Monitoring Unit.
- k. The Communications Manager deals directly with the Minister's media advisors and is a key contact for media.
- l. NSW Transport and Infrastructure has no specific budget allocation for "entertainment" expenses in 2009-10.



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**Asked by: The Hon Jenny Gardiner**

**23. New Transport Co-ordination Group**

- (a) What is the total budget for establishing and running the new Transport Coordination Group?
- (b) How many people are employed there?
- (c) How many people are employed in the media communications section at the NSW Transport Co-ordination Group? How much does it cost to employ these staff each week?
- (d) What new infrastructure and resources are you looking at to improve operations over the coming months?

**Answer:**

I am advised:

The Transport Coordination Group brings together senior operational representatives from the Roads and Traffic Authority, CityRail, State Transit, the private bus industry and Sydney Ferries to oversee the morning and afternoon peak commuting periods in Sydney.

This dedicated, experienced Group means that, during peak travel hours, our best and brightest are focussed on keeping transport services running smoothly. They're keeping an eye on what matters most to commuters, and that's improving their daily travel to work and home.

These transport experts are monitoring traffic flows, observing patterns of delays and developing strategies to eliminate those systemic problems.

When a disruption occurs, the Group ensures the blockage is cleared as soon as possible - getting replacement services out to commuters and aiming to provide fast, accurate and reliable information to passengers so they can make informed decisions about how to travel. During major disruptions, this may mean travelling by bus instead of ferry, or delaying travel while the problem is fixed. Good information makes for good decisions, and we owe that to commuters.

The budget for establishing the Transport Coordination Group as a permanent fully staffed group is \$5 million with a recurrent operating budget of \$5.9 million per annum.

As part of coordinating Sydney's transport task, the Transport Coordination Group is currently reviewing a range of options aimed at improving Sydney's transport system.

A handwritten signature in blue ink, appearing to read 'D. Campbell', is positioned above the printed name.

**David Campbell MP**  
**Minister for Transport**  
**Minister for the Illawarra**



**BUDGET ESTIMATES  
QUESTION ON NOTICE**

**LEGISLATIVE COUNCIL**

**Notice Given:** 17 September 2009

**Asked by:** The Hon Jenny Gardiner MLC

**Question:**

24. Relationship between the Transport and Infrastructure Agency (formerly MOT) with Sydney Metro

- a. What is the relationship between the Transport and Infrastructure Agency and Sydney Metro?
- b. How many Transport and Infrastructure Agency staff have been seconded to work at Sydney Metro?
- c. What were the roles of the staff seconded?

**Answer:**

I am advised:

- 24. a. The relationship between NSW Transport and Infrastructure and Sydney Metro is as defined in Administrative Order 2009 No 352, Clause 35.
- b. Four.
- c. Transport Manager.  
Executive Officer.  
Transport Network Optimisation Manager.  
Manager, Publications.



**David Campbell MP  
Minister for Transport  
Minister for the Illawarra**