



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates
General Purpose Standing Committee No. 3

Question:

Budget Estimates Transcript Page 24

Air Conditioned Carriages

The Hon. PENNY SHARPE: That means that about 72 per cent of the fleet is currently airconditioned. After the rollout of the Waratah, it was planned that 100 per cent of the fleet would be. Are you able to tell us what percentage of the fleet will remain non air-conditioned and for how long? You can take that on notice, if you like.

Mr WIELINGA: Yes, we will take it on notice.

Answer:

The train builder advises that all 78 Waratah trains are expected to be in service by late 2014.

Gladys Berejiklian MP
Minister for Transport

PQ12/00578



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates
General Purpose Standing Committee No. 3

Question:

Budget Estimates Transcript Page 26

The Hon. PENNY SHARPE: I want to turn to transit officers and ask Mr Wielinga whether he has had advice from NSW Police whether it expects to meet the recruitment target of 610 officers by the end of June 2014?

Mr WIELINGA: We have a program that we are working jointly with on the training of those police officers. They are scheduled out in batches of 50 over the next 12 months or so. The last time I spoke to the Commissioner about it he said he expected to achieve those numbers.

The Hon. PENNY SHARPE: Given that the current commuter command is under strength—and I know this is a police issue—can you tell me how many transit officers are currently working on the RailCorp network?

Mr WIELINGA: I will need to come back to you with the numbers. I can speculate, but I would rather those be accurate.

Answer:

From 1 May, the NSW Police Force has taken over security for the entire public transport network under a new dedicated Police Transport Command. The new command will see 610 dedicated police officers allocated to patrol trains, buses and ferries.

Further, 150 revenue protection officers will focus on detecting fare evasion and minor compliance offences and their patrols will cover trains, buses and ferries.

Transit officer numbers vary during the transition period.

Gladys Berejiklian MP
Minister for Transport

PQ12/00579



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Budget Estimates Transcript Page 26

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General Purpose Standing Committee No. 3

Question:

Budget Estimates Transcript Page 26

The Hon. PENNY SHARPE: That is not what the police website says, and it is not the previous advice you have given when you said there were only 450 transit officers to start with. Anyway, we digress. Are transit officers operational on CountryLink services?

Ms GLADYS BEREJIKLIAN: My understanding is that since 1 May transit officers are operational on all CityRail stations. In relation to the number of security measures on CountryLink stations, I will take that on notice.

Answer:

Yes, transit officers are operational on CountryLink services.

Gladys Berejiklian MP
Minister for Transport

PQ12/00590



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Budget Estimates
General Purpose Standing Committee No. 3

Question:

Budget Estimates Transcript Page 27

The Hon. PENNY SHARPE: I note that the Emu Plains stabling facility has been deferred indefinitely. Can you indicate what impact that is going to have on the Western line as a result of this deferment?

Ms GLADYS BEREJKLIAN: I will ask some of my officers to finish answering the question, but you would expect us as a new Government to run a fine-toothed comb over our capital program and determine what we believe the priorities to be. That is exactly what we have done with that stabling yard.

The Hon. PENNY SHARPE: So you would say there will be no impact on customers or passengers on the Western line as a result of the deferment of this project?

Ms GLADYS BEREJKLIAN: The only impact we have had on Western line customers is a positive one, because last October we increased by 15 the weekly rail services offered on the Western line. We intend to increase the number of services we offer our western Sydney commuters.

The Hon. PENNY SHARPE: Even though the trains are late?

Ms GLADYS BEREJKLIAN: I also know our Blue Mountains customers are particularly grateful for quiet carriages. I know some customers further down the line are also grateful for that. I am happy for one of my officers, if they wish, to provide any further information about an issue. But certainly what we have done in our capital program in RailCorp is, as you would expect every good new Government to do, to run a fine-toothed comb through all of our priorities and reprioritise, and that was determined not to be necessary at this time.

The Hon. PENNY SHARPE: Can you provide to the Committee how much money was spent in the development of the project before you dumped it? Can you take that on notice? [*Time expired.*]

Answer:

Work on the Emu Plains Stabling Facility commenced under the former Labor Government. Regrettably, the constant changes in Labor's transport plans meant a fleet stabling strategy was never properly developed and implemented.

Transport for NSW recently undertook a review of all train stabling requirements across the network to ensure the best use of resources while maintaining service reliability. With two major stabling facilities being delivered at Auburn and Rossmore, it was determined that the stabling facility at Emu Plains would not be required for a number of years.

A handwritten signature in blue ink, appearing to read 'Gladys Berejiklian', with a long horizontal flourish extending to the right.

Gladys Berejiklian MP
Minister for Transport

PQ12/00591



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Minister for Transport

Budget Estimates
General Purpose Standing Committee No. 3

Question:

Budget Estimates Transcript Page 29

The Hon. CATE FAEHRMANN: Returning to my previous question, how much was the fixed price lump sum that Mr Lock talked about earlier that was paid to John Holland for the light rail extension?

Ms GLADYS BEREJIKLIAN: I will ask Mr Lock to answer that question.

Mr LOCK: It has not been paid to John Holland. It is for contract for future performance. They do not get paid until they do the work. The actual number I believe is on the Transport for NSW's website. From memory it is \$86 million, but I will get back to you to confirm that actual amount.

Answer:

On 31 May 2012, John Holland Pty Ltd was awarded a contract worth approximately \$85.5 million for design and construction of the Inner West Light Rail Extension.

Gladys Berejiklian MP
Minister for Transport

PQ12/00592



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Minister for Transport

Budget Estimates
General Purpose Standing Committee No. 3

Question:

Budget Estimates Transcript Page p31

The Hon. PENNY SHARPE: Consultants for recruitment services: the eTendering website indicates that Transport for New South Wales has paid \$5,137,686 for recruitment services. I would like to confirm whether that is correct? I want you to take on notice if there are any services that have not been put on the register. Within that I would particularly like to know how many positions they were contracted to recruit for \$5 million plus. How many people for the positions have been successfully recruited? How many people are actually in the positions? How many positions remain unfilled, and is the cost of advertising included in the contracts or is it a separate line item?

Ms GLADYS BEREJIKLIAN: Ms Sharpe, I am happy to take that on notice. It is a very detailed question and I do not know all the details. I can assure you that in the annual report we will make sure that whatever we are required to disclose publicly will be disclosed in the annual report. I do not know off-hand the specific answers.

Answer:

All recruitment contracts have been disclosed, as appropriate. Positions have been advertised in newspapers and online in the course of establishing Transport for NSW.

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Minister for Transport

PQ12/00593



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QUESTION: Budget Estimates
General Purpose Standing Committee No. 3

Budget Estimates Transcript Page 32

Taxi Driver Licensing Guidelines

The Hon. PENNY SHARPE: You cannot use a GreenWay if it is not there either, Minister. I want to ask you a taxi question. There is currently a taxi driver who is working in New South Wales who was found by the Administrative Decisions Tribunal to have made vilifying remarks on his blog. They are pretty offensive and I am not planning on putting them on public record here. It has been suggested that after investigations this person continues to make similar offensive remarks to passengers in his taxi. Are you willing to look and include breaches of antidiscrimination laws in assessments of people to be a fit and proper person to hold a taxi licence?

Ms GLADYS BEREJIKLIAN: Roads and Maritime Services has very strict guidelines as to who is allowed to drive a taxi and the various rules they have to adhere to. Unfortunately, we cannot interfere with what the Administrative Decisions Tribunal determines. We can certainly determine the rules and regulations we have in place.

The Hon. PENNY SHARPE: That is what I am asking, Minister.

Ms GLADYS BEREJIKLIAN: If you are happy to provide me with the details—

The Hon. PENNY SHARPE: Yes, I am happy to provide the details. I believe this person has made comments like, "The Mardi Gras is a very wrong event. It is run by child paedophiles and criminals who sell pornography." He has also made—and this has been found to be true by the Administrative Decisions Tribunal—a number of remarks that are very offensive to the Muslim community in New South Wales. Clearly, if you are saying these things to passengers as they are going home late at night, they are incredibly inappropriate. I want to know whether Transport for NSW—and I understand also that these issues have been around for a while—would be prepared to look at these sorts of breaches and whether this is a fit and proper person to be driving a taxi and taking public passengers.

Ms GLADYS BEREJIKLIAN: If you are happy to provide me with further details, I am happy for the department to look at that. Obviously, we maintain the highest standards when it comes to issuing licences and maintaining guidelines; we expect a certain level of customer experience and customer service for anybody who uses our public transport modes.

Answer:

I have not yet received the additional information that was offered by Ms Sharpe.

Gladys Berejiklian MP
Minister for Transport

PQ12/00583



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates
General Purpose Standing Committee No. 3

Question:

Budget Estimates Transcript Page 33-34

The Hon. PAUL GREEN: How much money was spent last financial year on the clean-up of graffiti or repair of damage caused by vandals?

Ms GLADYS BEREJIKLIAN: I am sure Rob Mason, the Chief Executive Officer of RailCorp, will be able to give you more specifics on that issue, but I want to say that, as part of our Fixing the Train Strategy, cleanliness was a huge initiative for us. Cleanliness is not only—

The Hon. PAUL GREEN: Next to godliness.

Ms GLADYS BEREJIKLIAN: You are from the right party to articulate that.

The Hon. PAUL GREEN: Sorry.

Ms GLADYS BEREJIKLIAN: But as part of our Fixing the Train Strategy we committed to improving the cleanliness of our stations. That is why we have set up a separate cleaning authority, which will focus on the issue of graffiti removal. But we also know that the presence of the Police Transport Command will be a deterrent against graffiti. A positive response on cleanliness has a number of important positive impacts on the rail network. Firstly, it provides a better customer experience. But we also know, from information that police provide us, that graffiti often leads to other, more serious crimes. If we are able to prevent people from putting graffiti on the network we reduce the propensity for an increase in crime. That is one of the reasons that the Commissioner for Police and his team were so enthusiastic about taking over the Public Transport Command, because that gives police the opportunity to deal with those issues. Rob Mason might have some additional information on the types of resources we are putting into that, and I will throw to him for that.

Mr MASON: In the financial year 2010-11, the last published results, we spent \$40 million on things like graffiti removal and vandalism. That includes things like window replacements, when somebody kicks out a window or scratches windows, film in the windows, graffiti paint-outs on trains—

The Hon. CATE FAEHRMANN: Point of order, Chair.

ACTING-CHAIR: I am sorry, Mr Mason, but we have run out of time. Could you provide the rest of that answer on notice?

Mr MASON: Yes.

Answer:

In the financial year 2010-11, the last published results, RailCorp spent \$40 million on graffiti removal and vandalism. That includes window replacements/repairs, window film, seat repairs, graffiti paint-outs on trains, stations and all RailCorp premises and corridors, ticket vending machines, CCTVs, and Help Points.



Gladys Berejiklian MP
Minister for Transport

PQ12/00582



The Hon Gladys Berejiklian MP
Minister for Transport

**QUESTION: Budget Estimates
General Purpose Standing Committee No. 3**

Budget Estimates Transcript Pages 34-35

Greenway Estimated Cost

The Hon. CATE FAEHRMANN: Sorry. I did not mean to be rude, but we do have limited time. Minister, could you tell the Committee what was the final estimated cost of the GreenWay at the time you said it would not be built?

Ms GLADYS BEREJKLIAN: Yes, I can.

The Hon. CATE FAEHRMANN: I have a figure of \$37 million.

Ms GLADYS BEREJKLIAN: I just want to confirm that figure.

The Hon. CATE FAEHRMANN: If you could just confirm the figure, rather than reading out all about GreenWay.

Ms GLADYS BEREJKLIAN: When we came to government I asked the department to do some work on the GreenWay. Labor promised that the total cost of both the light rail and the GreenWay was \$150 million. Unfortunately, our estimate is that the cost of both was \$213 million.

The Hon. CATE FAEHRMANN: So what is your figure for the GreenWay?

Ms GLADYS BEREJKLIAN: I will have to take that question on notice. From memory, it was about \$37 million.

Mr LOCK: My memory is exactly the same: \$37 million.

The Hon. CATE FAEHRMANN: Could you also take on notice this question and provide the Committee with a breakdown, as much as you can, of what was in that \$37 million?

Ms GLADYS BEREJKLIAN: Whatever information we have about that I am happy to provide. But I know that the figure that Labor quoted was an underestimate.

Answer:

The final estimated cost of the GreenWay is \$37 million. This figure includes direct costs (such as enabling works, civil works, earthworks and construction of retaining walls, structures and the shared path), indirect costs and contingency.

Construction of the Greenway shared path has been deferred while it is reassessed as part of a broader active transport plan.

A handwritten signature in blue ink, appearing to read 'Gladys Berejiklian', with a long horizontal flourish extending to the right.

**Gladys Berejiklian MP
Minister for Transport**



The Hon Gladys Berejiklian MP
Minister for Transport

**QUESTION: Budget Estimates
General Purpose Standing Committee No. 3**

Budget Estimates Transcript Page 35

Greenway – contingency and indirect costs

The Hon. CATE FAEHRMANN: I have in front of me a spreadsheet entitled "Inner West Extension Forecast Cost Summary, July 2011," which is an internal departmental document of Transport for NSW. Again, this is heavily redacted and has none of the figures on how much it would have cost you to deliver the inner west extension with the GreenWay, or the light rail extension without the GreenWay. But it does show a few figures in relation to the GreenWay. The total cost shown here for the GreenWay is \$34.377 million, as at July last year. It has the GreenWay direct costs at about \$18.042 million. Then it has indirect costs of about \$8.300 million. It has a contingency of about 25 per cent, which is about another \$7 million. Contingency and indirect costs for a project of \$34.5 million—that is a lot of uncertainty and a lot of costs not associated with just getting out there and building it, is it not? Could your department probably have built the GreenWay for a cheaper price if you put your mind to it?

Ms GLADYS BEREJIKLIAN: I wish we could, and if that was the case we certainly would have considered that. But I will ask Mr Lock to give you some further information on those breakdowns which you described.

Mr LOCK: We spent a degree of time in the rail costing inquiry around contingency—

The Hon. CATE FAEHRMANN: We did and we are still getting overinflated prices, so I am still going to keep pushing.

Mr LOCK: I will keep answering questions.

Ms GLADYS BEREJIKLIAN: We all keep pushing on that case; it is a common issue.

Mr LOCK: The language of indirect cost is that cost which the construction contractor incurs over and above the cost of physical concrete, physical reinforcement and the labour to pour the concrete and so on. So this is the contractor's site supervision, the contractor's margin profit, the contractor's risk allowance and so on.

ACTING-CHAIR: Mr Lock, if you have any more information, could you provide it on notice as well? We will now move on to State Transit questions from the Opposition.

Answer:

The final estimated cost of the GreenWay is \$37 million. This figure includes direct costs (such as enabling works, civil works, earthworks and construction of retaining walls, structures and the shared path), indirect costs and contingency.

More information on concepts of indirect project costs and contingency can be found in Transport for NSW's submission to the 2011 Parliamentary Inquiry into Rail Infrastructure Project Costing, available on the NSW Parliament website.



**Gladys Berejiklian MP
Minister for Transport**



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates
General Purpose Standing Committee No. 3

Question:

Budget Estimates Transcript Page 35

The Hon. PENNY SHARPE: Mr Rowley, last year I asked you about the fire suppression systems and you told me that you thought you were going to be going to tender for the fire suppression systems in the near future. I notice that this tender was let on 1 August this year. I note the new deadline for all of the compressed natural gas buses being fitted with the system is April 2013. Could you just take me through where that is up to and whether that deadline is going to be met?

Mr ROWLEY: The tender was released in March, issued in late July—

The Hon. PENNY SHARPE: It went on the register on 1 August.

Mr ROWLEY: The actual contract is for full installation over an 18-month period with five years' worth of maintenance after that. Even though there is an installation timetable of 18 months I am advised that full installation will occur prior to April 2013, and that was in the 18 months, as I indicated at last year's budget estimates.

The Hon. PENNY SHARPE: Are you able to tell me how many have been fitted so far?

Mr ROWLEY: No, I cannot; I am sorry.

Answer:

I am advised:

A prototype fire suppression system was fitted and tested to a sample vehicle on 16 September 2012, allowing the program for the fire suppression systems to officially commence. As at 19 October 2012, 15 buses had been retrofitted to various stages. Full installation will occur prior to April 2013, which is inside the eighteen-month timeframe provided.

Gladys Berejiklian MP
Minister for Transport

PQ12/00581



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates
General Purpose Standing Committee No. 3

Question:

Budget Estimates Transcript Page 36

The Hon. PENNY SHARPE: I also note that the licence for the bus advertising contracts has recently been let. If I read it correctly it is \$100 million over five years. Is that correct?

Mr ROWLEY: Say that again, sorry?

The Hon. PENNY SHARPE: I have got the contract award notice for a State Transit Authority licence to sell advertising space in the State Transit vehicles recently let—estimated value \$100 million over five years.

Mr ROWLEY: No, I do not think that is correct.

The Hon. PENNY SHARPE: That is what it says here. I can show it to you if you like. Is that a typo?

Mr ROWLEY: I think it is \$16 million a year for the advertising rights on our buses.

The Hon. PENNY SHARPE: You might want to check because the document I have in front of me, which is from the eTendering website, publishing date 8 August, says that the contract value for the licence to sell advertising space on State Transit vehicles is \$100 million and that is over five years. You do not know anything about that?

Mr ROWLEY: I will have to take that on notice. My understanding is \$16 million a year. I do not know where that information has come from.

Answer:

The terms of the contract between State Transit and APN are confidential; however State Transit can disclose that the contract includes provisions for the payment of a minimum guaranteed amount of revenue, and a revenue share arrangement for amounts over the minimum.

The guaranteed amount is approximately \$16 million per annum.

The estimated total revenue per annum, based on the guaranteed amount and APN's estimate of additional revenue share, is \$20 million.

The contract term is 5 years; hence the estimated total value of the contract is \$100 million as reported on the eTendering website, in accordance with State Transit's requirements under M2007-01.

A handwritten signature in blue ink, appearing to be 'Gladys Berejiklian', with a long horizontal flourish extending to the right.

Gladys Berejiklian MP
Minister for Transport

PQ12/00585



The Hon Gladys Berejiklian MP
Minister for Transport

QUESTION: Budget Estimates
General Purpose Standing Committee No. 3

Budget Estimates Transcript Page 36

Commission to TfNSW - Buses

The Hon. PENNY SHARPE: It has come from the eTendering website and the contract award notice, so you will have to believe me. I am happy to give it to you after the meeting. On that basis what I am interested in is the money that comes from the contract. Does that go into consolidated revenue or does it stay with Transport for NSW?

Mr ROWLEY: State Transit is funded, like any private bus operator, under the Metropolitan Bus Service contracts. Each dollar we earn from alternate revenue streams means that I can put in a lower bid for those contracts and therefore State Transit retains the revenue for the advertising rights on our buses.

The Hon. PENNY SHARPE: So all of that money stays with you?

Mr ROWLEY: That is right. There is a small commission given to Transport for NSW due to the new buses that it funds.

The Hon. PENNY SHARPE: Would you be able to provide details to the Committee about the commission?

Mr ROWLEY: Yes; that is not a problem.

Answer:

I am advised:

The terms of State Transit's operating contracts include provisions for the payment of an advertising revenue share at the end of each financial year to Transport for New South Wales. 75% of advertising revenue is retained by State Transit to fund operations.

Gladys Berejiklian MP
Minister for Transport

PQ12/00586



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates
General Purpose Standing Committee No. 3

Question:

Budget Estimates Transcript Page 37

The Hon. PENNY SHARPE: The issue of security on buses is obviously important. There has been a lot in the media about that poor bus driver and I know there are issues around the new night buses coming from the coast. I notice that there has been another tender let—and I hope it is right this time: \$6 million over three years for security functions on buses for State Transit, which includes duties such as patrolling trains and bus depots. Can you confirm that that is correct?

Mr ROWLEY: I would have to take on notice the actual amount. I know that we provide approximately \$2.8 million per annum for security guards to patrol our buses in regions where there is antisocial behaviour. However, over the coming years with the new Transport Security Command we are looking at ways to reduce the reliance on external security guards and utilise that organisation.

Answer:

I am advised the answer provided by Mr Rowley is correct.

Gladys Berejiklian MP
Minister for Transport

PQ12/00587



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates
General Purpose Standing Committee No. 3

Question:

Budget Estimates Transcript Page 367

The Hon. PENNY SHARPE: Can you provide to the Committee how many people there currently are and how many will be provided over the course of this contract in a way that makes sense—per week or however many years and how many buses they are on?

Mr ROWLEY: Yes.

Answer:

I am advised:

Hundreds of security guard hours are contracted each week, to patrol depots and provide security for drivers and customers. These hours are increased dramatically for special events.

An additional contract has been issued by Transport for NSW for Kings Cross late night bus services commenced after the State Transit contract was awarded, to provide additional safety and security to customers.

Gladys Berejiklian MP
Minister for Transport

PQ12/00609



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates
General Purpose Standing Committee No. 3

Question:

Budget Estimates Transcript Page 39

The Hon. PAUL GREEN: What about prosecutions directly dealing with graffiti?

Ms GLADYS BEREJIKLIAN: I will need to take that on board. I do not have a figure in front of me but if the figure exists I am happy to provide it to the Committee. I know a certain number of fines have been issued which cover a broad range of issues but I am happy to provide any information we have on that point.

Answer:

Infringements are issued at the discretion of authorised officers, however the Government is fully committed to eliminating the scourge of graffiti.

The Government has delivered on its commitment to implement tough new laws targeting graffiti. The laws require juvenile graffiti vandals to appear before court for a graffiti offence and clean up their graffiti. Courts will also have the power to extend the time graffiti offenders spend on their 'L' and 'P' plates and strip them of points from their licence.

Gladys Berejiklian MP
Minister for Transport

PQ12/00589