



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 1. The maximum \$30 subsidy of the Taxi Transport Subsidy Scheme has been at this level since 1999.

a. Are concessions for fares across all levels of transport currently under review?

i. Is there any plan in place to increase the 50% subsidy beyond the current maximum rate of \$30 for taxi fares?

ii. If not, why not?

Answer:

1 (a i – ii)

Transport for NSW has commenced an evaluation of the various incentives and subsidies which support the provision of wheelchair accessible taxis to identify how service to customers can be improved. The Taxi Transport Subsidy Scheme will be considered as part of that work.

Gladys Berejiklian MP
Minister for Transport

PQ12/00552



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Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 2.

- a. What is the total amount for the contract that has been awarded to the successful tenderer, John Holland Pty Ltd?
- b. Specifically what is the scope of works included in that contract?
- c. Please provide a full cost breakdown for this contract.
- d. What costs relating to the light rail extension are not covered by the above two (sic) contracts?
- e. Provide details of who is carrying out the work, the costs and scope of works not covered by the above two (sic) contracts.

Answer:

Following a competitive tendering process, the NSW Government has contracted John Holland to build the Inner West Light Rail extension. John Holland will be responsible for the detailed design and construction of the main infrastructure elements of the light rail extension.

This contract includes the delivery of nine new light rail stations, the power and signalling systems and bridge works, which form part of the \$176 million Inner West Light Rail extension.

Gladys Berejiklian MP
Minister for Transport

PQ12/00549



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Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann # 3.

- a. What are the results of the feasibility study that was made into re- opening of Casino – Murwillumbah Rail line?
- b. What are the plans to re-open this service particularly as a local shuttle service for commuting?

Answer:

I am advised the Study will be provided to the Government in the near future.

Gladys Berejiklian MP
Minister for Transport

PQ12/00546



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Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 4. What guarantee can be given there are no plans to change the status quo regarding ownership of any non operational rail lines in NSW?

Answer:

There are no current proposals for consideration by Government to alter ownership of non-operational rail lines in NSW.

Gladys Berejiklian MP
Minister for Transport

PQ12/00543



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Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 5. What actions will be taken to ensure that customers and employees at stations, such as Thirroul on the south coast, do not have to endure the diesel fumes that freight trains emit while waiting with their engines running?

Answer:

Private freight train operators must function within established environmental guidelines.

Gladys Berejiklian MP
Minister for Transport

PQ12/00540



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 6.

- a. What are the plans to duplicate some or all of the south coast rail line so that passenger and freight trains are not obliged to wait while another train passes?
- b. If so when can we expect to see such a plan implemented?

Answer:

The Government's plans for the development of the rail network are outlined in the Draft Long Term Transport Master Plan and Sydney's Rail Future.

Gladys Berejiklian MP
Minister for Transport

PQ12/00537



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Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 7. How many passengers now alight each hour and separately board, on average at:

- a. the Domestic Airport?
- b. the International Airport station?
- c. Green Square?
- d. Mascot?

Answer:

CityRail patronage data is available on the Bureau of Transport Statistics website at www.bts.nsw.gov.au

Gladys Berejiklian MP
Minister for Transport

PQ12/00534



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Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 8. The Transport Master plan says that there is a plan to increase capacity of the airport line from 8 trains per hour to 16 trains per hour (p149) but later the report says only if rolling stock is available.

- a. What is the maximum capacity per hour for passengers on the airport line if the amount of rolling stock available was not an issue?
- b. What arrangements have been made to provide adequate rolling stock to ensure that the capacity of the airport line can be increased?
- c. Fare reduction on the airport line to increase use of public transport to access the airport terminals has been endorsed by a number of organisations. Additionally the Productivity Commission's report into the economic regulation of airports from 22 August 2011, says that this high fare is a policy failure and is one of the causes of congestion around the airport. Please provide the government's plans to increase use of the airport train given that there has now been more than a year to consider this report.

Answer:

(a – c)

Upgrades to the airport line envisaged in Sydney's Rail Future will allow a total of 16 services per hour through the airport line. Rolling stock will be procured to meet service requirements.

The current fares on the Airport Line had been negotiated under a Public Private Partnership contract by the previous government.

Gladys Berejiklian MP
Minister for Transport

PQ12/00531



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Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 9.How much would it cost government per year to ensure that fares charged for passengers using the airport stations are commensurate with fares for passengers using Green Square and Mascot, given that the numbers of passengers using the airport line would increase?

Answer:

Under an agreement with the Airport Link Company signed by the previous Government, customers using the International and Domestic Airport stations are charged a Station Access Fee in addition to the ordinary rail fare. The agreement grants the Airport Link Company the right to set this fee.

The NSW Government is committed to improving public transport access to Sydney Airport for both travellers and employees. To achieve this, Transport for NSW is participating in the Sydney Airport Planning Coordination Forum, as well as undertaking a joint study with the Federal Government addressing airspace, the terminal and land transport capacity at the airport.

Gladys Berejiklian MP
Minister for Transport

PQ12/00528



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Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 10. The draft Transport Masterplan refers to the Precinct Action Plan for Sydney Airport and Port Botany areas – when will this be released?

Answer:

In 2011 the NSW Government provided a submission to Infrastructure Australia to develop the Port Botany and Sydney Airport Transport Improvement Plan referred to as the Action Plan in the draft Long Term Transport Master Plan.

The submission is available on the Transport for NSW website, at <http://www.nsw.gov.au/infrastructure-australia-submission>.

The timeframe for the development of the Action Plan is dependent on funding from the Commonwealth.

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Budget Estimates Hearing 2012-13
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Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 11. Please confirm whether or not the Sydney Airport Rail Link project had a patronage guarantee under which the NSW government paid money to compensate for loss of income below expected levels? If there was a patronage guarantee exactly how much was paid?

Answer:

No – the Airport Link Company does not have a patronage guarantee by Government.

Gladys Berejiklian MP
Minister for Transport

PQ12/00517



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Budget Estimates Hearing 2012-13
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Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 12. Please confirm whether or not the government paid for the rail lines and signalling as well as tunnelling costs relating to the construction of that rail link?

Answer:

Yes, the Government funded and owns the Wolli Creek interchange station, tunnels, tracks, catenary, signalling and communication systems. The four other stations were designed and constructed and are operated and maintained by the private sector during a 30 year concession period

Gladys Berejiklian MP
Minister for Transport

PQ12/00515



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Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 13. Does the company which operates the stations at Green Square and Mascot own the developments at the stations?

Answer:

The Airport Link Company owns the station infrastructure and any subsequent development of station facilities.

Gladys Berejiklian MP
Minister for Transport

PQ12/00513



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Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann # 14.

- a. Please outline government plans to meet the targets to increase container movements by rail from 14% to 28% from the port to the intermodal terminals in western Sydney?
- b. Please provide a detailed costing for this plan and by what date can we expect that the train line will be upgraded to enable the increase in freight on rail?

Answer:

The NSW Government is developing a Freight and Ports Strategy to deliver a freight network that effectively supports NSW economic growth whilst balancing freight needs with community and environment considerations. This strategy will outline the Government's plan to meet the *NSW 2021* targets.

Gladys Berejiklian MP
Minister for Transport

PQ12/00511



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Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann # 15. With the development of the North West Rail line it would be logical to extend the Carlingford line to Epping to provide a useful connection from Epping to Parramatta. Given that this link would result in increased economic activity in Parramatta and Epping along with possible increased development over Epping station to help pay for the extension, what reasons can you give for not completing this rail connection in the foreseeable future?

Answer:

The Government's priorities for infrastructure investment in the Sydney rail network have been articulated in the Draft Long Term Transport Master Plan and Sydney's Rail Future.

Gladys Berejiklian MP
Minister for Transport

PQ12/00508



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Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 16. What is the width of a corridor that must be protected for the exclusive use of high speed rail should such a rail line be built in the future

a) i. In country areas?

ii. What evidence is there to support this width?

b) What would the width be in built up areas when a train would not travel at maximum speed?

Answer:

The width of corridor required varies according to a number of factors including local geography, operating speed, system design and safeworking procedures.

Gladys Berejiklian MP
Minister for Transport

PQ12/00505



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann # 17. In the governments transport planning for future rail projects in which estimates are used to guide expectations about the likelihood of future projects being undertaken how much money has it been estimated to cost to build a high speed rail between Sydney and Melbourne?

Answer:

Information regarding the Commonwealth Government's study of high speed rail on the east coast of Australia, which the NSW Government has contributed to, is available at www.infrastructure.gov.au.

Gladys Berejiklian MP
Minister for Transport

PQ12/00503



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Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann # 18. According to Mr Mrdak of the Commonwealth Department of Infrastructure and Transport as at 30 May 2012, the discussions by the Commonwealth with the states on the alignment of the east coast high speed rail are reaching the final stages. Please outline the current state of play with those discussions and plans?

Answer:

The Government's plans are outlined in the Draft Long Term Transport Master Plan.

Gladys Berejiklian MP
Minister for Transport

PQ12/00501



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 19. NSW has a travel fare concession policy which includes not allowing full time students who are in paid employment to receive concession fares. Please provide a justification for this policy.

Answer:

I recognise that there are concerns with the long-standing eligibility criteria for tertiary student transport concessions. I have asked Transport for NSW to consider whether this reflects the working and living arrangements of customers who are domestic tertiary students today.

Gladys Berejiklian MP
Minister for Transport

PQ12/00498



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann # 20. How many passengers per train will be seated and how many will stand on each of the proposed single deck trains that are to be used on the NWRL?

Answer:

Rolling stock specifications will be developed through the procurement of the Operations, Trains and Systems contract.

Gladys Berejiklian MP
Minister for Transport

PQ12/00492



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Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann # 21.

- a. How many passengers can be seated on a standard 8 carriage train set as used on the Eastern Suburbs rail line?
- b. How many passengers can be carried in total on a standard 8 carriage train set as used on the Eastern Suburbs rail line?

Answer:

Information regarding CityRail fleet specifications is available on the CityRail website at www.cityrail.info

Gladys Berejiklian MP
Minister for Transport

PQ12/00490



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 22. What is the maximum number of trains that can run city bound per hour on the Eastern Suburbs line?

Answer:

Capacity on any rail line is dependent upon the infrastructure, signalling systems and rolling stock used.

Gladys Berejiklian MP
Minister for Transport

PQ12/00489



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 23. What is the current maximum passenger throughput on the Eastern Suburbs rail line per hour in each direction during peak hour?

Answer:

Maximum passenger throughput on any line is dependent upon rolling stock and signalling systems.

Information regarding train loading on the Eastern Suburbs Line is reported regularly on the CityRail website.

Gladys Berejiklian MP
Minister for Transport

PQ12/00486



The Hon Gladys Berejiklian MP
Minister for Transport

**Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3**

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann # 24. How much will each train set cost and how many train sets are proposed to be purchased for use on the NWRL?

Answer:

Rolling stock specifications will be developed through the procurement of the Operations, Trains and Systems contract.

Gladys Berejiklian MP
Minister for Transport

PQ12/00485



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann # 25.

- a. How high are the tunnels used for heavy double deck trains on the Eastern Suburbs Line?
- b. How high are the tunnels needed to accommodate the proposed single deck trains that are to be used on the NWRL?
- c. Please provide cost estimates per kilometre for tunnels to be bored that would be suitable for single decker trains for the tunnels on the NWRL
- d. Please provide cost estimates per kilometre for tunnels to be bored that would be suitable for double decker trains per kilometre?
- e. If the cost estimates for tunnels for double deck trains are not available by what criteria was it determined that single deck trains were more effective in terms of passenger capacity than double deck trains given that both types can operate at 5 minute intervals.

Answer:

The development of Sydney's Rail Future involved the consideration of 15 different options for the future of Sydney's rail network. This is outlined in detail on pp. 22-26 of the Sydney's Rail Future document.

Gladys Berejiklian MP
Minister for Transport

PQ12/00484



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 26.

- a. What is the number of expected passengers per hour on weekdays and per hour on weekends of each station on the proposed NWRL?
- b. What are the passenger projections for the next 20 years for the NWRL?

Answer:

(a - b)

Patronage modelling will continue to be developed during the construction readiness phase of the project through to the award of the major construction contracts.

More than 30 million trips a year are expected on the rail link within seven years of opening.

Gladys Berejiklian MP
Minister for Transport

PQ12/00483



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Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 27. Please provide the modelling which shows the passenger capacity of the NWRL per hour in the single deck format.

Answer:

On the North West Rail Link, at opening, it is expected that there will be a train every five minutes, or 12 trains per hour. This can increase over time to provide increases in capacity.

The configuration and number of cars per train will be determined through the procurement of the operations, trains and systems contract.

Gladys Berejiklian MP
Minister for Transport

PQ12/00479



The Hon Gladys Berejiklian MP
Minister for Transport

Budget Estimates Hearing 2012-13
General Purpose Standing Committee 3

Question:

On 9 October, the Hon. Cate Faehrmann MLC asked:

Faehrmann 28. Please release the Cost Benefit Analysis conducted to determine whether the NWRL costs were justifiable.

Answer:

Cost benefit analysis is undertaken as part of the Business Case for the project. Information on the project, including a summary Business Case, was provided to Infrastructure Australia in 2011 and is publicly available.

Gladys Berejiklian MP
Minister for Transport

PQ12/00472