



**The Hon. Duncan Gay MLC**

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

M12/5162

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

**Budget Estimates Transcript Page 9**

**Emergency Asset Maintenance**

**The Hon. Paul Green MLC:**

**The Hon. PAUL GREEN:** No, that was not the question. The question was:  
How much to date has been given out for emergency asset maintenance?

**Mr DUNCAN:** I would have to take that on notice.

**Answer:**

I am advised:

In February and March of this year there were extensive floods over most of rural NSW. Expenditure to the end of September on these disaster events was \$86 million.

In the 24 months prior there were 21 declared natural disasters which impacted roads in NSW. Expenditure to the end of September on these 21 events was \$274 million.

**Duncan Gay MLC**

Deputy Leader of Government in the Legislative Council  
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PQ12/00610



## The Hon. Duncan Gay MLC

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

M12/5163

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

**Budget Estimates Transcript Page 9**

**Princes Highway Upgrades**

**The Hon. Paul Green MLC:**

**The Hon. PAUL GREEN:** The Princes Highway upgrades, particularly Gerringong to Bomaderry, have started. Is it on time and on budget?

**Mr DUNCAN:** I can clarify that the work to date is on time and on budget.

**The Hon. PAUL GREEN:** You have some work going on in South Nowra which was interrupted by that wonderful species, the green and golden bell frog.

**The Hon. CATE FAEHRMANN:** They are everywhere.

**The Hon. PAUL GREEN:** Plague proportions I hear, especially down our way, which is great.

**The Hon. CATE FAEHRMANN:** Good to see they are recovering.

**The Hon. PAUL GREEN:** Everyone is welcome to have a look. Is that job now on schedule and on budget?

**The Hon. DUNCAN GAY:** As you know we had a huge delay whilst we addressed the green and golden bell frog issue. At that stage it was under budget.

**Mr DUNCAN:** We would need to confirm the position. Work did stop in November last year for a matter of about two to three months. We can clarify the position.

**The Hon. DUNCAN GAY:** We have not got a note on whether it is under budget. We will take that on notice.

**Answer:**

I am advised:

The Princes Highway upgrade at South Nowra is on schedule for the revised completion date of early 2014.

At this stage, it is expected the costs associated with this delay can be contained within the contingency allowed for in the project budget.

**Duncan Gay MLC**

Deputy Leader of Government in the Legislative Council  
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PQ12/00611



## The Hon. Duncan Gay MLC

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

M12/5164

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

**Budget Estimates Transcript Page 10**

**Gooloogong Bridge**

**The Hon. Paul Green MLC:**

**The Hon. PAUL GREEN:** The Gooloogong bridge—also known as the Holman bridge—over the Lachlan River is a vital line of communication with Brisbane, Dubbo, Canberra, Wagga Wagga, Orange and Melbourne. A tremendous amount of money has been spent to constantly repair this dilapidated bridge yet it continues to be unreliable and dangerous. Will the Minister be investing any funding into replacing the bridge in its entirety? If so, when and how much will it cost?

**The Hon. DUNCAN GAY:** I am sure the honourable member has travelled over the Gooloogong bridge; it is one of the most magnificent wooden bridges left in the State. As such it presents its own particular problems. My understanding is that it is one of the bridges in our Bridges for the Bush program. As such if we can get matching funding from the Federal Government it will be repaired. My understanding is it is a unique bridge and it cannot be pulled down and replaced. The option always is to bypass it but we will get you more information on that one.

**Answer:**

I am advised:

On 13 August 2012, the NSW Heritage Council endorsed the Roads and Maritime Services 'Timber Truss Bridge Conservation Strategy'. This strategy identified the best timber truss bridges for either long term preservation or replacement.

The Gooloogong Bridge is one of the bridges identified for replacement in the 'Bridges for the Bush' program. It is estimated to cost \$15.7 million and Roads and Maritime Services is planning to complete the construction of the new bridge by mid to late 2015.

**Duncan Gay MLC**

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

PQ12/00612



## The Hon. Duncan Gay MLC

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

M12/5165

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

**Budget Estimates Transcript Page 19**

**Windsor Bridge**

**The Hon. Penny Sharpe MLC:**

**The Hon. PENNY SHARPE:** Minister, can you tell the Committee what the current condition of the Windsor Bridge is?

**The Hon. DUNCAN GAY:** It is the oldest existing crossing of the Hawkesbury River. We have investigated the condition of the existing bridge and frankly found it is nearing the end of its useful life and needs to be replaced. In fact it is not just us. A member of the Labor Party, the Hon. Eric Roozendaal, announced in 2008 that it should be replaced.

**The Hon. PENNY SHARPE:** I just wanted to ask you what your understanding of the condition of the bridge is. You are saying it needs to be replaced. Given the condition of the bridge, why have you recently upgraded the load rating of the bridge by nearly 50 per cent?

**The Hon. DUNCAN GAY:** We would have to confirm that.

**The Hon. PENNY SHARPE:** Can you confirm to the Committee that basically it has been upgraded—and this has happened over time—to 60 tonnes for B-double trucks recently? Can you tell us a date on which that was upgraded and obviously provide an explanation as to why the limit has gone up so high if it is in such poor condition?

**The Hon. DUNCAN GAY:** It may well have been a safety issue, but certainly we will take that on notice.

**Answer:**

I am advised:

The Windsor Bridge has not been upgraded recently. As part of Higher Mass Limit bridge assessments, all Roads and Maritime Services' controlled bridges were assessed and Higher Mass Limit vehicles allowed on suitable bridges. There is no load limit on Windsor Bridge.

A speed limit of 40 km/h has been imposed for heavy vehicles to reduce potential excessive horizontal forces due to braking.

**Duncan Gay MLC**

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PQ12/00613



## The Hon. Duncan Gay MLC

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

M12/5166

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

### Budget Estimates Transcript Page 21

#### Richmond Road

**The Hon. Green:**

**The Hon. PAUL GREEN:** I am pretty sure they lobbied initially, but before this Government, and they still do not have them, which is surprising. Minister, can you update the Committee on where the Richmond Road project is up to? Is it on budget and on time?

**The Hon. DUNCAN GAY:** We put extra money in this year for Richmond Road. If you give me some time I will certainly let you know. If I do not come back to you by the conclusion of today's proceedings, I will certainly take that question on notice.

**Answer:**

I am advised:

Stage 1 of the Richmond Road upgrade to four lanes is between Bells Creek and north of Townson Road. Tenders for construction closed on 10 October 2012. Construction is scheduled to start in the first half of 2013 and is expected to be completed in late 2014, weather permitting.

Stage 2 of the Richmond Road upgrade is between Townson Road and north of Grange Avenue. A contractor has been engaged to complete the detailed project. This project received \$56 million over four years under the government's Housing Acceleration Fund in the 2012-13 State budget. Construction is expected to be completed in 2015-16.

Both stages are on budget and on time.

**Duncan Gay MLC**  
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PQ12/00614



## The Hon. Duncan Gay MLC

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

M12/5168

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

### Budget Estimates Transcript Page 23

#### Parramatta Road

#### The Hon. Cate Faehrmann MLC:

**The Hon. CATE FAEHRMANN:** Are you supportive of the slot concept on Parramatta Road for WestConnex?

**The Hon. DUNCAN GAY:** We are supportive of the process. As we indicated, we are going to take it back in and have a careful look at the development. It has worked in other areas and there is certainly a cost benefit in doing that, provided you do it properly.

**The Hon. CATE FAEHRMANN:** Do you know how much money is saved building it as a slot rather than as a tunnel?

**The Hon. DUNCAN GAY:** I could not tell you that off the top of my head.

**The Hon. CATE FAEHRMANN:** Could you please provide that on notice?

**The Hon. DUNCAN GAY:** Sure.

#### Answer:

I am advised:

The State Infrastructure Strategy recommends that a section of the WestConnex scheme between Taverner's Hill near Petersham and North Strathfield should include a combination of short tunnels and road in cutting ("slot" arrangement), with Parramatta Road remaining at surface level.

Slot arrangements can achieve greater value for money than deep tunnels where connections to the surface road network can be provided by short ramps, without the need for expensive underground entry and exit portals.

Operating costs for deep tunnels are also generally higher than for slot arrangements due to the power costs to operate ventilation fans and lighting.

The Sydney Motorways Project Office will develop Infrastructure NSW's recommendations in detail to establish the optimal design configuration for WestConnex.



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PQ12/00616



**The Hon. Duncan Gay MLC**

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M12/5167

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

**Budget Estimates Transcript Page 23**

**Public Transport Corridors F3/M2**

**The Hon. Cate Faehrmann MLC:**

**The Hon. CATE FAEHRMANN:** On the F3 or M2 link? Are there dedicated public transport corridors, bus corridors, on those as well?

**The Hon. DUNCAN GAY:** I cannot answer that definitively. I will take that on notice.

**Answer:**

I am advised:

In July 2012 it was announced that a cross agency committee would work with Transurban to complete Stage 2 of the unsolicited proposal assessment process in the next six months.

The NSW Government is working cooperatively with Transurban in developing and assessing its proposal.

**Duncan Gay MLC**  
Deputy Leader of Government in the Legislative Council  
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PQ12/00615



## The Hon. Duncan Gay MLC

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Minister for Roads and Ports

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

Budget Estimates Transcript Page 31

Freight on Rail Target

The Hon. Penny Sharpe MLC:

**The Hon. PENNY SHARPE:** Minister, I take you back to the freight-on-rail target. Can you tell the Committee what strategies you have put in place to get to the 28 per cent target and, in particular, if there is any modelling done about how you are going to increase that?

**The Hon. DUNCAN GAY:** We want to move freight more quickly and economically by rail to our ports, and as part of New South Wales 2012 we have committed to enhancing rail freight movement and, as I indicated, to doubling the proportion of container freight movement—

**The Hon. PENNY SHARPE:** What are you actually doing to double that? I am interested in specific strategies.

**The Hon. DUNCAN GAY:** Would you like me to answer?

**The Hon. PENNY SHARPE:** Yes.

**The Hon. DUNCAN GAY:** Thank you. By achieving this target we will maximise the operational capacity of our ports, and it is to help ease road congestion. We are putting in place a freight and port strategy, integrated with strategic land use and transport planning, which is being developed by Rachel Johnson, and I will get Les Wielinga to add a bit more in a moment. The strategy will be supported by detailed modelling to determine future operation capacity of New South Wales ports, and that includes an analysis of the landside infrastructure and options to increase the use of rail to service the ports. We are building Enfield and we are supporting Moorebank. I will hand over to Les Wielinga.

**Mr WIELINGA:** The objective here is to provide a strong rail competitor for road. At the moment, 308,000 containers go on rail. When you look at the market niches, it is heavily focussed on regional container movements at the moment. In order to overcome that, there are three areas of strategies: the first is infrastructure, the second area is rail operation—

**The Hon. PENNY SHARPE:** I am sorry to interrupt, but I do not want to take up the time of my colleagues. It is not that I do not want to hear your answer. If you could provide that to the Committee on notice, that would be terrific.

**Answer:**

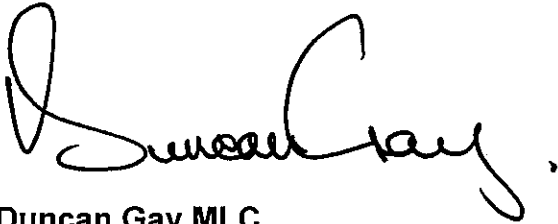
I am advised:

The NSW Freight and Port Strategy is expected to be released in late 2012. It will include a program of projects and key actions to ensure the NSW freight network runs efficiently, with adequate capacity. Initial modelling of proposed strategic actions indicates potential to increase rail mode share.



Actions that directly contribute to the target of doubling the proportion of container freight movement by rail through NSW ports by 2020 include:

- Establishment of a NSW Cargo Movement Coordinator.
- Creation of the Sydney Metropolitan Freight Model.
- Supporting development of intermodal terminals on dedicated rail freight lines (eg Moorebank and Enfield).
- Identifying and protecting long term transport corridors to support separation of passenger and freight movements (eg Western Sydney Freight Line).
- Delivering rail enhancements to overcome bottlenecks on the shared network (including new staging roads at Enfield).

A handwritten signature in black ink, appearing to read 'Duncan Gay', with a large, stylized initial 'D'.

**Duncan Gay MLC**  
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PQ12/00617



## The Hon. Duncan Gay MLC

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

**Budget Estimates Transcript Page 38**

**Port Botany Privatisation**

**The Hon. Penny Sharpe MLC:**

**The Hon. PENNY SHARPE:** Last year we asked questions regarding whether there was a cost-benefit analysis done on Port Botany privatisation or leasing, depending on how you want to describe it. Has the Treasurer provided you with that cost-benefit analysis?

**The Hon. DUNCAN GAY:** That is a question for the Treasurer. I will refer it to him.

**The Hon. PENNY SHARPE:** No, it is a question of whether the Treasurer has provided you with the cost-benefit analysis for the Port Botany privatisation. It is a direct question to you.

**The Hon. DUNCAN GAY:** I will take that question on notice.

**Answer:**

I am advised:

A detailed scoping and strategy study was undertaken by Morgan Stanley which considered all relevant issues in relation to the long-term lease of Port Botany. The recommendations from the scoping and strategy study were considered by Cabinet in July 2012.

**Duncan Gay MLC**

Deputy Leader of Government in the Legislative Council  
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PQ12/00618