



The Hon Gladys Berejiklian MP
Minister for Transport
Minister for the Hunter

Budget Estimates Hearing 2014-15
General Purpose Standing Committee 3

Question:

Taken on notice transcript pg 6-7 (uncorrected proof)

The Hon. PENNY SHARPE: I have a copy of a briefing note to you from the General Manager, Customer Experience and Government Services and in the advice it suggests that there is no fee for acquiring an Opal card during the customer transition stage, which lasts until the middle of 2014, so I can confirm for you, even though it has been contemplated clearly, that you are not going to be charging for Opal cards?

Ms GLADYS BEREJIKLIAN: I do not know what document you have in front of you.

The Hon. PENNY SHARPE: A briefing note 13/00485. It is a briefing note that went to you from the General Manager, Customer Experience and Government Services in relation to a request from the Department of Premier and Cabinet [DPC] around an update on Opal?

Ms GLADYS BEREJIKLIAN: My answer remains the same in that we have no plans to charge anybody for the Opal card. In fact, that was one of the clear distinct policy decisions we made in relation to creating incentives for people to use the Opal card.

The Hon. PENNY SHARPE: Will you be able to provide the Committee with the date when you actually made that decision. You can take it on notice; I do not expect you to remember it now?

Ms GLADYS BEREJIKLIAN: No, I certainly do not but I do not know what relevance that has to anything. I am certainly happy to again stress that we have no plans to charge anybody for the Opal card.

The Hon. PENNY SHARPE: That is fine but can you take on notice when you made that decision? You would have had to sign off on something, I am assuming?

Ms GLADYS BEREJIKLIAN: I am not sure that is the case. It could have been discussions we held with our people. I am not even sure there was a formal decision taken in writing.

The Hon. PENNY SHARPE: In writing I have that you were contemplating charging people for the Opal card after the rollout was completed. I want to know when you decided you definitely were not doing that?

Ms GLADYS BEREJIKLIAN: When you say "you", do you mean the department or me?

The Hon. PENNY SHARPE: The department?

Ms GLADYS BEREJIKLIAN: Exactly, that is not me. I cannot take that on notice because I do not know that there was a formal decision made.

The Hon. PENNY SHARPE: Mr Stewart, can I ask you to take that on notice and get back to the Committee?

Mr STEWART: I think the Minister has been very clear. One of the most amazing things I have seen in New South Wales is the way Opal has been rolled out. It has been a very prudent and diligent way and I am very impressed with the way that Opal has been taken up by customers. At the end of the day it will provide huge benefits for our customers. I think the Minister has been very clear.

The Hon. AMANDA FAZIO: That is fine, Mr Stewart, but what we would like is for you to take on notice and get back to us with the date when the decision was finalised that you were not going to accept the advice—

Mr STEWART: Well, could you table the document?

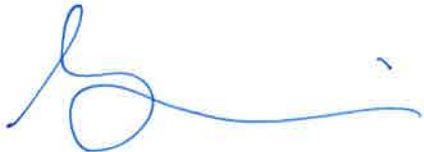
The Hon. AMANDA FAZIO: —for briefing note 13/00485.

Mr STEWART: I am happy to take that on notice but could you table the advice?

The Hon. PENNY SHARPE: Yes, I am happy to provide it. It was provided in a Government Information (Public Access) Act I received from the department. I am happy to give you all the details.

Answer:

The NSW Government has no plans to charge customers a fee for acquiring the Opal card.

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

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Question:

Taken on notice transcript pg 9 (uncorrected proof)

The Hon. PENNY SHARPE: How does that work when compared to the proposed light rail project for the eastern suburbs? You have announced that commuters in the eastern suburbs who change from a bus to the light rail network will have an integrated fare. In your opening statement you said it would be the same for everybody. I would argue that that is not correct.

Ms GLADYS BEREJIKLIAN: When I said "the same for everybody", I meant that no matter where people live in greater Sydney or the regions they will know exactly what they are paying. We are not discriminating against people living in the north-west versus people living in the south-west or elsewhere. That was the point I was making.

I will ask Mr Reardon, as the head of policy and regulation, to deal with bus and light rail fares. Essentially, when we were looking at the Opal fare structure and the service provided we found that a light rail service is comparable to a bus service. To maintain simplicity and after considering the cost structure of providing those services we determined that it was appropriate to deal with light rail fares in the same way that we deal with bus fares. That is a simple, distance-based system, but it also reflects the cost structure of providing light rail and bus services. I will ask Mr Reardon to elaborate on that point.

The Hon. PENNY SHARPE: If Mr Reardon wants to elaborate he can provide that information on notice.

Answer:

I am advised:

Buses and light will be treated as a single mode, meaning Opal customers will only pay a single fare for a bus and light rail journey.

Gladys Berejiklian MP
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PQ14/00723



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Budget Estimates Hearing 2014-15
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Question:

Taken on notice transcript pg 18 (uncorrected proof)

The Hon. PAUL GREEN: In terms of Newcastle and the planning of the new railway line there, will you take you take the Committee through what probity processes were used when entering into the idea that you would cease the railway from Wickham and devised the idea to resite it?

Ms GLADYS BEREJIKLIAN: Certainly, the Hon. Paul Green, as you appreciate this issue has been around for a long time. The key decision the Government took was around revitalising Newcastle which was a government decision. My role in that decision is to deliver the transport outcomes that come as a result of that. Key agencies that were involved in the question: how do we best revitalise Newcastle determined that truncating the line was part of that process, not all of it but part of it. So my job is to make sure that truncation happens smoothly and as efficiently as possible and that the interim services are there for customers to ensure smooth transitions. Certainly I appreciate that there are people for and against that issue. My experience on the ground is that the vast majority of people in Newcastle support the decision. I appreciate that people in other parts of the Hunter are concerned about the interim arrangements and that is why we are working very hard to ensure the community that we will have smooth transition.

The Hon. PAUL GREEN: I am not questioning that, I am just asking the process of probity through those issues

Ms GLADYS BEREJIKLIAN: Sure. Do we still have time to answer that question?

CHAIR: Time has expired but you can answer that question.

Ms GLADYS BEREJIKLIAN: Mr Stewart, do you want to comment on that?

Mr STEWART: Again with all major projects we have got very clear processes in contracting. I just want to make it very clear to the Committee, that these are well recognised. When we go into—

The Hon. PAUL GREEN: Can we put a flow chart on record of the probity that was moved through?

Mr STEWART: I am quite happy to provide an answer.

Answer:

I am advised:

In planning and delivering projects, Transport for NSW is guided by clear probity principles including value for money, equity, transparency and accountability in

decision making.

These principles have been applied to Transport projects in Newcastle.



Gladys Berejiklian MP
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PQ14/00411



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Question:

Taken on notice transcript pg 20 (uncorrected proof)

The Hon. PENNY SHARPE: On that basis can I get you to confirm a number of appointments that have been made within Sydney Trains? Can I confirm that Stewart Mills, the Director of Maintenance at Sydney Trains, was appointed in March 2014?

Mr COLLINS: That is correct.

The Hon. PENNY SHARPE: He formerly worked on the Tube Lines in the United Kingdom?

Mr COLLINS: He worked for a private organisation called Tube Lines and we went through a formal process of interview with a number of candidates who applied for the job, through the normal processes, managed and supervised by Transport for NSW and certainly we went through the standard interview process.

The Hon. PENNY SHARPE: Can I confirm that Robert Groves, the Director of SEQR, was appointed in September 2013?

Mr COLLINS: Robert Groves, who worked I think for Thiess and other organisations, Australia Stevenson, certainly went through an interview process. He was found to be the preferred candidate.

The Hon. PENNY SHARPE: Can I confirm that Andy Thomas—

Mr COLLINS: Andy Thomas does not work for me. Andy Thomas actually works for NSW TrainLink.

The Hon. PENNY SHARPE: Peter Bragg, Group Manager of Sydney Trains?

Mr COLLINS: I do not know directly of Peter Bragg's appointment process but I will take that on notice.

Answer:

I am advised:

Mr Peter Bragg was appointed to the position of Head of Environment (now called Group Manager Environment) in Sydney Trains following a competitive merit based selection process.

Gladys Berejiklian MP
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PQ14/00412



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Budget Estimates Hearing 2014-15 General Purpose Standing Committee 3

Question:

Taken on notice transcript pg 23 (uncorrected proof)

The Hon. PENNY SHARPE: Are you able to provide to the Committee what you estimate are the losses in relation to fare evasion this year and the previous two years? I am happy for you to take it on notice.

Ms GLADYS BEREJIKLIAN: I will try to get the answer prior to the conclusion of the session. I want to stress that previously, under the Labor Government, there were no specific transport officers or transit officers on ferries, buses or light rail—

Transcript pg 31 (uncorrected proof)

The Hon. PAUL GREEN: What is the figure for fare evasion?

Ms GLADYS BEREJIKLIAN: I have old 2012 figures at the moment but I prefer to give more updated figures, yes.

Answer:

I am advised:

The 2012 Fare Evasion Survey found that \$120 million was lost annually due to fare evasion on public transport in Sydney. This was the first time fare evasion had been measured using a common, robust methodology across all transport modes.

Transport for NSW intends to conduct the next Fare Evasion Survey later in 2014.

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PQ14/00414



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Question:

Taken on notice transcript pg 27 (uncorrected proof)

The Hon. PENNY SHARPE: On notice can you provide to the Committee the number of fines, which operators have been fined and how much the fines are?

Mr Gammie: I need to clarify whether that information can be provided under the commercial contract.

The Hon. PENNY SHARPE: Minister, do you believe that if companies are being fined for not meeting their KPIs the public would not be informed unless you choose to release that?

Ms Gladys Berejiklian: We have key criteria in place that the companies must adopt, as does the State Transit Authority. Whether it is the STA or the private operator—

The Hon. PENNY SHARPE: I am familiar with that, but my question is whether the public would know that.

Ms Gladys Berejiklian: I am not sure.

Mr Gammie: The commitment is that we provide information on performance to the public and the thing—

The Hon. PENNY SHARPE: I want to know whether they are fined for failure to perform.

Mr Gammie: The contracts do enable that. Where they do not perform, an abatement regime will be applied. The information we supply publicly is around performance. The key one is on-time running. The operators have raised their standards to meet the new targets in the contracts. I do not have the details of how much it has been abated with me.

The Hon. PENNY SHARPE: Please take on notice whether that information is going to be made public. If it is public, please provide the details I have asked for.

Mr Gammie: Yes, I will take that on notice.

Answer:

Details of abatements for individual operators are commercial in confidence.

Gladys Berejiklian MP
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PQ14/00413



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**Budget Estimates Hearing 2014-15
General Purpose Standing Committee 3**

Question:

The Hon. PAUL GREEN: In terms of the derailment at Currabubula and the destruction it caused, you said at the time a report would be released on the causes. Have you released the report? If not, when will it be released?

Ms GLADYS BEREJKLIAN: That is the report undertaken by the Independent Safety Regulator. Mr Reardon, do you have an update?

Mr REARDON: The Office of Transport Safety investigated it. It is actually Currabubula for that derailment. When the Office of Transport Safety releases its report basically it is ultimately placed into the public domain. I can take on notice where the release of that report is up to.

Answer:

I am advised:

The investigation into the derailment at Currabubula is ongoing. The draft investigation report is currently being prepared.

In line with normal practice, on completion of the draft report, the investigation will enter a consultation phase where directly involved parties will be provided the opportunity to make submissions in response to the draft report.

When the report is complete, the Chief Investigator will forward it to me for consideration and tabling in Parliament.

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PQ14/00415



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**Budget Estimates Hearing 2014-15
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Question:

Taken on notice transcript pg 36 (uncorrected proof)

The Hon. AMANDA FAZIO: Are you happy to take that question on notice and provide the dates?

Ms GLADYS BEREJIKLIAN: I can confirm that I have visited six times. These are matters of public record. As all Ministers do, I issue press releases every time I visit the region. I confirm that I have visited the Hunter six times since being appointed a few months ago.

The Hon. AMANDA FAZIO: Can you provide on notice the dates of the visits and the people with whom you met?

Ms GLADYS BEREJIKLIAN: I will disclose all requirements in terms of my obligations. I am happy to reconfirm my six visits and to reissue the press releases.

Taken on notice transcript pg 45 (uncorrected proof)

Ms GLADYS BEREJIKLIAN: Can I suspend time for a second and apologise. I have been advised I have been to the Hunter five times. I am happy to give the dates now or to take it on notice.

Dr JOHN KAYE: I prefer you to take them on notice, Minister.

Ms GLADYS BEREJIKLIAN: Okay.

Answer:

I regularly visit the Hunter in my capacity as Minister for the Hunter.

Information regarding scheduled meetings held with stakeholders, external organisations and individuals will be published in accordance with Memorandum 2014-07 - Publication of Ministerial Diaries.

Media releases with dates and details of announcements made in the region are available on the Transport for NSW website.

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PQ14/00416



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**Budget Estimates Hearing 2014-15
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Question:

Taken on notice transcript pg 37 (uncorrected proof)

Mr TATNELL: The Department of Premier and Cabinet office at Newcastle has five staff. Their primary responsibility is to deal with complex interagency issues and coordination thereof. We have a staff member who is a regional liaison officer who dedicates a significant amount of time to briefings for the Minister for the Hunter and the director general of the department.

The Hon. AMANDA FAZIO: Can you provide a staffing profile for that office? You can take that question on notice.

Mr TATNELL: Certainly.

Answer:

The Department of Premier and Cabinet has seven regional offices to provide non-political support to Regional Ministers within the Regional Coordination Branches broader function of coordinating the activities of NSW Government agencies across the State.

These offices are located in the North Coast, Central Coast, Hunter, Greater Western Sydney, Sydney East, Illawarra, South East and Western NSW. Across all regions as at 30 June 2014, there were 45.4 full time equivalent employees in the branch.

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PQ14/00417



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Budget Estimates Hearing 2014-15
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Question:

The Hon. PENNY SHARPE: How much extra funding has been allocated as a result of the Hunter Regional Transport Plan?

Ms GLADYS BEREJIKLIAN: Do you mean in terms of the light rail and the truncation?

The Hon. PENNY SHARPE: No. Leaving that aside, how many extra services will be redelivered as a result of that plan?

Ms GLADYS BEREJIKLIAN: I can provide a list of things that we have done.

The Hon. PENNY SHARPE: I do not want a list of what you have done. I am happy for you to take the question on notice. How much extra money has been allocated as a result of Hunter Regional Transport Plan?

Ms GLADYS BEREJIKLIAN: I will provide an example. Procuring the intercity trains will help the Hunter, but it will also help other regions.

The Hon. PENNY SHARPE: That is fine and I am sure you can separate it. However, I would like an itemised list.

Ms GLADYS BEREJIKLIAN: How could you possibly say that the Government spending \$2.8 billion on an intercity fleet—

The Hon. PENNY SHARPE: It sounds like—

Ms GLADYS BEREJIKLIAN: I am not sure how you could ascertain how the Hunter's component would be taken out of that \$2.8 billion.

The Hon. PENNY SHARPE: That is not really what I am asking, Minister. Minister, I am asking—

Ms GLADYS BEREJIKLIAN: It is what you are asking.

The Hon. PENNY SHARPE: It is not what I am asking. What I am actually asking is about bus services in the Hunter and how many extra bus services as well as how much money has been allocated to provide extra bus services, and what the breakdown of that is because the Hunter transport plan is actually very opaque when it comes to any extra dollars being allocated anywhere.

Ms GLADYS BEREJIKLIAN: Can I say, Ms Sharpe, you raise a valid question in terms of the additional services that we will be providing, especially once the truncation occurs. Can I assure you that we appreciate that is an additional operational cost and we are happy to meet that cost. I have not yet provided details of the interim solution. All we have provided at this stage is a date for the truncation. But, clearly, a key priority for me—and again I stress the comments I made to Dr Faruqi before she left—it is really important to me to make sure that people outside Newcastle, who need to use those interim services, have a smooth connection. I will be providing details to the community in the very near future about the frequency of service, the number of seats they will be able to access, and a lot of other details about that. Clearly, I am happy to provide at

that stage the additional operational cost we will be incurring to provide those services, which we are happy to make—

The Hon. PENNY SHARPE: I am sorry, but I am not just talking about the truncation. I am actually interested in the Hunter-wide bus services, beyond Newcastle—the bus services that people rely on across the entire Hunter. I would like a breakdown, if possible, of how many extra services are going in there, not just to feed the line for the truncation for the last one kilometre at the end of the line.

Ms GLADYS BEREJIKLIAN: Sure.

The Hon. PENNY SHARPE: I want to know that within the Hunter transport plan, how many extra dollars, if any, have been allocated? I am happy for you to take that on notice. That is what I am asking. I am not asking about what you are interested in doing.

Ms GLADYS BEREJIKLIAN: Thank you for clarifying the question. I was not sure where you were going with that, but I am happy to take that on notice.

Answer:

I am advised:

Since the release of the *Hunter Regional Transport Plan* in October 2013, an additional 297 weekly bus services and two growth buses have been introduced in the region.

In addition, the 2014-15 Budget provides for three new growth buses.



Gladys Berejiklian MP
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PQ14/00418