

**PORTFOLIO COMMITTEE NO. 6 - TRANSPORT AND ROADS – QUESTIONS ON  
NOTICE – 3 September 2021**

**QON01**

1. The Hon. DANIEL MOOKHEY: Do you have the number of close contacts who have had to isolate?

Mr SHARP: In terms of the overall number, no, I don't. I will just pass to Ms Bourke-O'Neil to see if she has the number at hand.

Ms BOURKE-O'NEIL: Thank you, Secretary. Thank you for your question. That number does change from day to day as staff come in and out of isolation. Currently we are confirming today's numbers, but it is approximately 400 staff currently isolating.

The Hon. DANIEL MOOKHEY: Yes, and the accumulative total of close contacts in the Transport workforce since the—well, we will use the March timescale that the Secretary used.

Ms BOURKE-O'NEIL: I am sorry, was that question to the Secretary?

The Hon. DANIEL MOOKHEY: It is to the Secretary or to yourself—whoever has the information at hand.

Ms BOURKE-O'NEIL: Thank you. No, I do not have the number of total isolation that you have asked for. I can take that on notice and see if we can provide that.

**ANSWER**

I am advised:

The COVID-19 environment is constantly evolving and Transport for NSW is committed to the safety of staff and the community. A comprehensive risk management approach has been conducted by Transport in relation to the management of COVID-19.

On 3 September 2021, there were approximately 400 Transport for NSW employees who were identified as close contacts of a COVID-19 case. Special pandemic leave provisions have been available to these employees. A breakdown of employees who have been, or are, COVID-19 close contacts by role description is not available.

**QON02**

2. Of that 120 and 400, how many of them are bus drivers, train drivers? Can you give us a bit more information about precisely whom in the Transport workforce have had to or are currently isolating?

Ms BOURKE-O'NEIL: The vast majority of that approximate number I have given you for today are operational staff. I do not have the breakdown across the different modes. I will just ask our Chief Operations Officer, Mr Collins, if he can add to my answer.

Mr COLLINS: Thank you very much. I cannot give you the precise number but we know that there were a dozen bus operators split between the State Transit Authority [STA] and private, and a number of different operational and engineering workers, but the number is relatively low. I can take on notice and give you those numbers in detail

## ANSWER

I am advised:

I refer you to the answer to Question on Notice 1.

## QON03

3. Mr Secretary, has Transport for NSW considered a rapid antigen testing regime across the Transport network for its staff and its workforce?

Mr SHARP: Thank you for that question. We have deployed rapid antigen testing as part of the process that we have deployed to protect our staff. We have a number of layers of activities to protect our staff during COVID including protective barriers, sanitisers, masks and, in regards to the recent public health orders for workers from the lockdown areas, particularly the authorised workers, rapid antigen testing has been deployed.

The Hon. DANIEL MOOKHEY: Is it still being deployed, Mr Secretary?

Mr SHARP: Yes.

The Hon. DANIEL MOOKHEY: What is the cost to the Transport department for establishing it?

Mr SHARP: I would have to refer that to Ms Bourke-O'Neil.

The Hon. DANIEL MOOKHEY: Do we have any information at hand or do we need to take it on notice?

Ms BOURKE-O'NEIL: I believe we will have to take it on notice. I will do a check-in with Mr Collins.

## ANSWER

I am advised:

As part of a pilot program, Transport for NSW is progressively rolling out rapid antigen testing at a number of operational sites across the transport network. The pilot is scheduled to end 24 October 2021.

The cost of the pilot is contingent on a number of factors, including the number of testing staff required per site, the hours of testing and the number of tests provided.

## QON04

4. The Hon. DANIEL MOOKHEY: Yes, but I am just asking specifically. The supplemental services that you just made a reference to, where have you had to deploy those supplemental services?

Mr SHARP: The supplemental services have been deployed principally on routes where there have either been uplifts—so, for example, when the construction industry was allowed to come back and commence work, obviously there was a tradie peak. That tradie peak is very early in the morning and we were able to target those services. Some of those are around the Eastern Suburbs, some are from other suburbs. The other area where we have been able to deploy this capacity is where we have had large numbers of staff

isolating in our franchise bus operations. Where those operations have been impacted, we have been able to supplement some services there to have, effectively, a regular service that went down the main routes to continue to support the essential workers.

The Hon. DANIEL MOOKHEY: On notice, if you can identify precisely where the supplemental resources have been used, that would be great.

## **ANSWER**

I am advised:

Transport for NSW has closely monitored services across the network and added supplementary services where appropriate, since the start of the dynamic timetables. The private bus operator supplementary services operate across Greater Sydney. The State Transit supplemented routes are divided evenly across NSW.

Greater Sydney has been operating the following supplementary services as of Monday, 23 August 2021:

- about 517 weekday supplementary bus services and 187 supplementary bus services on weekends, across 84 bus routes.
- 10 weekday and weekend supplementary light rail services
- 75 weekday and weekend supplementary train services.

Bus, ferry and light rail services in regional and outer metropolitan NSW have not been altered.

NSW Trains is currently operating an enhanced intercity Sunday timetable to provide a suitable level of service and frequency to support essential workers. An exception is the Southern Highlands line which is operating to the normal weekday timetable from Monday to Friday to ensure regular frequency for customers and communities.

While the Sunday intercity timetable is in place, NSW Trains is running its Central Coast Services via the North Shore line to provide a seamless service for essential workers travelling from the Central Coast to construction sites and medical facilities along the North Shore line.

## **QON05**

5. The Hon. DANIEL MOOKHEY: Do we know how many services have had to be cancelled and where precisely they were cancelled? And, incidentally, what were the services?

Mr SHARP: We would not have that information here, but certainly can take that on notice.

## **ANSWER**

I am advised:

Between 16 June 2021 to 13 September 2021, about 3,260 publicly operated bus services associated with the Inner West and South West Region depots and 15,730 privately operated bus services associated with the Western Region depot as well as 41 light rail services in Greater Sydney were cancelled.

From 15 June 2021 to 17 September 2021, 285 timetabled bus services across regional and outer metropolitan NSW were cancelled.

NSW Trains is currently operating an enhanced intercity Sunday timetable to support essential workers. NSW Trains has not had any continuing service cancellations.

The closure of the Queensland border from 26 July 2021 has meant the Brisbane XPT has been terminating and commencing at Casino from that date ongoing.

#### **QON06**

6. What essential workers have had their journeys interrupted by the cancellations? Are you monitoring that or not?

Mr COLLINS: Absolutely. We have a whole series of authorised workers, marshals. We observe with the 12,000 CCTV cameras. We also—

The Hon. DANIEL MOOKHEY: But you just do not have the information. I appreciate the fact that you collect the information, but can we now have the result of your collection?

Mr COLLINS: I cannot give you the precise daily detail.

The Hon. DANIEL MOOKHEY: Thank you.

Mr COLLINS: We record the level of services and certainly the levels of services which are over COVID capacity, which is I think at the moment about 1½ per cent. That is recorded each day in detail.

The Hon. DANIEL MOOKHEY: On notice, can we get the more detailed information?

Mr COLLINS: We will certainly try and provide as much information as we have.

#### **ANSWER**

I am advised:

In the week commencing 6 September 2021, over 97 per cent of the weekday public transport services across Greater Sydney complied with physical distancing guidelines.

NSW TrainLink regional booked train and coach services are currently limited to 22 per cent seated capacity and the reservations system does not allow any seats to be booked over that number.

#### **QON07**

7. The Hon. DANIEL MOOKHEY: Do you have the total cost so far of building, repurposing, testing, fixing, retesting and delivering the second generation Emerald class ferries to replace the existing ferries?

Mr COLLINS: No, I do not have this information. Obviously this is not a cost to Transport for NSW. These ferries were procured from Birdon, an Australian company, by Transdev as part of their ferries contract.

The Hon. DANIEL MOOKHEY: Sure, but if you could take on notice what the cost is in that respect, that would be good.

#### **ANSWER**

I am advised:

The cost of the new fleet forms part of the overall value of the Ferry System Contract between Transport for NSW and Transdev Sydney Ferries. The value of this contract is publicly available on the NSW Government eTendering website.

#### **QON08**

8.. I have got quite a few questions here about the reinstatement of a ferry service and wharves at La Perouse and Kurnell. Mr Sharp, why did the 4,500-page environmental impact statement [EIS] ignore fish assemblages and spawning aggregations of species like cephalopods, and why did it ignore that this area is an important spawning ground for squid?

Mr SHARP: Thank you for your question. Transport does take its responsibilities very seriously when it comes to environmental studies. For any project or change, we go through a rigorous process. In regards to your specific question, I would have to defer to Mr Collins and see whether we need to take that on notice.

Mr COLLINS: Thank you very much for the question. In specific detail I will have to take that on notice. Obviously we are going through the whole process of consultation on the environmental impacts in that area—obviously in both locations. I fully understand the sensitivity of the site and the importance of the environmental conditions there present, but I will take that on notice to provide more information for you.

#### **ANSWER**

I am advised:

The Environmental Impact Statement includes a Marine Biodiversity Assessment Report and an Underwater Noise Assessment Report both of which assessed potential impacts on marine flora and fauna including fish and cephalopods (squid).

#### **QON09**

9. The proposal, particularly with the ferry sweep, cuts out two significant proportions of a recreational fishing haven. I am just curious as to what conversations have you had with the department of fisheries about how that recreational fishing haven may need to be compensated or adjusted due to the loss of these two significant proportions of the recreational fishing haven?

Mr COLLINS: I do not have the details. I know of extensive consultation and we certainly will take on notice your point regarding consultation.

#### **ANSWER**

I am advised:

The proposal will not result in a significant impact to existing recreational fishing areas. It will provide improved access and facilities for recreational vessels and safer access for recreational fishers which is expected to contribute to a reduction in rock fishing incidents in the region.

#### **QON10**

10. The Hon. MARK BANASIAK: The Fisheries NSW comments on the project are quite interesting. They actually stated that they cannot support the project in its current form. Have you spoken to them and tried to tease out what specifically their concerns are and how you are going to address them? It seems a big hurdle to get over when another government department cannot support your project.

Mr COLLINS: Thank you very much. I will find out more specific detail.

#### **ANSWER**

I am advised:

Transport for NSW has consulted extensively with a variety of stakeholders during the development of this project.

Transport for NSW is currently preparing a Response to Submissions (RTS) report that addresses the issues identified in the submissions. The RTS report is expected to be made publicly available on the NSW Department of Planning, Industry and Environment website later this year.

#### **QON11**

11. The Hon. MARK BANASIAK: Are you aware of the recent objection to this project by Randwick City Council, where they have cited negative environmental and amenity impacts as well as a shortcoming in the business case? Are you aware of that objection by Randwick City Council?

Mr COLLINS: Not specifically. I am certainly aware of Sutherland council's feedback. I will take it on notice.

#### **ANSWER**

I am advised:

I refer you to the answer to Question on Notice 10.

#### **QON12**

12. The Hon. MARK BANASIAK: Specifically on the business case, are you able to advise us on the annual subsidies that the department will have to provide for this ferry service, and what the proposed adult and concession fares will be on this ferry service?

Mr COLLINS: I am personally unable to provide that. I do not know whether any of my colleagues are. I think it probably is too early at this stage to understand

those financials. Once we have gone through, obviously, full consultation—but I do not know whether my colleague Ms Bourke-O'Neil may have some information. But at this stage I think it is too early to say what those numbers will be.

The Hon. MARK BANASIAK: Ms Bourke-O'Neil, do you have any further comments?

Ms BOURKE-O'NEIL: No, we will need to take that on notice.

## **ANSWER**

I am advised:

It is too early to speculate.

## **QON13**

13. The Hon. MARK BANASIAK: You may defer this to Mr Carlon, but there have been some concerns expressed to me about the safety and reliability of this ferry service because the ferry service actually sweeps across a Port Botany commercial shipping channel, so for obvious reasons port activities would have to take precedence. I am just wondering what considerations have been given for maritime safety, given that there are up to 36 crossings of the channel per day done by the port.

Mr COLLINS: Thank you for the question. Yes, I understand that. I know the area pretty well, living close by. It is probably very similar to Sydney Harbour in many respects, in terms of traffic. We are certainly aware of the need to ensure that maritime protocols are followed at all times and that the analysis of the routes, timings and also the training of those people will be to the highest standard. I will pass to my colleague Bernard Carlon to add any further information if he wants to. Thank you.

Mr CARLON: Thanks, Mr Collins, and thanks for the question. Of course, part of the process is to gather all of the safety information as part of the development of the safety plans for mitigating any risk. Clearly I do not have that information right to hand at the moment, but we should be able to provide that information as part of the process on notice.

## **ANSWER**

I am advised:

I refer you to the answer to Question on Notice 12.

## **QON14**

14. Perhaps on notice, Mr Carlon or Mr Collins, can you provide the Committee any modelling or data that suggests how the ferry service will have to run to a time line or adjust its time line if it gets caught between these port operations? I imagine there would be a point of no return where a ferry service would have to stop and wait for the commercial operations to finish and get out of the way before a ferry service could continue. If you could give us the modelling or some data about how that process is going to be managed and how that ferry service will keep to a time line given those complications.

Mr COLLINS: Thanks for the question. Yes, obviously the details of what services will operate are yet to be defined, whether that is a service which might be not as busy as perhaps the Manly corridor in view of the numbers and the areas and forecasts involved. We can certainly, when available, provide some of the understanding of how we deal with traffic, similar in a way to movements across other harbours. But we do not expect that this particular route will be extremely busy.

**ANSWER**

I am advised:

I refer you to the answer to Question on Notice 12.

**QON15**

15. The Hon. MARK BANASIAK: Just going back to the question I asked about the annual subsidies, in your answer you said you are still working that out. Do we have a projected cost at all? I know there are some figures around \$17 million being spent to build it, but then there was a \$70,000 feasibility study. You obviously have got these annual subsidies and there has been commentary by the Attorney General, Mark Speakman, who I think is the member for the area, or is close to the member for the area, where he said that there would be whole-of-life asset maintenance costs on top of this as well. Do we have a projected figure in terms of how much this is going to cost us overall?

Mr COLLINS: I do not have those figures to hand. What information we have publicly or available to this group, we will provide. I think it does depend on the commercial [inaudible] and the understanding of how [inaudible] the cost and the operation of the route will contain. We are not at that stage yet and there may well be a lot of variables in terms of overall cost and also this subsidy, if any, which need to be provided. Once those are available, obviously they can be shared with those who require it.

The Hon. MARK BANASIAK: Yes, whatever costings you can provide us would be great and, if available, a projected time frame in terms of when this project will pay for itself given that you said that there are some commercial operations involved, or the commerciality of it as well.

Mr COLLINS: Yes.

The Hon. MARK BANASIAK: I would be interested to know as to how long this will take to pay off.

Mr COLLINS: Yes.

The Hon. MARK BANASIAK: I believe my time has expired.

Mr COLLINS: Just to answer that final question, if I can: Obviously we will have to deal with some of the commercial confidentiality of any contract arrangements, but what we can provide we will in due course provide. It may not be available now. Thank you.

**ANSWER**

I am advised:

I refer you to the answer to Question on Notice 12.



**QON16**

16. The CHAIR: Okay. Understood. And what is the width of the wharf?  
Mr COLLINS: It would be wrong of me to give you those details. I do not have them to hand, but we can certainly take that on notice.

**ANSWER**

I am advised:

This information is publicly available.

**QON17**

17. Will the wharf be able to be used by cruise ship operators if a cruise ship terminal is built at Molineux Point in Yarra Bay?  
Mr COLLINS: I will have to take that on notice.

**ANSWER**

I am advised:

The Kamay Ferry Wharves project is independent of, and separate to, any other infrastructure or development proposals for Botany Bay or the wider locality. This includes any cruise terminal proposal.

**QON18**

18. The CHAIR: Why was there no mention of this project in the 20-year NSW Long Term Transport Master Plan from December 2012, nor in the Sydney Ferries Future 20-year plan of May 2013?  
Mr COLLINS: I cannot answer that particular question but I know that more recently this opportunity and [inaudible] has come about. We can take on notice what planning and information and the source of how this became a subject now for consultation and discussion.

**ANSWER**

I am advised:

The Project forms part of the [Kamay Botany Bay National Park Master Plan](#) released by the NSW Department of Planning, Industry and Environment in 2019.

**QON19**

19. The Hon. JOHN GRAHAM: You are avoiding the issue, Mr Carlon. I am not asking about the last five months; I am asking about the change from April, May, June to when these 21,000 hours started and enforcement across half the State is now zero. There is no mobile speed camera enforcement in the publicly available figures. Those top 100 locations are all now in the north of the State. Do you agree that that is the case?

Mr CARLON: Look, I do not have that specific information in front of me. I will be able to take that question on notice and provide further information.

**ANSWER**

I am advised:

The NSW Government remains on track to achieve 21,000 hours per month distributed across the state by late 2021. The primary objective of the mobile speed camera program is to deter speeding across the network, anywhere, any time.

The short-term reduction in mobile speed camera enforcement in some areas of NSW relates to the impact of the COVID-19 pandemic.

As Redflex had previously provided mobile speed camera services and had existing vehicles, operators and other resources, Redflex continued these services.

Acusensus as a new provider, needed to purchase and fit out vehicles and recruit and train staff. Unfortunately this process was affected significantly by the COVID-19 pandemic. This resulted in a short term impact on their ability to deliver the program, however, they have now begun rapidly expanding their vehicles and enforcement activities.

Between July 2021 and August 2021, Acusensus has increased its delivery of hours by 350 per cent. Acusensus continues to build capacity and deliver more hours in the south each week and it is expected that it will complete the expansion of the program, in line with the Government's commitment, by late 2021.

Mobile speed cameras are just one of many road safety enforcement systems operating across NSW. All other programs were still fully functioning in July and August, and these include Red Light Speed Cameras, Fixed Digital Speed Cameras, School Zone Cameras, Average Speed Cameras, Mobile Phone Detection Cameras, as well as ongoing mobile Police enforcement across NSW.

**QON20**

20. The Hon. JOHN GRAHAM: How many fines have been issued in the southern contract area since 1 July?

Mr CARLON: Again, as I said, I will take that question on notice and provide further information.

**ANSWER**

I am advised:

Data and statistics about speed camera fines is publicly available on the Revenue NSW website.

## **QON21**

21. The Hon. JOHN GRAHAM: Thank you. In that southern area how many mobile speed camera cars are being operated? Do you have that detail?

Mr CARLON: I do not have that detail to hand but I can provide that information on notice.

The Hon. JOHN GRAHAM: Can you tell us how many cameras are actually operating in that southern area of the State where no fines appear to be issued?

Mr CARLON: I can provide the information on notice and noting that the number of cars is not the contract requirement. The contract requirement is for the delivery of a number of hours of enforcement—

The Hon. JOHN GRAHAM: Would you tell us how many cars, how many cameras, how many hours—that would be helpful—in this southern contract region, as you explain why they have lapsed to zero? The decision was made to split this contract in two and issue to two different companies. When was that decision made?

Mr CARLON: There was an open tender process, which put the contract into market. My recollection, but I can confirm, was in December and closed in late February, but I can provide that information on notice.

## **ANSWER**

I am advised:

I refer you to the answer to Question on Notice 19.

Under a procurement strategy framework approved by me, as the Secretary of Transport for NSW, an evaluation committee agreed that the negotiated proposals from a combination of two vendors represented the best long-term value for money outcome. It also contributes to the mitigation of the delivery risks associated with a single vendor model for mobile speed camera enforcement services.

## **QON22**

22. How many companies tendered?

Mr CARLON: Again, I can provide that information on notice

## **ANSWER**

I am advised:

Transport for NSW received four responses to the procurement exercise for the new mobile speed camera enforcement services.

## **QON23**

23. The Hon. JOHN GRAHAM: How many hours are being delivered in Wagga or Queanbeyan or the south of the State at the moment? Can you tell us that?

Mr CARLON: Again, I do not have that information in front of me. As I said before, I will take that on notice.

**ANSWER**

I am advised:

Between July 2021 and August 2021, Acusensus has increased its delivery of hours by 350 per cent. The company is now on track to fulfil its full contract hours by late October 2021.

Acusensus continues to build capacity and deliver more hours in the south each week, and it is expected that it will complete the expansion of the program, in line with the Government's commitment, by late 2021.

**QON24**

24. But this company was supposed to demonstrate it could perform the services before it was issued the contract. It is also required to supply:  
... resource capability and availability, including the quality of transition.  
How did you test these things as the contracts were issued?  
Mr CARLON: Again, I will take that on notice

**ANSWER**

I am advised:

Acusensus demonstrated its ability to perform the services.

The tender for services closed on 15 February 2021, which was before the commencement of the current Public Health Orders and associated lockdowns. All tenderers demonstrated an understanding of the impacts of COVID-19 to their operations and had strategies to accommodate similar business continuity disruptions through their submissions.

The COVID-19 Public Health Orders and associated lockdowns have evolved significantly through the Delta outbreak and this has had a significant and unprecedented impact on the community as well as Transport for NSW vendors.

The impact on a new vendors is far more significant than on an established vendor as it works to acquire and mobilise resources. Ensuring this is done in line with Public Health Orders and in a COVID-Safe way has been a priority for the vendor and Transport for NSW.

**QON25**

25. The Hon. JOHN GRAHAM: Mr Carlon, they are not on track at the moment; it is at zero. Those top 100 locations, none of them are in one of these two contract areas. What assurance can you give us that this will actually be on track? Do you have concerns or are you comfortable that this is what was supposed to happen?

Mr CARLON: Again, I think I have said that I will take that on notice in terms of the details of the rollout of the contract and provide that information.

**ANSWER**

I am advised:

I refer you to the answer to Question on Notice 19.

**QON26**

26. Is one of the milestones for this contract actually fining anyone for speeding in July 2021? Is that a requirement of the contract?

Mr CARLON: The specific requirements of the contract are to provide up to 21,000 hours of enforcement across the network in New South Wales. As I said, I can provide on notice the information that you have requested.

**ANSWER**

I am advised:

There is no requirement under the contract for vendors to detect or fine drivers. The contract is based on provision of services to deploy mobile speed camera vehicles for a specified number of hours within in each region of NSW.

**QON27**

27. The Hon. JOHN GRAHAM: I might come to you at this point, Mr Sharp. Since March 2020 have any of your officials met with, talked to or received representations from former Deputy Premier Troy Grant in relation to his role with Acusensus?

Mr SHARP: I am personally not aware of that and I would have to take it on notice to canvas management and revert to you.

The Hon. JOHN GRAHAM: If you could take it on notice, Mr Secretary, I would appreciate it. I think you can understand the concern that this company seems not to be delivering the contract, for whatever reason. Perhaps it does not have the cars and the cameras. It does have a former Deputy Premier working for it; that seems to be its one asset here. If you could check that on notice I would appreciate it. Mr Secretary, are you aware that no fines for speeding are being issued across half the State under the agency's administration?

Mr SHARP: Thank you for that question. In respect to individual contract performance, no I am not aware of that. In respect to the actual details, the information has been taken on notice to provide to you.

**ANSWER**

I am advised:

Transport for NSW (TfNSW) has not met with, talked to or received representations from the former Member for Dubbo, Mr Troy Grant, about the new mobile speed camera enforcement tender in his role with Acusensus.

I refer you to the answer to Question on Notice 19.

## **QON28**

28. The Hon. JOHN GRAHAM: Mr Sharp, I am looking at the top 100 fines here, the locations across New South Wales. They are all in the north of the State—Carlingford, Forster, Blacksmiths, Northmead, Port Macquarie, Muswellbrook, Forest Hill, Lane Cove, Yamba—100 different locations, all of them in the north of the State, none of them in the south. Do you believe this is acceptable?

Mr SHARP: As I indicated, we will need to get back to you in respect to the actual data that underpins your question and we will respond to that. I do not have the facts with me to be able to comment on that specifically.

The Hon. JOHN GRAHAM: Why have you not been told? This is a catastrophic failure of a high-profile road safety scheme and you appear unaware of this altogether.

Mr SHARP: If there are issues relating to a contract, the processes would be to escalate those up through the executive chain. I am not aware of that particular issue that you are highlighting and the data will come through to you with commentary on that, as previously advised.

## **ANSWER**

I am advised:

I refer you to the answers to Questions on Notice 19 and 20.

## **QON29**

29. The Hon. JOHN GRAHAM: Yes, and that has not happened. Do you think it is appropriate that drivers are receiving record fines in the north—they have gone up again in July—meanwhile in the south of the State pretty much anything goes? We appear not to be regulating speeding at all with these mobile speed cameras. Will you investigate this issue?

Mr SHARP: As indicated, we have taken on notice to actually secure the data that you have requested and provide the commentary back to you on that.

The Hon. JOHN GRAHAM: The data is publicly available. I am asking you whether you will investigate what is going on here, Mr Secretary.

Mr SHARP: Yes. We have indicated to you that we will explore that data. The question you have raised is in regard to the contract and the mix of fines. From a public perspective the agenda for us is very much to have fines. In the north you talk about record fines. We are looking at changing the behaviour of drivers, unsafe behaviours, and this is very much part of the rollout. In respect to your question to the southern side, I have taken that on notice and will revert to you accordingly.

The Hon. JOHN GRAHAM: Does that not beg the question: Does the same principle not apply in the south of the State—in Wagga, in Queanbeyan and in the south of Sydney? This is not anywhere, anytime; this is exclusively now in half of the State.

Mr SHARP: I have taken the question on notice and we will revert specifically to you on that question.

## **ANSWER**

I am advised:

I refer you to the answer to Question on Notice 19.

### **QON30**

30. The Hon. MARK BANASIAK: On notice could you provide to the Committee in some detail where those projections have come from?

Mr COLLINS: Yes, I will have a look and see if we can provide that information to you. I certainly think it has been provided as part of the assessment.

### **ANSWER**

I am advised:

The demand projections used to inform the Environmental Impact Statement are sourced from demand analyses completed by Transport for NSW during the development phase of the project. These demand analyses and associated projections considered a range of factors and inputs.

### **QON31**

31. The Hon. MARK BANASIAK: Can you tell us in detail what is the proposed width of the wharf? The length is mentioned once in the EIS, which is at 180 metres, but there is no mention of the width of the wharf. I know it mentions the wharf head being 10 metres wide but not the wharf itself. Do we have those figures?

Mr COLLINS: I think I did answer this through the Chair. I do not have that information to hand. I am not sure whether that detailed information is available yet. But if it is available in terms of average or understanding of what the wharf width will be, we can certainly provide that on notice.

### **ANSWER**

I am advised:

I refer you to the answer to Question on Notice 16.

### **QON32**

32. Would it not have been critical to the EIS to have the full footprint in understanding the environmental impact? I am a bit puzzled that you would include the length but have no indication of what the width would be. It just seems a bit nonsensical to me.

Mr COLLINS: It may well be available; it may not be to the nearest millimetre but it may well be available. We will take that on notice. Obviously, there are a lot of considerations in detail design, but if it is available I will make sure that it is provided to this Committee.

### **ANSWER**

I am advised:

I refer you to the answer to Question on Notice 16.

### **QON33**

33. The CHAIR: Thank you, Mr Banasiak. I found my final set of ferry questions which I will direct to Mr Collins and then I will move on to a separate issue. I wanted an update on where the Glebe ferry was at? I understand the trial ended in April 2020 and there was very strong community support for that Glebe ferry service. Understandably COVID may have got in the way, but what is the current plan for that service?

Mr COLLINS: You are absolutely right. Proposals for changing and enhancing the ferry services have been under review and put on hold in many respects because it has been the hardest hit under the COVID numbers. Less than 5 per cent of people were using the ferries at the height of the pandemic and those numbers are still not increasing. We do certainly have a plan going forward to examine a lot of options, enhancing the existing service, looking at other destinations for ferries because we recognise that Sydney Harbour is a fantastic opportunity for people to travel, not only for commuting purposes but also for leisure purposes and we seek them for that part of the strategy. I do not know whether my colleague Ms Bourke-O'Neil wants to comment generally on the ferry strategy for Greater Sydney, for example, but certainly that was an area we are very interested in and will be in the future. I pass to my colleague if that is okay.

The CHAIR: Thank you. Ms Bourke-O'Neill, if we could focus particularly on the Glebe ferry and what is going to happen with that, that will be very useful.

Ms BOURKE-O'NEIL: Thank you for your question. I do not have any details on the Glebe ferry service. I will take on notice to come back to you with some more on that.

### **ANSWER**

I am advised:

A trial On Demand Ferry service operated from 14 October 2019 until 13 April 2020 connecting customers from wharves at the Fish Markets, Blackwattle Bay and Pirrama Park with Barangaroo.

During the six month trial, around 16,000 passenger journeys were made on the service.

A number of learnings were identified during the trial period regarding customer demand in the precinct, as well as customer preferences in relation to the service offering.

These learnings will help to inform future planning decisions for On Demand Ferry services.

### **QON34**

34. The CHAIR: Thank you and I am sure that is certainly better than nothing, to receive those noise-cancelling headphones. I am particularly interested in why the contractor was using deeds and requiring residents to sign deeds to say



that they would not seek any compensation and that they would not talk to the media about it. Were you concerned by the report in relation to those deeds? Were you aware?

Ms DROVER: We obviously did see that report in the media. I do not have any particular information but I can take on notice and see what we can provide. The contractor needs to meet its obligations, that there was no involvement of Transport in those deeds. But, as I said, we can take on notice to come back to you about those deeds.

The CHAIR: Thank you. If you could take on notice how many of those residents have been asked to sign those deeds. Also if you could take on notice what the department's response has been in relation to that report and whether or not you have contacted John Holland with any concerns. That would be very useful.

Ms DROVER: Happy to take it on notice

## **ANSWER**

I am advised:

During the construction of WestConnex, residents have been offered a range of measures to minimise the impact of construction.

The construction joint venture consortium had previously asked residents to sign a Deed Poll when receiving any mitigation measure, including noise cancelling headphones.

Following discussions with Transport for NSW, the Deed Poll has been redesigned to resemble a receipt to acknowledge that someone has physically received a mitigation measure, such as noise cancelling headphones.

## **QON35**

35. The CHAIR: Could you take on notice how many properties have been damaged by WestConnex so far, how many residents have received compensation for damage to their homes and what the average value of compensation received is?

Ms DROVER: Okay. I can say that 51 matters have been escalated to the IPIAP panel and that is right across the WestConnex portfolio. I think there is only one item that has been escalated for the Rozelle Interchange to date. There are just a handful for the M4-M5 Link. The majority are cases that arise out of the M4 East property matters. I believe just over half of those matters have been through the IPIAP process and been determined. But I can take on notice the other parts of your question.

## **ANSWER**

I am advised:

As at 16 September 2021, 12 properties have been assessed as acquiring damage as a result of the WestConnex tunnelling works.

Compensation has been provided in relation to six of those properties to date, and agreed rectification works are to be undertaken in relation to a further four

properties. The nature and extent of damage to the remaining two properties is currently being assessed.

The average value of the compensation received is \$39,000.

### **QON36**

36. The Hon. DANIEL MOOKHEY: Thank you, Mr Collins, that is helpful. In that test that you just confirmed about 200 passengers tested on the ferry, did it take more than 15 minutes to offload those 200 passengers? If so, why have we bought them, given that we can unload 1,100 passengers from the Freshwater class in under 10 minutes?

Mr COLLINS: I do not have to hand the details of those tests, so I will take that on notice.

### **ANSWER**

I am advised:

No.

The new fleet is expected to be able to alight and board all intending customers within eight minutes. This will be achieved using a new, specially-designed extra-wide gangway.

### **QON37**

37. The Hon. DANIEL MOOKHEY: So this work continued—

Mr SHARP: —as a follow-up to the 2019 report.

The Hon. DANIEL MOOKHEY: Right, so there was a second report that recommended or canvassed this option?

Mr SHARP: There was simply an update, I understand, of the 2019 report, which was around accounting standards and implementation of operating models.

The Hon. DANIEL MOOKHEY: Did that recommend that the idea continue on or did that recommend that the idea be abandoned?

Mr SHARP: I would have to take on notice that specific question on the follow-up report.

On notice, are you able to provide us a copy of the follow-up report or am I testing our friendship, Mr Sharp?

Mr SHARP: I will take that on notice.

### **ANSWER**

I am advised:

This Report was previously produced in accordance with a Standing Order 52, and is accessible to Members of Parliament.

### **QON38**

38. The Hon. MARK BANASIAK: Just picking up on the Chair's questions around WestConnex, I might go to Ms Drover. Around June and July this year there was a significant privacy breach by WestConnex where it and the Government published the full name, address, lot name and whether the property was under mortgage and who with in the Government Gazette. Firstly, how often has this privacy breach occurred? Is this a standard practice that we publish the personal details of people potentially having their land compensated for in the Government Gazette?

Ms DROVER: I am not familiar with the instance that you are referring to. I assume it relates to property acquisition.

The Hon. MARK BANASIAK: Yes.

Ms DROVER: I will have to take it on notice and come back to you with what information we can on the specific incident.

### ANSWER

I am advised:

Where land is acquired by Transport for NSW, the information published in the Government Gazette includes descriptions of the land (Lot and Deposited Plan) as well as the full names of the owners of interests in the land, and the identity of any mortgagee in respect of a registered mortgage over the land.

This information is publicly available through the NSW Land Registry Services.

### QON39

39. The Hon. MARK BANASIAK: When taking that on notice can you come back to us with how often this has happened, was this the first time someone complained about it and what steps the department is taking to ensure that this does not occur again?

Ms DROVER: Yes, I am happy to take that on notice and see what information we can bring back.

### ANSWER

I am advised:

The format of the notice has been in use since the commencement of the *Land Acquisition (Just Terms Compensation) Act 1991*.

### QON40

40. The Hon. MARK BANASIAK: Is it part of the department's aspirations that all these projects somehow link as well to the proposed cruise ship terminal at Yarra Bay?

Mr SHARP: I cannot specifically talk to that. The long-term plan, as I mentioned earlier, is to ensure connectivity across key points and modal intersections. That is still the plan. In terms of a cruise ship, I am not across that particular point. I would have to pass over to Ms Bourke-O'Neil.

Ms BOURKE-O'NEIL: Thank you, secretary. No, I am not aware of the cruise

ship terminal being directly connected into that 10-year blueprint, but I am happy to take it on notice and see if we can get some information for you during the hearing.

**ANSWER**

I am advised:

I refer you to the answer to LA 5582.

**QON41**

41. Can you explain what the link with this ferry project is to Hayes Dock? Is Hayes Dock connected to this as well?

Ms BOURKE-O'NEIL: I will not pass back to the secretary. He has passed to me on this and I will have to take that on notice. I will pause for a moment and check-in with our chief operations officer, Mr Collins, to see if he has anything to add to this.

Mr COLLINS: No, I do not have any further information to provide at this stage. I am quite happy for this to be taken on notice.

The Hon. MARK BANASIAK: While you are taking it on notice, it has been noted that Hayes Dock and Port Botany is the preferred site for the Royal Caribbean as an interim cruise ship terminal while Yarra Bay is being built. I will press a bit and ask for clarification as to whether there is a connection between Hayes Dock, these ferry services and the potential for a cruise ship terminal at Yarra Bay—if we can get some confirmation about whether there are any interdependencies, particularly with the economic viability of some of these projects. Are they heavily reliant on a cruise ship terminal being put in Yarra Bay? That would be appreciated.

Ms BOURKE-O'NEIL: Yes, I will see if we can find some information for you.

**ANSWER**

I am advised:

There are no plans being developed or implemented by the NSW Government for cruise ships to berth at Hayes Dock.

**QON42**

42. The Hon. MARK BANASIAK: My question is that you did not consult with these people when you came up with your two options. I do not think we are going to get an answer there. You talk about the simplification of the rules around life jackets and the vessels, and you mentioned six metres and 4.8 metres. What data or evidence do you have to suggest that raising it to six metres achieves increased safety? Do you have any data that points to six metres being a critical point in improving safety?

Mr CARLON: Yes. We have done some detailed analysis of all of the maritime associated drownings for recreational vessels in the last 10 years. The extension in option A to six metres and the requirements whilst underway, of the 98 lives that were presumed drownings as part of those incidents, where people tragically lost their lives, the analysis suggests that option A may save

up to 56 of those lives had they been wearing life jackets. The extension cuts around 50 per cent of the additional vessels that would be regulated—50 per cent of the trauma. In option B, by extending to six metres that goes from 56 to 67 of those lives that would have been otherwise saved. Some 70 per cent of those people who drowned in boating incidents were not wearing life jackets at the time.

The Hon. MARK BANASIAK: May I ask you on notice to provide the source document for that research and that data, if you could, Mr Carlon?

Mr CARLON: I am happy to take that on notice.

#### **ANSWER**

I am advised:

The source document is considered to be Cabinet-in-Confidence.

#### **QON43**

43. The CHAIR: Could I perhaps put it to you that the package of reforms that was announced recently included a number of things which you already had in your electric and hybrid vehicle plan in relation to charging infrastructure and so on; none of that is new. What we had was a really quite controversial tax on electric vehicles embedded within—for marketing reasons, no doubt—a package of what you might call incentives but would be the bare minimum people might do to incentivise electric vehicle usage. It is a little bit like when I give my dogs their medicine wrapped in peanut butter; that is how I see the user tax. If we could just focus on the EV tax, it is correct to say, is it not, that it was not included in the 2019 document Transport produced for the electric and hybrid vehicle plan?

Mr SHARP: I would have to take on notice that exact document

#### **ANSWER**

I am advised:

The 2019 NSW Electric and Hybrid Vehicle Plan and its contents are publicly available on the Future Transport 2056 website.

#### **QON44**

44. Secretary Sharp, I want to ask about a piece of land that we have talked about at estimates before. It is WestConnex, which is your land in Homebush, a 4,600 square kilometre block between Underwood Road and Ismay Avenue. It has been used in temporary construction. It was promised to be returned to the community. Minister Ayres before the election said ""and therefore is not being considered for sale"". The local candidate said he had received confirmation that the land would not be sold. The community is now concerned it will be sold by Transport for NSW. Can you update the Committee about this issue?

Mr SHARP: Thank you for the question. I am not privy to that particular block and the status of it but I will pass to Ms Drover, who may be across the detail on that one.

Ms DROVER: Thank you for the question. Camilla Drover. I have not got the

specifics of that particular parcel of land but what I can say—obviously, we acquired land for the purposes of construction for WestConnex. At the end of construction there is residual land left over. All of those parcels of land are considered and are assessed as part of a residual land management plan and each one of those plans is done for every stage of WestConnex. I am aware that that parcel of land was included in the residual land management plan. It is assessed with our planning approver, DPIE, but I am not across the exact status of that parcel of land—so happy to take that on notice.

The Hon. JOHN GRAHAM: Ms Drover, just to clarify, this is not a suburban block. This is 18 hectares of land. The land available is bigger than Hyde Park. These were clear commitments that this land would not be sold. Can you repeat that commitment today—that this land will not be sold?

Ms DROVER: I would have to take that on notice and check the exact status of where it is in the residual land management plan and what the plans are for that parcel.

## **ANSWER**

I am advised:

I refer you to the answer to LC 5433.

## **QON45**

45. The Hon. DANIEL MOOKHEY: Are you looking at an alternative dive site despite having already issued a property acquisition notice to take over the Wests Tigers' historic home in Rozelle?

Ms DROVER: Just a couple of points of clarification, the Tigers site is the preferred tunnelling site for the Western Harbour Tunnel, as outlined in the EIS, which we have received approval for. So that is still our current plan. We obviously have not commenced procurement of the Western Harbour Tunnel and therefore we do not know the exact solution that will be offered by the preferred contractor. So there is always the opportunity that—although it is our preferred site based on all the best knowledge we have—when we get a preferred contractor, they may come along with a different proposal and therefore the site may not be needed. If I can just comment on the acquisition status—

The Hon. DANIEL MOOKHEY: I appreciate that, but the question was about whether or not you are investigating an alternative site. You said that basically, yes, you are and a preferred contractor might come in and look at it. But is the reason why you have not concluded an agreement with the developer of this site basically to drag out the acquisition process until the alternate dive site is sourced and secured and therefore you would end up paying far less than you otherwise would?

Ms DROVER: Camilla Drover. Just on the first matter, we are not actively pursuing an alternative dive site. In terms of the acquisition status, we started engagement with the landowner, Heworth, back in 2018 when the concept design for the project was first displayed. We have had very active discussions and engagement with that landowner since then, so much so that originally we were looking for an outright acquisition of the site but through discussions with Heworth—their preference was that we take a construction lease. So the intent

is that we take a construction lease for the period of construction, which means that when construction is finished and we are finished with the use of that site—  
The Hon. DANIEL MOOKHEY: I appreciate the status.  
Ms DROVER: If I can just—  
The Hon. DANIEL MOOKHEY: If you have to take on notice the details, that is fine.

## ANSWER

I am advised:

Transport for NSW is not investigating an alternative dive site.

## QON46

46. Mr Regan, Sydney Metro has seized through a forced acquisition the base that belongs to Sydney Helicopters. Why have you failed to reach an agreement with them about the value of their site? Do you accept that Sydney Metro has effectively ruined this business and devastated the lives of its owners and its staff, who have been in touch with me and others to talk about the level of distress that they have experienced as they have had to negotiate with your organisation?

Mr REGAN: Peter Regan. Thank you for the question. The intent of any property acquisition that we make is to reach a commercial agreement with the owners, and we work very hard to try and reach a commercial agreement. We cannot force a commercial agreement on any owner, but we try our best to reach an agreement with them for the acquisition of the land or the relocation of a business on that land. I do not have all the detail of the specific site that you have referred to, but I understand—

The Hon. DANIEL MOOKHEY: Could you get back to me on this? Because, Mr Regan, I accept that you might not always reach commercial agreement with landowners and, in fact, that this is a framework that envisages dispute, but the owner of this particular business is telling me that they cannot even get replies to correspondence, they cannot even get offers to be put on the table and that effectively your organisation has wasted time in order to force it into a valuation process by the Valuer General. If you are not in a position to respond to that, can you take that on notice?

Mr REGAN: I am happy to take on notice to respond to you the status of that process.

## ANSWER

I am advised:

Sydney Metro has met and corresponded with Sydney Helicopters and its appointed property valuers and legal representatives throughout the property acquisition program. The first meeting was held on 23 October 2019 and at least 11 in-person meetings were held throughout 2019 and 2020. There has also been extensive correspondence with Sydney Helicopters and its legal representatives.

Despite an extensive negotiation period, Sydney Metro was unable to reach a commercial agreement with Sydney Helicopters in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*.

As such, Sydney Metro compulsorily acquired the Sydney Helicopters leasehold interest, and the matter was referred to the NSW Valuer General to independently determine the compensation to be paid. On 14 September 2021, the NSW Valuer General issued the final determination and Sydney Metro issued a compensation notice to Sydney Helicopters. Sydney Helicopters has lodged an application with the Land and Environment Court disputing the amount of compensation determined by the Valuer General.

Sydney Metro has at all times acted in good faith and followed the statutory process as set out in the *Land Acquisition (Just Terms Compensation) Act 1991*.

Sydney Metro has supported Sydney Helicopters request to extend the agreed vacant possession date.

#### **QON47**

47. The Hon. MARK BUTTIGIEG: Can I take you to a related question on that then? If it were the case that those tunnel works did not have to be done—in other words, the trains were fit for the current infrastructure—how much would that have saved off that capital budget?

Mr SHARP: I would have to revert to you. I do not know the specific dollars associated with that tunnelling work but am happy to take that on notice.

#### **ANSWER**

I am advised:

Modifications and upgrades to existing rail infrastructure at various locations across the electrified network were expected in order to accommodate Maryung.

The Springwood to Lithgow Rail Corridor Modifications project was completed in July 2020. It included work along the rail corridor from west of Springwood Station to Lithgow Station, and minor modifications to the Ten Tunnels Deviation, between Newnes Junction and Zig Zag stations.

This expenditure was within the \$2.8 billion budget for the project.

#### **QON48**

48. In a related line of questioning pertaining to the fact that those 10-car trains were too long for several platforms and, as a result, several of those platforms had to be extended, would you be able to avail us of the cost that was associated with that?

Mr SHARP: In regards to the question, I will take on notice those costings. In reality, those platforms were—the decision was to actually extend from eight cars to 10 cars quite specifically to improve the operational efficiency and additional capacity, which is a very cost-effective way of delivering capacity. It



was quite well known, particularly on the southern line, that some platforms would be extended to support the 10-car operation. But I will revert on the cost.

#### **ANSWER**

I am advised:

Upgrades to the South Coast Line are being delivered as part of the NSW Government's \$5.3 billion More Trains, More Services program and are expected to be completed in late 2022.

Upgrades to the Central Coast, Newcastle and Blue Mountains lines have been delivered as part of the \$2.8 billion Maryung Fleet project.

#### **QON49**

49. Have all those remediation extension works been done that need to be done or are there more in the pipeline?

Mr SHARP: The southern line is a two-year program to actually upgrade the tracks, the signalling and the platform extension. A lot of that was associated with network upgrades that were required in any event. That program has commenced and finishes in about—I believe it is about 12 months' time.

The Hon. MARK BUTTIGIEG: If you could give us the projected cost of that extension work as well, that would be good—if you can take that on notice.

#### **ANSWER**

I am advised:

I refer you to the answer to Question on Notice 48.

#### **QON50**

50. The Hon. MARK BUTTIGIEG: I want to take you to some industrial action now that Transport for NSW has been involved with with its employees related to those safety concerns. There was a case where barristers were engaged. I can give you the names of those if you like: Ian Neil, SC; Simon Meehan; Michael Seck; Renae Kumar. These were briefed by solicitors Lander & Rogers. And it was with regards to staff being concerned about staffing them if—given those concerns. Are you able to tell us how much that action cost? I understand it went for a period of four days. Is that right?

Mr SHARP: I would have to take on notice the actual dollars associated with that action. What I can say is that, in regards to any Fair Work action or staff-related matters, we do engage legal consultations through those processes. But I will revert specifically on the dollar amount for your question.

The Hon. MARK BUTTIGIEG: You would be aware that the court ruled in favour of the union and your employees in that matter on safety?

Mr SHARP: Yes, I am aware that there was a ruling in regards to the employee. I would have to revert in terms of whether it was in regards to safety, because normally the actions are in regards to behaviours.

The Hon. MARK BUTTIGIEG: If you could get back to us on the cost, because I think it is relevant that taxpayers understand just how much money is being

spent on this project.  
Mr SHARP: Confirming I have taken that on notice.

**ANSWER**

I am advised:

The NSW Government Legal Services Panel Annual Report provides an overview of the year and includes information in relation to total billings.

Transport for NSW external legal costs are publicly available within the NSW Government Legal Services Panel Annual Report on the Department of Communities and Justice website.

**QON51**

51. The other thing I wanted to ask you was that there was a separate action with regards to a protected action ballot that your employees wanted to take. There was, again, Andrew Gotting, who is a barrister briefed by solicitors Lander & Rogers, and Vanja Bulut, another barrister briefed by Seyfarth Shaw. Are you able to tell us what the cost of that particular action against the union or employees was?

Mr SHARP: Yes, I will have to take that on notice.

**ANSWER**

I am advised:

Transport for NSW external legal costs are publicly available within the NSW Government Legal Services Panel Annual Report on the Department of Communities and Justice website.

The NSW Government Legal Services Panel Annual Report for 2019-2020 is available and the 2020-2021 financial year is currently being prepared.

**QON52**

52. Finally, Secretary, there was a rostering system which was being proposed by Transport for NSW whereby staff would personnel those trains and it was an individual workplace dispute. Now the union took it to Fair Work and there was a conciliation hearing. And yet again Transport for NSW has thrown very high paid legal counsel on what seems like a fairly innocuous ask. Conciliation, as you would know, is simply sitting down with the commissioner and trying to sort it out. Do you know how much that particular action cost the taxpayer?

Mr SHARP: Once again, I would have to take the cost of any actions on notice and I have noted that one.

**ANSWER**

I am advised:

I refer you to the answer to Question on Notice 51.

**QON53**

53. The Hon. MARK BANASIAK: Just picking up on your comments on the Waterways Fund, this is a fund that receives a significant contribution from boat owners through obviously their boating licences and their registrations. Why haven't boaters been able to see proper financials of that fund since 2011? The details on the website from beyond 2011 are fairly scarce and it has been raised with me that it is a concern of constituents that they are contributing to this fund and they are not actually seeing detailed financials of how their money is being spent.

Mr CARLON: Bernard Carlon. Thank you for the question. I am happy to take that on notice, noting that, more generally, significant programs like Boating Now, which has been a significant increase in investment in boating infrastructure across New South Wales waterways, comes from that fund. The campaigns around boating safety and the other programs, which are delivered in terms of boating safety right across New South Wales, are being supported by the Waterways Fund, are continuously promoted and information is made available. But happy to, again, take on notice the specifics of your question.

**ANSWER**

I am advised:

Transport for NSW accounts for expenditure through the annual budget process and Transport for NSW Annual Report, which are publicly available.

**QON54**

54. The Cooks River boat ramp just off General Holmes Drive in Bayside Council—when will that be built? Can we have an update on when that is going to be built? Bernard Carlon, are you able to answer that?

Mr CARLON: This is a matter that Mr Collins would be better positioned to answer or take on notice.

The Hon. MARK BANASIAK: Sure. Mr Collins?

Mr COLLINS: Thank you for the question. Howard Collins. I will, if I can, secure that detail before the end of this Committee. I will certainly provide that for you. Obviously, we have a significant \$205 million program and significant programs have been installed across the State, but if I can get you that information that you ask, I will make sure I can get that either now or on notice.

The Hon. MARK BANASIAK: Sure. While you are seeking that information, I believe it was not through a Boating Now program but it was actually funded through the Newcastle port deal. It is my understanding that the money that has been received through that deal will fall short of what Bayside Council proposed it will cost. So any details about how that gap in costings and what has been funded will be made up would be appreciated as well.

**ANSWER**

I am advised:

The development and delivery of boat ramps is the responsibility of local councils. Bayside Council can apply to the NSW Government's Boating Now Program for funding to deliver a boat ramp on the Cooks River.

#### **QON55**

55. The CHAIR: Ms Bourke-O'Neil, I understand that the proposed realignment of Moorebank Avenue in order to serve that exchange will now cut through a previous biodiversity offset known as the ""boot lands"", which consists of a koala bushland corridor and swampland. If that proposed realignment is approved, what budgetary allocation is being made by Transport for NSW to ensure that a koala and other wildlife underpass is being made?

Ms BOURKE-O'NEIL: Thanks for your question. Megan Bourke-O'Neil. Maintaining koala habitats is a really crucial part of our program of infrastructure upgrades and we certainly take it seriously. We are working really closely with DPIE, with other colleagues right across government, to make sure that our infrastructure development does align to the koala strategy, to the different strategies in place for place, as implemented by DPIE. Just in terms of the Moorebank terminal, I am not across the details of that particular project but I am happy to take that one on notice and come back to you.

#### **ANSWER**

I am advised:

This is a matter for the Minister for Energy and Environment.

#### **QON56**

56. Again, what budget is being set aside to provide underpasses there to prevent wildlife roadkill and habitat loss threats? Apparently a feasibility study has been conducted by DPIE and Transport for NSW for an underpass at the notorious Deadmans Creek Bridge on Heathcote Road in Sandy Point.

...

The CHAIR: Again, what budgetary allocation has been made for the provision of a koala underpass there?

....

In terms of Heathcote Road, what I can tell you is I will need to take on notice the budget question that you have asked for but we are working again with DPIE and other stakeholders, including a couple of councils and others, to carry out two site inspections at Deadmans Creek. That occurred earlier this year and we are awaiting a report back to us about the options for the best koala treatments in that area.

#### **ANSWER**

I am advised:

Transport for NSW has funded an investigation into additional mitigation options at Deadman's Creek on Heathcote Road, Sandy Point. This report is due for release by the end of 2021.

#### **QON57**

57. My very final question is in relation to the Greater Macarthur Growth Area. My question is: What funds have been set aside to ensure that roads are in place and can support the quick and efficient evacuation of new and existing residents and their pets within the Greater Macarthur Growth Area in times of a bushfire?

Ms BOURKE-O'NEIL: I will take your question on notice to come back to you with that.

#### **ANSWER**

I am advised:

Transport for NSW is progressing a number of projects across the Greater Macarthur Growth Area, to support existing communities and projected growth from new developments. Information on projects in the Greater Macarthur Growth Area are publicly available. The NSW Government is investing a record \$108 billion in infrastructure funding to support residential growth and grow the economy.

#### **QON58**

58. The Hon. JOHN GRAHAM: I might return to Mr Carlon. Thank you for that update on the speeding cameras issue. Given that this, it turns out, was an issue and there have been negotiations with the company, have you briefed the Minister or the Minister's office about these transition issues with the contract that has been issued in the south of the State?

Mr CARLON: [Inaudible].

The Hon. JOHN GRAHAM: I think we have got you on mute again, Mr Carlon.

Mr CARLON: Carlon. Happy to take that on notice with regard to the briefings as to where this is managed in the regulatory operations area of the organisation. I will find that information for you.

The Hon. JOHN GRAHAM: Yes, so I just missed the start of that. So you are not able to tell us at the moment whether or not the Minister or the Minister's office have been briefed?

Mr CARLON: Again, yes, I will take that on notice in order to just confirm.

#### **ANSWER**

I am advised:

In May 2021, the Minister for Transport and Roads and the Minister for Regional Transport and Roads were provided a progress update. This included information

on the expansion of the Mobile Speed Camera Program and the procurement process to commence the new contracts on 1 July 2021.

Transport for NSW indicated that the new contracts were on track and aiming to deliver 21,000 hours of enforcement per month from July 2021. It also stated vendors may fall short of the target number of operational hours initially, due to impacts of COVID-19 and that Transport for NSW was working with vendors to ensure the NSW Government would deliver on its commitment to roll out changes to the mobile speed camera program.

#### **QON59**

59. Could you also take on notice, given the answer you have given, how many hours—you have told us about the cars—of enforcement have occurred under the Acusensus contract in the months of July and August, and then also what is projected to unfold by way of hours for each of the remaining months of this year?

Mr CARLON: Yes, happy to take that on notice.

#### **ANSWER**

I am advised:

I refer you to the answer to Question on Notice 19.

#### **QON60**

60. The Government publishes revenue figures for these fines—and I think that is to their credit that these are published each month. What we are less sure about is how many demerit points have been lost as a result of this rapid rise in the number of speeding fines due to the changes in these programs. How many demerit points have been lost since the changes to the program in November 2020?

Mr CARLON: Again, those details would be able to be discerned from the publicly available information with regard to the level of speeding on the Revenue website. But I am happy to again take that on notice

#### **ANSWER**

I am advised:

I refer you to the answer to Question on Notice 20.

Information about the number of demerit points that apply for speeding offences is publicly available on the Transport for NSW website.

#### **QON61**

61. Can you tell us how many licences have been lost as a result of speeding fines linked to the changes in the program since November 2020?

Mr CARLON: Bernard Carlon. So I think that would be slightly compounded by

the other offences that people actually have in regard to demerit points. I can say that—and, again, this should be clearly available as well—those people who drive over 45 kilometres an hour over the speed limit who are detected by the cameras have their licence suspended for six months and that information we can make readily available as well. Clearly there are examples where people are increasingly being caught, as we expand this particular program, travelling at 80 kilometres over the speed limit, 70 kilometres over the speed limit—

The Hon. JOHN GRAHAM: I think you have taken that on notice, and I thank you for that. I might ask you also to look at why—there is some information available about this publicly from the agency but it ceased publication in March this year. Could you determine, first, why that is; and, secondly, ensure that it is published? If it is, and that it is.

Mr CARLON: Sorry, could I just clarify the question?

The Hon. JOHN GRAHAM: I am referring to the demerit point suspensions for licences, which have ceased to be published from March this year.

Mr CARLON: Yes, I can take that on notice and follow up for you.

## **ANSWER**

I am advised:

The number of excessive speeding offences detected by mobile speed cameras each month is publicly available on the Revenue NSW website. These offences result in automatic licence suspension.

Licensing statistics are published on the Transport for NSW website.