

**PORTFOLIO COMMITTEE NO. 6 – PORTFOLIO COMMITTEE NO. 6 –  
INFRASTRUCTURE, CITIES, ACTIVE TRANSPORT – QUESTIONS ON NOTICE –  
14 MARCH 2022**

**QoN01**

The Hon. JOHN GRAHAM: In your time when you were unquestionably, I think, the most powerful Minister in the Cabinet, running transport and planning, you gave an interview at that point saying one of your goals was to have planning and transport work more closely together. You were going to make the secretaries of transport and planning sit down. I gather that meeting did happen.

Mr ROB STOKES: Yes.

The Hon. JOHN GRAHAM: What were the outcomes.

Mr ROB STOKES: A series of things that were looked at in terms of a number of—I will take some of this on notice because it is asking for some historical information.

But my recollection was there were a series of particular planning precincts, for example, where the coordination between transport and planning could have been better to achieve more seamless outcomes. Places like Parramatta Road spring to mind, for example, where there had been some lag between the land use planning and the transport planning. Areas down in McArthur are similar areas there. One of the outcomes, in fact, is this intersection between land use planning and active transport, in particular. One of the lessons of the pandemic—

The Hon. JOHN GRAHAM: I am asking here about outcomes, Minister. You are being very articulate about some of the issues. What were the outcomes out of your time in those two key portfolios, as the secretaries sat down?

Mr ROB STOKES: Let me reflect and get back to you on notice.

**ANSWER**

I am advised:

I requested the Secretaries for the Department of Planning, Industry and Environment, and Transport for NSW to meet to discuss matters which intersected both agencies and where further collaboration would be useful in addressing challenges, such as the intersection of land use and transport planning, or where Transport for NSW was the proponent in certain precincts.

Particular outcomes included: Finalisation of the Frenchs Forest Precinct Plan, finalisation of the Minister's Planning Principles, finalisation of the Bays West Place Strategy and the Transport and Infrastructure SEPP.

**QoN02**

The Hon. JOHN GRAHAM: Thank you. I will turn briefly to a key issue in the transport cluster, probably the most salient one. We have talked to the other Ministers about it, and it was the train shutdown of Monday 21 February. We know that Ministers Elliott and Farrow were briefed at 10.30 or 11.15 on Sunday the twentieth. We know that Minister Ward was briefed repeatedly from around 6.00 a.m. on Monday 21 February. When were you were officially briefed by the transport officials about the shutdown?

Mr ROB STOKES: It would have been on the Monday morning. But, having said that, I was regularly apprised of the overall industrial relations strategy. But in relation to the shutdown specifically, it was not until after the shutdown had occurred.

The Hon. JOHN GRAHAM: When you say the Monday morning, when on the Monday morning?

Mr ROB STOKES: I cannot recall precisely on the Monday when the briefing occurred. I would have to reflect and get back to you.

The Hon. JOHN GRAHAM: It has got to be a reasonably vivid day.

Mr ROB STOKES: It was a busy day.

The Hon. JOHN GRAHAM: You would not have had too many days in the transport cluster like that, would you, Minister?

Mr ROB STOKES: Every day in the transport cluster is a fun and interesting day.

The Hon. JOHN GRAHAM: I think, as a commuter, this one was special. When were you briefed on the Monday?

Mr ROB STOKES: I have answered your question.

The Hon. JOHN GRAHAM: That you cannot recall and you will take it on notice?

Mr ROB STOKES: I have said I will take that on notice.

## **ANSWER**

I am advised:

I was first advised on Monday morning.

## **QoN03**

Mr ROB STOKES: My answer stays the same. That is right. The answer is no.

The Hon. JOHN GRAHAM: So you were the last Minister briefed about the train shutdown?

Mr ROB STOKES: A couple of things here, I am not sure what they have provided as answers in evidence, so I do not know what their answers were.

The Hon. JOHN GRAHAM: And this is compounding—

Mr ROB STOKES: You are asking me if I was the last briefed. I do not know when they were briefed, so I cannot answer your question specifically. That is why I have indicated I will take it on notice.

The Hon. JOHN GRAHAM: It is complicated by the fact that, unlike those other Ministers, you do not have a clear recollection of the time line that you can put to us today.

Mr ROB STOKES: A clear recollection of the time line of what?

The Hon. JOHN GRAHAM: Of when you were briefed by officials following the train shutdown on Monday 21 February.

Mr ROB STOKES: I have already provided you an answer. Because you are asking for something particularly specific, I think it is prudent that I provide you details on notice.

The Hon. JOHN GRAHAM: Minister, I am putting to you that that is an inappropriate answer and that you should be able to recall this key question.

Millions of commuters were impacted and you cannot tell us when you were briefed?

**ANSWER**

I am advised:

Refer to the answer to QoN02.

**QoN04**

The Hon. MARK BANASIAK: Okay. I have about a minute left. Looking at a particular project, the Kamay ferry wharves, Kurnell to La Perouse, where does that sit in terms of project tier-weighted risk?

SIMON DRAPER: I do not know where that one would sit. I can certainly say it is not one of our tier one projects. I know all of them. That one I have to take on notice and let you know where that sits with our tiering.

The Hon. MARK BANASIAK: Has a project assurance report been done on that?

SIMON DRAPER: I will have to go and find that where that sits, whether it is registered with our assurance process and what work has been done on it.

**ANSWER**

I am advised:

Refer to the answer provided in the hearing.

**QoN05**

The Hon. DANIEL MOOKHEY: Can you confirm that the cost of the M6 has risen by \$400 million?

Mr ROB STOKES: I checked out the budget paper today. My understanding is that the budget for the project, which I think was \$3.115 billion, continues to be the budget for the project.

The Hon. DANIEL MOOKHEY: It depends which section of the budget paper you read. The other part of the budget says it is \$2.7 billion. We went through this with Minister Ward. You are saying this road will now cost us \$3.1 billion?

Mr ROB STOKES: That is reflected in the budget, yes.

The Hon. DANIEL MOOKHEY: Minister, when this road was approved, it was meant to cost us \$1.5 billion—back in 2018. That is according to the summary of the business case that Infrastructure NSW released. Why has the cost of the M6 doubled in three years?

Mr ROB STOKES: Sorry, you said 1.5? I will have to get specifics for you on notice. You will have the opportunity—Ms Drover will be here this afternoon, so she can answer specific questions in relation to escalation around that project.

The Hon. DANIEL MOOKHEY: You are the Minister for Infrastructure. I am just now reading from page 8 of the Infrastructure NSW final business case summary of this project. It says the construction costs here are \$1.5 billion. This project has doubled in cost in just three years.

The Hon. JOHN GRAHAM: More than doubled.

The Hon. DANIEL MOOKHEY: More than doubled. Can you give us an explanation as to why it has astronomically exploded in its cost to construct?

Mr ROB STOKES: There are a couple of things there. I do not necessarily accept the premise of your question. I will get you a full explanation on notice, or you can

ask Ms Drover this afternoon. What I will point you to is that the works themselves only began last month. They are consistent with the amount identified in the budget papers.

**ANSWER**

I am advised:

The estimated total project budget for the M6 Stage 1 is \$3.115 billion.

**QoN06**

The Hon. DANIEL MOOKHEY: Minister, as a result of this \$1.5 billion increase in costs since 2018, we are now paying \$775 million per kilometre to build the M6, which is the most expensive tunnel currently under construction. That is compared to the WestConnex, which is \$509 million per kilometre. Why are we effectively building the Taj Mahal of roads for this particular project? Is it gold plated or what?  
The Hon. SCOTT FARLOW: The Taj Mahal is not gold plated.

Mr ROB STOKES: All I will say is that the project remains on time and on budget, according to the figure that was contained in the most recent budget. In relation to project costs overall, I am happy to provide further details on notice, or you can also ask Ms Drover this afternoon.

The Hon. JOHN GRAHAM: Minister, it cannot be on budget if Transport is saying the project cost has gone up \$400 million. That is just nonsense.

**ANSWER**

I am advised:

Refer to the answer to QoN05.

**QoN07**

The Hon. DANIEL MOOKHEY: I think you will find it was 2.6 That was the last figure that we were told. Is that still your understanding?

Mr ROB STOKES: This is why I do not want to get into the wherewithals of all the projects. I would point you to the budget Infrastructure Statement 2021-22, which will give you—

The Hon. DANIEL MOOKHEY: That one does not actually reveal the cost. It is unusual.

Mr ROB STOKES: I point you to the infrastructure statement.

The Hon. DANIEL MOOKHEY: I am reading from the same page of the budget paper that you just referred me to. The Sydney Gateway is not there. I drove near the construction site, and there was a big sign saying \$2.6 billion next to it, which is where I got my information. Is it still \$2.6 billion? Is that what you are expecting?

Mr ROB STOKES: In relation to individual projects, you will have the relevant deputy secretary here this afternoon. You can ask her. Otherwise, I can provide details—

The Hon. DANIEL MOOKHEY: What about the Rozelle Interchange?

Mr ROB STOKES: Otherwise, I can provide details on notice for the three.

The Hon. DANIEL MOOKHEY: Minister, the reason I am asking you about these three—

**ANSWER**

I am advised:

The estimated total project budget for the M6 Stage 1 is \$3.115 billion. Sydney Gateway has received \$585 million in the 2021-22 budget, with the NSW Government investing up to \$2.6 billion to deliver the road component of Sydney Gateway.

The combined M4-M5 Link and Rozelle Interchange projects are being delivered for \$7.247 billion.

The NSW Government is investing \$1.9 billion over the next four years to continue construction and delivery of the final stages of the project, the M4-M5 link tunnels and Rozelle Interchange. This includes \$1.2 billion allocated in 2021-22.

**QoN08**

The Hon. DANIEL MOOKHEY: Minister, do you have a cost for the Rozelle Interchange?

Mr ROB STOKES: Again, in relation to specific projects, I will take it on notice or refer you to Ms Drover this afternoon.

**ANSWER**

I am advised:

Refer to the answer to QoN07.

**QoN09**

The Hon. DANIEL MOOKHEY: Can you answer my question: Are tolls going to have to rise as a result of the additional cost of building the M6?

Mr ROB STOKES: It is not a matter for me. But, no, that is not my understanding.

The Hon. DANIEL MOOKHEY: Do you wish to comment on whether or not we will be going into further debt as a result of the cost blowout that has hit the M6?

Mr ROB STOKES: Once again I do not accept the premise of your question because, as I have mentioned repeatedly, the work on the M6, frankly, only began a month ago, and it remains within the parameters set within the budget in the 2021-22 financial year.

**ANSWER**

I am advised:

Transport for NSW are currently contributing to the Treasury led review into Sydney's tolling regime. As announced by Treasury, the toll regime review is currently looking at a variety of different options to improve the consistency of fairness or pricing while minimising congestion. This work includes reviewing options around toll relief and toll harmonisation more generally.

### QoN10

The Hon. DANIEL MOOKHEY: Are you confident that each of those three road projects will open on time, as scheduled?

Mr ROB STOKES: The advice I have is that these projects remain within the parameters set for them.

The Hon. DANIEL MOOKHEY: So when are they going to open? When is the M6 opening?

Mr ROB STOKES: I will take that on notice, in relation to the various opening times. But the published figure continues to be the figure that I am advised is correct.

The Hon. DANIEL MOOKHEY: Minister, there is a contradiction between the figures you are citing and what your department says. You are not in a position to tell us which one should be believed. You cannot tell us when these projects are due to open. As infrastructure Minister, what exactly do you do?

### ANSWER

I am advised:

Project information, including expected opening of projects, is available on the Transport for NSW and WestConnex websites.

### QoN11

The Hon. DANIEL MOOKHEY: In respect to the Badgerys Creek rail line, can you give us an update as to where we are with that one? Have you gotten the planning approvals that you need for it yet?

Mr ROB STOKES: I will refer you to the secretary.

ROB SHARP: Are you talking about the new airport line?

The Hon. DANIEL MOOKHEY: Yes.

ROB SHARP: We are still working through the details on that. I would have to take it on notice until Ms Drover is here this afternoon, on the detail.

The Hon. DANIEL MOOKHEY: The last available public information was that you were seeking planning approval for it. If I check with the portal, it does not look like approval has been granted. Is it your understanding that you have still yet to get planning approval for this?

ROB SHARP: I would have to take on notice that specific question.

### ANSWER

I am advised:

No further planning approvals are required for the Sydney Metro – Western Sydney Airport project. The project has received planning approval from both the Australian and NSW Government, with construction starting in 2020.

Major construction, including station excavation is set to start in late 2022.

### QoN12

The Hon. DANIEL MOOKHEY: Where are we up to in procurement? Are we signing the contract sometime this year or not?

ROB SHARP: In respect to the metro—

The Hon. DANIEL MOOKHEY: To be fair, that was to the Minister. I should have made that clear. Minister, are we signing the contract this year?

Mr ROB STOKES: On contracts, I will refer you to the secretary.

The Hon. DANIEL MOOKHEY: Over to you.

ROB SHARP: Thank you. There are procurement processes on the Sydney Metro West. In respect to Badgerys Creek, I would have to take on notice the status of that for this year.

## **ANSWER**

I am advised:

Sydney Metro – Western Sydney Airport has awarded two of their major contracts; Station Boxes and Tunnelling contract in December 2021 and Surface, Civil and Alignment Works contract in March 2022. The third and final major contract package to be procured for the project is expected to be awarded at the end of 2022.

## **QoN13**

The Hon. DANIEL MOOKHEY: Minister, is your Government committed to having this rail line open when the airport opens?

Mr ROB STOKES: That is obviously the plan.

The Hon. DANIEL MOOKHEY: The airport is due to open in four years, yet we do not know when project construction is going to start on the crucial rail line. Given that it took seven years to build the north-west metro, how can we believe you when you say that this rail line will be ready for the airport when we do not have planning approvals and we do not have procurements in place?

Mr ROB STOKES: Let me get some more particular advice from Sydney Metro in answer to your question on notice.

## **ANSWER**

I am advised:

It is the intention of both the Australian and NSW Government that the Sydney Metro – Western Sydney Airport will be operational when the Western Sydney International (Nancy-Bird Walton) Airport is open for passenger services.

## **QoN14**

The CHAIR: Has Infrastructure undertaken an audit of the climate risks that would be applicable to the infrastructure assets of the New South Wales Government?

Mr ROB STOKES: Certainly we have a key role in assuring the maintenance around about \$352 billion worth of assets that I think we have in New South Wales. I will take that figure on notice to correct it if I am wrong, but I think that is right. I refer to you Mr Draper in relation to the work done in relation to the climate resilience of our existing infrastructure.

SIMON DRAPER: Infrastructure NSW has not done an audit of all the assets, but we do require that of agencies. We have an asset management policy that requires agencies to assess the risks of assets and what is required to remediate any of those risks.

## ANSWER

I am advised:

Treasury policy TPP19-07 *Asset Management Policy for the NSW Public Sector* requires agencies that fall within the scope of the policy to prepare asset management plans which include an assessment of the resilience and vulnerability of the agency's assets to the impacts of climate change, natural disasters, and human-related threats and proposed mitigations or interventions. Infrastructure NSW, as the policy's assurance lead, reviews agencies' asset management plans on an annual basis to assess progress on this and other requirements of the policy.

## QON15

The CHAIR: A couple of things in that—just to be clear, Mr Draper, State-owned corporations are not included in that reporting on climate change risk, are they?

SIMON DRAPER: I will double-check. I think they actually are, but I will confirm that on notice.

The CHAIR: If you could check. My understanding is, for example, TAHE, which owns the State's rail assets, is not included within the reporting on climate risk and is not required to have any kind of adaptation plan for climate.

SIMON DRAPER: What I was referring was the asset management reporting. But I will confirm on notice whether they are included in that process.

## ANSWER

I am advised:

With respect to requirements to report under TPP19-07 *Asset Management Policy for the NSW Public Sector*, state-owned corporations (SOCS) are not required to comply with the policy. This means they are not required to submit asset management plans to Infrastructure NSW and Treasury.

SOCs may be required to report on climate change risk through application of other government policy, regulatory oversight, as a requirement of their Boards or as part of their business as usual.

## QoN16

The Hon. DANIEL MOOKHEY: Just to be clear here, you are committed towards building the link to St Marys we are talking about?

Mr ROB STOKES: Yes.

The Hon. DANIEL MOOKHEY: And there is no talk around the Government abandoning the rail line in favour of a pure link just to the CBD?

Mr ROB STOKES: No.

The Hon. DANIEL MOOKHEY: How much is this project going to cost?

Mr ROB STOKES: I will refer you to the secretary in relation to project costs.

ROB SHARP: There are three different budgets there. I will have to take that on notice. I do not have the number here.

**ANSWER**

I am advised:

The final project budget will be confirmed when all contracts have been awarded.

**QoN17**

The Hon. DANIEL MOOKHEY: Just last year we were being told that construction would commence in 2021. Construction has not commenced, has it?

Mr ROB STOKES: Again, in relation to construction schedules and contracting, as I indicated in the last questioning, I will take it on notice.

**ANSWER**

I am advised:

Construction started on the project in December 2020. Major construction, including station excavation, is set to start in late 2022. Tunnel boring machines are scheduled to be in the ground in 2023.

**QoN18**

The Hon. DANIEL MOOKHEY: Minister, you are the Minister for Infrastructure. This is the core of what you do, which is, when a project is going to be built, ensuring it is built according to the timetable that the Government has committed to. Surely you can tell us when construction is due to start.

Mr ROB STOKES: I have already answered your question. As you would appreciate in relation to large and complex projects, it is probably prudent for me to get very accurate information rather than talk from my memory off the top of my head.

The Hon. DANIEL MOOKHEY: I will accept any information at this point, Minister. Do you have anything indicative? Are we looking at starting construction this year or next year? Because at this point it is already a year late.

Mr ROB STOKES: As I said, I do not want to in any sense mislead the Committee by saying off the top of my head. I do have some information off the top of my head but at the risk of misspeaking I think it is probably prudent that I provide advice for you on notice.

**ANSWER**

I am advised:

Refer to the answer to QoN17.

**QoN19**

The Hon. DANIEL MOOKHEY: You are telling us that you are going to be able to build this rail link, which is as long, in half the time? Because if we are to believe what you are saying—

Mr ROB STOKES: Mr Mookhey, I have undertaken to provide you information that I think it is prudent that I provide on notice.

The Hon. DANIEL MOOKHEY: I appreciate that, Minister, but I am pushing you here because this is a crucial part of getting this airport operating and activated and creating the jobs that your Government has promised. You are saying that you are in a position to effectively build this rail link in half the time it took to build the Northwest rail link, despite not having planning approvals, not yet putting the contract out to tender and, as you sit there, not even being able to tell us when construction is due to commence?

Mr ROB STOKES: That is not what I have said. What I have said is that I will provide you details on notice.

**ANSWER**

I am advised:

Refer to the answer to QoN17.

**QoN20**

The Hon. DANIEL MOOKHEY: Where is the money coming from for that?

Mr ROB STOKES: Sorry, for what specifically?

The Hon. DANIEL MOOKHEY: For specifically that project.

Mr ROB STOKES: As I have indicated, I will give you a full breakdown of the information that I can provide on notice. I think it is probably prudent that we provide it on notice. There is quite a lot of detail there.

**ANSWER**

I am advised:

The project will be jointly delivered by the Australian and NSW Governments.

**QoN21**

The Hon. DANIEL MOOKHEY: Page 5-52 of the Infrastructure Statement that you were quoting from before—Budget Paper No. 3.

Mr ROB STOKES: I will get you the details of the contracts awarded on that project. But, yes, specifically?

**ANSWER**

I am advised:

Refer to the answer to QoN12.

**QoN22**

The Hon. DANIEL MOOKHEY: And for the Rozelle interchange which is not broken up at all, how much will that cost us?

Mr ROB STOKES: Again, it is appropriate that I provide you those specifics, as far as I can, on notice.

**ANSWER**

I am advised:

Refer to the answer to QoN07.

### QoN23

The Hon. DANIEL MOOKHEY: If you turn the page you can see the Sydney Metro rail lines. Do you know what the Sydney Metro West is meant to cost us?

Mr ROB STOKES: Again, looking again at the ETC provided there, there is no figure provided for ETC. Instead they have got "estimated expenditure" and the allocation in relation to the budget year. In relation to further particulars, I am happy to provide some on notice or, again, you will have the opportunity to ask the relevant public servant this afternoon.

### ANSWER

I am advised:

The NSW Government is investing \$12 billion over next four years into the Sydney Metro West project, including \$2.9 billion in 2021-22. The final project budget will be confirmed when all contracts have been awarded.

### QoN24

The Hon. JOHN GRAHAM: Minister, I will direct you to what you spruiked at the time as strict and unprecedented approval conditions, including public transport. Where are those up to and when will they be implemented?

Mr ROB STOKES: I am very happy to provide you with some specific advice. The strategic business case for Parramatta Road was completed in December 2021. A number of things will enable further public transport improvements, including the final stages of WestConnex M4-M5 link and the Rozelle Interchange. That will provide a significant opportunity to improve public transport on Parramatta Road. In the short time we have already upgraded—

The Hon. JOHN GRAHAM: My question is when, Minister? When?

Mr ROB STOKES: And I am telling you what we are doing right now and what we already have done: the upgraded bus services of routes 438 and 461, which are operating seven days a week now, and also we are looking at active transport improvements in that corridor as well.

### ANSWER

I am advised:

In December 2021, the development of the Parramatta Road strategic business case was completed. Planning for WestConnex outlined increased opportunities to introduce bus lanes on Parramatta Road with the forecast reduction of traffic from the corridor.

In 2023, the completion of the M4 Widening, New M4 and the expected opening of the final stages of WestConnex (the M4-M5 Link and Rozelle Interchange), will provide a significant opportunity to improve public transport options on Parramatta Road. These options will be in addition to the delivery of Sydney Metro West between Parramatta and the Sydney CBD.

M4 East Condition of Approval B34 aims to improve public transport along a section of Parramatta Road between Burwood and Haberfield. Transport for NSW is currently working on a plan to develop short, medium and long-term options to enhance public transport, including the section between Burwood and Haberfield. The plan will improve the efficiency and reliability of public transport, and create more cycling and walking opportunities to support the urban renewal of Parramatta Road.

### QoN25

Mr DAVID SHOEBRIDGE: Mr Draper, the Minister and yourself have both indicated there is, I think, a \$110 million strategy for local road infrastructure to deal with flood risk.

SIMON DRAPER: No, it was 110 projects.

Mr ROB STOKES: It is considerably more.

SIMON DRAPER: It is probably many multiples of that, yes.

Mr DAVID SHOEBRIDGE: That is why I thought I had misread—and I had. If those 110 projects are done, would those communities that faced the flood island impact have safe egress?

SIMON DRAPER: That is what they are designed to do. They are designed to eliminate the worst pinch points, if you like, on the roads where they are subject to flooding, through bridges, culverts, drainage and those sort of things.

Mr ROB STOKES: The time scenario was 12 hours, from memory, in terms of the evacuation time. Obviously, it depends how long people are given to evacuate. From memory, it was 12 hours, but I am happy to provide it on notice.

Mr DAVID SHOEBRIDGE: If you could provide more detail about that—

### ANSWER

I am advised:

The NSW and Australian Governments have committed \$33 million towards planning for more than 100 infrastructure improvements that will help people evacuate safely ahead of a flood in the Hawkesbury-Nepean Valley. The projects include road shoulder widening, new culvert and bridge structures, road raising, pinch point upgrades and drainage improvements. These projects will improve the resilience of the road network, particularly at low points across the valley, so that residents can evacuate from the area safely in the event of a flood.

A target of evacuating within 9 hours for the Penrith and 15 hours for Windsor floodplains (based on the Bureau of Meteorology service level specification for warning) has been applied in the flood evacuation capacity modelling. The estimated times required to evacuate communities across the Hawkesbury-Nepean Valley varies and depends on a wide range of factors. For example, it is currently estimated to take nearly 5 hours to evacuate Pitt Town and over 8 hours to evacuate McGraths Hill and more than 15 hours for Windsor and Richmond. Additional detail, including evacuation arrangements for suburbs are outlined in the Hawkesbury-Nepean Flood Emergency Sub Plan (available at <https://www.nsw.gov.au/rescue-and-emergency-management/sub-plans/hawkesbury-nepean-flood>).

## QoN26

The Hon. MARK BANASIAK: I will go back to some questions I asked on the Kamay ferry. Mr Draper, you said you were going to take on notice where that sits in the tier one to tier five risk—

ROB SHARP: Mr Banasiak, I can provide you that detail.

The Hon. MARK BANASIAK: That would be good.

ROB SHARP: Kamay wharf is a tier three project. It is currently at the contract award stage, and we are currently negotiating the conditions of approval with DPE.

The Hon. MARK BANASIAK: Was that assessment done before or after serious contamination risks were raised publicly?

ROB SHARP: That is the current situation. The timing around that and the public awareness of contamination, I would have to take on notice.

## ANSWER

I am advised:

Transport for NSW advises that the assessment to determine the risk tier was in accordance with Infrastructure Investor Assessment Framework from Infrastructure NSW. The Environmental Impact Statement included an assessment of the potential impacts from contamination prepared by contaminated site specialists.

## QoN27

The CHAIR: My time is running out. Perhaps you could take on notice, Mr Draper, a question about how many of New South Wales major construction projects construction sites do have amenities that are suitable for women. Minister, in 2018 I understand that there was an announcement from your Government that 20 per cent of all jobs on major infrastructure construction projects would go to apprentices. Would you consider doing something similar in relation to women workers?

Mr ROB STOKES: I will take that on notice. I entirely agree with the premise of your question, it is just what is the right trigger to inspire that, also remembering that I have a duty to ensure that projects are delivered within the assigned cost.

SIMON DRAPER: We do have targets for women in construction as well as Aboriginal people and young learning workers, as we call them. On particular projects there have been targets around that and that has been quite successful.

Mr ROB STOKES: We will provide on notice both the targets and the performance to date.

The Hon. DANIEL MOOKHEY: That is a good segue into my questioning.

## ANSWER

I am advised:

The Infrastructure Skills Legacy Program (ISLP) targets are mandated via a NSW Procurement Board Direction which sets out the following skills, training and diversity targets for major construction projects over \$100 million:

- 20% of the total project workforce to be made up of 'learning workers'
- 20% of all trades positions on a project made up of apprentices
- apply the relevant Aboriginal Procurement Policy
- doubling the number of women in trade related work

- 8% of the total project workforce is aged less than 25 years
- reporting the employment and training outcomes for people from the local region (local region to be defined in the contract).

Local employment outcomes are reported to Training Services NSW and publicly listed on the ISLP website here:

<https://www.nsw.gov.au/education-and-training/vocational/vet-programs/infrastructure-skills>

### QoN28

The Hon. DANIEL MOOKHEY: I am reading from the EIS that has been filed in respect to the WHT, which says that the western harbour tunnel expects to use 80 tonnes of aluminium. It very helpfully says that all of this aluminium is coming from overseas. We have got smelters in New South Wales. Tomago is one. Why is it that we are going offshore to obtain the 80 tonnes of aluminium that we could otherwise source from New South Wales?

Mr ROB STOKES: I would have to take that on notice. I am not sure what our obligations over free trade agreements are in relation to those sorts of procurement activities, and also I am not sure what the cost pressures were or in fact whether there were bids received from locals. I would have to take that on notice.

### ANSWER

I am advised:

Chapter 24 of the Environmental Impact Statement outlines the categories of construction materials that would be required for the construction of the project. In addition, Table 24-10 identifies that construction materials will be sourced in accordance with the project's Sustainability Framework and with a preference for Australian materials and prefabricated products with low embodied energy, where feasible and reasonable, and Table 24-2 indicates the anticipated origin of those materials, with the majority expected to be sourced in either Sydney, NSW or Australia.

The 80 tonnes of aluminium, whilst anticipated to come from overseas at the time of writing of the Environmental Impact Statement, does not guarantee the origin of the aluminium. Product availability, supply chain certainty and Australian Industry Participation are key requirements to be applied and the actual procurement timing. The project's Scope of Works and Technical Criteria includes an Australian Industry Participation Plan, which details local procurement requirements amongst other which the Contractor must meet.

### QoN29

The Hon. DANIEL MOOKHEY: To be fair, this is from the EIS. This is not procurement; this is actually the planning record. It says here that before you even have the opportunity to check for local content you are disclosing to the planning department that all 80 tonnes of aluminium are coming from overseas. The basic inference is that they will not even be given the opportunity to bid for this.

Mr ROB STOKES: I do not know that off the top of my head, so why don't we get that information to you on notice.

**ANSWER**

I am advised:

The NSW Government is a strong supporter of local steel industry and local jobs, and is leading the nation in delivery of roads, rail and other infrastructure, making it the largest purchaser of steel in Australia.

In accordance with NSW Procurement Board Direction PBD-2016-03, steelwork used in NSW Government projects must comply with relevant Australian and New Zealand standards - in this case is AS/NZS 5131: Structural steelwork - Fabrication and Erection (the Standard).

The Standard does not mandate exclusive procurement and sourcing of structural steelwork from Australian manufacturers but instead provides an overarching framework for fabrication and erection of steelwork and associated quality assurance requirements for suppliers, Australian or international.

**QoN30**

The Hon. DANIEL MOOKHEY: What about steel? On the Western Sydney Airport run we are using tens of thousands of tonnes of steel—in fact, 125,000 tonnes of reinforcing steel. This is to the St Marys line. There is a steelworks in St Marys. Are we even going to have one tonne of steel from the St Marys steelworks on the St Marys line?

Mr ROB STOKES: The answer to that question, again, is actually much more complex than it might first appear because there are different grades of steel. So I think it is prudent that I get you clear—

The Hon. DANIEL MOOKHEY: Sure. I appreciate that, on notice. But just to be very clear, there are 5,700 tonnes of rail steel, 125,000 tonnes of reinforcing steel, 9,000 tonnes of galvanised steel and 12,000 tonnes of structural steel. That is made in St Marys. Equally, it is made in Wollongong. I want to know how much of it will be sourced from those two particular suppliers, given the thousands of jobs it could be supporting?

Mr ROB STOKES: I am very happy to get those particulars on notice.

**ANSWER**

I am advised:

A minimum 50 per cent of the steel used on the Sydney Metro Western Sydney Airport project will be Australian steel.

Information on specific suppliers will be available when construction contractors finalise steel procurement.

**QoN31**

The Hon. DANIEL MOOKHEY: But Victoria and WA have adopted these policies. Queensland is moving to adopt these policies. South Australia, to its credit, is trying to look local as well. That is under a government of your political persuasion, not mine. The evidence is that this could be supporting up to 4,000 jobs. That is just by

running it through the Treasury calculators. You are close to procuring these projects. The Western Harbour Tunnel bids close in June. We have three shortlisted bidders. Is it not too late now to be able to use those procurements to create jobs in New South Wales?

Mr ROB STOKES: Again, I have answered. I will need to get further particulars in relation to that. The best way I can do that is to provide some details on notice.

#### **ANSWER**

I am advised:

Refer to the answer provided in the hearing.

#### **QoN32**

The Hon. DANIEL MOOKHEY: Do we have apprenticeship targets set for these projects?

Mr ROB STOKES: My understanding is that there are general apprenticeship targets and they would be reflected in those projects. But I can ask Mr Draper for further details.

The Hon. DANIEL MOOKHEY: We might pick that up with the officials if they could have that information because I am interested in the number of apprentices per project.

#### **ANSWER**

I am advised:

Refer to the answer to QoN27.

#### **QoN33**

The Hon. JOHN GRAHAM: We look forward to looking at the results in the budget. Part of the parliamentary process of the parklands bill that you were dealing with was dealt with in a hurry before Christmas. What is your current estimate of the timing to deal with that issue?

Mr ROB STOKES: It is sort of out of my hands, Mr Graham. It is a matter for the upper House.

The Hon. SCOTT FARLOW: You should ask the question of yourself.

The Hon. JOHN GRAHAM: We have to have the bill first. That is a matter for the Government.

The Hon. PENNY SHARPE: The timing of its appearance is actually on you.

Mr ROB STOKES: I will take that on notice. Obviously, those processes are outside my hands, but I would be keen for you to get hold of it as quickly as you can because I would love to get it dealt with.

#### **ANSWER**

I am advised:

The Greater Sydney Parklands Trust Bill has passed both Houses.

### QoN34

The Hon. PENNY SHARPE: Just to be clear, you have no role in relation to the failed tree-planting target. The Government committed to five million trees by 2030, and they committed to one million by 2022. Just to be clear, you have no role in that.

Mr ROB STOKES: No, I certainly—

The Hon. PENNY SHARPE: I just find it extraordinary, given that you have the Cities portfolio. We are dealing with heat-island effect and we know that western Sydney is eight to 10 degrees hotter. Tree planting is one of the easiest things we can do to get that down. No-one seems to take responsibility for it.

Mr ROB STOKES: I am happy to take this—

The Hon. PENNY SHARPE: And we have failed to meet even the most basic target.

Mr ROB STOKES: As you would know, when I was portfolio Minister, I was regularly reporting in relation to achievement of the target.

The Hon. PENNY SHARPE: Which was not met.

Mr ROB STOKES: We are in 2022. I was the Minister in 2021. I forget what precise announcement I made at the time. I remember we announced when we got to the half-million—

KIERSTEN FISHBURN: The 600,000.

Mr ROB STOKES: And when we got to 600,000. I am not sure where we are at currently.

The Hon. PENNY SHARPE: You were supposed to be at one million by 1 January. I assume you are going to argue now that it was by the end of this year, but you are still 300,000 short. You are currently planting about 490 a day.

Mr ROB STOKES: Ms Sharpe, I am happy to provide more details on notice. I did not come equipped with the answer to that question because it does not fall within my portfolio responsibilities, but I am happy to find answers for you. I can say that certainly that was a target for which—when I was directly accountable, we ensured we were delivering it. I know Minister Roberts is also very passionate about this area, and I know he would be working very hard to achieve the Government's commitments in this space as well.

### ANSWER

I am advised:

This is a matter for the Minister for Planning and Minister for Homes.

### QoN35

The Hon. DANIEL MOOKHEY: Open space levies. This idea has been floated around attaching it to the cost of development or attaching it in terms of—to recoup some of the cost that was built there.

Mr ROB STOKES: I am sorry. The characterisation of something as an open space levy is not something that I am familiar with. I am aware that as part of the Sydney Region Development Fund there has been a longstanding process where councils are able to levy for the collection of some money that supports the operations of the Office of Strategic Lands. I am not sure if that is what you are referring to.

The Hon. DANIEL MOOKHEY: Have you commissioned a report or a survey by Community and Patient Preference Research?

Mr ROB STOKES: I refer you to the secretary.

ROB SHARP: Not that I am aware of.

The Hon. DANIEL MOOKHEY: These are the options that apparently this firm is surveying people on about whether or not the New South Wales Government is intending to impose this type of levy. Do you have any knowledge of this at all?

Mr ROB STOKES: I am not sure what you are referring to. I am happy to find out details and get back to you.

#### **ANSWER**

I am advised:

Transport for NSW, Infrastructure NSW, and Greater Sydney Commission have not commissioned a report or survey relating to open space levies.

#### **QoN36**

The Hon. JOHN GRAHAM: Does the Government have any plans, though, to introduce a one-off government household levy for \$300, \$225 or zero, depending on the distance to the household?

Mr ROB STOKES: I am not aware of what you are referring to, but I am happy to find out details and provide information. But as I am looking across the officials everyone is looking blankly at me, so it is not something of which we are aware.

#### **ANSWER**

I am advised:

No.

#### **QoN37**

Mr DAVID SHOEBRIDGE: Minister, do you accept the development—I will give you an example—of a cemetery in Western Sydney Parklands would effectively be a commercial development and should be included in the 2 per cent cap?

Mr ROB STOKES: I would have to take that on notice. That is not the legislative model going forward. That was a legislative model for the time, which was to create, if you like, a commercial engine to pay for the activities elsewhere in the parkland. But I think fundamentally what we are seeking to do is to have an efficient and transparent and modern parkland management agency, but that does not take away from the central government the responsibility to provide funding for its activities.

#### **ANSWER**

I am advised:

Refer to the answer provided in the hearing.

#### **QoN38**

The Hon. DANIEL MOOKHEY: Minister, I want to ask you about delays in providing enabling infrastructure that is therefore stopping housing development. There are

housing projects in Sydney that are being delayed because basic water, sewerage and drainage costs, and roads and infrastructure are not being provided on time or at all. One that comes to mind is the Appin land where Wollondilly council has called for rezoning to be halted because Sydney Water cannot provide water and sewerage services. Do you know how many houses are being delayed because infrastructure is delayed or not being provided?

Mr ROB STOKES: There would be a whole range of rezonings that are contingent upon infrastructure provision and servicing. I could not give you a figure off the top of my head. But in relation to the one you quote down in Macarthur, I understand that is due to the Upper Nepean waste treatment facility that I think has now been approved. I am happy to give you some advice on notice but this is one of the challenges with staging of development.

#### **ANSWER**

I am advised:

This is a matter for the Minister for Planning and Minister for Homes.

#### **QoN39**

The Hon. DANIEL MOOKHEY: I will pick up on the additional information that you just provided, Mr Sharp, around the Western Sydney Airport metro line. Thank you for the update. My first question is are you aware of any other major contracts that are due to be let anytime soon?

ROB SHARP: No, not at moment.

The Hon. DANIEL MOOKHEY: Is that because all of them effectively have been let for that particular line?

ROB SHARP: No, there are more contracts to come.

The Hon. DANIEL MOOKHEY: On notice can you provide the Committee with what is coming and when?

ROB SHARP: Yes, we will take on that on notice.

#### **ANSWER**

I am advised:

Refer to the answer to QoN12.

#### **QoN40**

The Hon. DANIEL MOOKHEY: In respect to the tunnelling, the surface materials and the stations, is it fair to say a lot of the project is now contracted for?

ROB SHARP: There is a reasonable portion of it, yes.

The Hon. DANIEL MOOKHEY: Do we know how much or the locations of where all the steel that we are purchasing for this part of the project is coming from?

ROB SHARP: In respect to the steel for the project, I would have to take that on notice unless Ms Drover knows the steel for the metro?

CAMILLA DROVER: I do not know the specifics of metro. What I can say is that for general construction projects, given the contracts have only been let, the contractor may not know exactly where all their inputs are coming from on award. They have got to go through their own procurement process.

The Hon. DANIEL MOOKHEY: That is helpful, Ms Drover. So it is the responsibility

**ANSWER**

I am advised:

The tunnelling and viaduct contracts been let, and contractors are yet to confirm steel suppliers. The stations contract has not yet been awarded.

The major contracts for the Sydney Metro – Western Sydney Airport project include an additional requirement that a minimum of 50 per cent of the steel used on the projects must be Australian steel.

**QoN41**

The Hon. DANIEL MOOKHEY: In procurement they have to comply with the relevant procurement policy that is prescribed in the contract, I presume?

ROB SHARP: Correct, yes.

The Hon. DANIEL MOOKHEY: And those contract requirements reflect government policy or requirements?

ROB SHARP: Correct.

The Hon. DANIEL MOOKHEY: This might be to the secretary or to Mr Draper. What exactly are the local content requirements in respect to this particular project?

ROB SHARP: The actual detail in the contract I would have to take on notice. However, as a general comment, I would say that there is not a government policy that specifically says you have to have X per cent local content. It does come down to the value proposition.

**ANSWER**

I am advised:

In accordance with NSW Procurement Board direction PBD-2016-03, steelwork used in NSW Government projects must comply with relevant Australian and New Zealand standards – in this case is AS/NZS 5131: Structural Steelwork - Fabrication and Erection (the Standard).

The major contracts for the Sydney Metro Western Sydney Airport project include an additional requirement that a minimum of 50 per cent of the steel used on the projects must be Australian steel.

**QoN42**

The Hon. DANIEL MOOKHEY: We could not find that equivalent table. We found a table but it did not show the sourcing. Maybe I will ask you a supplementary question on notice. Do not worry too much about it now. When you said to the planning authorities that it was coming from Australia and/or overseas, to some degree that is a tautology. It has to come from Australia and/or overseas; it has got to come from somewhere. Do we know how much is coming from Australia or how much is coming from overseas?

CAMILLA DROVER: As I said, historically, and particularly in recent times, the vast majority of steel has come from Australia, but we are in the tender phase, so when we get a preferred contractor and then we award the contract, they will do their procurement and will confirm exactly where the inputs, including steel, are coming from.

The Hon. DANIEL MOOKHEY: Are they required to disclose their sourcing?

CAMILLA DROVER: They generally do. I have never had an instance where they hide. Generally, that is disclosed, but they do need to report on their local content outcomes, particularly as it relates to local employment.

The Hon. DANIEL MOOKHEY: But there is no requirement for them to disclose their supply chains when it comes to either steel or the other major inputs?

CAMILLA DROVER: I would have to take on notice where there is a positive obligation.

## **ANSWER**

I am advised:

Transport for NSW contracts require head contractors to disclose the details of each subcontract, including the name of the subcontractor and the goods or services being provided under the subcontract.

In addition, Transport for NSW's contract specifications have requirements to ensure steel incorporated into projects can be traced back to the test certificates from manufacturers, providing visibility of the steel's source.

## **QoN43**

The Hon. DANIEL MOOKHEY: Can I invite Transport to take on notice for all projects for which you think apprentices are being employed, the number of apprentices by project? I would like to know what Sydney Gateway is and the actual numbers.

CAMILLA DROVER: We can take it on notice and see what information we can bring back. I think the industry skills legacy program came in last year; so not all projects need to comply with it. Having said that, a lot of projects do comply with it even though they do not technically have to, and there are also a lot of projects that have exceeded those targets quite significantly.

## **ANSWER**

I am advised:

Transport for NSW is committed to engaging, partnering and innovating with industry to support growth and help it deliver the unprecedented project pipeline. It is developing place-based initiatives in collaboration with industry and government partners to achieve job creation, skills development, workforce diversity, and capability building of small and medium and diverse businesses.

A key priority for the Sydney Gateway project is creating meaningful apprenticeships in the local community. This is supported by the project's Workforce Skills target that 20 per cent of the total project trade workforce will be made up of apprentices.

Sydney Gateway is partnering with Transport for NSW's sub-contractors and training providers, including the Apprenticeship Centre and State Training Services to meet this target.

As at February 2022, Sydney Gateway has 19 apprentices out of a total of 84 trade workers, or 22 per cent, with new apprenticeship opportunities will be offered in April 2022 for successful pre-employment program candidates.

#### **QoN44**

The Hon. DANIEL MOOKHEY: Do you know how many labour hours you are expecting in Western Harbour Tunnel?

CAMILLA DROVER: I do not have that information with me, no.

The Hon. DANIEL MOOKHEY: Can you take it on notice as to what is the estimated number of construction hours? Because that probably will set the amount of target for apprenticeships, I presume, if it is 20 per cent.

CAMILLA DROVER: We can take that on notice and see what we can bring back.

#### **ANSWER**

I am advised:

Total labour hours will be subject to a final design and confirmation of construction methods.

#### **QoN45**

The Hon. JOHN GRAHAM: So it might be that these have a better economic impact in regional areas where there is less public transport. That makes common sense.

KIERSTEN FISHBURN: That is a possibility as well. They are also an option for tourists who come into regional areas. They are quite an attractive mobility option for tourism, as we have been identifying looking at national trials.

The Hon. JOHN GRAHAM: And where are you looking at interstate when you look at those regional areas that might have received that sort of economic uplift?

KIERSTEN FISHBURN: You have stumped me now because I have lost the name of the town in Victoria and in Queensland. I will take that on notice and get back to you. But there are a couple of good case studies both in Victoria and Queensland of the benefit to regional tourism of shared scheme e-scooters.

The Hon. JOHN GRAHAM: When you say the two services, that you would like to do those in sequence, I could not quite understand what you were referring to there.

#### **ANSWER**

I am advised:

Transport for NSW is aware of trials operating in a number of regional towns in Queensland and Victoria including Bundaberg, Townsville, Rockhampton and Ballarat.

## QoN46

The Hon. DANIEL MOOKHEY: Firstly, Mr Draper, I should ask the same question of you that Ms Drover agreed to take on notice. That is, are you in a position also, particularly for the non-Transport projects, to provide a list of projects that you think are required to meet the apprenticeship target and the number of apprentices on each of those projects today?

SIMON DRAPER: Yes, we probably could do that. I will do my best with that because we will draw that information out of our assurance system and provide a list of projects, yes.

## ANSWER

I am advised:

The Infrastructure Skills and Legacy Program (ISLP) is mandatory for all construction projects over \$100 million that commenced procurement from 1 July 2020.

There are currently 29 projects in delivery or procurement subject to this program and are listed below.

Data on ISLP is collected by Training Services NSW and reported against key performance indicators in the Progress Report: A ten point commitment to the construction sector. The December 2021 report is available at

<https://www.infrastructure.nsw.gov.au/media/3268/progress-report-2021.pdf>

Projects subject to the ISLP in delivery:

- LED Lighting Upgrade Program
- Newell Highway, Parkes Upgrade
- Housing Acceleration Fund - Round 5
- Fixing Country Bridges Program
- Liverpool Health and Academic Redevelopment
- Warringah Freeway Upgrade

Projects subject to the ISLP in procurement:

- Murwillumbah Education Campus
- Rural Ambulance Infrastructure Reconfiguration Stage 2
- Macquarie University Bus Interchange Upgrade
- Appin Road (HAF 4 Fast Track)
- Edmondson Park Secondary School
- Cumberland High School
- Wagga Wagga Special Activation Precinct
- Heathcote Road, Infantry Parade to The Avenue
- Marsden Park Secondary School (New)
- Newell Highway, New Dubbo Bridge
- Spring Farm Parkway (Stage 1) - (HAF 4 Fast Track)
- Prospect Highway (Blacktown Rd), Reservoir Road to St Martins Crescent, Widening
- Liverpool Package 2 Wastewater (Austral-Leppington)
- National Parks and Wildlife Visitor Infrastructure Program
- Nepean Hospital Redevelopment Stage 2
- Newcastle Inner City Bypass, Rankin Park to Jesmond
- Electrical Isolation Improvement Program
- Riverwood Estate LAHC Development
- Powerhouse Parramatta

- More Trains, More Services Stage 3
- Upper South Creek, Advanced Water Recycling Centre
- M12 Motorway - M7 to The Northern Road
- Pacific Highway, Coffs Harbour Bypass

#### **QoN47**

The Hon. DANIEL MOOKHEY: As of the budget we had \$37.4 billion reported as being in Restart NSW and we had total commitments at \$30.561 billion with a further set of commitments that totalled \$5.8 billion, which means there is less than a billion dollars uncommitted. Is that fair?

SIMON DRAPER: That sounds right, yes. I think there have been more commitments since the budget, so that would be pretty close to the full commitment of the fund.

The Hon. DANIEL MOOKHEY: I could not see it in the half-year review, which might mean that I did not read it properly, but I am pretty thorough and I could not see any. What has been committed since the budget?

SIMON DRAPER: I do not have that on me, but I am happy to come back to you with an answer on notice.

#### **ANSWER**

I am advised:

The Restart NSW Fund is used to fund NSW Government infrastructure projects in NSW. The NSW Government creates reservations within the Restart NSW Fund for various Government projects and programs. Once the Government creates a reservation, a project must be recommended by Infrastructure NSW, and that recommendation approved by the Treasurer, before money can be spent from the Fund. That is, the Government through Treasury creates the reservation, Infrastructure NSW makes recommendations against the reservation.

In practice, recommendations are generally requested by a Government agency, after which Infrastructure NSW will assess the project and, potentially, provide a recommendation to the Treasurer.

The decision to accept (or not) Infrastructure NSW's recommendation is a matter for the NSW Government through the Expenditure Review Committee of Cabinet. As well as recommending projects for funding, Infrastructure NSW is also responsible, as the Treasurer's representative, for overseeing the delivery of projects that are delivered via a grant from the Restart NSW Fund (for example to a local council) and for facilitating payments to the grant recipient based on work completed and costs incurred. Infrastructure NSW does not fulfil this function for NSW Government delivered projects.

While Infrastructure NSW recommends projects to be funded from the Restart NSW Fund and oversees Restart grants projects, the fund itself is managed by Treasury. Questions regarding the operation of the fund, including deposits, investment earnings, the commitment of funds, and project status and expenditure of NSW Government delivered projects are matters for NSW Treasury.

#### QoN48

The Hon. DANIEL MOOKHEY: On page 4-3 do you see that there is a footnote below table 4.2?

SIMON DRAPER: Yes.

The Hon. DANIEL MOOKHEY: This is reporting on the total commitments as of the 2020-21 budget of \$30 billion and it says:

(a) Includes savings from completed projects and relinquished funding for projects no longer proceeding.

Which projects, which were approved through Restart NSW, are no longer proceeding?

SIMON DRAPER: I do not have the detail here but there would be quite a few. I can tell you that in some of the smaller grants-related projects where the money is going outside of the State Government often they get to a point where the proponent, often a council, has got to the point where they no longer support it, a council has changed, who is running the council, or they have decided that it is not worth proceeding with and they tell advisers that they cannot proceed with the project. But I can come back to you and give you an answer on notice.

The Hon. DANIEL MOOKHEY: On notice, a list of the projects that are not proceeding, the reasons why they are not proceeding and the amount of money that has been relinquished back by projects would be very useful.

SIMON DRAPER: Sure.

#### ANSWER

I am advised:

Infrastructure NSW is not responsible for the approval (or otherwise) of projects to be funded from the Restart NSW Fund.

For projects that are delivered by local councils and other organisations via a grant from the Restart NSW Fund, once funding has been approved, Infrastructure NSW administers the delivery of the projects. Infrastructure NSW does not oversee the delivery of NSW Government projects that are funded from Restart NSW, other than as part of its whole of government assurance role.

#### QoN49

The Hon. DANIEL MOOKHEY: I brought all the infrastructure statements here from 2015—fine reading. It used to be the case that they would report all the commitments and all the projects. There would be a reconciliation so we could know, of the \$30 billion, where the money has been allocated. Can you tell us of the \$30 billion that was committed in the 2020-21 budget what those projects actually are?

SIMON DRAPER: We would have quite a lot of detail on that, but I do not have that with me now.

The Hon. DANIEL MOOKHEY: Fair enough. Can we on notice get a list of each of the projects that have a commitment from Restart NSW, the size of the commitment and the year in which the commitment was given, whether or not that money has been spent? We are now going back to 2012 and there is no reporting whatsoever of how this fund has gone.

SIMON DRAPER: Yes, sure. I will take it on notice but, as I said earlier, Treasury really administers that fund so we will have to go back to Treasury to try to get that information for you.

The Hon. DANIEL MOOKHEY: Yes, but you are required to approve the projects for them to be used out of this fund, correct?

SIMON DRAPER: For the Treasurer to allocate money we have to provide advice that it is suitable and meets the requirements of the fund. So, yes. We may provide that advice, yet the Treasurer makes the decision not to do that, or there is subsequently a decision by the proponent not to proceed. But we may have made a recommendation. We can keep track of the things we have made a recommendation on, but not necessarily—

The Hon. DANIEL MOOKHEY: Whether they have been fulfilled?

SIMON DRAPER: That is right.

## **ANSWER**

I am advised:

Questions regarding the commitment of funds, and project status and expenditure of NSW government delivered projects are matters for NSW Treasury.

## **QoN50**

The Hon. DANIEL MOOKHEY: I will settle for what you have made a recommendation on. I provide fair warning that in September or otherwise we will go through them one by one, from every one since 2012 and get an update on it. It would be helpful if we can on notice get a list of all the commitments that are outstanding as of this date. Referring to the reservations, \$4 billion was reserved prior to this year's budget and an additional \$500 million was reserved in this budget. Do you know what those reservations are for?

SIMON DRAPER: We would have some of that detail. I do not have that with me.

The Hon. DANIEL MOOKHEY: Can we also get that on notice as to what they are?

SIMON DRAPER: Sure.

## **ANSWER**

I am advised:

Refer to the answer provided in the hearing.

## **QoN51**

The Hon. DANIEL MOOKHEY: I understand, of course, that a lot of these reservations turn into commitments but a lot of them do not. Incidentally, what is the time scale? How long is a matter reserved for? Is it until government otherwise changes its view?

SIMON DRAPER: As far as I am aware there is no sunset period or anything of that nature, it is until government changes its decision or, as I said earlier, if a proponent came back and said, "We no longer proceeding with this project", then yes, we would take them out.

The Hon. DANIEL MOOKHEY: What is the criteria to get a reservation? Does it have to have a BCR positive or is it just that the Government tells you to set aside the money? How does it work?

SIMON DRAPER: I will just double check on this when I go back and speak to my team, but we make recommendations on allocation of funds. A reservation is not necessarily an allocation, so it may be just a provision that is made by Treasury. I will check on that and come back on notice.

#### **ANSWER**

I am advised:

Refer to the answer provided in the hearing.

#### **QoN52**

ROB SHARP: It would have been February or March last year when the budget process was done.

The Hon. DANIEL MOOKHEY: That is this year's budget. Those are this year's budget estimates.

ROB SHARP: Well if that is this year's budget, correct.

The Hon. DANIEL MOOKHEY: Congratulations, you got the money. Do you know what it is for?

ROB SHARP: As I was saying, there are a couple of different freight corridors. I would have to take on notice which one of those corridors it relates to. The one that is front of mind is a freight corridor in the lower Hunter Valley.

The Hon. DANIEL MOOKHEY: You have been very successful, Mr Secretary, because, if you turn the page, in addition to getting a \$226 million commitment for a regional road freight corridor you also scored a \$320 million reservation for the Regional Road Freight Corridor, which is another \$320 million that apparently you are getting. Do you know what that is for?

ROB SHARP: As I said, there is a number of regional freight corridors that we are working on. The description is very high level so I will come back to you with the specific corridors that it is referring to.

#### **ANSWER**

I am advised:

Restart NSW reservations are funds that have been set aside for specific projects and programs prior to receiving a funding recommendation from Infrastructure NSW.

The \$320 million in Restart NSW reservations since the 2020-21 Budget are for:

- M1 to Raymond Terrace (\$200 million)
- Coffs Harbour Bypass (\$120 million)

The \$226 million in Restart NSW commitments since the 2020-21 Budget under the Regional Road Freight Corridor program are for the following corridors:

- Cobb Highway, New Bridge and Echuca – Moama (\$10 million)
- Newell Highway Program – Heavy Duty Pavement (Narrabri to Moree and North Moree); Parkes Bypass (\$46 million)

- New England Highway – Singleton Bypass; Belford to Golden Highway (\$32 million)
- Coffs Harbour Bypass (\$138 million)

### QoN53

The Hon. JOHN GRAHAM: I have just checked—we actually have asked you on notice for the number of redundancies as result of that evolving Transport restructure. I think you are coming back to us on notice from an earlier estimates about that.

ROB SHARP: Yes, correct.

### ANSWER

I am advised:

The focus at Transport for NSW during recent reforms is to redeploy and reskill where we can and identify opportunities where employees wish to stay within the organisation. To support talent retention there is an internal placement strategy for vacant roles prior to external advertising. Furthermore, Transport for NSW has recently invested within the learning function to support reskilling of staff. On average, in the last two financial years, 172 people have left Transport for NSW with a redundancy, compared to the two previous years 2017-18 and 2018-19, which averaged 425 people.

### QoN54

The Hon. DANIEL MOOKHEY: Thank you. I might just return to Mr Draper around certain infrastructure projects. I am just reading from your annual report here. You have very helpfully reported on the number of tier one projects that have a red status. It says here that in the last financial year it was 7.6 per cent. Do we have an update on that?

SIMON DRAPER: I do not have an update on it. We update those ratings every month, but I do not have an update on the percentage. We will publish that as an aggregate again in the annual report at the end of this year. We do not generally report on those things that are sort of a granular level.

The Hon. DANIEL MOOKHEY: Well, I will invite you to see if you can provide any additional detail on notice. I take your hint that I should not hold my breath too much, but if you would not mind that would be helpful.

SIMON DRAPER: Sure.

### ANSWER

I am advised:

Assurance reporting is developed for the purpose of informing cabinet. There is no additional information to provide regarding tier one status.

**QoN55**

The Hon. DANIEL MOOKHEY: How many projects do we have in the assurance system right now?

SIMON DRAPER: I think the figure would probably be in the order of 800 or so across—

The Hon. DANIEL MOOKHEY: It was 905 as of last June. Has it gone down?

SIMON DRAPER: It may not have. I do not have the current number with me. I might be able to find out that before the end of the hearing and let you know.

The Hon. DANIEL MOOKHEY: If we could, either before the hearing or on notice—but before the hearing would be great—just how many projects you are assuring and the value of them, which was reported at \$322 billion last year. That would be helpful. I was going to ask you, Mr Draper, to give us an update on where we are up to in terms of the development of the 2022 State Infrastructure Strategy.

**ANSWER**

I am advised:

Refer to the answer provided in the hearing.

**QoN56**

SIMON DRAPER: I know you are very familiar with this. The process under the Act is we submit something to government. They then respond, tell us whether they either accept it in full or they want changes or they seek to publish some sort of response. That is a matter for government. We submit it. Once that is all finalised, the finalised State Infrastructure Strategy is then published. But we did not provide it to Government at the end of 2021. I think we all know that there was a number of events at the end of last year that meant that would have been not that productive in any case. But we were not ready to submit it at that point.

The Hon. DANIEL MOOKHEY: But you think you will be submitting it to the Government, it sounds, earlier than December 2021.

SIMON DRAPER: December 20—

The Hon. DANIEL MOOKHEY: Sorry. I am getting my years confused. It is in the next month, two months?

SIMON DRAPER: Next couple of months, yes.

The Hon. DANIEL MOOKHEY: Sorry. I thought it was still December 2020. It is that time of day. Fair enough. You also made reference to the fact that you apparently convened an expert advisory panel "comprised of leading experts across multiple areas of the SIS", it says. Who was on the panel?

SIMON DRAPER: I will give you the full list on notice because I do not remember all the names. But there were people like Ian Harper the economist. We had the chief scientist, Hugh Durrant-Whyte, on there. It was a panel of about half a dozen people. We have got a board, of course. They are people from outside government as well as secretaries. But it has been our practice in the past to try and broaden that as part of getting as many voices in the room on the State Infrastructure Strategy as possible.

**ANSWER**

I am advised:

To support the development of the 2022 State Infrastructure Strategy (2022 SIS), Infrastructure NSW appointed a panel of experts from different fields to provide guidance and independent strategic advice. The 2022 SIS expert advisory panel members include:

- Professor Colin Duffield – School of Engineering, University of Melbourne
- Siobhan Toohill – Group Head of Sustainability, Westpac
- Joanna Quilty – CEO, NSW Council of Social Services
- Professor Hugh Durrant-Whyte – NSW Chief Scientist and Engineer
- Ilona Millar – Board member, NSW Natural Resource Access Regulator / Partner, Gilbert + Tobin
- Professor Ian Harper AO – Professor of Economics; Dean Melbourne Business School, University of Melbourne

### QoN57

ELIZABETH MILDWATER: Yes, and it was those figures that were in the 2018 plan, so they are the figures from then. The figures for the following five years were included in the assurance letters of the local strategic planning statements that we did.

The Hon. DANIEL MOOKHEY: That is what I am interested in checking compliance with. Do you have updates on those?

ELIZABETH MILDWATER: No. They are very early on because they only started this year.

The Hon. DANIEL MOOKHEY: They are not recorded on the DPE, website, is that right?

ELIZABETH MILDWATER: That could be correct because it is so early.

The Hon. DANIEL MOOKHEY: That is why claims are emerging around councils missing their targets by as much as 46 per cent in today's press. Did you see that?

ELIZABETH MILDWATER: Yes, I did see that. And I did inquire and I do not believe that is correct. I know that report also referred to 35 councils when there are only 33, so I am just not sure—

The Hon. DANIEL MOOKHEY: I was going to ask you about that because I counted only 33 LGAs in the Sydney Basin.

ELIZABETH MILDWATER: Yes. I am not sure where the data in that comes from and, having checked with DPE colleagues, we do not believe it is correct.

The Hon. DANIEL MOOKHEY: I ask you on notice to reply specifically to the councils that are named in this story, if you do not mind?

ELIZABETH MILDWATER: As in to comment on the councils—

The Hon. DANIEL MOOKHEY: No, I am just talking an update. A claim has been made that some of these councils have missed their targets and, equally, there is a claim made that 46 per cent of western Sydney councils are going to miss their target, which would be a surprise to me, given the number you just gave.

ELIZABETH MILDWATER: Yes.

The Hon. DANIEL MOOKHEY: I am just looking for an update according to the assurance letters that I think you were referring to about how they are all tracking.

ELIZABETH MILDWATER: I can take it on notice and see what I can get because DPE track it. I guess all I can say is we do not believe that data is correct. But I am happy to take it on notice—

The Hon. DANIEL MOOKHEY: If you would like to reply and point out what you think is incorrect, that might be a better way of doing it.

ELIZABETH MILDWATER: Yes.

### ANSWER

I am advised:

The Greater Sydney Commission (GSC) undertook assurance of all 33 Greater Sydney council Local Strategic Planning Statements. The letters of assurance identify councils local housing targets for years 6-10 (2021-2026). All letters for Greater Sydney's 33 LGAs are available at: <https://www.greater.sydney/strategic-planning/monitoring-the-plans/local-planning-assurance-tracker>

Each council in Greater Sydney has developed a Local Housing Strategy (LHS) which outlines the councils' strategy to meet the GSC's housing targets and local needs.

To date the Department of Planning and Environment (DPE) has conditionally approved LHS's for 32 of the 33 councils in Greater Sydney.

Approved LHSs, along with the DPE's corresponding letters of approval, can be found on the DPE's Local Housing Strategy Tracker available here: <https://www.planningportal.nsw.gov.au/local-housing-strategies-tracker>

#### QoN58

The Hon. DANIEL MOOKHEY: Do you have page 6-159 of the State accounts, note 29? It is literally the table at the bottom, just above the footnotes.

CAMILLA DROVER: Yes.

The Hon. DANIEL MOOKHEY: You see there it states at the bottom, "Capital expenditure commitments not later than one year", it is \$11 billion?

ROB SHARP: Our budget for the year is something like about \$15 billion. That number for a year does not look unreasonable.

The Hon. DANIEL MOOKHEY: No, of course. I am not suggesting it does. The issue is that it has gone up by \$2 billion in the years from 2019-20 to 2020-21. I will just be very clear here, that includes Health, which is the other big spender here, not just exclusively. But we can infer that you are a pretty large spender, given you account for half of the unrecognised financial expenditure. Do you know why that has gone up, because that again contradicts what we are being told here? I presume that we are not paying the full costs of the M1 in this year, in the next 12 months, are we?

CAMILLA DROVER: Year one?

The Hon. DANIEL MOOKHEY: Yes. Are we paying the full \$3 billion in year one?

CAMILLA DROVER: You mean the M6?

The Hon. DANIEL MOOKHEY: Yes.

CAMILLA DROVER: No, of course not. The only thing I will say is the infrastructure investment obviously has not peaked yet, so you would expect that the commitments would be increasing at the moment between a prior year and current year.

The Hon. DANIEL MOOKHEY: This might have to be pursued with the Auditor-General, which is where we are clearly heading for. I will ask on notice—I am not necessarily sure I do personally accept the logic that you are putting, but I accept that is the view that you have—can you therefore identify the \$1.4 billion variation in your department by project that you say was contracted for in that financial year that was not then reflected in the financial statements?

ROB SHARP: I am sure the finance team would have the actual contracts that made it up and the ones that were retired because it is just an ongoing table, but we will take that on notice.

## ANSWER

I am advised:

The year-on-year movement of approximately \$1.4 billion is made up of three large components.

The addition of contracted components for the M6 Stage 1 project is approximately \$1.6 billion, the Sydney Gateway project is approximately \$1.1 billion, and the removal of the Light Rail projects is approximately \$1.2 billion, due to contracted commitments being recognised in the financial statements during the 2020-21 financial year.

## QoN59

The Hon. DANIEL MOOKHEY: Just on the budget paper, it states here on page 2-13—"Key Sydney Metropolitan Transport projects continuing in this budget"—we are expected to invest \$6.3 billion over the next four years for the Western Harbour Tunnel and Beaches Link program and Warringah Freeway upgrade.

CAMILLA DROVER: That is correct: 6.3 is the forward estimates for the whole program.

The Hon. DANIEL MOOKHEY: Do you have that profile by year, or can you get that on notice?

CAMILLA DROVER: We have now got it broken down by project, if that is of any use?

The Hon. DANIEL MOOKHEY: Yes, that is of use.

CAMILLA DROVER: There is \$454 million for this year 2021-22. Western Harbour Tunnel is 108 of that, Warringah Freeway is 286 and Beaches Link is 60.

The Hon. DANIEL MOOKHEY: Do you have a similar breakdown over the forwards for the 6.3?

CAMILLA DROVER: I do not have it with me, no.

The Hon. DANIEL MOOKHEY: Can you take it on notice? Because Warringah Freeway was \$1.3 billion when it was announced, was it not?

CAMILLA DROVER: No, the contract value for the Warringah Freeway is circa \$1 billion.

The Hon. DANIEL MOOKHEY: On notice, can we get the exact cost for the Warringah Freeway?

CAMILLA DROVER: If you give me a second, I will give it to you.

The Hon. DANIEL MOOKHEY: Yes, sure.

CAMILLA DROVER: I have copious notes—I will come back in a minute. Do you have other questions?

The Hon. JOHN GRAHAM: Can we just clarify what we are asking for on notice, which was the profile for each year of the forward estimates for each of those projects?

The Hon. DANIEL MOOKHEY: Yes. Actually, I might give you a couple of projects that are on this here. Sydney Metro West, if it is possible—that might be to Mr Draper, who might have to take it on notice.

ROB SHARP: We would have to take it on notice, on behalf of Metro.

The Hon. DANIEL MOOKHEY: Could you? Sydney Metro – Western Sydney Airport would be good, as well, if it is possible to get those two profiled the same way. Are we still on track for the \$1.9 billion for the continuing construction delivery of the final stages of WestConnex?

CAMILLA DROVER: Yes.

The Hon. JOHN GRAHAM: What is the allocation in this financial year—that is, 2021-22—for the beaches link? Will that all be expended—the \$60 million?

CAMILLA DROVER: Yes. We are obviously awaiting the planning approval, so that was the budget amount for this year.

## **ANSWER**

I am advised:

The design and construction contract value of Warringah Freeway Upgrade was \$1.18 billion and announced on 11 September 2021.

The forward estimates for the Western Harbour Tunnel and Beaches Link program and Warringah Freeway will be announced in the next financial year's NSW Government budget papers.

The NSW Government is investing \$12 billion in the Sydney Metro West project over the next four years, including \$2.9 billion in 2021-22. The NSW Government is also investing \$8 billion in the Sydney Metro – Western Sydney Airport project over next four years, including \$943 million in 2021-22.

## **QoN60**

The Hon. JOHN GRAHAM: I might just ask Ms Fitzgerald—there were some questions asked in the earlier session relating to the parklands. We were particularly interested in the funding allocations, again over the forward estimates, to the various parklands. There is reporting of a lot of this, but it is quite fractured given the current legislative arrangements. Would you be able to provide us with that, looking forward—the capital and the recurrent costs for each of the parklands over the estimates?

SUELLEN FITZGERALD: I do not have that information in front of me today, but I can certainly give it to you on notice. I can say that in general across each of the parks the allocations are quite different, but there are both capital and recurrent allocations for each of those parks. I will give that to you on notice. You are looking for it over the four years of the forward estimates?

The Hon. JOHN GRAHAM: Yes—again, the profile of that expenditure. I am certainly happy for you to provide it on notice, though; I did not expect you to have it here. The capital and recurrent over the period of the forward estimates for each year for each parkland, thank you.

## **ANSWER**

I am advised:

The allocations for Centennial Park and Moore Park Trust (CPMPT) and Western Sydney Parkland Trust (WSPT) are outlined in the budget papers. However it should be noted that:

- Capital Grant funding from other NSW agencies are excluded.

- Own source funding and crown reimbursement for LSL are excluded from assumptions.
- Callan Park has been excluded from CPMPT.
- Fernhill estate has been excluded from WSPT.

With the establishment of Greater Sydney Parklands further reporting will be available for 22/23.

#### **QoN61**

The Hon. DANIEL MOOKHEY: How many people work at Placemaking NSW?  
KIERSTEN FISHBURN: I would have to take that on notice. Again, it will be somewhat dependent on whether the question you are asking me is the likely change after the administrative order or now. I will provide you with both details on notice.

#### **ANSWER**

I am advised:

As at 28 February 2022, the number of people in the Department of Planning and Environment's Placemaking NSW function was approximately 255. This included people working across Place Management NSW, Sydney Olympic Park Authority, Hunter and Central Coast Development Corporation and the Office of the Chief Executive Placemaking NSW.

On 1 April 2022, 90 employees from the Department of Planning and Environment's Placemaking NSW function transferred to Transport for NSW. On 4 March 2022, the Barangaroo Activation and Place Management Team also joined Place Management NSW from Infrastructure NSW. These employees are included within the 90 which transferred on 1 April 2022.

These figures above do not include casual staff. The precise number of roles in any function that are filled at points in time can be dynamic because of parental leave, secondments and similar factors.

#### **QoN62**

The Hon. DANIEL MOOKHEY: Great. Thank you. What is the cost of operating Placemaking NSW?

KIERSTEN FISHBURN: I will have to take that on notice. Again, I may need to give you two discrete figures.

#### **ANSWER**

I am advised:

The total operating costs of Placemaking NSW is contained within the Department of Planning and Environment's Annual Report.

**QoN63**

The Hon. DANIEL MOOKHEY: Sure. Who are the current members of the Placemaking NSW Advisory Committee?

KIERSTEN FISHBURN: Do you mean the board of Placemaking? I will take that on notice and get that back to you.

**ANSWER**

I am advised:

As at 24 March 2022, the members of the Placemaking NSW Advisory Committee are:

- Ken Kanofski (Chairperson)
- David Borger
- Bridget Smyth
- Romilly Madew
- Tony McCormick
- Alex O'Mara
- Anita Mitchell.

**QoN64**

The Hon. DANIEL MOOKHEY: Is there a board and an advisory committee, or are they one and the same?

KIERSTEN FISHBURN: There is currently a board. Sorry, you are kind of asking me questions prior to me actually being responsible for a business area. I will take them on notice and get them back to you, but I do not want to give you information that is untrue or inaccurate.

The Hon. DANIEL MOOKHEY: I might then just read out a series of questions, and you can take them on notice.

KIERSTEN FISHBURN: Great. Thanks.

**ANSWER**

I am advised:

The Placemaking NSW Advisory Committee also sits, in a single combined arrangement with appointed membership in common, as the statutory board of Place Management NSW, and the statutory board of Sydney Olympic Park Authority.

**QoN65**

The Hon. DANIEL MOOKHEY: I am interested in how often the advisory committee actually meets.

KIERSTEN FISHBURN: Yes.

**ANSWER**

I am advised:

During the period 1 July 2021 to 24 March 2022 inclusive, the Placemaking NSW Advisory Committee met seven times.

## QoN66

The Hon. DANIEL MOOKHEY: I am interested in whether or not there is a payment to be on the board or the advisory committee, regardless of which term you use, and, if so, what the cost is of running the actual board. I am also interested in what advice the advisory committee or the board has provided. I am specifically interested as well about the \$169 million which was provided to Placemaking NSW in 2020-21 to cover shortfalls in relation to the Sydney International Convention, Exhibition and Entertainment Precinct, and the White Bay restoration. Do you know about that?

KIERSTEN FISHBURN: I know a little bit about the White Bay restoration. I would have to take on notice the full details. Can I also seek some clarification on your question about advice that the board has provided? We can certainly provide you with the terms of reference. The advice is quite a broad—

The Hon. DANIEL MOOKHEY: Feel free to take liberties in answering the question about what you think what advice specifically they have done that has shaped any of the strategies that the Government has since followed or when it comes to the respect of a particular precinct that they are responsible for as well.

KIERSTEN FISHBURN: That is an extremely broad topic.

The Hon. DANIEL MOOKHEY: I look forward to reading the answer.

KIERSTEN FISHBURN: I will use the terms of reference to help guide my answer.

The Hon. WES FANG: The emphasis is on "take liberties" if that is what you wanted.

The Hon. SCOTT FARLOW: I am seeing an essay—

## ANSWER

I am advised:

The gross annual payment to each paid member of the joint Placemaking NSW Advisory Committee and boards of Place Management NSW and Sydney Olympic Park Authority for 2021-22 FY are in line with Premier's Memorandum M2012-18 (*Classification and Remuneration Framework for NSW Government Boards and Committees*). Those members appointed from the NSW public and local government sectors are not eligible for payment.

The running costs from 1 July 2021 to date in Financial Year 2021-22 have primarily related to the costs of providing a Secretariat, approximately 0.5 full time equivalent Clerk 11/12 per annum.

In 2020-21, Place Management NSW received total grant funding of \$169 million:

- Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) Project – \$93.7 million – recurrent annual funding
- White Bay Power Station – \$28.0 million – \$14 million existing budget allocation plus an additional \$14 million remediation project funding for urgent safety works
- COVID-19 loss of revenue – \$26.0 million to cover overall loss of revenue
- COVID-19 International Convention Centre (ICC) loss of revenue – \$20.0 million
- CBD Revitalisation and New Year's Eve – \$0.9 million.

The advice given by the Placemaking NSW Advisory Committee to Sydney Olympic Park Authority, Place Management NSW and the Hunter and Central Coast Development Corporation is in line with the Committee's remit under its Charter, that is, to provide:

- strategic advice and guidance to the Minister
- consistent and unified oversight of precinct management functions of each of these bodies, and
- strategic advice to the Minister on the implementation of the Minister's Annual Statement of Priorities.

#### **QoN67**

The Hon. DANIEL MOOKHEY: I asked the Chief Economist to give me a quick breakdown of what the impact of sanctions are on the Russian economy, and he did it and he was very excited. So I look forward to reading it, if you do not mind.

Do we know about this \$169 million? What was given to the convention centre?

KIERSTEN FISHBURN: I would literally have to take that on notice. I can speak to White Bay from my previous role. The money was provided for immediate, needed remediation works for White Bay, but I do not have information on the convention centre.

#### **ANSWER**

I am advised:

Refer to the answer to QoN66.