

**PORTFOLIO COMMITTEE NO. 6 – TRANSPORT – QUESTIONS ON NOTICE – 26  
AUGUST 2022**

**QoN01**

The Hon. DANIEL MOOKHEY: One of the issues that I do have that emerged in recent times in respect to this particular dispute, was that last time you and I had the opportunity to talk here about this dispute you promised that your government would not seek to terminate the EBA. You were unambiguous about it.

Mr DAVID ELLIOTT: We haven't yet.

The Hon. DANIEL MOOKHEY: I know you haven't yet. But, again Minister, I want to praise you for that constructive comment you made at the last estimates hearing because there is no doubt that has certainly helped keep the dispute within reasonable bounds, would be the way I'd put it. But I would say, your colleague Mr Tudehope said, as recently as two days ago, that he has raised termination as an option to Cabinet's Expenditure Review Committee. This is another incidence in which you seem to be having the rug pulled out from under you because you've made an unambiguous statement on this matter, yet your colleague is rushing to government to present such an option. Did Mr Tudehope inform you that he was intending to bring that option?

Mr DAVID ELLIOTT: When did he say that?

The Hon. DANIEL MOOKHEY: He said this on 25 August.

Mr DAVID ELLIOTT: So, two days—no. I've been in hospital up until yesterday, so I haven't had a discussion with him.

The Hon. DANIEL MOOKHEY: Equally, he has said that, he has not only indicated that this is an option, he's described exactly what the Government's strategy around termination would be: to simply enter into some form of arrangement in which they would preserve some of the conditions in the existing EBA but then seek to terminate everything else. These are the actions of an extreme employer. To be very clear, in the spectrum of industrial relations behaviour, termination is not something that sits with you lightly?

Mr DAVID ELLIOTT: Maybe for a union official, mate, but it's not in my world.

The Hon. DANIEL MOOKHEY: But, Minister, regardless of whether you agree with my characterisation or not, there is no doubt, again you are saying one thing and your colleagues are acting completely the other, which raises the question—

Mr DAVID ELLIOTT: I'm not aware of the circumstances, so I will have to take that on notice.

The Hon. DANIEL MOOKHEY: We are happy to provide you, to table the particular article.

Mr DAVID ELLIOTT: I will take it on notice.

**ANSWER**

The Government continues to take the appropriate measures necessary to minimise the impacts of industrial action on the travelling public.

**QoN02**

The Hon. DANIEL MOOKHEY: Has your department been doing any contingency planning whatsoever for the event of termination?

Mr DAVID ELLIOTT: I will have to take that on notice. Because, as you well know—

The Hon. DANIEL MOOKHEY: Well, the Secretary's here.

Mr DAVID ELLIOTT: No, we'll take it on notice.

**ANSWER**

No. Transport for NSW has been focused on bargaining in good faith, including taking a revised enterprise agreement to rail staff to vote on.

**QoN03**

The CHAIR: Before I start on my questions, I want to clarify a point with you, Minister, in relation to the appearance of Mr Simon Draper. As you know, we requested Simon Draper attend. We were then told that it was not appropriate, according to you and your office, for him to attend. We then insisted. We got told after that, that he would be attending, but then yesterday we got told actually he can't because he is currently on leave.

Mr DAVID ELLIOTT: Yes.

The CHAIR: That is not something, despite the email that I am looking at here from Patricia Wild, that the Committee was aware of previously or had been communicated to the Committee secretariat.

Mr DAVID ELLIOTT: I am advised that he is on leave.

The CHAIR: When was he on leave?

Mr DAVID ELLIOTT: I'll take that on notice.

The CHAIR: If you could let me know exactly when he went on leave and when it was known that he would not be available today.

Mr DAVID ELLIOTT: My office was only advised yesterday that he was on leave.

The CHAIR: If you could look into that and come back to me that would be useful, and if we could have an assurance that when he does appear at the Infrastructure hearing we will be able to ask him questions within your portfolio, Minister?

Mr DAVID ELLIOTT: Yes, sure.

**ANSWER**

I am advised that my office was notified of Mr Draper's leave on 25 August 2022 and that his leave dates had been communicated to the Committee previously.

**QoN04**

The CHAIR: Can I ask you about TAHE, which I understand moved out of your portfolio responsibilities on 14 April and into Minister Stokes' responsibilities.

Mr DAVID ELLIOTT: Correct.

The CHAIR: Why was that?

Mr DAVID ELLIOTT: It was because TAHE is responsible for the statewide assets owned by Transport and I am only responsible really for the metropolitan assets. It crossed both Minister Farrow and my portfolios.

The CHAIR: There are plenty of other pieces of legislation where you share responsibility with other Ministers.

Mr DAVID ELLIOTT: That was the advice that I was given.

The CHAIR: Did you ask any questions when that happened?

Mr DAVID ELLIOTT: No.

The CHAIR: Whose decision was it?

Mr DAVID ELLIOTT: I would have to take that on notice. I'm assuming it's the Premier, but I will take that on notice.

**ANSWER**

The structure and allocation of portfolios are a matter for the Premier.

**QoN05**

The CHAIR: Secretary, I understand that the accounting treatment in relation to the two train entities has not been confirmed yet by the Accounting Standards Board, as recommended by the Auditor-General. Why has there been a delay in that process? I understand that TAHE's accounting treatment—that part of it, in terms of its treatment—has been approved. In terms of the other piece of that puzzle—

ROB SHARP: I'd have to take that on notice. I'm not aware of the status of that. I'll ask the financial controller to provide that information and I'll bring it back to the Committee today.  
The CHAIR: Thank you. Does Mr Longland know?

MATT LONGLAND: Thanks for the question. I would need to check that on notice as well.

The CHAIR: If that accounting treatment comes back and actually says no, this treatment is not correct, that will blow up the whole accounting treatment for TAHE, won't it?

ROB SHARP: I'm not an accountant to be able to comment on that. That's a matter for Treasury in terms of the nature of the entities and their accounting. As far as we're aware, we're following accounting treatments correctly. We've had an audit that has been signed off by the accounts last year. I'll have to revert specifically on the status of the question that you've raised. I'm not across the detail.

The CHAIR: Those accounts were signed off, though, on the basis of—pretty much given a leave pass, right? We had qualified accounts. Then we had, "Fine, we can approve this this time, but we recommend that you go and get this treatment sorted. You need to speak to the Accounting Standards Board. They will come back."

There were two questions that were to be asked. One was in relation to the nature of the entity that is TAHE and the other was the nature of these entities, in terms of the two train entities. Are you worried about that accounting treatment?

ROB SHARP: As I said, I'll take on notice what the current status of it is. In terms of being worried, I follow the advice that comes through in regards to accounting. There are audits; there are professional accountants that are referred to it. The audits are by professional accounting firms. So I do rely as the secretary on those experts. In regards to your specific question, I can't answer it because I don't know. I'll revert back from my financial controller during this session.

The CHAIR: Because I can tell you that this is one of the things that disturbs me when I wake up at 3.00 a.m. I'm not the transport secretary. How does that not keep you up at night if the impact would be that the whole of the accounting treatment of TAHE is not what you have been claiming?

Mr DAVID ELLIOTT: He's already awake because of the unions.

The Hon. SCOTT FARLOW: Some of them.

ROB SHARP: The accounting treatment of TAHE is a matter for Treasury and TAHE.

There's an independent board and a chair of TAHE. So in respect of TAHE, you would refer to Treasury. In respect to your question on the rail entities, I've taken that on notice. I don't know the answer to it and I'll revert.

#### **ANSWER**

I am advised that in July 2022, the Australian Bureau of Statistics confirmed the status of TAHE, Sydney Trains and in August 2022, NSW TrainLink as Public Non-Financial Corporation entities.

#### **QoN06**

The Hon. MARK BANASIAK: Thank you. I might change tack, Minister. The Recreational Vessels Advisory Group, which has been established since 2019 or before that—it's gone to a new model, I believe, where it's not having regular meetings. It's just inviting individual groups of the department's choosing. There are concerns that that action group or advisory group is now being disbanded. Particularly there's a concern about the Recreational Fishing Alliance—they're a key stakeholder there—essentially being isolated because of their outspoken views on certain things.

Mr DAVID ELLIOTT: I might invite Mr Collins—

The Hon. MARK BANASIAK: Can you give me a status update on what is happening with that action group?

HOWARD COLLINS: Thank you for the question. As you know, Mr Banasiak, there is regular engagement with many, many groups across Maritime locally and regionally.

We've seen some engagement and some improvement in the investment of those facilities for boaters, fishers and many people who use the waterways. I'm not sure about this particular group. As you mentioned, there may have been some issues regarding their behaviour, so I'll check and take that on notice. But I think we are always open to engaging any user groups who use our waterways. Certainly we've made an extra effort this year, particularly post-COVID, to ensure that the 40 per cent uplift in boaters who are out there get the opportunity to engage with the industry and the community. I'm happy to take that on notice.

The Hon. MARK BANASIAK: Yes, can you take it on notice as to why there have been no minutes of that group since 2020, as well? There seem to be no public minutes since 2020.

HOWARD COLLINS: Thank you. I will do that.

#### **ANSWER**

I am advised that the Recreational Vessel Advisory Group meets quarterly with representatives of 14 relevant industry associations, with the last meeting held on 28 July 2022, with minutes provided to the invitees.

NSW Maritime is undertaking a comprehensive review of the Recreational Vessel Advisory Group which is expected to be completed by the end of the year. The prior practice of making the minutes publicly available has been paused while this review is underway.

#### **QoN07**

The Hon. DANIEL MOOKHEY: But how many times have you met with the Treasurer directly to talk about this?

Mr DAVID ELLIOTT: I told you, I'm meeting him again on Monday.

The Hon. DANIEL MOOKHEY: How many times have you met with him?

Mr DAVID ELLIOTT: Previously? I would have to take that on notice.

#### **ANSWER**

Ministerial diary disclosures are published quarterly and can be found on the Department of Premier and Cabinet website.

#### **QoN08**

The CHAIR: How many inspectors does OTSI have?

ROB SHARP: You would have to refer that to OTSI. There is certainly a management structure that I'm aware of but I'm not privy to all the layers in the organisation. You would have to refer to them.

The CHAIR: When the funding decisions were made, that was made on the basis of not knowing how many inspectors they could afford?

ROB SHARP: No. There was a paper put together. I just don't have that information off the top of my head.

The CHAIR: Are you able to take it on notice?

ROB SHARP: Yes.

#### **ANSWER**

I am advised that in the 2021-22 financial year, the investigation team within the Office of Transport Safety Investigations (OTSI) grew from six to nine Senior Investigators.

In the 2022-23 financial year, the Office of Transport Safety Investigations has budgeted to recruit four investigators and three entry level investigators.

**QoN09**

The CHAIR: Are you aware that in its annual report from last year OTSI reported a 20 per cent increase in reports of safety issues?

Mr DAVID ELLIOTT: I would have to take that on notice.

**ANSWER**

I am advised that in the 2020-21 financial year, the number of bus, rail and ferry safety incidents notified to the Office of Transport Safety Investigations increased from 1,172 to 1,406. Increases in reported safety incidents do not necessarily indicate a degradation in the safety of the network and can be an indicator of a growing positive safety culture through increased reporting.

**QoN10**

The Hon. JOHN GRAHAM: Minister, are you happy with that answer from your official that there is a \$2 billion error in the briefings from the department about this project?

Mr DAVID ELLIOTT: Am I happy there's a typo?

The Hon. JOHN GRAHAM: Well, Mr Regan hasn't characterised it as a typo. But, I mean, you're happy to do so. I'm not putting that characterisation.

Mr DAVID ELLIOTT: I'll take it on notice.

**ANSWER**

I refer to the response provided by Mr Regan in the hearing.

**QoN11**

The Hon. JOHN GRAHAM: Yes. Mr Collins, is it true that the recently updated data recording system failed during the duration of this incident? Is that also true?

HOWARD COLLINS: I will obviously have to take that on notice. I haven't examined the detailed report. You may obviously have been supplied a copy. But I will take that on notice and, certainly, information regarding the incident we will share with you perhaps this afternoon if we have further information.

**ANSWER**

I am advised that data from the Vessel Data Recording System following Motor Vessel May Gibbs incident on 19th July 2022, was analysed by Transdev Sydney Ferries.

The data recording from the wheelhouse, which included the electric signals, was inconsistent and did not provide a clear picture of the incident.

Further analysis revealed that there was a defect in the recording software that was causing some disruption in the process. It is understood that this defect has since been rectified by Transdev Sydney Ferries.

**QoN12**

The Hon. JOHN GRAHAM: Minister, why isn't this review—given its importance and given some of the issues—being conducted by someone independent of the agency?

Mr DAVID ELLIOTT: Why isn't it?

The Hon. JOHN GRAHAM: Why is it not being conducted by someone independent?

Mr DAVID ELLIOTT: I'll take that on notice. I will also highlight the fact that, depending on its urgency and the situation, I don't see why the department wouldn't, in the first instance, provide a preliminary review and, in the second instance, send it external. But I'll take it on notice.

**ANSWER**

I am advised that since the commencement of the contract with Transdev Sydney Ferries, Transport for NSW has conducted fleet assessments using independent experts in assurance and risk management in the maritime industry.

**QoN13**

The Hon. PENNY SHARPE: Minister, I want to ask you some questions about bus safety, particularly about fires on buses. I am not quite sure who these need to go to. We have seen I wouldn't say an increase but an ongoing issue with fire suppression in buses. Is someone able to tell me how many buses have caught fire so far this year?

Mr DAVID ELLIOTT: I may be able to do exactly that, Penny. In 2021 we saw a decrease in fatalities and injuries from crashes involving buses by 44 per cent.

The Hon. PENNY SHARPE: No, that's not what I'm asking about. I'm asking about fires. Basically, OTSI gave a report—the Office of Transport Safety Investigations. It has been an ongoing issue.

Mr DAVID ELLIOTT: I'm going to have to ask Howard.

HOWARD COLLINS: Yes, I have this report. There were 106 incidents reported, nine of which were bus fires.

The Hon. PENNY SHARPE: That's 2021. That's right. Up from 2020. I would like to know if you can tell me how many there have been so far this year for 2022. HOWARD COLLINS: Gosh, I can remember one at Liverpool fairly recently. I'm not sure whether it was this financial year.

The Hon. PENNY SHARPE: I'm not aware of that one. I am aware of one in Lane Cove and one in Camperdown.

HOWARD COLLINS: We might have that. I don't know whether the Minister has it. But I could say, generally, that the good news is that all our buses, unlike many other States, have full fire suppression in the engine compartment. Most of the fires of the nine last year were actually connected with electrical or wiring or air conditioning faults, as opposed to those which, in the past—do you remember the spectacular fire on the Harbour Bridge, Ms Sharpe, which was an engine issue? The fire suppressant systems have worked very well and, as Ms Fontana knows, we installed that on all vehicles in New South Wales metropolitan area.

Mr DAVID ELLIOTT: I've got some additional information. On 29 April we saw the ninth annual report on bus and coach fires. It refers to bus fires. The contents of the report relate to any thermal incident. The incidents include recent incidences of smoke alarms being activated where it doesn't include fire, which is logical.

Of the 106 incidents reported, nine were bus fires and 97 were thermal incidents. No injuries resulted from these incidents.

The Hon. PENNY SHARPE: Thank you, Minister. I am aware of the 2021 report from OTSI. I am asking for this year.

HOWARD COLLINS: From 1 July. If we can provide that, Ms Sharpe, we will.

The Hon. PENNY SHARPE: No, from 1 January, I think.

Mr DAVID ELLIOTT: We will take it on notice. The Hon. PENNY SHARPE: The OTSI report last year indicated that of the double-decker buses, 72 of the 88 have been installed with enhanced water mist systems.

Mr DAVID ELLIOTT: Correct.

The Hon. PENNY SHARPE: What's happening with the others?

Mr DAVID ELLIOTT: The remaining double-decker buses were purchased with this system already installed, meaning now all double-decker buses in Greater Sydney have an enhanced fire suppression system. That is what we call a happy ending.

The Hon. PENNY SHARPE: On this issue, yes, Minister. But you will get back to me about how many bus fires there have been this year?

HOWARD COLLINS: Yes. This calendar year, you are saying.

The Hon. PENNY SHARPE: Yes.

HOWARD COLLINS: We normally report on financial year, but we'll see if we can provide that information for you.

**ANSWER**

I am advised that as at 1 September 2022, there have been 11 bus fire incidents this calendar year.

**QoN14**

The CHAIR: I just wanted to know how much you are spending on developing the Transport for NSW Centre of Quantum Technology.

ROB SHARP: That is an exciting development because it does actually fit in with the efficiencies of the future operation of the rail system. The actual costs at the moment are twofold. One is that there are two individuals that are experts in this space that are working in the centre. We've gone out for tender through expressions of interest to partner with some people in this space. I'll pass to Mr De Kock on the actual dollar amount that we are budgeting.

JOOST DE KOCK: As the secretary says, this is a very exciting area and will offer a huge amount of computing power in the future. We, as the secretary said, have employed two experts to help us on that journey. We have put out to the market a request for tender. We are just in the final stages of evaluating that to finalise the cost of the program for the next two years.

The CHAIR: What's the general salary level expected for those experts? Or is it on a consulting basis?

JOOST DE KOCK: They're on the director level. I have to take on notice what the typical salary level for that level is.

**ANSWER**

I am advised that the salary range for these Director roles is \$201,350 to \$257,659.

**QoN15**

Mr DAVID ELLIOTT: From somebody who has come from industry associations, I'll give you a quick rundown of what happens. We will take out—we will send out expression of interest tenders. We will sound out the market and they will say to us what they're prepared to do here and what they're going to need to do overseas. If they say to us—if they give us a level or a certainty of local manufacturing that is suitable to us, that's what we go ahead with. Hopefully, they'll come back—

The Hon. JOHN GRAHAM: Stop there. What is suitable to the Government? You haven't specified anything yet, but you might specify something down the track. Is that your evidence?

Mr DAVID ELLIOTT: No. There will be a threshold of what is expected from industry.

The Hon. JOHN GRAHAM: But there's not yet, as of today.

Mr DAVID ELLIOTT: I'm not going to pre-empt. I'm not going to go to the market and say to them, "Listen, you know, you're going to be able to get away with just providing"—you know.

The Hon. JOHN GRAHAM: So talk now, threshold later. But as of today, there's no threshold.

Mr DAVID ELLIOTT: Well, not that we are going to disclose.

The Hon. JOHN GRAHAM: There are talks. That's good.

Mr DAVID ELLIOTT: But I have an expectation—there will be an expectation.

The Hon. JOHN GRAHAM: Minister, as of today, is there a threshold?

Mr DAVID ELLIOTT: Okay. I'm—

The Hon. JOHN GRAHAM: You've said there's not, which is fine.  
Mr DAVID ELLIOTT: No, no, no. I'm just saying to you that what happens when you go to market is you don't play all your cards. That's what you guys do. When you go, you play all your cards.  
The Hon. JOHN GRAHAM: I'm not sure what happens when you go to market. I'm asking you, as of today, is there a threshold in place?  
Mr DAVID ELLIOTT: I will take that on notice but I can give you an ironclad guarantee that there will be a local component, which is why Chris Minns copied my policy.

#### **ANSWER**

As I announced on 25 March 2022, Australian manufacturing will be a mandatory requirement for the Stage 2 Final Business Case. Meetings are already underway with experienced local manufacturers to understand their capacity and capability to provide rolling stock and equipment locally.  
A decision about the Parramatta Light Rail Stage 2 main works, including local procurement for the light rail fleet, is subject to further NSW Government decision-making.

#### **QoN16**

The Hon. DANIEL MOOKHEY: Again, when is that the Parramatta Light Rail stage two going to open?  
Mr DAVID ELLIOTT: Well, we haven't finished the business plan yet.  
The Hon. DANIEL MOOKHEY: You don't know.  
Mr DAVID ELLIOTT: We're certainly—we're commencing.  
The Hon. DANIEL MOOKHEY: Okay.  
Mr DAVID ELLIOTT: We're commencing with the bridge, which, if you live at Wentworth Point, is a major part of it.  
The Hon. DANIEL MOOKHEY: No doubt. The member for Parramatta has made multiple complaints about the availability of Federal funding for this project.  
Mr DAVID ELLIOTT: Yes. Mr DAVID ELLIOTT: Well, we haven't finished the business plan yet.  
The Hon. DANIEL MOOKHEY: You don't know.  
Mr DAVID ELLIOTT: We're certainly—we're commencing.  
The Hon. DANIEL MOOKHEY: Okay.  
Mr DAVID ELLIOTT: We're commencing with the bridge, which, if you live at Wentworth Point, is a major part of it.  
The Hon. DANIEL MOOKHEY: No doubt. The member for Parramatta has made multiple complaints about the availability of Federal funding for this project.  
Mr DAVID ELLIOTT: Yes.  
The Hon. DANIEL MOOKHEY: Have we requested Federal funding for this project at this point in time?  
Mr DAVID ELLIOTT: Not yet—well, not formally.  
The Hon. DANIEL MOOKHEY: Not formally?  
Mr DAVID ELLIOTT: Not formally, but I have had a very, very high-level conversation with the current Government when they were in opposition about if they had any leftover money, where would I be sending it, and I said to them, "Parramatta Light Rail".  
The Hon. DANIEL MOOKHEY: Glad that they could help.  
Mr DAVID ELLIOTT: Hopefully, they will. Let's hold them to that.  
The Hon. DANIEL MOOKHEY: So let me just be clear: When do you formally expect to be requesting Federal funding?  
Mr DAVID ELLIOTT: Listen, I'll take that on notice.



**ANSWER**

I refer to the response provided in the hearing.

I am advised that Transport for NSW only requests Commonwealth funding at the completion of a final business case. This is consistent with Infrastructure Australia guidelines.

**QoN17**

The Hon. MICK VEITCH: It has been raised with me a couple of times from people in regional New South Wales that there are issues around fuel going to some of these big centres. How do we plan on getting fuel to the airport? My colleagues will go a bit berserk here; I have gone off script. Are we going to rail it in or are we going to use roads?

ROB SHARP: It's a question for Western Sydney Airport. Joost, if you want to handle it?

JOOST DE KOCK: Yes, absolutely. As you appreciate, the new airport going in there and the large community being built over there will require a lot of fuel. We are working on creating a Western Sydney Airport fuel pipeline project. That's currently well progressed, and we are sort of doing that in collaboration with the Western Parkland City, the Greater Sydney Commission, the Sydney Water Corporation and DPE—Department of Planning and Environment—to identify what is a suitable corridor to be able to get the fuel to the airport. Obviously it takes a huge amount of trucks off the roads, and the plan is that once the corridor is established, with all those agencies and stakeholders that I mentioned, it will be put to industry to build the actual pipeline going forward. It's a great thing to get the fuel supply to western Sydney and we get to keep the trucks off the road.

The Hon. MICK VEITCH: But there is a budget allocation, do you know? This may not be your purview.

JOOST DE KOCK: Yes, there is. Let me just check the budget allocations.

The Hon. MICK VEITCH: You can take it on notice.

JOOST DE KOCK: I will have to take it on notice what the project budget allocation for that is, yes.

**ANSWER**

This question should be directed to the Minister for Infrastructure, Cities and Active Transport.

**QoN18**

The CHAIR: I was wondering, Ms Drover, if I could ask you about that Cammeray Golf Club issue. Has an agreement been entered into with the Cammeray Golf Club by Transport for NSW that foresees the golf club having a lease beyond 2026?

CAMILLA DROVER: It's a Minister Ward issue, but I can answer it in this forum.

The CHAIR: Thank you.

CAMILLA DROVER: For many years now we have been in discussions with the golf club about using that site, partially, for the construction works for the Western Harbour Tunnel and Warringah Freeway Upgrade. As part of that, we are proposing to amend the current layout so that we will continue to have provision of a golf course right throughout the construction works. Those works have commenced, and we're aiming to complete them for this summer so that, although we are taking part of that site for the construction works, an operating golf course will continue right throughout construction.

The CHAIR: When does that construction end, then?

CAMILLA DROVER: It's about a five-year build for Warringah Freeway Upgrade and the Western Harbour Tunnel. I would need to take on notice exactly how long we need that site. It's not necessarily always the full extent of construction. There are some permanent facilities also to be sited at the corner of the current golf course.

The CHAIR: What's the projected outlay, in terms of dollars, when it comes to that upgrade and reconstruction work?

CAMILLA DROVER: I would have to take it on notice the exact budget associated with that. We have been working for very many years with the golf course and the operator, and we have made some contributions along the way to support the golf course, given the uncertainty about the impact on their club and the construction works. Of course, in the EIS that site was identified as a construction site, and it did go through the consultation process and was part of the planning approval.

The CHAIR: Given that the current lease that the golf course has is up in 2026, was consideration given to instead buying the golf course out of that lease early?

CAMILLA DROVER: I would have to take on notice all the detail of the negotiations.

The CHAIR: Were any discussions had with council as part of that process?

CAMILLA DROVER: Yes, because, as I understand it, the golf club has a lease from the council. The council are, I think, the ultimate landowner—it may be the Crown, though. But we can take on notice more details of what engagement has occurred. Obviously it has been very extensive with North Sydney Council, not just about that site but generally the works in that precinct around the council area.

The CHAIR: I understand that the council was considering not renewing that lease in 2026 and using the land for other purposes. Could you come back to me on notice, then, as to whether that was actually discussed with council as part of the decision?

CAMILLA DROVER: Yes, we can take that on notice.

#### **ANSWER**

This question should be directed to the Minister for Metropolitan Roads.

#### **QoN19**

The CHAIR: I understand there was \$25 million that was given to the broader project from the Commonwealth. How much of that will be used for this part of the project—the Kamay ferry wharves?

HOWARD COLLINS: I can't talk about the broader project; that is for other Ministers or other secretary portfolios. But it is a broader scheme. This money—\$49 million—obviously does involve some support from Commonwealth colleagues. But the construction of the wharf, which is the first phase, is fully funded and is part of, obviously, New South Wales Government's commitment to build the wharves.

The CHAIR: How much is going to be Commonwealth funding, then, and how much is New South Wales funding of that \$49 million?

TRUDI MARES: We might need to take that one on notice, please.

#### **ANSWER**

I am advised that the NSW Government has committed a total of \$65 million towards the Kamay Ferry Wharves Project.

Questions regarding financial contribution from the Commonwealth Government should be directed to the Minister for Environment and Heritage.

#### **QoN20**

The CHAIR: I understand there was another \$4.5 million that was allocated from the Commonwealth for this project as well. Are you aware of that?

HOWARD COLLINS: Again, I will take that on notice. If people know, this area is not only about building two ferry wharves and considering further operation of a ferry service but also working to hand back this land to Aboriginal people and also provide employment for park rangers and other work on both the Kurnell side and the La Perouse side. We will see

if we can provide as much information as possible regarding the individual funding streams.

The CHAIR: Do we know now the final length of those two wharves?

HOWARD COLLINS: I normally know these wonderful bits of useless information, but I will come back to you and tell you the length of the wharf. I know that there is a significantly longer wharf right next door, which is the airport fuel terminal. But the one on the south—I am sure my colleagues will text me in a minute and I will furnish the Committee, if possible, with those details.

The CHAIR: There has been some confusion. Apparently three different numbers have been thrown around.

HOWARD COLLINS: I will give you the one the contractor has and hopefully that is the one which is built.

The CHAIR: Very good. Again, I appreciate if you may need to take this question on notice, but some of those numbers are referring to the length extending from shore and others are talking about the overall length of the wharf. Is there a difference between those two?

HOWARD COLLINS: Yes. It's all about measuring where the tide is. I am not an absolute expert, but the shore depends on—I think there is a mid-level tide measurement. We will provide you that detail. If we can't provide it now, we will to make sure that we provide you with the factual information.

#### **ANSWER**

Questions regarding Commonwealth Government funding should be directed to the Minister for Environment and Heritage.

I am advised that a description of the proposal is contained within Chapter 5 of the Environmental Impact Statement which is available on the NSW Planning Portal.

#### **QoN21**

The Hon. DANIEL MOOKHEY: Thank you to the officials. Mr Secretary, how many members of the senior executive service have been terminated under clause 41 of the GSE Act?

ROB SHARP: I would have to take that on notice. As I mentioned before, for the evolving transport and corporate services reviews, there were a number of positions that were earmarked for that. How many have specifically been actioned to date, I will have to come back to you.

#### **ANSWER**

I am advised, none.

#### **QoN22**

The Hon. DANIEL MOOKHEY: That wasn't my question, Mr Sharp. My question was, is the PSER an approval step?

ROB SHARP: The structure we have is that they are a consultation group. We consult with them.

The Hon. DANIEL MOOKHEY: You consult with them, but are you required to obtain their agreement?

ROB SHARP: As I indicated, if we didn't agree, it would escalate to the approver and the approver is the subset of Cabinet, being the ERC, the expenditure review group.

The Hon. DANIEL MOOKHEY: But it is the case that the first time the combined rail unions were advised of the role of the PSER was in or around June 2022?

ROB SHARP: The first time they were involved?

The Hon. DANIEL MOOKHEY: Advised of the role.

ROB SHARP: The PSER have been represented throughout the working groups for the union.

The Hon. DANIEL MOOKHEY: I will just repeat the question. The first time that the combined rail unions were advised about the role of the PSER as an approval step was in June 2022. Is that correct? ROB SHARP: That's incorrect because they're not an approval step. But Mr Longland can add some colour to that.

MATT LONGLAND: I am happy to speak to that specifically. My recollection is that at the conclusion of the intensive bargaining period, which was in May, we provided in some detail a list of the items that the rail agencies were taking forward for approval. In addition to being very clear that the items that would require budget or policy consideration needed to be submitted to government for consideration, that there would also be a review of the clauses and the drafting of the clauses. I am fairly certain that PSER as an entity was mentioned in that correspondence to the combined rail unions, which would have been in May.

The Hon. DANIEL MOOKHEY: Just to be clear, denying that that advice was provided in June and/or July, you say it was done in May?

MATT LONGLAND: It has been discussed multiple times. It has been discussed as recently as this week. We were in bargaining with the combined rail unions on Wednesday of this week. There has been quite some discussion about the progress of claims and the drafting. My recollection is that the first time that it was formally put to the combined unions was when we closed out the intensive period and provided a list of those items that the rail agencies were supporting for consideration by government.

The Hon. DANIEL MOOKHEY: And that was via correspondence?

MATT LONGLAND: From memory it was via email, that's correct.

The Hon. DANIEL MOOKHEY: Do you mind tabling that on notice, if possible? That might just clarify it.

MATT LONGLAND: I'll look to get that email and we can see if we can get that tabled.

#### **ANSWER**

I am advised that the information was communicated via email on 10 May 2022.

#### **QoN23**

The Hon. DANIEL MOOKHEY: How often have you been briefing the Premier on this, Mr Secretary?

ROB SHARP: The Premier has been briefed by the Ministers. You'd have to talk to the Ministers specifically.

The Hon. DANIEL MOOKHEY: Have you briefed him directly?

ROB SHARP: I've presented to ERC where he's been in attendance at the meetings, as have others.

The Hon. DANIEL MOOKHEY: Have you briefed him directly in a one-on-one meeting of any form?

ROB SHARP: Yes, I have.

The Hon. DANIEL MOOKHEY: When did you do that?

ROB SHARP: I would have to take on notice the date, but there have been at least two meetings where he's had briefings, and not just directly from me. There have been representatives from Transport and the Ministers, and we've briefed the Premier.

The Hon. DANIEL MOOKHEY: We ascertained from the last estimates round that at least one of them involved your first meeting with Minister Elliott in a while. Is that one of the meetings you're referring to?

ROB SHARP: No, it's not.

The Hon. DANIEL MOOKHEY: So there have been two since then?

ROB SHARP: Yes.

The Hon. DANIEL MOOKHEY: On notice you're going to provide us with the dates for that?

ROB SHARP: Yes, I can do that.

The Hon. DANIEL MOOKHEY: That was a direct meeting between you and Transport representatives and the Minister directly?

ROB SHARP: Yes.

The Hon. DANIEL MOOKHEY: Sorry, the Premier directly.

ROB SHARP: The Premier, yes.

The Hon. DANIEL MOOKHEY: Was that a meeting that you sought or a meeting that the Premier sought?

ROB SHARP: I would have to take that on notice. I believe the Premier sought it. There were conversations occurring with the Minister and those meetings took place.

#### **ANSWER**

The meetings took place on 17 May and 27 June 2022. Neither meeting was instigated by Transport for NSW.

#### **QoN24**

The Hon. DANIEL MOOKHEY: I'm being fair to everybody involved. Who are you exactly in this process, Mr Farlow? Are you Deputy Chair, or what? Let's just get back to what was going on with respect to your negotiations. Is it the case that on 4 and/or 5 August—this month—you provided the Combined Rail Unions with additional representations and correspondence?

ROB SHARP: No, there's been ongoing communication between myself and the unions, so I don't recollect what correspondence was specifically on that date.

The Hon. DANIEL MOOKHEY: Perhaps on notice do you mind just checking if there were any specific correspondence and meetings that took place on 4 and 5 August, Mr Secretary?

ROB SHARP: Will do.

MATT LONGLAND: I'll also check that, Mr Mookhey. I think that may well have been an update from the two bargaining leads—myself and Mr Merrick—but I'll check that. So 4 or 5 August?

The Hon. DANIEL MOOKHEY: Around then, around about that time, if that's possible.

#### **ANSWER**

I am advised that meetings were held between Sydney Trains, NSW Trainlink and the Combined Rail Unions on 4 and 5 August 2022.

#### **QoN25**

The Hon. DANIEL MOOKHEY: Indeed, and the Auditor-General has helpfully charted the projected access and licence fees until the end of the decade, which she confirmed in 2021-22 was to be 680, but she projected that for this financial year it would be, between you and, to be fair, NSW Trains, \$1.081 billion. Is that still your view as to what the joint contribution is likely to be?

MATT LONGLAND: I can't speak for NSW Trains, but I can say for Sydney Trains, 2022-23 is \$662.6 million.

The Hon. DANIEL MOOKHEY: Do you have the same figure for 2023-24?

MATT LONGLAND: No, I don't have it in front of me, I'm sorry, but we could check that.

The Hon. DANIEL MOOKHEY: Could you on notice tell me what the figure is for 2023-24 as you understand it? Can you also tell me for 2024-25 what you understand it to be?

What happens in 2025-26 with your access fees?

**ANSWER**

I am advised that the Sydney Trains access and licence fees are:  
2023-24: \$913.4 million  
2024-25: \$1.135 billion  
2025-26: \$1.292 billion.

**QoN26**

The Hon. DANIEL MOOKHEY: Again, we have a forward profile from 2024-25 onwards and 2025-26. It says in 2025-26 between the two organisations you'll be paying more than \$1.6 billion in access fees. But the reason I ask is because this is the first budget in which 2025-26 is now within the forward estimates, but also the Auditor-General has screamed from the rooftops that there has been no funding decision made in terms of funding you to pay TAHE's access fees beyond 2025-26. So, given last time we had a conversation on this, Mr Longland, you were meant to enter into a heads of agreement with TAHE or update the heads of agreement, have you reached an agreement yet?

MATT LONGLAND: Yes. We worked through that process. We agreed to the heads of agreement renegotiation in December and then we worked through that process. I think it was completed in around about May, and Transport were a part of that as well.

The Hon. DANIEL MOOKHEY: By any means, can I invite you to table that agreement on notice, if possible?

MATT LONGLAND: I would need to have a look at the details, but, yes, that's—so this is the agreement between NSW Trains, Sydney Trains, Transport for NSW and TAHE on the access and licence fees.

**ANSWER**

I am advised that details regarding revised access and licence fees are distributed across a range of agreements, entered into variously by Transport for NSW, TAHE, Sydney Trains and NSW TrainLink. These agreements cannot be released for commercial, asset management and safety reasons.

**QoN27**

The Hon. DANIEL MOOKHEY: No, it's important, and I appreciate it. But that plan makes clear as crystal that funding for the entire rail network will be cut to \$50 million per year from 2025 onwards by the Transport Asset Holding Entity. Do you know why, given you are also the maintainer of the assets that actually perform the work for TAHE?

ROB SHARP: Correct.

The Hon. DANIEL MOOKHEY: So we are getting less revenue in. That's actually also disclosed in the budget. There is less being paid for accessing transport services by the TAHE. So what's going on? Why are we cutting back?

ROB SHARP: I would have to look at the numbers, Mr Mookhey. I don't recollect that level of detail, and I am happy to take it on notice in terms of what it's meaning. I am not sure of the connection through to our accounts, just talking here without the detail.

**ANSWER**

This question should be directed to the Treasurer.

**QoN28**

The Hon. DANIEL MOOKHEY: On notice or now, do you have the cost of those upgrades? What was the forecast final cost of all those upgrades?

ROB SHARP: The technology project?

MATT LONGLAND: Stage one of the Tangara Technology Upgrade project is \$107 million. That's works that are currently being delivered. And should we choose to invest in the future stage, I think the estimate is \$211 million.

The Hon. DANIEL MOOKHEY: How many carriages on the Greater Sydney rail network are expected to reach the end of their life in the next five years?

MATT LONGLAND: I would need to take that on notice to get you a specific figure. But, in terms of the fleets that operate across the Sydney network, the K-sets would be the trains that would be approaching end of life over that period. We've got, from memory, about 28 car sets that operate on the Ks. They tend to not operate every day. They are put into service depending on the needs around other rolling stock that aren't operating. So they are not operated as regularly as the other sets. The other fleet would be the V-sets that operate on the intercity network. Again, that's not part of our operation but we do maintain those V-sets for NSW Trains.

The Hon. DANIEL MOOKHEY: Just to be clear, I was talking about the Greater Sydney rail network, but I appreciate the extra context. Is it the case that you are expecting around 660 carriages to expire in the next five years from their ordinary life span?

MATT LONGLAND: This will test my maths. There are 20 K-sets, eight-car sets, so that would be 160 cars in the K-set consists. V-sets I don't have the figure on at the moment. But they would be the two classes of rolling stock that are approaching end of life. As I said, we are investing in the Tangara trains at the moment.

I think there are 55 eight-car sets in the Tangara trains. They will be life extended to allow us to operate them for a longer period.

#### **ANSWER**

I am advised that the following are expected to be retired within the next five years:

K Sets - 160 Carriages, 20 eight-car sets; and

V Sets - 204 Carriages, 25 eight-car sets and one four-car spare.

#### **QoN29**

The Hon. DANIEL MOOKHEY: On notice, are you able to provide me with the number of square metres or hectares of land and air space which are part of that precinct development?

PETER REGAN: I'm certainly happy to take away and see what I can provide on that.

The Hon. DANIEL MOOKHEY: Thank you. And what proportion of such housing is being set aside for affordable housing?

#### **ANSWER**

I am advised that the total amount of developable land throughout the North West precincts is 44.112 hectares.

Five per cent of the total number of dwellings are set aside for affordable housing.

#### **QoN30**

PETER REGAN: Certainly for the existing Metro Northwest and the City & Southwest arrangements have been put in place historically for some of those sites. For the west metro—so the Western Sydney Airport line and the Metro West project itself—that's something we're currently working through with other government agencies as well.

The Hon. DANIEL MOOKHEY: Is there a policy you're meant to follow, or is this a matter that you have to decide as a board or as an organisation? PETER REGAN: That's a good question. There are different arrangements in place and there are discussions across government around looking at what those policy positions will be in the future. And there's a number of different aspects. There is social housing, affordable housing, build to rent schemes, key worker housing—so there's different areas being discussed. We don't have

a definitive plan at this point, but we're actively working across government to be able to assist in delivering a broad range of housing where we are delivering housing. Certainly, we're very keen to maximise the benefit of housing of different types being based around those broader precincts around the metro stations where that's appropriate.

The Hon. DANIEL MOOKHEY: But there is no definitive policy that you're following or required to follow?

PETER REGAN: Nothing that's specific to the Sydney Metro. I mean, clearly, anything that is done around the metro stations is subject to planning approval processes and whether it's—

The Hon. DANIEL MOOKHEY: There's no SEPP, for example, that would specify a minimum percentage that has to be allocated to the housing categories that you just described?

PETER REGAN: No, but I think that's a discussion that we're having more broadly as to sort of what can be done around—

The Hon. DANIEL MOOKHEY: When do you anticipate reaching a decision on that?

PETER REGAN: It's not entirely in our decision-making, so we're working across government.

The Hon. DANIEL MOOKHEY: But you could unilaterally decide, as a board, could you not?

PETER REGAN: Well, only to the extent that we could decide what to seek planning approval for. But the actual planning approval is granted either by the Department of Planning and Environment or, as appropriate, the relevant local authority.

The Hon. DANIEL MOOKHEY: Of those precincts that you were describing, how many have you actually formally sought planning approval for?

PETER REGAN: On the north-west metro, the planning approval process for a number of those have been completed. I'd have to take on notice the exact numbers and which sites are complete. Some of those are still going through—

The Hon. DANIEL MOOKHEY: Within those ones that you have completed and obtained planning approval?

PETER REGAN: Some of those, yes. Some of the construction is underway on some of those sites.

The Hon. DANIEL MOOKHEY: Of the ones that you have obtained and for which construction is underway, how much has been set aside as affordable housing?

PETER REGAN: It varies according to the local planning approvals per site. I would be happy,

Mr Mookhey, to take on notice to come back and give you some figures on that.

The Hon. DANIEL MOOKHEY: Thank you very much. How many planning approvals are you intending to lodge in the next 12 months in respect to the other parts of the metro network?

PETER REGAN: I will come back to you on that as well, I think. We probably haven't got a fully finalised plan as to the exact timing of when some of those—

The Hon. DANIEL MOOKHEY: I'm not really asking for the exact timing, but I'm asking for which of the precincts that are next likely to enter the formal planning process.

PETER REGAN: There's some that, as I said, are in the planning process at the moment out in the north-west, and we are continuing to progress those. I think they are probably the most relevant. There's clearly significant opportunity around housing and some of the broader regeneration on some of the City & Southwest projects, where we've already put in place arrangements with partners. I think they have their planning approvals in place around Waterloo, and the like. I'm happy to come back. I'm very keen to give you the right information, so I will come back on those.

#### **ANSWER**

Please refer to the response to Question on Notice 29.

Planning approvals are planned for the Metro North West Line and Sydney Metro West over the next 12 months.



For the North West precincts, these include:

- Tallawong (Terry Road) Development Subdivision Approval
- Kellyville State Significant Development Approval
- Bella Vista State Significant Development Approval
- Cherrybrook State Significant Rezoning Approval.

For the West precincts, these include:

- Parramatta over station and adjacent station development
- Sydney Olympic Park over station and adjacent station development
- Pyrmont over station development
- Hunter Street West over station development
- Hunter Street East over station development
- The third and final stage of the Critical State Significant Infrastructure approval.

### QoN31

The Hon. DANIEL MOOKHEY: You are on the title? You have transferred the property?

PETER REGAN: Yes. There's a process—

The Hon. DANIEL MOOKHEY: What is outstanding? In respect to those 300 properties, given you are the title owner, prey tell what else do you have to do with those 300 properties?

PETER REGAN: Sorry, I don't understand your question.

The Hon. DANIEL MOOKHEY: You are the one whose made the point that the process is ongoing.

PETER REGAN: Yes.

The Hon. DANIEL MOOKHEY: But those 300 properties have been acquired, correct?

PETER REGAN: Yes.

The Hon. DANIEL MOOKHEY: You are the title owner of those properties.

PETER REGAN: That's correct.

The Hon. DANIEL MOOKHEY: What further processes are you embarking upon?

PETER REGAN: Sorry, as I was referring to, for each of those buckets of, or groupings of properties, we have a particular budget we are working to. We have applied part of that budget—

The Hon. DANIEL MOOKHEY: All I want to know is, for those 300 properties, collectively, what did we pay for them?

PETER REGAN: I understand your question. I will look and see what we can come back on that. We haven't to date disclosed individually—

The Hon. DANIEL MOOKHEY: Again, I'm not asking for individual disclosure. We have had this respect to other matters. Ms Drover was answering similar questions on Monday.

PETER REGAN: Yes.

The Hon. DANIEL MOOKHEY: There are no commercial-in-confidence reasons why you can't disclose because it is not subject to any negotiation.

PETER REGAN: But, with respect, it does impact the outstanding negotiations in some cases.

The Hon. DANIEL MOOKHEY: Well, you assert that it does.

PETER REGAN: Yes, I do. As I said, I am happy to take away and consider at what point we may be able to give you more information. But there is a distinction between the number of properties and the number of interests in properties.

The Hon. DANIEL MOOKHEY: Yes. We've gone through this before, Mr Regan, I appreciate that.

PETER REGAN: I am happy to take it away and consider that.

The Hon. DANIEL MOOKHEY: But your policy is never to disclose. That seems to be the impression you are leading, Mr Regan.

PETER REGAN: No, I don't think that's correct. I think, as we've discussed previously, we are not able to disclose the individual negotiations, and for good reason, because they often include assessment of people's individual circumstances—

The Hon. DANIEL MOOKHEY: Again, Mr Regan, I'm not asking for individual disclosure.

PETER REGAN: —and so in aggregate we then look—we don't want to create an unlevel playing field by people making assumptions as to then what the average price that is being paid for something in a particular area. So we could complete on each batch before we make any decision.

The Hon. DANIEL MOOKHEY: Again, I am not asking you for which properties. I'm not even asking you for which suburbs. I'm really only asking you how much has the public paid to acquire these 300 properties? I'm not going to push it much further because clearly I'm not going to get the answer, but I would invite you on notice to provide all information you possibly can around the collective figure.

PETER REGAN: That's what I've agreed to do. I will take on notice to see what I am in a position to provide around the properties we've acquired on Metro West.

### **ANSWER**

I am advised that the total amount spent on acquisitions for the Sydney Metro West project is \$2.43 billion. This amount includes disturbance costs claimed including valuation, legal, quantity surveying and other compensable costs claimed by property owners.

To date, noting the acquisition program is still underway, 80 per cent of these properties were acquired by agreement.

It is important to note that the amount paid per acquisition is highly variable, and dependent on a number of factors including whether a property is residential, commercial, retail, strata or industrial.

### **QoN32**

The Hon. DANIEL MOOKHEY: So of the 200 that have not yet reached agreement, how many of them are now subject to a Valuer-General determination?

PETER REGAN: On a number of those properties in the section between Westmead and Bays, we haven't reached agreement with the Valuer-General. In the city section, those properties have not been gazetted, so negotiations are still continuing. If they are gazetted, they would then go for consideration by the Valuer-General.

The Hon. DANIEL MOOKHEY: That is true. So are you telling me that none of those 200 are the subject of current Valuer-General determinations?

PETER REGAN: That's correct. We haven't completed the gazettals for that section.

The Hon. DANIEL MOOKHEY: You were telling me about the other part, the Pyrmont to the city component. How many properties, interests are we talking about there?

PETER REGAN: Between Pyrmont and the city, there are 13 buildings, of which there are 513 interests in those buildings. We have acquired by commercial agreement just over 200 of those, and the balance are outstanding discussions.

The Hon. DANIEL MOOKHEY: Of those 200—I'm going to ask again and I'm not going to push it because we just went through this—if you can tell me what the collective payment was for all of them or what information you can provide on that.

PETER REGAN: I'll take away to consider what we can provide on that.

The Hon. DANIEL MOOKHEY: Mr Regan, I do appreciate that you are being mindful of your responsibilities. But we've been asking this now for a number of years. I just want to flag with you on notice that your answer in that respect will be very important in us determining whether or not there's a requirement for a supplementary budget estimates hearing.

PETER REGAN: That's fine. I understand the question. As I said, I am being careful of—

The Hon. DANIEL MOOKHEY: I'm respectful of that.

PETER REGAN: —competing responsibilities.

The Hon. DANIEL MOOKHEY: Indeed.

PETER REGAN: I will take away and look and see what I can provide.

The Hon. DANIEL MOOKHEY: But I'm just being very clear, so there's no ambiguity in my interest in this, that will be important in determining whether a supplementary budget estimates hearing is required.

PETER REGAN: That's understood. Your interest is in the aggregate amount we have spent acquiring properties to date for Metro West?

The Hon. DANIEL MOOKHEY: Yes.

PETER REGAN: Yes, understood.

The Hon. DANIEL MOOKHEY: I will probably ask you the same on notice for the airport line too, if you don't mind.

PETER REGAN: Yes, understood.

## **ANSWER**

Please refer to the response to Question on Notice 31.

## **QoN33**

The Hon. DANIEL MOOKHEY: Thank you very much. Have we found a home for Sydney Helicopters yet?

PETER REGAN: I believe the property you are referring to has been settled and resolved.

The Hon. DANIEL MOOKHEY: So we did find a home or we leased?

PETER REGAN: You would have to put that to the owner. Sydney Metro was not responsible for finding a home for that property. It was a leasehold interest, and that acquisition of that leasehold interest has been completed. I'm not sure of the specifics of where that business is now located.

The Hon. DANIEL MOOKHEY: Do you use internal lawyers for these acquisitions or do you go to a law firm?

PETER REGAN: Both.

The Hon. DANIEL MOOKHEY: Which law firms do you use?

PETER REGAN: We use a number of law firms across the piece. We have an internal legal team and, case by case, we use—

The Hon. DANIEL MOOKHEY: Are they subject to model litigant requirements?

PETER REGAN: I believe so, but I'm happy to take that on notice.

The Hon. DANIEL MOOKHEY: Could you? Can we get the names of the firms on notice?

PETER REGAN: I'll take that on notice.

The Hon. DANIEL MOOKHEY: Can we also get the expenditure by firm on notice?

PETER REGAN: I'll have a look.

The Hon. DANIEL MOOKHEY: How many internal lawyers do you have on this?

PETER REGAN: I would have to look at that, Mr Mookhey. We have an internal legal team and obviously it fluctuates over time how many of them are directly involved in property transactions or in our other business. It changes over time, depending on where we are in the acquisition cycle and how many properties are coming through at any one time.

The Hon. DANIEL MOOKHEY: I'm going to ask you on notice to just provide how much we have spent on legal services with respect to property acquisitions in each year of the last five years, if that's possible.

PETER REGAN: I'll see what I can provide.

**ANSWER**

I am advised that Sydney Metro's internal legal team currently has two part-time staff and one full-time staff member working predominantly on surface acquisitions.

All lawyers working for Sydney Metro are instructed to adhere to the Model Litigant Policy, which provides guidelines for best practice for government agencies.

Through a tender process, Clayton Utz and Ashurst were contracted by Sydney Metro for surface acquisition packages for the City & Southwest, West and Western Sydney Airport projects.

The below table lists the costs spent with each firm per project. It is important to note that these legal costs include work beyond the scope of that typically carried out by law firms acting for owners and tenants.

On a conservative estimate, legal costs reimbursed to owners and tenants as part of their overall compensation determined in accordance with the Act is more than \$16 million. A precise breakdown of owner and tenant-borne costs would take considerable time to extract.

Sydney Metro West	Sydney Metro City & Southwest	Sydney Metro – Western Sydney Airport
Clayton Utz - \$2,881,954.87	Ashurst - \$2,571,943.15	Clayton Utz - \$1,773,947.61
Ashurst - \$4,726,147.05		

**QoN34**

The Hon. DANIEL MOOKHEY: What is your employee-related budget for Sydney Metro for this financial year?

PETER REGAN: I'll take that on notice.

The Hon. DANIEL MOOKHEY: Thank you very much. Equally, your other operating expenses line item is not the one I wanted to ask you about. The one I did want to ask you about is your grants and contributions budget. It has dropped from \$1.38 billion to \$495 million as a revenue line item. To be fair, your cluster grant revenue has increased. Is that just a straight swap?

PETER REGAN: I will have to take that specific question on notice.

**ANSWER**

I am advised, as Sydney Metro's staff are considered Transport for NSW personnel, Sydney Metro employee costs are categorised under the Personnel Services Expenses line item in Budget Paper 4.

**QoN35**

The Hon. DANIEL MOOKHEY: Thank you very much. Equally, your other operating expenses line item is not the one I wanted to ask you about. The one I did want to ask you about is your grants and contributions budget. It has dropped from \$1.38 billion to \$495 million as a revenue line item. To be fair, your cluster grant revenue has increased. Is that just a straight swap?

PETER REGAN: I will have to take that specific question on notice.

**ANSWER**

I am advised that the grant and contributions line item for financial year 2022/23 represents the Restart NSW funding from NSW Treasury.

**QoN36**

The Hon. DANIEL MOOKHEY: It's a pretty alarming drop. That's the reason why I'm asking you. Your grants and contributions went from \$870 million budgeted for 2021-22, and you ended up getting \$500 million more in revenue. Why did you get an additional \$500 million in grants and contributions last year?

PETER REGAN: Sydney Metro's operations have expanded significantly over the past two years, with the movement into construction of both the Western Sydney Airport metro line and Metro West. We certainly haven't suffered a reduction in funding. Yes, our funding has gone up during that time. Your question may relate— I'm happy to look into that, look at the particular sources of funding that come from Government, but certainly, yes, our funding has increased in line with the increased operations.

The Hon. DANIEL MOOKHEY: It has in some respects. Again I'm not going to push this much further. But your cluster grant revenue was underspent. This was overspent. So it's entirely possible it's an accounting issue. Hence I'm asking you in budget estimates what's going on. But, equally, it's gone from \$1.3 billion to \$495 million, which is quite an alarming drop. But there has been an offset increase in your other lines. Just on notice, can you explain to me—

PETER REGAN: Yes. As I said, our overall funding has increased for each of the last two years. That reflects the increasing works that are moving from being in the planning stage into the construction stage. So that, I think—

The Hon. DANIEL MOOKHEY: Sure. But I will ask you on notice to just explain what's going on in that report in Budget Paper No. 4.

PETER REGAN: On those two line items. Sure. That's fine.

**ANSWER**

I am advised that the Cluster Grant Revenue for the financial year 2021/22 decreased from an original budget of \$6.7 billion to a revised budget of \$6.2 billion as a result of the NSW Government's decision to repurpose Consolidated Funds to Restart NSW funds in 2021.

**QoN37**

The Hon. DANIEL MOOKHEY: Mr Secretary, can I ask a few more questions about matters to do with our ferries? How many days have the three Emerald Class Generation 2 ferries, Balmoral, Fairlight and Clontarf, been taken out of passenger service in 2022 for maintenance reasons, both scheduled and unscheduled?

ROB SHARP: I would have to pass to Mr Collins for the detail on that.

HOWARD COLLINS: Thank you very much. Obviously the accuracy and detail of that we will have to take on notice. Just for the record, I think your colleague quoted an incident happening in July this year. I have found that report. The master lost—starboard steering occurred without his control. He immediately went to the backup control. The ferry was taken back to dock and it was repaired, and some investigation took place. I don't think it was quite as described by Mr Graham, but that's for the record.

The Hon. DANIEL MOOKHEY: Who did the investigation?

HOWARD COLLINS: I believe the investigation for that ferry took place by Transdev themselves. Obviously we have the capability of asking our safety and environmental risk people to carry out investigations or, as OTSI published, they can carry out investigations themselves if notified.

The Hon. DANIEL MOOKHEY: Did my colleague ask you when Transdev notified you of this?

HOWARD COLLINS: He didn't.

The Hon. DANIEL MOOKHEY: Let me. When did Transdev notify you of this?

HOWARD COLLINS: Of the July incident? I'll take that on notice. We were notified. I'll let you know what the date was.

**ANSWER**

I am advised that, to date in 2022, there have been a total of 114 days of scheduled and unscheduled maintenance across the Second Generation Emerald Class vessels. Transdev Sydney Ferries notified Transport for NSW of the incident involving the MV May Gibbs on the day it occurred, 19 July 2022.

**QoN38**

The Hon. DANIEL MOOKHEY: Basically, the ferry effectively started to drive itself?  
HOWARD COLLINS: I think what's described in the report that I've read in the interim was that, whilst travelling, the master noticed the ferry was taking a starboard direction without him operating the—it's a bit like a joystick on the Emerald Class. He took corrective action and went to put the engines into neutral. He took corrective action. There's always a backup. I think this is just to make sure people understand that when this happens, you can go into backup. It's a bit like in 2012; the Lady Northcott veered off and actually crashed into the harbour wharf. These things have occurred in the past, but what has happened is that investigation took place. They believe it was connected with the Australian-made and designed toggle device, and further work has been done on that particular project.

The Hon. DANIEL MOOKHEY: Look, kudos to the master—

HOWARD COLLINS: Absolutely.

The Hon. DANIEL MOOKHEY: —and respect to them for the professional skill that they—

HOWARD COLLINS: Hugely professional—they would do that every day. It is not as if it was an emergency situation.

The Hon. DANIEL MOOKHEY: It's why we train them. Mr Collins, I do want to congratulate the master for the action that he took, but the fact remains that the ferry started to steer itself. That's correct?

HOWARD COLLINS: Correct. But it was immediately corrected.

The Hon. DANIEL MOOKHEY: Indeed.

HOWARD COLLINS: And there is a backup system.

The Hon. DANIEL MOOKHEY: I'm glad that that kicked in as well. How many people were onboard?

HOWARD COLLINS: I can't tell you exactly. I will find that report and tell you on notice.

**ANSWER**

I am advised that there were 12 passengers on board the vessel.

**QoN39**

The Hon. DANIEL MOOKHEY: Was it a typical service? Do we have any information about what time it took place?

HOWARD COLLINS: I, again, will get you—rather than give you a delay by looking for the report, I will give you that information regarding what time of the day it was, where exactly it was on the harbour and information regarding that report.

The Hon. DANIEL MOOKHEY: I presume the incident was disclosable, correct—as in, there was a mandatory disclosure obligation on the part of Transdev?

HOWARD COLLINS: All incidents, depending on their nature—but this one does sound very much, as you may be indicating, Mr Mookhey, that would be reportable so that AMSA or OTSI may wish to take investigations. We know reportable incidents—rail, ferry, buses investigations—can take place or it can be left with the organisation.

The Hon. DANIEL MOOKHEY: But has it actually been reported? Has it been reported?

HOWARD COLLINS: I will take that on notice and make sure I'm—

The Hon. DANIEL MOOKHEY: But this is an incident which took place on 11. There is an automatic—under all transport law, there is a requirement for mandatory reporting within a certain time period. It is not just that it's a reportable incident, you have to also, by law, report it in a timely way?

HOWARD COLLINS: Correct.

The Hon. DANIEL MOOKHEY: So, sitting here, some seven weeks later—maybe six weeks later—are we in a position to confirm that OTSI has, in fact, been notified?

HOWARD COLLINS: I will take that on notice rather than give you wrong information.

#### **ANSWER**

I am advised that the incident took place at 6:35am on 19 July 2022 and involved a regular passenger service operating between Rose Bay and Circular Quay. The incident was reported to the Office of Transport Safety Investigations, Australian Maritime Safety Authority and Transport for NSW.

The Office of Transport Safety Investigations was notified on the 20 July 2022.

#### **QoN40**

The Hon. DANIEL MOOKHEY: Are you aware of any OTSI investigation that is underway?

HOWARD COLLINS: Of this particular incident, I am personally not aware.

The Hon. DANIEL MOOKHEY: Mr Secretary, are you?

ROB SHARP: No, I'm not aware.

HOWARD COLLINS: I will just check that. I may have been notified. There are many—as you can imagine, there are thousands of incidents and operations during the services that are under my responsibility. Certainly, we are—my team, who are responsible for the contract, are always notified of OTSI incidents and also have regular updates with Transdev.

The Hon. DANIEL MOOKHEY: Perhaps, Mr Collins, on notice is it possible that you could tell us about how many reports have been notified to your team by Transdev in the past 12 months—

HOWARD COLLINS: No problem.

The Hon. DANIEL MOOKHEY: —how many of them have since been notified to OTSI or any other safety regulator, how many of them were then subject to an investigation by OTSI and, if you are in a position to do so, what was the outcome of the OTSI investigation?

HOWARD COLLINS: I think I've got the gist of your advice—we'll certainly take that on notice. As I said, not all incidents are necessarily reportable to OTSI.

The Hon. DANIEL MOOKHEY: Yes, I am aware there is a threshold.

HOWARD COLLINS: Yes, there is.

The Hon. DANIEL MOOKHEY: But hence my question as to how many of them are being notified from Transdev to you. I'm just going up the chain of responsibility, to be very clear, Mr Collins.

HOWARD COLLINS: Yes, thank you.

The Hon. DANIEL MOOKHEY: And I'm just wanting to go through each step of the chain of responsibility.

#### **ANSWER**

I am advised that there is an investigation underway by the Office of Transport Safety Investigations for the MV May Gibbs incident on 19 July 2022.

Following the loss of control incidents on 2 July 2020 and 23 November 2020, an investigation was undertaken by the Office of Transport Safety Investigations and completed with a report issued.

A number of findings were identified by the Office of Transport Safety Investigations for which Transdev Sydney Ferries completed a program of works to resolve. An assurance

check was conducted by Transport for NSW to verify that the actions were completed satisfactorily. The Office of Transport Safety Investigations' report is publicly available.

#### QoN41

The Hon. DANIEL MOOKHEY: Has there been cracking reported on the hulls of the Emerald Class Generation 2 ferries, Balmoral, Fairlight and Clontarf?

HOWARD COLLINS: I believe so. Yes, they were identified in inspection—a number of cracks appeared.

The Hon. DANIEL MOOKHEY: How many?

HOWARD COLLINS: I can't tell you the number. But I know what has happened is that those identifiable cracks—again, this is an Australian-designed vessel by Incat Crowther. Those cracks have been identified and either repaired or have been of a nature that will be dealt with under maintenance.

The Hon. DANIEL MOOKHEY: When were you notified of the cracks?

HOWARD COLLINS: Again, I cannot give you the accurate date. But I will take that on notice of when we were first advised of identifying cracks on the Emerald ferries.

#### ANSWER

I am advised that on 4 April 2022, a number of cracks were identified in the Second Generation Emerald Class vessels following a structural inspection by an independent, Australian certified maritime surveyor. It is understood that these cracks do not compromise the overall structural integrity of the vessels.

Transport for NSW was immediately notified by Transdev Sydney Ferries when the cracks were identified.

#### QoN42

The Hon. DANIEL MOOKHEY: How much have we collected in contract penalties from Transdev in the last 12 months in respect of the ferries?

HOWARD COLLINS: The process for dealing with obviously the cancellation of ferries—

The Hon. DANIEL MOOKHEY: Have we connected—

HOWARD COLLINS: —and the operation of that obviously is worked through our contracts team.

The Hon. DANIEL MOOKHEY: Yes, indeed. I appreciate knowing who is doing the work, but I want to know how much money have we recovered from Transdev in the last 12 months?

HOWARD COLLINS: I will provide what information is disclosable obviously under that contract.

The Hon. DANIEL MOOKHEY: Have we recovered even a cent?

HOWARD COLLINS: We have certainly applied penalties to this ferry operator in the last few months.

The Hon. DANIEL MOOKHEY: How many times have we issued a penalty to them?

HOWARD COLLINS: I will provide that information or what I can provide under the contract.

The Hon. DANIEL MOOKHEY: What restriction in the contract would prevent you from doing this?

HOWARD COLLINS: There may well be commercial issues, which we—

The Hon. DANIEL MOOKHEY: But you are telling us that you've signed a contract that says, "We can penalise an operator and not tell anyone"?

HOWARD COLLINS: It may well be that I will be able to reveal all of the information, Mr Mookhey. I just want to make sure that I'm not committing to something that I may not be able to provide.



**ANSWER**

I am advised that this information is commercial in confidence and cannot be disclosed. However, it can be confirmed that abatements have been deducted from Transdev Sydney Ferries monthly contract payments in the last 12 months.

**QoN43**

The Hon. DANIEL MOOKHEY: Has Transdev made claims to Transport for NSW in respect to matters which they allege that Transport for NSW hasn't adhered to in respect of their contract?

HOWARD COLLINS: The deputy secretary can advise about the claims. Again, I think they are commercially sensitive and maybe confidential.

The Hon. DANIEL MOOKHEY: I'm not asking you to disclose the quantum of them. But we have done this a few times with the deputy secretary in respect of claims. Does the deputy secretary know whether Transdev has made claims on a contract?

TRUDI MARES: No, Mr Mookhey. What I can say is that we're working very closely with Transdev.

There are some legal matters that we're still working through and negotiating with them. Like Mr Collins, I would rather check what is commercially-in-confidence, what is still in legal discussion and what I can release to you.

The Hon. DANIEL MOOKHEY: I do appreciate that, deputy secretary, but I will just be abundantly clear that this is also a matter which will be important in terms of whether or not we think there's supplementary budget estimates hearings in those. We're very happy for you to take it on notice, but I'll be very clear here. It is our responsibility to oversee your conduct in legal disputes as well, so there are no privilege claims.

ROB SHARP: Yes, we understand that.

The Hon. DANIEL MOOKHEY: I just want to be very clear, if you do feel like you need to take the advice, please do but I just do stress in terms of the answer you provide, it will be a key consideration.

ROB SHARP: Yes, understood.

HOWARD COLLINS: I think you're asking for a lot of details, Mr Mookhey. I'm very keen to make sure we provide that.

**ANSWER**

I am advised that there have been no such claims made by Transdev in relation to its ferries contract with Transport for NSW. Issues may arise from time to time and any claims arising are addressed as part of Transport for NSW's ongoing contract management process for the Transdev ferries contract.

**QoN44**

The Hon. DANIEL MOOKHEY: Thank you, Mr Collins. Mr Secretary, let's talk about some bus-related matters. Ms Fontana, I presume, may be in a position to assist on this one. Sorry to keep you here. Thank you for staying. The following bus routes have been cancelled in the region 9 bus network: 300, 301, 302, 309X, 310X, 314, 316, 317, 338, 353, 357, 372, 373, 376, 377, 391, 393, 394, 395, 400, 400N, L94, X40, X93, X99, M10, M50, 891, 893, 378, and let's not forget the 361. It's quite a list. Were any impact studies conducted prior to these routes being cancelled?

ROB SHARP: Thank you for the question. The region 9 review was actually a critical exercise in terms of rebalancing the network, and there were a number of consultations that took place. I will pass over to Ms Fontana.

The Hon. DANIEL MOOKHEY: Your time to shine, Ms Fontana.

DANIELA FONTANA: Yes. The changes were introduced by State Transit Authority on 5 December 2021, as stated. A lot of those routes that you have described as being

cancelled, there were replacement routes. So there were other alternate routes for customers to take. There was consultation done with some of our local councils at the time, and we have—

The Hon. DANIEL MOOKHEY: The local councils vehemently opposed it, did they not?

DANIELA FONTANA: Yes, there were some councils that provided feedback to us, and we did take into account feedback that we received at the time.

The Hon. DANIEL MOOKHEY: Did any council support it? Did any council support the cancellation of these routes?

DANIELA FONTANA: There were some councils that provided some opposition to some of the routes being cancelled. But, as I said, most of the routes did have alternative options for customers to pursue.

The Hon. DANIEL MOOKHEY: Did any council support the cancellation of these routes?

DANIELA FONTANA: I would have to take it on notice which councils opposed and which ones did not. Consultation was done back in October last year.

#### **ANSWER**

I am advised, yes, alterations to the bus network were first identified in 2013 as part of the Environmental Impact Statement for the light rail project.

In December 2021, Transport for NSW conducted studies and extensive public consultation to develop the integrated public transport network for Sydney's south-east. During the extended eight week community consultation period for the south-east bus changes, Transport for NSW received approximately 8,800 pieces of feedback to a survey.

Transport for NSW also held briefing sessions with all relevant Councils during the consultation period, with bespoke presentations prepared for each Local Government Area.

While Councils were generally supportive of the changes, concerns were raised regarding the withdrawal of bus routes. Randwick and Waverley Councils raised concerns regarding the withdrawal of bus routes, even where alternative route and mode options were available.

In some instances, the new network maintained or changed routes in the new network to accommodate for some of these concerns. Elsewhere, alternative services are available by new or changed routes, light rail, or a short walk to alternative bus stops.

A consultation report with a summary of feedback received during consultation including what was heard and what was changed is published online

at [https://www.mysydney.nsw.gov.au/South\\_East\\_Bus\\_Changes](https://www.mysydney.nsw.gov.au/South_East_Bus_Changes)

#### **QoN45**

The Hon. DANIEL MOOKHEY: But what was the daily capacity of the bus services that were removed?

HOWARD COLLINS: Again, I will take that on notice, but I think—

The Hon. DANIEL MOOKHEY: To be fair, that was for Ms Fontana.

DANIELA FONTANA: I would have to take that on notice; I don't have those figures.

#### **ANSWER**

I am advised that Transport for NSW operates an integrated public transport network in Sydney's south-east. To complement the introduction of the Light Rail, a holistic network planning exercise took place. While many bus routes have changed and some no longer operate, the changes have resulted in a network which delivers better east-west and north-south connectivity, with more all-day frequent network services operating every 10 minutes or better, seven days a week.

Compared to 2019, these changes, capacity of light rail and bus services was boosted by 40 per cent in the AM peak (6am -10am) heading into the CBD and by over 45 per cent in the PM peak (3pm - 7pm) for those heading to the south-east.

This assessment excludes other changes in capacity on routes which do not operate to the CBD, such as the 392 to Redfern or 390X to Bondi Junction, which are both more frequent and offer higher capacity than previous equivalent services, as well as various frequent east-west routes.

#### QoN46

The Hon. DANIEL MOOKHEY: Can I, on notice, get the locations of the bus stops?  
HOWARD COLLINS: Yes. We have those available.

#### ANSWER

I am advised that approximately 28 bus stops were impacted by the changes to the network in Sydney south-east. This accounts for less than two per cent of all bus stops in the south-east. Of these 28 stops, there are nine that continue to be served by dedicated school services.

These bus stops are located on roads which are no longer served by regular bus services and are primarily situated in areas that are within walking distance to alternative bus stops or services.

Description	Suburb	Direction	Routes affected
<b>Botany St at Arthur St</b>	Randwick	South	357
<b>Queen St at Rothschild Ave</b>	Rosebery	East	348
<b>Queen St opp Princess Ave</b>	Rosebery	West	348
<b>Garden St near Gale Rd</b>	Maroubra	North	316
<b>Garden St near Gale Rd</b>	Maroubra	South	316
<b>Garden St near Maroubra Rd</b>	Maroubra	South	316
<b>Denison St before Cornish Cir</b>	Banksmeadow	North	307
<b>Denison St after Smith St</b>	Hillsdale	South	307
<b>Port Botany Bus Depot</b>	Port Botany	North	309X
<b>Bumborah Point Rd before Botany Rd</b>	Port Botany	North	309X
<b>Botany Rd opp McCauley St</b>	Port Botany	West	309X
<b>Botany Rd at McCauley St</b>	Port Botany	East	309X
<b>Bumborah Point Rd near Botany Rd</b>	Matraville	South	309X
<b>Bunnerong Rd after Yarra Rd</b>	Phillip Bay	North	391
<b>Bunnerong Rd at Gillooly Ave</b>	Phillip Bay	North	391
<b>Bunnerong Rd opp Chifley Sports Reserve</b>	Matraville	North	391
<b>Bunnerong Rd before Military Rd</b>	Matraville	North	391
<b>Bunnerong Rd opp Military Rd</b>	Chifley	South	391
<b>Chifley Sports Reserve, Bunnerong Rd</b>	Matraville	South	391
<b>Bunnerong Rd before Little Bay Rd</b>	Matraville	South	391
<b>Bunnerong Rd at Woomera Rd</b>	Phillip Bay	South	391
<b>Bunnerong Rd at Anzac Pde</b>	Phillip Bay	South	391
<b>Bay Pde near Howe St</b>	Malabar	North	399, X99
<b>Bay Pde near Fox St</b>	Malabar	North	399, X99
<b>Raglan St near Bay Pde</b>	Malabar	North	399, X99
<b>Raglan St near Victoria St</b>	Malabar	East	399
<b>Bay Pde near Fox St</b>	Malabar	South	399
<b>Bay Pde near Howe St</b>	Malabar	South	399

**QoN47**

The Hon. DANIEL MOOKHEY: Okay. Have we applied penalties on operators in region 9 yet? Have we applied for failure to provide services accordingly and in accordance of the contract? Have we issued any penalties?

DANIELA FONTANA: We would have to take that on notice.

**ANSWER**

I am advised that discussions between Transport for NSW and operators regarding service levels and contract abatements are commercial in confidence. Transport for NSW applies contract abatements in accordance with the terms of the contract.

**QoN48**

HOWARD COLLINS: Just in general terms, where operators are unable to provide bus services to a certain level, if they ask us to reduce those services, we do reduce the payment for those services.

The Hon. DANIEL MOOKHEY: Of course you would. You're not going to pay for services that aren't provided.

HOWARD COLLINS: Absolutely.

The Hon. DANIEL MOOKHEY: Have they asked to reduce? Have they put a request through to reduce services?

HOWARD COLLINS: As you know, Mr Mookhey, that's a subject in itself. At the moment bus drivers across the State, if not across the country, are in desperate short supply. We have over a thousand vacancies within the greater metropolitan areas.

The Hon. DANIEL MOOKHEY: Is that a yes, Mr Collins? Because the Chair is very eager to bring this hearing to a close.

HOWARD COLLINS: Yes.

The Hon. SCOTT FARLOW: We're one minute over.

The Hon. DANIEL MOOKHEY: They have requested to reduce services.

HOWARD COLLINS: I will check to make sure. I'm talking about regions 7, 8 and 9, which I think you were talking about. We will tell you that on notice, but a number of bus companies have put in a request because of this driver shortage, which is over 15 per cent in some cases.

**ANSWER**

I am advised that Region 7 Busways North West and Region 14 Forest Coach Lines are currently operating a dynamic timetable. Service payments are also adjusted as a result of the reduced services as calculated under the contract.

Discussions are also underway with Region 6 Transit Systems West and Region 9 Transdev John Holland Buses regarding adjustment to services as a result of a shortage of available bus drivers.

**PORTFOLIO COMMITTEE NO. 6 – VETERANS – QUESTIONS ON NOTICE – 26  
AUGUST 2022**

**QoN49**

The Hon. MICK VEITCH: In answers to supplementary questions, I think it says that the memorial employed five veterans full-time and three part-time. Is that still roughly the same number?

CAROLINE MACKANESS: Yes. We have a lot of casual staff and they've just recently done a new recruitment. That number might be slightly different, but we do proactively encourage veterans to apply for roles in the whole of the public service, but particularly at the Anzac Memorial.

The Hon. MICK VEITCH: Can you take on notice as of today's date what the numbers are in the Anzac Memorial?

CAROLINE MACKANESS: Yes, very happy to.

The Hon. MICK VEITCH: And the veterans and family members of veterans?

CAROLINE MACKANESS: Yes.

**ANSWER**

I am advised that the Memorial has 35 staff (inclusive of casual staff).

Of the 35 there are 13 veterans and two family members of veterans. 14 are employed full time, one-part time. This includes six reservists as well as one staff member who is currently serving full time.

Veterans and their family members work in a variety of roles including Visitor Services & Community Engagement, Event Services, Memorial Guides, Operations, Administration and Support, Exhibitions, and Collections.

**QoN50**

The Hon. MICK VEITCH: I want to get my head around the Ranks to Recognition program and how it relates to the Veterans Skills Program. Can you shed some light on how many veterans were assisted in those two programs last year?

CAROLINE MACKANESS: I was given a presentation just two days ago, and if I can take on notice to give you the exact data, TAFE looks after that program. Some hundreds of veterans and their partners have now been supported through the Ranks to Recognition program. I was very impressed with how proactive they have been and the difference they are making, particularly in reaching the regional locations and supporting veterans in the regions through the TAFE programs.

The Hon. MICK VEITCH: It is with TAFE because it is part of the Veterans' Employment Program?

CAROLINE MACKANESS: We work across the whole of government. We were very proactive working with TAFE to establish this support program so that veterans that wanted to transition their skills and training into the civilian workforce had the support that they needed to do that.

The Hon. MICK VEITCH: If you could take that on notice I would really appreciate that. The sort of things I want—we want a picture of how many veterans were involved, how many were placed, partners or spouses as well, or family members.

CAROLINE MACKANESS: Yes. They are now collecting that data, too.

The Hon. MICK VEITCH: As of today's date, that would be good if you could take that on notice.

**ANSWER**

I am advised:

The below information is taken from the *Veterans Employment Program 42 Month Report pages 7-8*, and is correct as the dates provided below:

The TAFE NSW Ranks to Recognition Program (R2R) assists veterans to transition into the civilian workforce. This program includes customised career advice, career counselling, skills assessment, recognition of prior learning, and training gap analysis. The program has extended and is now also offering these services to veterans' spouse and recognised partners.

In the six-month reporting period (21 October – 22 March) 137 enrolled in R2R comprising of 91 veterans and 46 partners.

The Veteran Skills program was launched on 31 May 2021 to provide veterans and their recognised spouse/partner access to fee-free or heavily subsidised training under the NSW Job Trainer program. Courses are offered at approximately 360 Registered Training Organisations throughout NSW. The program also supports applicants if they only require a part qualification to be 'job ready' to pursue a civilian career path.

As at 1 June 2022:

- 172 veterans and 43 spouse/partners have enrolled in full-time qualifications (e.g. Project Management, Leadership, Training and Assessment) with a Certificate IV in Project Management Practice the most popular (19);
- 325 veterans and 36 spouse/partners have enrolled in part qualifications (e.g. Civil Constructions, Machinery Operation, Agriculture and Horticulture, Equipment Safe Operations). The most popular, Statement of Attainment in Vocational Pathways (Use Digital Technology and Participate in a Learning Environment) (168).

Requests for more recent enrolment data for the R2R program and the Veterans Skills Program should be referred to the Minister for Skills and Training, and Minister for Science, Innovation and Technology.

#### QoN51

CAROLINE MACKANESS: The Anzac Memorial is particularly careful about access for everyone and was designed specifically so. As a venue, it's very good to accommodate everyone.

The Hon. MICK VEITCH: The VEP website talks about its champions network and states: Our Champions are a group of mentors and thought leaders promoting VEP Initiatives and the skills that veterans can bring to the Public Sector. In regard to that, how many champions are there currently that we have on our books?

CAROLINE MACKANESS: I will get Craig to provide the number as of today's date, but I think around 340. Craig Delaney works very hard to network across the whole of the public service. So I'm very happy to say that Transport has a large number of veterans, and it has a very strong veterans' network. Having only two staff members in my office that run the Veterans Employment Program, they work by the multiplier factor, so by having groups of veterans in different clusters that build their own networks and help mentor and champion other veterans. But the network includes all HR managers that would like to be a champion for the program.

#### ANSWER

I am advised that there are 379 as at 26 August 2022.

Breakdown by Cluster:

- Premier and Cabinet - 32
- Regional NSW - 10
- Enterprise, Investment and Trade – 9
- Treasury - 17
- Health - 34
- Education - 44
- Stronger Communities - 133

**QoN52**

The Hon. MICK VEITCH: I think you said you were working on the number of veterans employed in each of the clusters. Do you have that detail that you might be able to provide on notice?

CAROLINE MACKANESS: It is actually on the website.

The Hon. MICK VEITCH: Excellent. We don't have to ask for it on notice. That's excellent. I think you were also saying then that you're gathering information about veterans who apply for positions?

CAROLINE MACKANESS: Yes.

The Hon. MICK VEITCH: That aren't successful?

CAROLINE MACKANESS: Yes.

The Hon. MICK VEITCH: Is that publicly available as well or could you take that on notice?

CAROLINE MACKANESS: That's the data that Craig collects with the Public Service Commission. One of the things that we do is encourage through our champions network that, if a veteran applies for a role and they're not successful, and they ring up and they want to understand better why they weren't considered, we give honest feedback. So Craig will explain that they might have put in some of the lingo from the military that is not as well understood and really help support them better apply for roles.

**ANSWER**

I am advised:

Information requested is available in six monthly reports published on the Veterans Employment Program website: <https://www.vep.veterans.nsw.gov.au/about/reporting/>