

**TRANSPORT**  
**HEARING DATE: 23 February 2024**  
**QUESTIONS ON NOTICE**

**Question no: 1**

**Transcript page: 6**

The Hon. NATALIE WARD: You spoke about Rosehill. I'd like to explore that. Who is the lead Minister for the memorandum of understanding, and who signed the memorandum of understanding with the Australian Turf Club?

Ms JO HAYLEN: The memorandum of understanding is made with the Government, and the Government is dealing with the unsolicited proposal from the Australian Turf Club for the redevelopment of the racecourse. The Cabinet Office is responsible for those negotiations.

The Hon. NATALIE WARD: Who is the lead Minister?

Ms JO HAYLEN: I would have to confirm that. I want to make sure that I provide the correct answer to the Committee.

**Answer:**

I am advised:

(1) The MOU was signed by the Department of Enterprise, Investment and Trade on behalf of the NSW Government.

**Question no: 2**

**Transcript page: 10**

The CHAIR: You've just reported 3 per cent, so 37 of 1,357. Where does the salary start, Mr Murray, for those 1,357 executives within Transport for NSW?

JOSH MURRAY: I'd have to take that on notice, Chair, but what I might add is that we have also announced a restructure where we will take 10 divisions down to seven and the three corporate divisions down to two, and that will enable us to continue to drive those numbers. You're quite correct in your earlier statement about Transport having a different framework to other parts of the public sector. That's because we have transport sector workers within that framework and they have a special designation. We have the transport senior managers in that pool as well. We are working through this restructure to get some benchmarking across the system. We do want to make that much more streamlined. But the reason that was established was to be able to recruit into the engineering sector in particular to deliver the mega-projects that have been undertaken over recent years.

**Answer:**

I am advised:

(2) Remuneration for a Band 1 Transport Senior Service Executive commences at \$201,350 per annum. This is a total remuneration package and is inclusive of superannuation and base salary.

**Question no: 3**

**Transcript page: 22**

The CHAIR: Minister, I wanted to turn to the airport access fee issue. How much does your Government get from that airport station access fee that commuters have to pay?

Ms JO HAYLEN: I'm sorry, I don't have that figure in front of me. I'd happily refer it to the secretary for further information.

The CHAIR: Sure.

JOSH MURRAY: I will seek that number, and hopefully we can come back to you during the course of the hearing.

**Answer:**

I am advised:

(3) The net revenue for Financial Year 2023 was \$45.7 million.

**Question no: 4**

**Transcript page: 24**

The CHAIR: I wanted to turn to Parramatta Light Rail stage two now if I can. I understand that there have been a number of stakeholders, including Cumberland council, which have been advocating for some time for the link where it ends at Carter Street to continue to Lidcombe to connect what is an area of Sydney that is desperately in need of more transport. Are you aware of that proposal, Minister?

Ms JO HAYLEN: Not in detail. I have had conversations with representatives and community members about the importance of delivering Parramatta Light Rail obviously well before the election and now as Minister for Transport. I'm not aware of that specific proposal but I'm happy to hand to the secretary for some information if it's available.

JOSH MURRAY: Again, I'm not aware of that particular proposal. It may have come through in terms of some of the stakeholder work that we are doing. I'm happy to take that on notice.

The CHAIR: I understand that this proposal is for an additional three kilometres, which would ensure that the end of the light rail, instead of stopping at Carter Street, I understand—I'm not sure that that is going to connect to anything else such as a hub, but another three kilometres would ensure that it obviously gets to a significant hub at Lidcombe. Isn't that worth considering? What we've heard from Western Sydney residents as well as stakeholders and councils is this lack of connectivity between some of the infrastructure projects that are being built. This is why I thought—it's not simple, I understand, to lay down three kilometres of track—at least we could have a look at that and see where we can finish up stage two of Parramatta Light Rail.

Ms JO HAYLEN: Firstly, I'd say that, as the secretary said, we are happy to take the detail of that on notice. But I would say that communities along this 10-kilometre link have been waiting a very long time. Today the Government has announced planning approval for the second stage. This is a project that the former Government announced 16 times and did nothing with. We are proceeding with the project. I can give the communities that guarantee.

**Answer:**

I am advised:

(4) Parramatta Light Rail Stage 2 (Stage 2) assessed a range of corridor options between Camelia and Sydney Olympic Park and several extending beyond Sydney Olympic Park to surrounding areas.

The original Final Business Case for the full Parramatta Light Rail network assessed four potential corridors that extended beyond Sydney Olympic Park. The corridors considered included extending the line to Homebush, Lidcombe, North Strathfield or Concord West. These corridors all showed some benefits but also presented substantial technical and property acquisition challenges.

The Lidcombe corridor, in particular, was assessed to deliver the highest passenger demand overall but would require significant property acquisition south of the M4 Western Motorway, and would likely generate unacceptable community impacts as a result.

The preferred light rail alignment was selected to serve and connect communities living north and south of the Parramatta River in the Greater Parramatta and Olympic Peninsula such as Ermington, Melrose Park and Wentworth Point.

Therefore, the shortened Lidcombe corridor was identified as the preferred corridor option to maximise the benefits by connecting Sydney Olympic Park and the Carter Street precinct and providing a transport connection to this growing residential population.

The preferred corridor also had relatively low costs, enhanced the catchment of Sydney Metro West station at Sydney Olympic Park, and had community support, as described in the Carter Street Precinct Development Framework.

**Question no: 5**

**Transcript page: 33**

Ms ABIGAIL BOYD: Secretary, is there a time line for full compliance under the current standards?

JOSH MURRAY: That's a discussion that we are currently having with our interstate and national counterparts in terms of the commitments that are made and the best way that, nationally, we can coordinate efforts and uplift disability access in the fastest possible way.

Ms ABIGAIL BOYD: Secretary, the current negotiations with your Federal colleagues and with the other States and Territories are in relation to new, hopefully better guidelines. My question is: What are we doing to meet the current standards, which we've failed to meet for 20-odd years? Is there a time line for that?

JOSH MURRAY: The relativity to the national discussion is that the Federal Government is also asking the States to take part in an auditing process against the current guidelines. We are working through the benefits of that, because obviously that would take up time and resources that may be better applied to new disability services. In terms of the exact time line, I'd have to clarify our latest agreements. I'm happy to provide that on notice.

**Answer:**

I am advised:

(5) Transport for NSW remains committed to improving accessibility outcomes for our passengers and is developing a strategy to manage the completion of compliance requirements under the Disability Standards for Accessible Public Transport (DSAPT). The Strategy will provide an evidence-based approach for prioritising and planning compliance actions with a focus on investing in compliance activities that enhance the highest priority outcomes for people with disability.

Applying the DSAPT retrospectively across existing assets and measuring their application is a complex task due to the significant scale of the NSW transport network, and the technical and financial constraints in upgrading legacy infrastructure across all transport modes, while maintaining an operational transport system for passengers.

Current initiatives underway that contribute to meeting the standards include:

**Safe Accessible Transport Program**

- The NSW Government reaffirmed its commitment to providing DSAPT accessible public transport infrastructure by announcing the Safe Accessible Transport program on 12 February 2024.
- The 2023-2024 NSW Budget allocated a total of \$800.7 million over four years to implement the new program, which combines the funds of both the existing Transport Access Program (TAP) and Commuter Car Park Program (CCP) and includes an additional \$300 million commitment.

- The program will upgrade stations and wharves to achieve DSAPT compliance, improving amenity, access and safety and acknowledges the important role these locations have to the communities they serve.
- Locations funded for delivery of accessibility upgrades under the new Safe Accessible Transport program include Macquarie Fields, Chester Hill, Bardwell Park, Lewisham, Queanbeyan, Griffith, and Moss Vale stations.
- Of the existing 373 stations across the state, 280 stations will be classified as 'accessible' and 48 stations as 'assisted access' following the delivery of the projects currently funded, primarily through the Safe Accessible Transport program.
- Funding has also been provided to commence development on an additional 8 regional and 9 metropolitan and intercity locations. These locations have not received funding for project delivery.
- More information on the new program can be found on the Transport for NSW website.

#### **Buses**

- Most contracted buses providing regular passenger services in Greater Sydney, outer metropolitan and rural and regional areas are wheelchair accessible, except for dedicated school bus services which are exempt from the Act.
- Over time, with an increased number of zero emissions buses being introduced, this figure will rise to 100 per cent.

#### **Light Rail**

- CBD and South-East Light Rail services are 100 per cent accessible.

#### **B-Pole Rollout Program (Bus Stop Wayfinding Signage)**

- The B-Pole Rollout Program will upgrade the B-poles and has brought more than 16,000 of the over 59,000 bus stop poles into compliance.
- The Program also works with road owners and bus operators to ensure that hardstand upgrades are upgraded at the same time where possible.

#### **Question no: 6**

#### **Transcript page: 34**

Ms ABIGAIL BOYD: I have two quick additional questions, if I may. In relation to the Transport-approved zero emission buses, I understand consultation on the acoustic vehicle alerting system sound was going to commence with the disability sector in 2024. Because they're so silent, people are a bit concerned for blind and vision-impaired people. Has that commenced, and who are you consulting with?

Ms JO HAYLEN: I understand that those discussions are occurring. Again, I'll hand to the coordinator general.

HOWARD COLLINS: Yes, thanks very much for the question. Certainly we're working with industry. We have a new bus panel 4, which is the latest requirement for vehicles, and the industry is working to ensure that we can give that balance between the beautiful, quiet buses but also giving people audible warning in certain circumstances. I note that travelling on a Custom Denning bus the other day, there were certainly useful audio sounds to help us understand, at low speed particularly.

Ms ABIGAIL BOYD: Have we started consulting?

HOWARD COLLINS: I believe the industry has started consulting. It is a global problem. There isn't a global standard. We're trying to ensure that it's fit for Australian purposes.

Ms ABIGAIL BOYD: Could you take on notice which stakeholders you're consulting with?

HOWARD COLLINS: We'll certainly share with you what industries we're doing so far.

**Answer:**

I am advised:

(6) Transport for NSW commenced preliminary engagement with disability groups through Transport's Accessible Transport Advisory Committee on the introduction of an Acoustic Vehicle Alert System for future Zero Emission Buses in 2023.

The Accessible Transport Advisory Committee comprises over 20 peak and advocacy organisations representing a diverse range of areas across the disability and ageing sectors, including Blind Citizens Australia, Vision Australia, Guide Dogs NSW/ACT, People with Disability Australia and Deaf Australia.

More comprehensive engagement with the disability sector is expected to commence from late March 2024. This engagement will also be co-ordinated through the Accessible Transport Advisory Committee before broader engagement with disability groups.

Further consultation on the Acoustic Vehicle Alert System sound will also involve other community members, industry bodies and stakeholders, including suppliers and bus operational staff, especially bus drivers.

**Question no: 7****Transcript page: 36**

The Hon. NATALIE WARD: Mr Murray, is the Transition Office still operational?

JOSH MURRAY: Yes, it is.

The Hon. NATALIE WARD: What's the total cost of the Transition Office? Documents revealed to Parliament show an expected total cost of nearly \$1.8 million in staff costs. Is that correct?

JOSH MURRAY: Yes, but they are staff seconded in from substantive roles across the organisation. There was no additional employment into the ranks of the Transition Office. In fact, I understand five of the roles—I think there are 17 roles in total; five of them are vacant.

The Hon. NATALIE WARD: For any of those staff seconded in, have replacements had to be paid to fill their roles from where they were seconded?

JOSH MURRAY: I'd have to have a look at that and take it on notice.

The Hon. NATALIE WARD: Can you take that on notice and provide that to the Committee, please?

**Answer:**

I am advised:

(7) Positions within the Transition Office are filled by staff who have been seconded from other parts of Transport for NSW, which means that there is no additional cost to Transport for NSW for these roles.

**Question no: 8****Transcript page: 43**

The CHAIR: With the people matter survey, do you break it down within individual units? Because I've also had feedback about the people and culture division itself—that the culture within that division is not healthy. Have you had feedback about that within those surveys?

TRACEY TAYLOR: We do break it down by division and we provide those divisional reports to all of the divisional leaders and we work with them to put in place appropriate action plans that can address what we are seeing as areas that we need to focus on. That

would include in the people and culture division. I would have my own action plan that I look at for detailed analysis and be able to put appropriate actions in place. The other thing that we do look at is our verbatim comments. In addition to the data that we receive, we also have thousands and thousands of verbatim comments that come through based on questions we put through the PMES. We do analysis on that as well so that we can understand what the colour of the data is telling us. That will include sensitive data and I see all of that sensitive data. So where people are calling out particular behaviours or particular leaders, we act on those as well.

The CHAIR: What was the latest survey in relation to the people and culture division? Was it worse or better than other units within Transport for NSW? What was the overall statistic around, say, bullying and harassment? Talk us through some of the statistics.

TRACEY TAYLOR: Ms Faehrmann, I don't have that in front of me. I'm happy to take it on notice and I can talk to you later this afternoon about the particulars. What I do know is at the total engagement level we did actually go up.

**Answer:**

I am advised:

(8) Transport's People Matter Employee Survey results for 2023 showed that prevalence of negative behaviour within the People and Culture division was on par with the Cluster and was equal to or lower than the sector. Of respondents:

- 11 per cent had experienced bullying (equal to the cluster, 3 per cent lower than the sector).
- 15 per cent had witnessed bullying (equal to the cluster, 5 per cent lower than the sector).
- 3 per cent had experienced sexual harassment (1 per cent lower than cluster, 3 per cent lower than the sector)
- 8 per cent had experienced discrimination (2 per cent lower than cluster, 2 per cent lower than the sector)
- 4 per cent had experienced racism (1 per cent lower than the cluster, 1 per cent lower than the sector).

**Question no: 9**

**Transcript page: 43-44**

The CHAIR: Minister, going back to the Opal card, I have a question around the gold seniors Opal card. I understand that anyone who works for more than 20 hours isn't eligible for that gold seniors Opal card and was wondering what the rationale was for that from your Government.

Ms JO HAYLEN: That is an existing policy in relation to concessions that you point to. I will hand to the secretary for further information on that, or perhaps Howard.

The CHAIR: It is government policy—that's right—which is why I'm asking for it from a policy perspective and you as Minister. I can ask the public servants later about the detail. But in terms of policy, we've been approached again by seniors wanting to know why they can't access that. Obviously it is also an additional barrier to older people getting back into the workforce. I'm just wondering what the policy rationale is from your Government.

Ms JO HAYLEN: The current settings around concessions are the ones that we have inherited. I appreciate people's concerns around a particular barrier that they might see to them using public transport. We want as many people using public transport as possible. We have, of course, retained the \$2.50 travel arrangements for seniors. The expectations are that we are seeing people work longer and we want as many people as possible participating in our economy, so I appreciate where the advocates are coming from. I think the secretary has endeavoured to provide some further information about the statistics in that space. But I'm also happy to take it on notice and provide some further information.

**Answer:**

I am advised:

(9) The NSW Seniors Card is part of the Australian Seniors Card program and it sets the 20 hour per week of paid work eligibility criteria.

The Department of Communities and Justice is responsible for administering the NSW Seniors Card and uses the national eligibility criteria.

The NSW Seniors Card and other state and territory cards issued under the Australian Seniors Card program are recognised by Transport for NSW for access to the Senior/Pensioner fare (capped at \$2.50).

**Question no: 10****Transcript page: 44**

The CHAIR: I've got another issue here that a constituent has raised, about disability access and jetty wharfs, particularly the wharves at La Perouse and Kurnell. The particular constituent is concerned about not having access for disabled fishers. I will say at this point that I prefer Botany Bay to be closed to fishing and for it to be a sanctuary, but I will ask this question anyway. If people can fish there right now, then people with a disability should be able to fish as well, but I did need to put that on the record.

There have been, for some time, quite a few people who have wanted to have access. I've got a Fishcare volunteer who has said to me they do rock pool walks with children and they want to do fishing workshops for children with disabilities. I believe they've lobbied your office about it, but there is no jetty or platform since the removal in 2008 of what I understand was a jetty, Penrhyn jetty, for the port expansion. Firstly, are you aware of this issue—just general access to wharves? Let's stick with Botany Bay to begin with.

Ms JO HAYLEN: In relation to the Kamay wharf project, as I have provided in evidence to this Committee before, it was a project that we inherited with escalating costs and difficulties around it. We have taken the most responsible approach to continue the construction of that wharf. I'm also aware that advocacy groups have in fact just now raised this issue with me. I'm happy to look into it and provide further information to the Committee as a result of those inquiries.

As a broader principle, however, as we've discussed earlier, of course we want to see more people be able to access our waterways—and through those public interfaces is the right approach. We do know that senior members of our community, for example, are often big users of boat ramps, marinas, and maritime is acutely aware of that. We have inherited some issues around the maintenance and provision of access across those assets. But putting that aside, in relation to Cammeray, the coordinator general might be able to add further information but I have also endeavoured to get back to those particular advocates as well.

The CHAIR: Okay, great.

HOWARD COLLINS: Yes. It has been raised with me as well. Just for information, obviously, both those wharfs will be fully accessible but I do fully understand that as a disabled fisher there may be additional facilities which would be required. We'll take that away and understand that request, which has come to me today. It is a fairly large wharf. There may be opportunities. The design, though, is really about accessibility for people in the future using that wharf for other purposes, accessing the water in effect. Let us take that away.

**Answer:**

I am advised:

(10) The wharves have been designed to meet accessibility requirements under the Disability Discrimination Act 1992 and the Disability Standards for Accessible Public Transport 2002.

Fishing can take place from the wharves. Transport for NSW is investigating additional design elements to support fishers with disabilities at the wharves.

**Question no: 11****Transcript page: 51**

CAMILLA DROVER: We're pleased that we've got the planning approval. That gives us some degree of certainty about what the conditions are associated with the project. That will inform and assist us to complete the final business case, and then we'll approach government for consideration of the balance of the project.

The Hon. NATALIE WARD: When do you anticipate the final business case will be completed?

CAMILLA DROVER: I just have to check the exact timing of that. I'll take that on notice.

The Hon. NATALIE WARD: Are you able to come back to us today on that and check that number?

CAMILLA DROVER: Yes.

The Hon. NATALIE WARD: Thank you. Surely Transport has an internal timetable for such a large project as this. What's the sort of ballpark on the internal timetable?

CAMILLA DROVER: I'll come back, as I said, with a more definitive time frame, but at the moment we are updating that final business case.

The Hon. NATALIE WARD: That would be helpful if you could come back today. It's obviously a large announcement, which we welcome, but we'd like to see some understanding of the time line around it. We work very closely, so I know that you're very organised and there is usually an internal timetable of some sort. What's the forecast cost of the whole project?

CAMILLA DROVER: As I said in my prior answer, the updated final business case will confirm the options associated with that and therefore the final cost of the balance of the project. It's helpful now that we have got the planning approval with the planning conditions because that obviously goes to the cost of the project.

**Answer:**

I am advised:

(11) An additional \$200 million was reserved in the 2023-24 NSW Budget (over four years) towards progressing the Parramatta Light Rail Stage 2 project. The investment will go towards expediting the planning of the procurement, construction and delivery of the project. Options on how best to use the \$200 million are currently under consideration including updating the final business case.

**Question no: 12****Transcript page: 53**

The CHAIR: This is actually a fact-finding investigation plan for a private investigation company to undertake another investigation. That is what I'm deducing from this document. Interview Management Solutions were then contracted to undertake their investigation—an external investigation. Would that be correct?

PETER REGAN: I'd have to come back and confirm that because the next level of investigation was then undertaken within Transport for NSW. They undertake some of those internally or some of them they contract out to third-party investigators.



**Answer:**

I am advised:

(12) Interview Management Solutions was engaged by Transport for NSW following the completion of Sydney Metro's internal preliminary assessment.

**Question no: 13****Transcript page: 58**

LYNDAL PUNCH: You would be aware that our annual report, which includes our financial statements, has recently been tabled.

The Hon. DAMIEN TUDEHOPE: When was it tabled? Can you tell me?

LYNDAL PUNCH: Yes, it was tabled on 15 December 2023.

The Hon. DAMIEN TUDEHOPE: Is that correct, Mr Murray?

JOSH MURRAY: That's my understanding.

The Hon. DAMIEN TUDEHOPE: Can you check that, please?

JOSH MURRAY: Happy to.

LYNDAL PUNCH: I might just do a correction on that. I do apologise. The Audit Office published the Auditor-General's report Transport 2023 on 15 December 2023. The annual report, I will confirm. I will take that on notice and just confirm the date for you.

**Answer:**

I am advised:

(13) The Annual Report of Transport Asset Holding Entity NSW for year ending 30 June 2023 was tabled on 13 February 2024.

**Question no: 14****Transcript page: 59-60**

The Hon. NATALIE WARD: I understand that. When did you personally receive the bus review?

JOSH MURRAY: I'd have to check the date that I received the—

The Hon. NATALIE WARD: Could you check that and come back to us?

JOSH MURRAY: Yes, I can.

The Hon. NATALIE WARD: Today, if possible?

JOSH MURRAY: If possible, yes.

The Hon. NATALIE WARD: Why does it say October on your website?

JOSH MURRAY: The report? I would have to check.

The Hon. NATALIE WARD: If you could today, that would be very helpful. The file says the report is October 2023.

JOSH MURRAY: Again, I'd have to check that. It was provided, obviously, by the taskforce that works through those processes and provides it up to the department for consideration.

The Hon. NATALIE WARD: Did the Government receive the report in October 2023?

JOSH MURRAY: Again, I'd have to check the dates.

The Hon. NATALIE WARD: If you could clarify that for the record, please? It would appear that is what is in your publications, so it would be good to clarify that.

**Answer:**

I am advised:

(14) The Bus Industry Taskforce Second Report was provided to the Secretary of Transport for NSW on 2 November 2023.

**Question no: 15**

**Transcript page: 61**

The Hon. NATALIE WARD: I will come back to that, if I may. I have one final thing in the two minutes I have left. According to the eTender website, the bus taskforce chair, Mr Lee—who you mentioned—his company has had two contracts worth in excess of \$700,000 awarded to him. Why is the chair of the bus taskforce being paid more than the Secretary of Transport for a part-time job?

JOSH MURRAY: That is an incorrect assumption based on the eTender website. I'm advised that the initial contract—

The Hon. NATALIE WARD: It's your website.

JOSH MURRAY: No, the detail is correct in terms of two specific charging codes, but the first one relates to the entire contract. The second one only relates to the amount of the first one that hadn't been paid out. Mr Lee and his company had changed contract terms, changed ABN or something similar to that and so it was reissued for the amount that was still owing. The original figure is the correct figure.

The Hon. NATALIE WARD: How much has he been paid?

JOSH MURRAY: The original figure that was disclosed on the website.

The Hon. NATALIE WARD: That is \$442,200?

JOSH MURRAY: That's the envelope. I don't know how much he's actually charged against that but that is the potential charge.

The Hon. NATALIE WARD: Can you take that on notice and clarify for us?

JOSH MURRAY: Yes.

**Answer:**

I am advised:

(15) The value of the Transport for NSW's engagement with John Lee Consulting for the Bus Industry Taskforce is \$442,200 (incl GST).

**Question no: 16**

**Transcript page: 62**

The Hon. NATALIE WARD: Ms Hoang, you've been patiently waiting all day so I might even afford you a question. Do you know how much Mr Lee has been paid under the contracts?

BRENDA HOANG: I'll have to take that on notice.

The Hon. NATALIE WARD: Can you get that back to us today?

JOSH MURRAY: We're happy to do that.

**Answer:**

I am advised:

(16) I refer to the response to Question on Notice 15.

**Question no: 17**

**Transcript page: 63**

JIM MODROUVANOS: Generally there is a figure and it's based on a forecast figure. So in the metropolitan area there's a thing called a Wolo. It's a telegraphic code. Once the forecast figure is above a certain temperature, then automatically speed is reduced. If line speeds are 100 kilometres an hour, for example, it's reduced to 80 kilometres an hour.

The CHAIR: What temperature is that?

JIM MODROUVANOS: I'll have to take that one on notice. I can't remember that particular standard off the top of my head. I used to head the standards organisation.

**Answer:**

I am advised:

(17) When the air temperature reaches or exceeds 38°C or is predicted to reach or exceed 38°C.

**Question no: 18**

**Transcript page: 64**

The CHAIR: Mr Regan, I want to go back to you. Going back to the Elara investigation, if I can, what were the remedial measures? Could you talk me through those—what you called remedial measures?

PETER REGAN: Ms Faehrmann, I am keen to answer the question as appropriately as possible. I think to do that I'm going to take that on notice. I need to get some further legal advice on what I can say.

**Answer:**

I am advised:

(18) Employment decisions about individual employees are confidential. Examples of remedial action were discussed in the Hearing.

**Question no: 19**

**Transcript page: 67-68**

JOSH MURRAY: Yes, it is, and we've updated our sustainability targets. I'm happy to provide that update and give you the status of the commitment. I don't have it with me at the moment.

The CHAIR: I was going to say the floor is yours, Mr Murray. At least I've got that. Do you think in terms of the 50 per cent procurement by 2026, that does seem a bit impossible at this point?

JOSH MURRAY: No, we have—pardon the pun—accelerated through that proposal. We are making good progress against it. I will get the exact nature of the commitments before we finish the hearing today. But we have made good progress because that's our passenger fleet through Transport, which we have good control over.

The CHAIR: To save me putting these in as supplementary questions after this, I'm interested in terms of how large the government's passenger vehicle fleet is now, how many are fully electric now, how many are plug-in hybrids and how many are hybrids. That would be very useful if that's possible to get.

JOSH MURRAY: Okay.

**Answer:**

I am advised:

(19) The Transport for NSW fleet has 602 passenger vehicles, of these, 42 are Battery Electric Vehicles.

The Transport for NSW fleet has 350 Hybrid Passenger Vehicles and 3 Plug-in Hybrid passenger vehicles.

**Question no: 20**

**Transcript page: 68**

The Hon. DAMIEN TUDEHOPE: I have a small question to Mr Britton. Mr Britton, you may be aware that Sydney Trains commenced action against the RTBU in relation to illegal interference with their ticketing system in 2022. What's the update in relation to those proceedings in the Federal Court?

DAVID BRITTON: I'll need to take that on notice, Mr Tudehope.  
The Hon. DAMIEN TUDEHOPE: Ms Taylor, do you know?  
TRACEY TAYLOR: No, I would also need to take it on notice.

**Answer:**

I am advised:

(20) The Federal Court proceedings were discontinued by Sydney Trains (and NSW Trains, being a joint applicant) in February 2023.

**Question no: 21**

**Transcript page: 70**

The Hon. DAMIEN TUDEHOPE: What is the current estimated cost of those alterations?  
CAMILLA DROVER: We're still within the funding envelope, the budget for the project.  
The Hon. NATALIE WARD: How much additional cost was there for the modifications?  
CAMILLA DROVER: It's within the budget that was set, the revised budget for the project. We're still within that budget that was set in 2022.  
The Hon. NATALIE WARD: Sure, but there must be a cost and a figure. What is the figure for the modifications?  
CAMILLA DROVER: There is a cost for the modifications. I don't have that with me here, but I can confirm it's within the budget envelope.  
The Hon. DAMIEN TUDEHOPE: Can you take on notice what the final estimated cost for the modifications is?  
CAMILLA DROVER: Yes. I just haven't got the exact number with me.  
The Hon. NATALIE WARD: Ms Hoang, do you know the cost for the modifications?  
BRENDA HOANG: Unfortunately I don't—not at hand at the moment. We do have that information. We'll take that on notice and come back to you.  
The Hon. NATALIE WARD: That would be helpful, thank you.

**Answer:**

I am advised:

(21) The Mariyung Fleet remains within the revised funding envelope that was set in 2022. This information is publicly available at the eTender website.

**Question no: 22**

**Transcript page: 70**

The Hon. DAMIEN TUDEHOPE: Perhaps just one last question, Mr Murray: In respect of recent changes to Federal industrial relations laws, are you intending to include in enterprise agreements non-contact provisions?  
JOSH MURRAY: I'd have to take that on notice in terms of the upcoming discussions that we will have with the RTBU. That's not something that we've discussed at all.  
The Hon. DAMIEN TUDEHOPE: It would create enormous difficulty, would it not, in relation to rostering?  
JOSH MURRAY: Yes, we haven't engaged on any of those matters. With our operational workforce, obviously, they have a different set of criteria.

**Answer:**

I am advised:

(22) Transport for NSW (including former RMS employees) and Sydney Metro employees covered by Salaried employee provisions under the relevant awards have pre-existing clauses which provide for a right to disconnect for time outside of normal hours of work, which incorporates: standard hours, agreed flexible hours, rostered shifts for shift-workers, overtime hours, and on-call hours.

The right to disconnect does not extend to communications about shift changes.

**Question no: 23**

**Transcript page: 72-73**

The Hon. NATALIE WARD: If the work is advanced, can you help the Committee understand what each station is getting?

CAMILLA DROVER: I don't have that individual detail for each of the seven stations and there is a whole bundle of other stations that are in development phase, but we can provide some information on notice.

The Hon. NATALIE WARD: That would be helpful, given they are in advanced stage. I would have thought that that would have been determined by now and that the Committee can understand what each station is getting. Could you take on notice for each of the seven stations what particular works are anticipated?

CAMILLA DROVER: Yes, no problem.

The Hon. NATALIE WARD: With specification and not just a general statement of "upgrades for accessibility", but "ramp, lighting, CCTV"—in the same way that it was articulated for Macquarie Fields.

CAMILLA DROVER: Yes, can do.

**Answer:**

I am advised:

(23) Information regarding upgrades to the Moss Vale, Queanbeyan, Griffith and Macquarie Fields stations is publicly available on the Transport for NSW website.

Bardwell Park and Chester Hill: Subject to detail design and Planning Approval, both stations are to include:

- A new lift and stairs to the station platforms
- A new accessible parking space and accessible kiss and ride space, additional bike parking and upgrades to the existing bus stops
- A new family accessible toilet, and a new unisex ambulant toilet, hearing loops, platform regrading, tactile indicators
- Electrical upgrades
- Canopy improvements at the station
- Safety and security at the station will be improved with better lighting, CCTV and wayfinding
- Placemaking enhancements such as landscaping.

Lewisham: Subject to design development and Planning Approval, it is expected that accessibility improvements at Lewisham will include:

- new lifts
- platform hearing loops
- bicycle loops
- wayfinding signage improvements
- a family accessible toilet and accessible parking space/s.
- Passenger safety
- Amenity will be enhanced with additional lighting and CCTV cameras.

**Question no: 24**

**Transcript page: 74**

The CHAIR: Let's frame it this way: This investigation found the senior figures, as I've read out before— investigation subjects Mr Timothy Parker and Ms Louise Howard; that's what's in this document, it's public—that there were policy breaches. Apparently Mr Parker

instructed Ms Cole to create a role for herself under the \$500,000 approval process that would have triggered Mr Regan. I've seen the emails where Ms Howard wanted to check that it went to Mr Parker and was absolutely ecstatic when she—she was very determined to make sure it didn't go to you, Mr Regan. That was how deliberate this seemed to be. The complaint was supported. The investigation's out there. They're serious matters. In terms of a public agency, these public servants are found to have breached the Transport Code of Conduct, Sydney Metro competition limits and the Transport Conflicts of Interests Policy. You're saying "remedial action" without being able to be clearer than that. You would know, Mr Regan, surely. If there was anything substantial that did happen, you'd be able to say.

PETER REGAN: Ms Faehrmann, to be fair, I took that question on notice to get further legal advice and I said I would come back with what we could provide.

The CHAIR: Yes, you did.

**Answer:**

I am advised:

(24) I refer to the response to Question on Notice 18 above.

**Question no: 25**

**Transcript page: 76**

The CHAIR: With the Noble Shore investigation, when are you expecting that report back?  
PETER REGAN: I believe it's close to completed, as I said, but I don't have the exact detail.

The CHAIR: Because that was contracted out, I think it was, October. Is that correct?

PETER REGAN: I don't have the exact detail, Ms Faehrmann, but we can confirm.

**Answer:**

I am advised:

(25) Noble Shore was contracted by Transport for NSW on 27 September 2023 to conduct an investigation. A final report has recently been completed.

**Question no: 26 - 28**

**Transcript page: 76 -79**

(26) The Hon. NATALIE WARD: I understand that; I understand your recommendation. Was the briefing note, however—did it contain more than seven stations on the briefing note?

CAMILLA DROVER: We regularly brief up on these programs. We do it continuously, but we briefed up on the status of all the stations and their various stages of redevelopment.

The Hon. NATALIE WARD: Every station in New South Wales?

CAMILLA DROVER: No, the next tranche that we're looking at for development.

The Hon. NATALIE WARD: How many are in the tranche?

CAMILLA DROVER: I'd have to take the exact number on notice, but there are more than 20.

(27) The Hon. NATALIE WARD: So we know as at today—sorry, I'm not trying to cut you off. I don't mean to be rude. Apologies. So you know, of those seven, what the scope is and what the cost is for each of them?

CAMILLA DROVER: Yes.

The Hon. NATALIE WARD: Can you provide that to the Committee?

CAMILLA DROVER: Yes, I can bring back what information we can.

**(28)** The Hon. NATALIE WARD: Can you table that briefing note for the Committee, to clarify that?  
CAMILLA DROVER: I'll see what information I can bring back.  
The Hon. NATALIE WARD: You said it's your advice. I don't want to misunderstand that.  
CAMILLA DROVER: I'll see what information I can bring back.

**Answer:**

I am advised:

(26) to (28) Transport for NSW has commenced work on delivering seven station upgrades as part of the Safe Accessible Transport program.

Information regarding upgrades to the Moss Vale, Queanbeyan, Griffith and Macquarie Fields stations is publicly available on the Transport for NSW website.

Bardwell Park and Chester Hill: Subject to detail design and Planning Approval, both stations are to include:

- A new lift and stairs to the station platforms
- A new accessible parking space and accessible kiss and ride space, additional bike parking and upgrades to the existing bus stops
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- Passenger safety
- Amenity will be enhanced with additional lighting and CCTV cameras.

**Question no: 29**

**Transcript page: 80**

The Hon. NATALIE WARD: When will it be complete?  
JOSH MURRAY: I will need to just pull up some information, Ms Ward.  
The Hon. NATALIE WARD: Thank you. For the record, I didn't agree to Mr Longland being excused.  
The CHAIR: That must be my fault—I'm pretty sure Mr Tudehope may have said that.  
The Hon. NATALIE WARD: I'm not having a go, but I did indicate I had further trains questions, so I will have to seek that information. I'm interested in the status of the Rail Repair Plan and when it will be complete, Mr Murray.  
JOSH MURRAY: I think it's best if we take that on notice on Mr Longland's behalf. The program continues. We have Rail Repair Plan related activities playing out this weekend, as has been publicised. They were longstanding commitments that were locked in on the Central Coast corridor and the Illawarra corridor, but they form part of that long-range planning that was locked in.

**Answer:**

I am advised:

(29) The Rail Repair Plan is due to end on 30 June 2024 for the accelerated defects, backlog removal and several reliability improvements.

There will also be ongoing reliability improvements that will continue throughout the 2024/25 financial year allowing the design and delivery of works to be completed.

These reliability initiatives include the replacement of track circuits within the CBD and axle counters at North Strathfield and Coalcliff Tunnel.

**Question no: 30**

**Transcript page: 80-81**

The Hon. NATALIE WARD: What's the total expenditure for the plan?

JOSH MURRAY: Again, we'll take that on notice.

The Hon. NATALIE WARD: Ms Hoang, do you know? You're the CFO.

BRENDA HOANG: It's \$97 million.

HOWARD COLLINS: If I may help here, there's been some 1,900 high-priority defects repaired; 3,700 repairs, upgrades and refurbishments; 100 worksites every weekend; and 450 kilometres of rail repair such as grinding and electrical inspections. The work's been staggered over different weekends for up to a year.

The Hon. NATALIE WARD: Ms Hoang, the original amount for the Rail Repair Plan was \$90 million. That's correct, isn't it?

BRENDA HOANG: It's \$97 million, as far as I recall. So we spent \$97 million.

The Hon. NATALIE WARD: Would you like to check that?

BRENDA HOANG: I am happy to check that on notice, but I'm quite confident it was \$97 million.

The Hon. NATALIE WARD: That's the total expenditure for the plan?

BRENDA HOANG: That's right, both opex and capex.

The Hon. NATALIE WARD: Has \$97 million been spent so far?

BRENDA HOANG: I don't believe so.

The Hon. NATALIE WARD: Can you tell us what has been spent so far, to date?

BRENDA HOANG: I am happy to take that on notice in terms of the spend to date.

JOSH MURRAY: The key delivery—

The Hon. NATALIE WARD: So no-one can tell me what has been spent to date on the Rail Repair Plan for budget estimates? No-one has prepared that number?

JOSH MURRAY: I'm sure Mr Longland would have had that. I think our—

The Hon. NATALIE WARD: As I say, I didn't excuse Mr Longland.

JOSH MURRAY: I understand that. I think—

The Hon. NATALIE WARD: I'm sorry if it's inconvenient for me to ask, but it is important.

JOSH MURRAY: And we're just making sure we can get to that information for you. I think the key KPI from a performance and delivery point of view is that 121 speed restrictions have been removed on the Sydney Trains network, and that leaves nine remaining temporary speed restrictions, which are the focus of the Rail Repair Plan.

The Hon. NATALIE WARD: But I am interested in what has been spent and what is left. Are you able to clarify that?

JOSH MURRAY: I'm not able to at the moment.

The Hon. NATALIE WARD: Ms Hoang?

BRENDA HOANG: I will just take that on notice.



**Answer:**

I am advised:

(30) The estimated total cost for delivery of the Rail Repair Plan is \$97 million for the span of the program (funded from within existing funding envelope CAPEX and OPEX) with some spend rolling over into Financial Year 2025.

Since the start of the Rail Repair Plan, \$44.2 million of the \$97 million has been spent (as at 29 February 2024). The Rail Repair Plan is due to end on 30 June 2024 for the accelerated defects, backlog removal and several reliability improvements. There will also be ongoing reliability improvements that will continue into Financial Year 2025 to allow the design and delivery of works to be completed, including the replacement of track circuits within the CBD and axle counters at North Strathfield and Coalcliff Tunnel.

**Question no: 31**

**Transcript page: 82**

The Hon. NATALIE WARD: Certainly. Is it possible to get some clarification and take on notice or check with Mr Longland and come back to the Committee—

JOSH MURRAY: Yes, we can take it on notice.

The Hon. NATALIE WARD: —about the cost of accepting those recommendations?

JOSH MURRAY: Ms Ward, you'd understand we're not trying to be obstructive. We have a budget preparation process at this time of the year. We also track our rail review actions, which are numerous, coming through from Carolyn Walsh and the committee. We track them in weekly detail, working through the logistics of their implementation. We will have to prepare those for budget consideration in the upcoming budget round, which is impending.

The Hon. NATALIE WARD: And we're on your side. We want you to have that funding. From memory there is not a lot of fat to cut, which is why I'm asking. But you can also perhaps appreciate that I know how forensically those numbers are distilled and pored over, particularly at this time, so it is somewhat frustrating that we're not able to have those to hand. I'd be appreciative if you, Ms Hoang, know of any costs from the acceptance of the recommendations associated with the review?

BRENDA HOANG: I'm happy to take that on notice. However, as the secretary has said, we need to work through some of those recommendations and actually look at what the implications are and what we need to do address those recommendations. It takes a bit of time to be able to go through what that means, how much it's going to cost and what is needed.

**Answer:**

I am advised:

(31) As at 29 February 2024 \$47.5 million (OPEX and CAPEX) has been incurred with \$44.2 million being Rail Repair Plan and \$3.4 million for other recommendations. This is from within existing Transport budgets.

**Question no: 32**

**Transcript page: 83**

The Hon. NATALIE WARD: Thank you, Mr Collins. When will consultation occur on the new timetable?

JOSH MURRAY: I don't have an exact date in front of me but we can provide that. Where it will fit in that schedule aiming for quarter three unveiling, there will be a window of consultation around providing those updates.

The Hon. NATALIE WARD: Is that anticipated this quarter?

JOSH MURRAY: Again, I'd have to confirm that. It will be part of the overall TTP conversion.

HOWARD COLLINS: Common practice certainly is once we have all the schedules and operating timetable drafts, we then consult, as part of an agreed practice, local councils and local community groups and offer the opportunity for people to comment on those.

The Hon. NATALIE WARD: The consultation will definitely occur. You'll provide on notice a projected time for that?

HOWARD COLLINS: Absolutely.

JOSH MURRAY: Yes.

**Answer:**

I am advised:

(32) The conversion period of the T3 Sydenham to Bankstown Line of up to 12 months will commence between July and October 2024 to complete work. The work can only begin once Sydney Trains services have stopped running.

During this time, Transport for NSW will deliver a comprehensive Temporary Transport Plan (TTP) which will see frequent bus services in place during the T3 conversion period to ensure passengers can get to where they need to go.

Communities and passengers along the Bankstown line will be informed about the detailed plans with comprehensive communications well in advance of the shutdown.

The train timetable will need to be adjusted to account for the closure of the line between Sydenham and Bankstown. This will directly affect the remaining T3 services but will also have flow on impacts to other services on the T1, T2 and T8 lines.

Transport for NSW will ensure passengers are kept informed of any timetable changes well in advance. Leading up to the change, Transport for NSW will update passengers by sharing information online through trip planning tools, and providing updated timetable booklets, station posters, guard and station announcements as well as notifications using passenger information displays at stations.

**Question no: 33**

**Transcript page: 86**

The Hon. JACQUI MUNRO: Mr Regan, I noticed that you are in the photograph of the Rosehill racecourse once-in-a-generation announcement. I was wondering why you decided to be in that photograph.

PETER REGAN: I was invited to the announcement. I didn't decide, necessarily, to be in that photo. I'm not in some of the other photos. But I was there at the announcement around the potential for the new station.

The Hon. JACQUI MUNRO: Who invited you to that announcement?

PETER REGAN: I'd have to take that on notice. I was there with the Minister, so I'd have to take that on notice.

**Answer:**

I am advised:

(33) In accordance with the usual process of organising media events, Sydney Metro staff sent invitations to attendees of the Rosehill event.

**Question no: 34**

**Transcript page: 87**

The Hon. NATALIE WARD: Just like Columbo: just one more thing. In all seriousness, the Lower Portland ferry in the Hawkesbury is the only ferry that is still funded—as I'm sure you're aware, with your extensive knowledge—by two local councils: the Hills Shire Council and the Hawkesbury City Council. Of course, in 2019 the previous Liberal-Nationals Government provided \$2 million for the continued operation of the Lower Portland ferry. That funding expires on 30 June 2024. My concern arises that given both the Hawkesbury and the Hills councils have experienced a huge deterioration and devastation with the floods in the past 18 months, their funding resources are stretched. We've been out there to have a look at the extent to which they've had remediation works, in my prior role. Giving that funding expires, will you engage with the councils to talk about the Lower Portland ferry and whether operational responsibility can be shared? I'm not asking you to, obviously, announce huge policy or engagement. But would you engage with those groups?

HOWARD COLLINS: That's a cable ferry, isn't it?

The Hon. NATALIE WARD: Yes. They have huge concerns about the funding.

HOWARD COLLINS: I haven't had any direct approaches. I will take that away and examine the situation there, and I'll come back to you.

**Answer:**

I am advised:

(34) Transport for NSW has been in ongoing discussions with the Hawkesbury Council about the operations of the Lower Portland Ferry.