

Transport

HEARING DATE: 12 MARCH 2025 QUESTIONS ON NOTICE

Question 1 – P2P – SafeWork investigation

The Hon. NATALIE WARD: Minister, thank you for coming back for your encore. When were you first made aware of the SafeWork investigation into the point to point commission concerning the treatment of staff?

The Hon. JOHN GRAHAM: I would have to take on notice the precise time. I wouldn't want to mislead the Committee on something like a date.

The Hon. NATALIE WARD: You're aware of it, though?

The Hon. JOHN GRAHAM: Just repeat the question; I missed the start of it.

The Hon. NATALIE WARD: The SafeWork investigation into the point to point commission concerning treatment of staff.

The Hon. JOHN GRAHAM: I don't believe it's been raised with me, so I'm not necessarily aware of it. But it may easily have been raised with the office and, therefore, I'd have to take it on notice, including the time.

Answer

I am advised:

Transport for NSW understands that SafeWork NSW is making enquiries of the Point to Point Commission, but is not formally investigating these matters. Transport for NSW has complied with all Notices related to these enquires.

Question 2 – P2P – SafeWork investigation

The Hon. NATALIE WARD: Mr Murray, when were you first made aware of complaints regarding the culture of the point to point commission?

JOSH MURRAY: Thank you, Ms Ward. I would have to also check the exact time frame as to when that element was raised with Transport.

The Hon. NATALIE WARD: When roughly?

JOSH MURRAY: It would be a number of months.

The Hon. NATALIE WARD: So last year?

JOSH MURRAY: I would guess that it would be last year but, again, I wouldn't want to give you an incorrect date. I'm happy to—

Answer

I am advised:

The Transport Secretary advises that an employee wrote to him in December 2024 raising concerns in relation to the Point to Point Commission, and he referred the matter on in accordance with established procedures.

Question 3 – P2P – SafeWork investigation

The Hon. NATALIE WARD: Sure, but you are aware of it?

JOSH MURRAY: I'm aware.

The Hon. NATALIE WARD: And you've been briefed on it?

JOSH MURRAY: No, it's an investigation by SafeWork. I have had discussions with the point to point commissioner. I've certainly had a discussion with Transport senior executives and with the point to point commissioner.

The Hon. NATALIE WARD: A discussion—is that a briefing? Is that a formalised environment where you are given information about the investigation?

JOSH MURRAY: Yes, that's correct. But I would note that it's an investigation that's being conducted by SafeWork and, therefore, it is protected from Transport in terms of the information that's provided to us.

The Hon. NATALIE WARD: Have you briefed the Minister?

JOSH MURRAY: I don't believe that I've discussed it personally with the Minister, no.

The Hon. NATALIE WARD: Has the Minister's office been briefed?

JOSH MURRAY: I'm not sure about that.

The Hon. NATALIE WARD: You're not sure if the Minister's office has been briefed on a SafeWork investigation into culture at point to point?

JOSH MURRAY: That's correct. I'd have to take that on notice.

Answer

I am advised:

I refer to the response to Question on Notice 1.

Question 4 – P2P – SafeWork investigation

The Hon. NATALIE WARD: Have staff reached out to you regarding the issue?

JOSH MURRAY: Yes. I have received advice from staff at the point to point commission, which I have followed up with authorities, but I wouldn't want to go into that in too much detail at this point.

The Hon. NATALIE WARD: Have staff reached out to you personally?

JOSH MURRAY: Yes.

The Hon. NATALIE WARD: When?

JOSH MURRAY: Again, I wouldn't want to give that detail here in open forum.

The Hon. NATALIE WARD: Last year?

JOSH MURRAY: I would have to check the details of that.

Answer

I am advised:

I refer to the response to Question on Notice 2.

Question 5 – P2P – SafeWork investigation

The Hon. NATALIE WARD: Thank you. Mr Murray, when will the Transport internal standards investigation conclude on the matter?

JOSH MURRAY: Ms Ward, again I'm happy to seek advice on the timing of that, but this is predominantly a SafeWork initiated—

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

JOSH MURRAY: I'll seek further advice, yes.

The Hon. NATALIE WARD: It's a timeline issue. We're not asking about details of the investigation; we're asking about what you've done and when the timelines kick in. When will that conclude?

JOSH MURRAY: I'm very happy to bring that back to the Committee today in terms of the information that we have. Again, I would point out that this is a clear delineation between SafeWork and an independent authority.

Answer

I am advised:

I refer to the response to Question on Notice 1. In addition, Transport for NSW is undertaking confidential internal employment processes in light of the concerns being raised and to seek to address them.

Question 6 – P2P – SafeWork investigation

The Hon. NATALIE WARD: Yes, you said that, thank you; I hear that. Can you advise what the internal standards investigation is about?

JOSH MURRAY: No, I'm not prepared to do that now. I'll seek further advice and aim to inform the Committee during the hearing today. But I would want to take independent legal advice on what can be shared, given it is not an investigation that we own.

Answer

I am advised:

I refer to the response to Question on Notice 5.

Question 7 – TfNSW – Vaping policy

The Hon. NATALIE WARD: Are there vaping rules inside Transport for NSW?

JOSH MURRAY: I would have to check exactly what that is. Obviously, staff take breaks during the day, especially if they're frontline staff, and they are afforded the opportunity to do that.

Answer

I am advised:

Transport for NSW's Smoke-Free Workplaces Procedure aligns with the *Smoke-Free Environment Act 2000 (NSW)*, which explicitly includes exposure to tobacco and other smoke, as well as aerosol or vapour (whether or not containing nicotine) generated by vaping goods.

In accordance with legislative requirements:

- Workers must not smoke in an Transport for NSW services enclosed area, including offices, common workspaces, vehicles, restrooms.
- Smoking is prohibited within 4 metres of any Transport for NSW office, building or walkway.
- Managers are responsible for ensuring appropriate “No Smoking” signage are displayed in designated areas.

Smoking breaks, inclusive of vaping, are not provided by Transport for NSW. Workers who choose to smoke must do so in their own time, which could include meal breaks, and in accordance with relevant signage, information, and procedures.

Any breaches of Transport for NSW Smoke-Free Workplaces Procedure are investigated internally in a supportive manner in line with People and Culture policies, procedures, and guidelines.

Question 8 – Projects – CAPEX increase

The Hon. NATALIE WARD: In it, it states that the capital expenditure has decreased by \$1.1 billion, driven by changes in delivery of Transport projects, including Sydney Metro. What projects in Sydney Metro or Transport have changed delivery that enabled a \$1.1 billion decrease in capital expenditure?

The Hon. JOHN GRAHAM: This is similar to some of the questions you've previously asked at estimates, and they're good questions. But they relate to the normal sequencing and timing of projects. These are big projects in delivery—

The Hon. NATALIE WARD: Sure. But my question was more specific—which projects?

The Hon. JOHN GRAHAM: As those move around, they have big impacts on the State finances. On the specifics of what has contributed to that particular figure in the way that happened at the last estimates, I'd refer you to the agency.

The Hon. NATALIE WARD: I'm asking you, Minister. You've got a midyear review. You've got a \$1.1 billion increase in capex. What projects have changed?

The Hon. JOHN GRAHAM: These are the sequencing of individual projects—

The Hon. NATALIE WARD: Which ones?

The Hon. JOHN GRAHAM: Well, we can take you through that detail. There's no problem with doing that.

The Hon. NATALIE WARD: Can you get that back to us today? Because it's budget estimates. I would have thought, given I did ask it last time, your team might have been prepared for that this time. I'd like to go through it. Can the agency provide the answer—what projects have changed?

The Hon. JOHN GRAHAM: I propose we deal with that in the way we dealt with it in the last estimates, which is the agency takes you through the main components that make up those shifts in the finance.

Answer

I am advised:

The \$1.1 billion figure relates to the State's infrastructure program over a four-year window, not simply to the Transport portfolio. This question is therefore best addressed by the Treasurer.

Question 9 – Projects – CAPEX increase

The Hon. NATALIE WARD: I'm trying very hard. You've got seven portfolios. You're a very busy person and you're juggling all of these things, but you can't tell us where the \$1.1 billion has gone and what's going on with the Point to Point Transport Commissioner. What is going on here?

The Hon. JOHN GRAHAM: Tragically, it's eight portfolios at the moment. But otherwise your figures are correct.

The Hon. NATALIE WARD: I'll keep digging into those, but if you could come back with those specifics. That's a massive amount, a huge portfolio, and I would have thought for someone sitting at the driver's seat of the Transport portfolio, you'd want to know pretty quickly with that one. I'm trying to help you here.

The Hon. JOHN GRAHAM: Yes, I do want to make the point that we are chasing the capital slippage issues closely. They are serious in a pipeline as large as Transport.

The Hon. NATALIE WARD: Could we get that as soon as possible?

The Hon. JOHN GRAHAM: These are reasonable questions. You should seek the information. We'll give it to you in the form that you were given last time.

Answer

I am advised:

I refer to the response to Question on Notice 8.

Question 10 – Taxi insurance

The Hon. MARK BANASIAK: I'll go to taxis. Minister, under the Act, all vehicles need to be insured that are providing a passenger service. In the five weeks that you've been the Minister, have you been made aware of numerous entities distributing insurance certificates that are not actually issued by a company authorised under the Insurance Act 1973?

The Hon. JOHN GRAHAM: I don't believe so, but I'd be happy to take that on notice.

Certainly, over recent weeks, there have been real concerns raised about some issues in the taxi industry in Victoria, but also in New South Wales. I'd have to check and take on notice the specifics that you are asking about.

Answer

I am advised:

In NSW, every vehicle used to provide point to point transport services is required to hold third-party property insurance with a cover of at least \$5 million. Insurance policies must be

issued by a corporation authorised under the *Insurance Act 1973* (Cth) to carry on the insurance business.

Some service providers and vehicle owners have presented insurance policies from businesses and brokers that do not comply with the law, and the Point to Point Transport Commissioner has raised this issue with the Australian Securities and Investments Commission and NSW Police.

Question 11 – Taxi insurance

The Hon. MARK BANASIAK: When you say you've taken action, what does that action look like, other than telling one insurer that they need to modify the terms of their insurance? From what I have seen, these fake insurance certificates are actually saying that the people are covered by an insurance company, and that insurance company is saying, "No, we're not covering you at all." There are potentially hundreds of taxis running around uninsured, not knowing that they aren't actually covered.

ANTHONY WING: The action we've taken is with the particular taxis involved. We've basically told them and their companies that that insurance is not acceptable and they need to replace their insurance. We have also reported the fraudulent insurance to ASIC as well, as we wouldn't have any powers to go after insurers per se. But we have been clear to industry that they need to be very careful about that insurance and if they have fake insurance, they will need to replace it.

The Hon. MARK BANASIAK: How many companies have you contacted regarding this fake insurance?

ANTHONY WING: Do you mean taxi companies?

The Hon. MARK BANASIAK: Yes. Can we quantify how many taxis have been impacted by this?

ANTHONY WING: I don't have a number here. I'd have to go away and take that on notice.

Answer

I am advised:

The Point to Point Transport Commissioner has identified that a total of seven taxis affiliated with two taxi service providers were carrying insurance documents that do not comply with the *Insurance Act 1973* (Cth).

The Commissioner has reported this fraudulent insurance to Australian Securities and Investments Commission and NSW Police.

Question 12 – Sydney Metro – emergency response incidents

The Hon. MARK BANASIAK: Minister, I'll jump to the Sydney Metro. In 2024, The Sydney Morning Herald reported several examples where Sydney Metro operators had bungled emergency response arrangements after failures on the network. According to firefighters, Sydney Metro doesn't have permanent emergency response units with the appropriate capability who can respond to incidents promptly when they occur in the network. They attributed that factor to the issue that was being reported on. Are you able to, perhaps on notice, provide the data detailing the number of emergency response incidents in the metro network over the past 12 months, along with any after-action reviews that have been undertaken by the agency or the operator?

The Hon. JOHN GRAHAM: I'd certainly be happy to take that on notice. I'm aware this has been an issue that has been raised publicly in relation to the emergency response.

Obviously it is an important issue to make sure that both the agencies are confident, the Government is confident, but also the public is confident with the emergency response. I'd happily take that on notice and we'll get you some details.

Answer

I am advised:

Over the past 12-month period Metro Trains Sydney (MTS) called emergency services (police, fire and ambulance) to respond to 558 events on the network. These mainly relate to medical incidents or injuries and unruly behaviour. None of these are classified as emergency incidents in the sense posed in the question.

Metro Trains Sydney has robust emergency management procedures. Metro Trains Sydney Emergency Management Plan (EMP) aligns to the Australian standards for emergency responses.

Question 13 – Sydney Metro Southwest – delivery

The Hon. NATALIE WARD: It's your published document. Minister, when did Sydney Metro provide official advice that delivery of Metro Southwest would not be completed this year?

The Hon. JOHN GRAHAM: I was briefed on the Metro Southwest conversion as I was commissioned as the transport Minister. I was grateful for that briefing.

The Hon. NATALIE WARD: When did they provide that advice?

The Hon. JOHN GRAHAM: We've updated to say that the conversion will be completed in 2026.

The Hon. NATALIE WARD: When did they provide that advice?

The Hon. JOHN GRAHAM: The first time that was made clear to me very specifically in advice—

The Hon. NATALIE WARD: When?

The Hon. JOHN GRAHAM: —which we then immediately made public days later, was after the work that had been conducted over the weekend of 1, 2 and Monday 3 March. That work, having been completed, was the crucial work that then allowed us to—

The Hon. NATALIE WARD: So you were advised in March?

The Hon. JOHN GRAHAM: That then allowed us to—

The Hon. NATALIE WARD: Minister, it's a really simple question. I've got a lot of them.

The Hon. JOHN GRAHAM: I'm taking you through a very simple answer.

The Hon. NATALIE WARD: We don't need to get tongue-tied. When were you advised? You were advised in March—the official advice that it would be delayed.

The Hon. JOHN GRAHAM: I was briefed earlier than that but that weekend—I can't emphasise enough how crucial that work was. Until we had that work done, we were unable to get really serious advice about what the date would be.

The Hon. NATALIE WARD: What changed?

The Hon. JOHN GRAHAM: That occurred on the Monday. I think Peter and I updated the public as early as—it might have been the Wednesday. It was certainly days later. As soon we were aware of the specific timing and we could give people some confidence about that, we immediately updated the public. It would be my intention to do that with any of the projects that we are dealing with.

The Hon. NATALIE WARD: Minister, you've said it won't be 12 months. Will it be open by June 2026?

The Hon. JOHN GRAHAM: Look, what I said is that the Government announced that this line will be open in 2026. That is the commitment that has been made.

The Hon. NATALIE WARD: Sure. Will it be open by June?

The Hon. JOHN GRAHAM: I did observe in the course of that that I don't expect it to be a 12-month delay. That's based on the advice to me.

The Hon. NATALIE WARD: Will it be open by June 2026?

The Hon. JOHN GRAHAM: The Government has confirmed it will be open in 2026.

The Hon. NATALIE WARD: Will it be open by June 2026—yes or no?

The Hon. JOHN GRAHAM: I've let you know what the Government's position is. It will be open in 2026.

The Hon. NATALIE WARD: What is the advice to you about when it will be open?

The Hon. JOHN GRAHAM: You're welcome to ask metro directly.
 The Hon. NATALIE WARD: I know that. I'm asking you.
 The Hon. JOHN GRAHAM: Based on the advice to me, that was what I felt comfortable updating the public. But feel free to press the nuance of that.
 The Hon. NATALIE WARD: I will feel free. Thank you so much. But I am asking you. Minister, how much will the delay cost?
 The Hon. JOHN GRAHAM: I am happy to take that on notice. We're obviously still working through some of those details. You are welcome to ask Peter this afternoon, but I will take that on notice.

Answer

I am advised:

The total project cost is \$21.6 billion. Any additional costs associated with industrial relations impacts are being worked through, alongside an assessment for project contingencies.

Question 14 – Sydney Metro Southwest – delivery

The Hon. NATALIE WARD: Did the Government make a decision that impacted the delivery timeline?
 The Hon. JOHN GRAHAM: I would have to take that on notice to make sure that I don't mislead you, but no, that was not the major cause of what was going on.
 The Hon. NATALIE WARD: Could you come back today before the lunchbreak to indicate? It's a very significant project. It's a very significant matter. I think you would want the opportunity to answer. I just want to know, just to be clear—
 The Hon. JOHN GRAHAM: I'm happy to take it on notice and we will be as cooperative as possible. That is what I can promise you.

Answer

I am advised:

The conversion of the T3 Bankstown Line to Metro standards is a complex project.

Industrial action has frustrated rail agencies' ability to obtain important permits to work in the live electrical environment and meant a range of construction activities have had to be rescheduled.

The reprogramming of this work, including overhead wiring upgrades, track improvements and electrification changes, among other work, has resulted in a delay to the testing program.

Due to the above impacts, the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

We will continue being open and transparent with the community about the target opening date as construction continues.

Question 15 – Sydney Metro – Customer Service Officers wages

The Hon. NATALIE WARD: The drivers or so-called customer service officers who are able to drive the driverless train—what does a customer service officer on a train get paid?
 The Hon. JOHN GRAHAM: Ms Ward, you're incorrect in making that assertion.
 The Hon. NATALIE WARD: What do they get paid?
 The Hon. JOHN GRAHAM: There are not drivers on these trains. There will not be drivers on these trains.
 The Hon. NATALIE WARD: What does a customer service officer on a train get paid?
 The Hon. JOHN GRAHAM: That's the position of the Government.

The Hon. NATALIE WARD: What do they get paid?
 The Hon. JOHN GRAHAM: I'd refer that to the agency, to Peter.
 The Hon. NATALIE WARD: You don't have an answer on what drivers on driverless trains are paid?
 The Hon. JOHN GRAHAM: They're not paid, because there are no drivers on these trains.
 The Hon. NATALIE WARD: Customer service officers—if you could come back to me on that.
 The Hon. JOHN GRAHAM: It would be irresponsible to pay them if they weren't there.
 The Hon. NATALIE WARD: They're there to drive, apparently.
 The Hon. JOHN GRAHAM: I'm sure you'd chase me around the block on that one.
 The Hon. NATALIE WARD: Can you come back to the Committee on what a customer service officer who can drive will get paid?
 The Hon. JOHN GRAHAM: I would happily take that on notice.

Answer

I am advised:

Rates of pay for Customer Journey Coordinators is a matter for the operator, Metro Trains Sydney (MTS). Enterprise agreements for MTS are publicly available on the Fair Work Commission website.

Question 16 – Kamay Ferry Wharves

The Hon. MARK BANASIAK: Mr Collins, I'm trying to close off that loop around the maintenance costs. Given that we don't have a ferry service as part of this wharf at the moment, and it's largely a wharf for recreational fishing and you can tie off recreational boats, is it the intention of the department that maintenance fees will be drawn from the fees that are contributed by recreational boaters through the Waterways Fund to cover the cost of maintenance for this wharf?
 HOWARD COLLINS: I will take that detail on notice. As we know, some public wharves are maintained by Maritime. Some are funded by other sources from Transport. I'll take that particular one on notice. As you say, it's not only a great place to fish—and the disability fishing area I checked out the other day looks good, Mr Banasiak—but we have also seen vessels already using the wharves for recreational boating. We have also seen Kamay Rangers, who work in the area for the National Parks, use the wharves as well. The other thing is we've seen people use it for walking off their lunch after a great lunch in La Perouse or even at the Matt's Place fish shop in Kurnell. I'll check for you and come back to you on where those operational costs are.

Answer

I am advised:

That maintenance fees will be drawn from the Waterways Fund.

Question 17 – Property Acquisition

The Hon. MARK BANASIAK: What changes have you implemented in your department to see that cultural change actualised where your department distinguishes between a hard-nosed business negotiation and a mum and dad who just want to get a fair price for their property so they can move on to a comparable home?
 The Hon. JOHN GRAHAM: I'd highlight three things. Firstly, I reiterate that view publicly and make it clear that my expectation is that the agencies will make that distinction as they're working through with ordinary humans caught in these big projects being built. Secondly, there has been active consideration of the Just Terms Act, particularly how long some of these processes can take, and there has been active Government decision-making around allowing a faster path through, which, in my view, is better for the home

owner and better for the project. Thirdly, we made some commitments at the election about broader reform. That's still an ongoing Government discussion.

The Hon. MARK BANASIAK: That election commitment for broader reform seems to have stalled. If you go onto the website that looks at that reform process, it doesn't seem like you've actually got past or even completed the public consultation phase.

The Hon. JOHN GRAHAM: I don't think it's fair to say it has stalled.

The Hon. MARK BANASIAK: From the public perception of the front-facing website, it looks like it has stalled, so I'm providing the opportunity—

The Hon. JOHN GRAHAM: As someone who was involved in those discussions, I take that feedback seriously. It is an active Government discussion about the operation of the Act and about potential reform of the Act.

The Hon. MARK BANASIAK: Have you committed to the report recommendation to have letters of offer provided early? Have you changed anything within your department's processes to see that actualised?

The Hon. JOHN GRAHAM: I'd like to refer to the agency about how that is operating and how it has changed. I might take that on notice and we'll give you a detailed answer.

The Hon. MARK BANASIAK: I might as well throw them all out there. You committed to partial up-front payments, and independent valuers and mediators. What have you done in your department to see them actualised? I guess we've already covered off the legislative change. You also committed to ripping up non-disclosure agreements of home owners.

Where are we at with those?

The Hon. JOHN GRAHAM: I'll take all those on notice. We'll get you an answer. I think they're fair questions. I'll make one distinction here between the Government's election commitments and the committee report recommendations. Our election commitments were quite specific. I'll report on each of those things about the current practice and where we're up to.

Answer

I am advised:

Whilst Transport for NSW is a stakeholder in the ongoing legislative review process for the Land Acquisition (Just Terms Compensation) Act 1991 and the whole of government approach to property acquisitions, this is a matter for the Minister for Lands and Property.

Separate to this reform process, Transport for NSW actively reviews and refines its processes and procedures linked to property acquisitions, with a focus on ensuring the impacts to landowners are minimised.

Transport for NSW acknowledges the acquisition process does have an impact on landowners whose properties are acquired. When planning for major infrastructure projects, Transport for NSW aims to minimise the need for property acquisition to occur. Transport for NSW seeks to complete all property acquisitions by negotiated agreement rather than through compulsory acquisition. In Financial Year 2023/24 (the most recent reporting period by the Centre for Property Acquisitions) Transport completed 96 per cent of all property acquisitions by agreement and is consistently striving to improve this, with the aim to complete all acquisitions by agreement, where possible.

Transport for NSW looks to ensure that a landowner will receive a letter of offer within 6 weeks of them receiving an acquisition commencement notification, subject to the landowner providing access for the independent valuer to inspect the property.

Transport for NSW does take a different approach to a property acquisition when dealing with a residential or small business landowner versus a large business landowner. The key difference in approach to residential and small business landowners is the provision of a dedicated Personal Relationship Manager. The Personal Relationship Manager ensures that these landowners always have a direct point of contact for support, access to

information and resources and can guide them through the acquisition and if it occurs, the relocation process.

Advance payments are considered by Transport for NSW if requested by a landowner. Transport for NSW understand there may be a financial burden for a landowner in an acquisition and we look to make an offer of an advance payment whenever requested. Whilst all requests are considered on a case-by-case basis, where a landowner has a clear interest in the property being acquired advance payments will ordinarily be granted.

Transport for NSW will reimburse all reasonably incurred landowner expenses that directly result from a property acquisition. These costs typically include valuation fees, legal fees, and other professionals and specialists the costs of which are reasonably incurred in connection with the property acquisition.

Transport for NSW no longer uses non-disclosure agreements, except in cases where it has been explicitly requested by a landowner.

Question 18 – Bus driver training

The CHAIR: On the issue of bus driver training, I understand that the Government subsidises private bus contractors for training each individual driver. Do you have the figure of how much contractors like Keolis Downer are provided by the Government for training each individual driver?

HOWARD COLLINS: I'll take any of those figures on notice, but it is quite complicated because a number of the bus companies provide incentives themselves: sign-on bonuses and retention bonuses. We have simplified the way that people can obtain a licence to operate vehicles, which I know my colleague Sally Webb has assisted us with. But, in terms of your direct question, I'll take that on notice and see whether I can find information regarding that area. I don't think there is a significant amount to figure. It may be more about us simplifying the process.

Answer

I am advised:

Transport for NSW, through its bus contracts, does not provide subsidies for driver training. Operators receive an overall contract payment. Driver recruitment and training is the responsibility of the contracted bus operator as part of the costs for running a bus operation. Operators will assess training needs of each bus driver.

Keolis Downer and other operators currently provide new drivers a sign on bonus. This bonus is an operator funded initiative and is not separately funded by Transport for NSW. Its purpose is to attract new bus drivers. Details regarding the Keolis Downer Northern Beaches sign on bonus can be found on its website.

Question 19 – Bus driver training

The CHAIR: There is a bus industry dashboard that reports every quarter. If you have a look at the Bus Industry Taskforce report, which I'm assuming is a key responsibility for a number of people in Transport for NSW, it does show that there is a worsening safety record over time, which I'll go into in a second. We've got potentially lower training. The company is getting incentivised, \$5,000 per bus driver, in terms of what it expends on training. The quarter one 2023 report has 3,431 incidents and quarter one 2024 has 5,718 incidents. That is an increase of 66.6 per cent and, if you have a look, it actually is increasing over time. Doesn't this seem to indicate that there is a problem—that the private companies are reducing the training to profit from government training subsidies? Shouldn't this be inquired into?

The Hon. JOHN GRAHAM: Ms Faehrmann, I thank you for raising that specific issue. I'd be very happy to work with the team to look at that and make sure that the public is reassured that, if there is public support, it is being adequately used to address this problem. There is a big problem, though, and I want to thank the agency and in particular Minister Haylen for the work they did. We've got a long way on the driver challenge. We had more than 500 driver vacancies, and now that number is just over 150. We've still got the fleet issues that came as a result of buses simply not being bought that we're working through. All these have contributed to the safety challenges, but the specifics you've raised we will examine.

Answer

I am advised:

Transport for NSW, through its bus contracts, does not provide specific subsidies for driver training.

Keolis Downer undertakes the following driver training regime, and has done since the commencement of its contract in 2021:

- Upgrade from C-Class Licence (car) - Minimum **13** days (more on-road training as and if required)
 - **nine** days on-road training 1:1 or 1:2 (depending on numbers) with a trainer
 - **four** days in classroom in group.
- Experienced driver - Minimum eight days
 - **five** days on-road training one on one with a trainer
 - **three** days classroom in group.
- The Cert III training offered by Keolis Downer Northern Beaches has **15** modules completed over **14 months** – learning on the job.

This level of driver training is comparable to other operators and is consistent with previous training adopted by the State Transit Authority.

Question 20 – Bus Contracts - Foton Mobility Distribution – Globalworks Lund AB Report

The Hon. DAMIEN TUDEHOPE: Did Transport, in their briefing to you, tell you that they had looked at this report as part of their—

The Hon. JOHN GRAHAM: Yes, they've looked at this report.

The Hon. DAMIEN TUDEHOPE: When?

The Hon. JOHN GRAHAM: I'll refer you to the agency for that precise date. I don't want to mislead the Committee about precisely when.

The Hon. DAMIEN TUDEHOPE: So before they let the contract?

The Hon. JOHN GRAHAM: I'd refer you to the committee on that, Mr Tudehope.

The Hon. DAMIEN TUDEHOPE: So you don't know.

The Hon. JOHN GRAHAM: I am happy to take that on notice.

Answer

I am advised:

The Bus Procurement Panel 4 (BP4) Request for Proposal (RFP) which closed on 11 April 2023 contained a mandatory requirement for suppliers to provide information regarding how their business identifies, manages and addresses the risk of modern slavery in their operations and supply chains. During the BP4 procurement assessment and evaluation process, no modern slavery issues were identified in the information provided by suppliers appointed to BP4.

Question 21 – Point to Point Commissioner – statement of expectations

The Hon. TANIA MIHAILUK: Good morning, Minister. I wanted to ask you very briefly, have you already released a statement of expectations to the point to point commissioner, as you are required to each year? Have you done that

The Hon. JOHN GRAHAM: In my five weeks in the job, I have not.

The Hon. TANIA MIHAILUK: Can I remind you, Minister, that it's a statement of expectations signed by both the Minister for Roads and the Minister for Transport?

The Hon. JOHN GRAHAM: I'd have to take that on notice just to be sure about that. I would have signed one over the course of my time, but I'd have to take that on notice to check the timing.

Answer

I am advised:

A Statement of Expectations for 2025 will be finalised shortly.

Question 22 – Rideshare drivers on working holiday visas

The Hon. TANIA MIHAILUK: Can I ask you a couple of questions about rideshare drivers and Uber? At the moment we've got 172,792 passenger transport code registered licences with Transport. I don't expect you to know that figure, so I'm just giving you—

The Hon. JOHN GRAHAM: Just give me that number again, though.

The Hon. TANIA MIHAILUK: Do you have a breakdown of how many of those are held by working visa holders?

The Hon. JOHN GRAHAM: For that specific detail, I'd refer you to the commissioner. If the commissioner is unable to supply it, I'd certainly be happy to take it on notice.

The Hon. TANIA MIHAILUK: If you could take it on notice, I'll come back to the commissioner because I'm conscious of time.

The Hon. JOHN GRAHAM: We'll take that on notice, but I'd encourage you to ask the commissioner.

Answer

I am advised:

The Point to Point Transport Commissioner does not hold information relating to working visas. Questions relating to visas are a matter for the federal government's Department of Home Affairs.

Question 23 – Buses – Local content

The Hon. NATALIE WARD: It's your Government policy, announced in December 2024. What is the percentage of local content for those buses you ordered?

The Hon. JOHN GRAHAM: I've affirmed the Government's target. We're working towards 50 per cent local content by 2027.

The Hon. NATALIE WARD: Is the policy "working towards" or is it "50 per cent"?

The Hon. JOHN GRAHAM: No. What we're anticipating is that there will be a minimum of 50 per cent local content requirement from 2027 onwards for fleet procurements.

The Hon. NATALIE WARD: To clarify, you've taken on notice the percentage for each manufacturer.

The Hon. JOHN GRAHAM: You're asking about specific contracts and I'd like to take that on notice.

The Hon. NATALIE WARD: From the December 2024 order—

The Hon. JOHN GRAHAM: I'm happy to have the officials answer now or in the afternoon.

The Hon. NATALIE WARD: They can do that this afternoon. I've got limited time with you.

HOWARD COLLINS: There's a long list of—

The Hon. JOHN GRAHAM: We can run you through those.

The Hon. NATALIE WARD: Minister, can you take on notice the percentage for each manufacturer from the December 2024 order? Or we can deal with that this afternoon, Mr Collins.

The Hon. JOHN GRAHAM: We've got all that information. We'll be able to take you through it this afternoon.

Answer

I am advised:

Transport for NSW is progressively introducing local content requirements during the delivery of the first stage of the Zero Emission Buses (ZEB) program to align with building capability and capacity of local industry. This phased approach is targeting a minimum 50 per cent local content by 2027.

In the recently announced procurement of 319 ZEBs, manufacturers are supplying a mix of vehicles, ranging between approximately 30 per cent to over 60 per cent local content.

Question 24 – Zero Emission Buses

The Hon. NATALIE WARD: I'll move on. Will the Yutong and Foton city buses, as part of wave one of the Zero Emission Buses program, be at least 90 per cent complete when they're driven off the ship at Port Kembla later this year?

The Hon. JOHN GRAHAM: I would want to take that on notice as to the very specifics—

The Hon. NATALIE WARD: Why?

The Hon. JOHN GRAHAM: I wouldn't want to provide an answer—again, I'm happy for you to put that to Mr Collins. It's a very specific question, though, Ms Ward.

The Hon. NATALIE WARD: Sure. Mr Collins?

HOWARD COLLINS: In terms of the order of 101 two-door city buses from Foton, whether they're literally driven off the ship or taken off the ship and finally assembled, I will have to take on notice.

Answer

I am advised:

Bus models have been ordered from Vehicle Dealers International (Yutong's Australian distributor) and Foton Mobility Distribution as part of the 319 Zero Emission Buses Procurement. Both models still require substantial assembly and outfitting before they can enter into passenger service.

Foton Mobility Distribution has announced it is establishing a facility in Nowra that will see an increase in local content on its bus models.

Question 25 – Buses - Local content

The Hon. NATALIE WARD: Thank you, but I'm asking about the order in December 2024. You're clear that the Yutong and Foton buses will be DKDs. That's right, isn't it?

HOWARD COLLINS: They will certainly be imported vehicles.

The Hon. NATALIE WARD: And they will be DKDs.

HOWARD COLLINS: They come in various levels of subassembly. Whether they comply to that general term, most of them are brought in and then finally assembled.

The Hon. NATALIE WARD: That's right.

The Hon. JOHN GRAHAM: I'd just make the point that this is a gateway to more than 100 jobs for the region. We've got to work through this.

The Hon. NATALIE WARD: I've heard that, Minister, but I'm not asking about the jobs.

That was yesterday. Today we're dealing with Transport and buses, so let me ask about that and you can talk as much as you like outside of here about other things. Jobs in Shanghai are very grateful. They really appreciate the Government's local manufacturing policy. For each of those manufacturers, how much of the product is made in Australia?

The Hon. JOHN GRAHAM: I think it's quite a remarkable position to put in that question, given the Coalition's record of sending—

The Hon. NATALIE WARD: Minister, I'm asking you. Why are you dodging today?

The Hon. JOHN GRAHAM: This was deliberate policy to privatise and send these contracts offshore under Andrew Constance.

The Hon. NATALIE WARD: Why can't you answer your Government's contract position? I thought you'd be bursting at the seams. This is your policy.

The Hon. JOHN GRAHAM: We are making our best endeavours to create jobs here and change the policies we were granted.

The Hon. NATALIE WARD: Minister, Jobs was yesterday. Today is Transport, so let's talk about transport.

The Hon. JOHN GRAHAM: The approach was the opposite under Andrew Constance. It was jobs offshore.

The Hon. NATALIE WARD: That was yesterday. Today we're talking about transport.

The Hon. JOHN GRAHAM: He was quite clear he wanted to privatise all of transport.

The Hon. NATALIE WARD: Minister, let's talk about your portfolio and your government policy as you sit here today.

The Hon. JOHN GRAHAM: I'd be happy to do that.

The Hon. NATALIE WARD: For each of those manufacturers, how much of the product is made in Australia?

The Hon. JOHN GRAHAM: I'm happy to take that on notice. I've been clear about the goal. We've got a number of levers here that we're using to drive that goal. Of course you've got to build up over time. This is about reshaping the pipeline and producing long-term jobs, but this is a great step forward down in Nowra.

Answer

I am advised:

The recently announced procurement of 319 Zero Emission Buses offers four manufacturers the opportunity to supply a range of vehicles. For the first order the local content ranges between approximately 30 and over 60 per cent.

Procurement detail for the Zero Emission Buses program is commercial in confidence.

Question 26 – Bus Panel 4 - Margin

The Hon. NATALIE WARD: You've had the opportunity. For Bus Panel 4, can you explain how the contribution margin is used to define local content by Bus Panel 4?

The Hon. JOHN GRAHAM: I would want to refer to officials on that specific question.

The Hon. NATALIE WARD: Mr Murray or Mr Collins, for Bus Panel 4, can you explain how the contribution margin is used to define that local content by Bus Panel 4?

JOSH MURRAY: All of the 10 providers that have been pre-approved for Bus Panel 4 to contribute through that process around their local content guidelines—as the Minister has said, we have a 50 per cent target that comes into place, but we cannot sustain a 50 per cent target from the current available market.

The Hon. NATALIE WARD: But I'm asking about the contribution margin specifically, in the very limited time I have.

HOWARD COLLINS: Even the most Australian bus that we're buying from Custom Denning is 62 per cent. That is because, and if you know the bus assembly industry history well, chassis—Volvo, Scania, Mercedes—tend to be made abroad. All those components are included in that assessment.

The Hon. NATALIE WARD: Mr Collins, Minister or Mr Murray, what is the contribution margin in layman's terms?

JOSH MURRAY: It is one of the elements that, through the Bus Panel 4 commercial processes, is factored in to assess all of those manufacturers. Mind you—

The Hon. NATALIE WARD: Yes, what is it?

JOSH MURRAY: I don't have the detailed assessment of what that is. It's through the contracts team that is assessed. But, mind you, we look at all of those providers for different parts of our bus supply chain, whether it be rural and regional buses, ZEBs or the particular buses like we have ordered for Western Sydney airport.

The Hon. NATALIE WARD: But my question is about the contribution margins, so can I just—

HOWARD COLLINS: In layman's terms, and certainly we can provide you the Bus Panel 4 details, it's labour, it's original manufacturing of components, it's all those things—the interiors, the tyres.

JOSH MURRAY: Equipment.

HOWARD COLLINS: Everything is calculated in quite a formulaic way.

The Hon. NATALIE WARD: Yes, so, can the profit margin between a company purchasing a bus from China and then selling it to the Government count towards the contribution margin?

JOSH MURRAY: I'd have to take that on notice in terms of the calculations as they're applied in the contract.

The Hon. NATALIE WARD: It's not a calculation. Can it count in any way?

JOSH MURRAY: All of those matters are assessed in the value to New South Wales.

The Hon. NATALIE WARD: That's not what I'm asking. I'm asking can the profit margin between a company purchasing a bus from China then selling it to the Government in New South Wales count towards the contribution margin?

JOSH MURRAY: We'll take some advice on that.

The Hon. NATALIE WARD: Can you take on notice, then, if the profit margin has been used as a contribution margin?

JOSH MURRAY: We'll take that on notice.

The Hon. NATALIE WARD: Have any of the suppliers used the contribution margin to meet their local manufacturing or local content provisions for the Government?

JOSH MURRAY: I think it relates to your previous question. As I say, we'll take the contribution margin question on notice.

The Hon. NATALIE WARD: Specifically, whether the profit margin has been used as the contribution margin for each of those companies—if you could itemise that in your response.

JOSH MURRAY: Sure.

The Hon. NATALIE WARD: Have you been provided advice or a recommendation concerning ordering the next tranche for the new buses fleet to be built from Victoria?

JOSH MURRAY: Already one of the providers that has been selected in the first tranche, materials do come through Victoria. Again, these are offshore-manufactured chassis but there is local content through that process, which conforms with the policy.

The Hon. NATALIE WARD: Minister, have you been provided that advice or a recommendation about ordering that next tranche? Which one is it?

The Hon. JOHN GRAHAM: There's obviously a fair bit going on with these contracts. I'd want to take that on notice. I would make the point that we're building up here a pipeline. You're referring here to some of the complexities. The Government's goals are very clear, and Transport is working through how to implement those. I'd see that as the normal pressures as we try to turn the approach in the way that the former Minister was very much driving and that I support.

Answer

I am advised:

'Local content' for the Zero Emission Bus Program procurement is defined as Australian and/or New Zealand content.

The Zero Emission Bus Program assesses local content as it procures buses from Bus Panel 4 (BP4). Australian entities are appointed to BP4. Local content is determined by subtracting the value of imported items from the total value of a bus.

The local content schedule requires suppliers to include overhead, including margin, on the range of overseas content and local content.

Australian entity overheads can provide not only economic benefit but also local employment opportunities, value adding activities, services and expenses required to operate the business locally.

Tenderers are required to provide a breakdown of imported and local content. Transport for NSW has the rights to audit claimed local content under the BP4 Deed.

Procurement detail for the Zero Emission Buses program is commercial in confidence.

Question 27 – Airport Stations Access fee

The CHAIR: All right, we'll look forward to that. Minister, I've asked the former transport Minister similar questions in budget estimates in relation to the airport stations access fee. I've asked questions about airport workers. This is a question I failed to ask you yesterday due to time in terms of Roads, but it ties into Transport as well. The road into the Sydney International Airport is incredibly congested at the best of times. It is very frustrating that it is a new road and it is one lane. Given that it is a new arrangement for people to get to the Sydney International Airport—it is incredibly frustrating, it's banked up, a huge wait—don't you think that the Government should reconsider its position on the airport station access fee, that arrangement that makes it very expensive for people to catch the train to the airport, because Sydney Airport wants to get the fees every other way? What is the Government doing about that?

The Hon. JOHN GRAHAM: Firstly, I think you're asking on the road element about the Gateway project which, by the way, is operating very well in relation to the domestic and the international terminals, but you're asking about a specific element that I'm happy to take away and have a bit more of a look at. Overall, that project is working very, very smoothly. In relation to the station access fee, I'm aware of the issue. I've spoken to the airport about it. If you've got the sort of employment challenges that the airport has got, it is having an impact on that. We are constrained with the agreement that was entered into in 1995 that is still in place until May 2030. That is a significant constraint on government policy setting here. From my perspective, that shouldn't be the end of the matter. I think there's a commonsense question that you've asked previously and that is being put, so I'd like to continue to look at it. But that contract is a significant constraint.

Answer

I am advised:

The Government will continue to evaluate options to reduce or remove the Station Access Fee for Airport workers. The evaluation process will be influenced by ongoing contractual obligations and the views of critical stakeholders, including Airport Link Company (ALC).

Question 28a – Dredging – Evans Head Classic fishing competition

The Hon. MARK BANASIAK: Can I just go to Maritime for a bit? The Evans Head Classic is a fishing competition that attracts thousands of people to that area—obviously crossing over into your portfolio of Jobs and Tourism et cetera. Currently, the bar crossing is about 50 per cent silted up. That was before Tropical Cyclone Alfred came down upon us. The

Richmond Valley Council is refusing to dredge that crossing. Are you and your department prepared to do some emergency dredging before the Evans Head Classic in July so we can actually be having a fishing competition, rather than a sandcastle competition?

The Hon. JOHN GRAHAM: When's the specific date in July?

The Hon. MARK BANASIAK: It's 4 July to 7 or 11 July, I think. It's quite an extensive competition.

The Hon. JOHN GRAHAM: I'm not aware of the issue. I can understand the impact that's having on a key event. Do you want to pick that up with the officials this afternoon to get what information you can? But I'm certainly happy to deal with that request. I don't know the background, but I think it's a good question.

Answer

I am advised:

Due to recent concerns raised on shoaling within the navigation channel at Evans River, and the potential impact to the Evans Head Fishing Classic, Transport for NSW's Maritime Infrastructure Delivery Office is assessing channel conditions following ex Tropical Cyclone Alfred and will accelerate dredging works at priority areas.

The Maritime Infrastructure Delivery Office aims to complete priority dredging works prior to the Evans Head Fishing Classic, however, these works remain subject to obtaining approvals and licences, contractor availability, and favourable weather conditions.

Question 28b – Dredging – Maritime Infrastructure Plan

The Hon. MARK BANASIAK: Yes, sure. Where are we at with the Maritime Infrastructure Plan, Minister? The last one expired in 2024. Essentially, it's supposed to be the master plan that takes into consideration the inclusion plan, the Maritime Safety Plan. I guess it's the bible in terms of what we do with maritime infrastructure, and we're over a year overdue for actually seeing it. How do we build stuff when we don't have a plan to do it?

The Hon. JOHN GRAHAM: Very good. I'll refer you to the agency on that matter.

HOWARD COLLINS: Obviously as you know, Mr Banasiak, \$360 million from fees and licensing over the next four years. The ED of Maritime has certainly identified a number of areas, one of which is the new boating infrastructure and dredging plan, and I will certainly take away your comment on Evans Head and see what we can do about that. That is laid out, and asking obviously again, as we had the formal process for contributions. We do have a strategy of investment of a number of locations in terms of maritime infrastructure. Also, as you know, Maritime has taken on board a number of former Commonwealth assets in terms of jetties and other Crown lands. We're working through that infrastructure plan now.

The Hon. MARK BANASIAK: This plan was due mid-2024, from my understanding. That was the last evidence you gave, Mr Collins. We are now into the third month of 2025 and there's no sign of it.

HOWARD COLLINS: I think what we have done in the interim is provided good information to the industry of our more short-term and medium-term plans for Maritime, including the \$44 million investment plan for both dredging and also infrastructure and also a number of infrastructure programs which are currently ongoing across the State, the achievement of which has in the past been very successful. But I'll take on notice the actual plan and when is the date, if we intend to publish that, for that overall strategic infrastructure plan.

The Hon. JOHN GRAHAM: Mr Banasiak, in relation to Evans Head, can I just formally take your question on notice so we definitely get you a response. But I can indicate that in the Government's Coastal Dredging Strategy, Evans Head is one of the nine priority locations, but we'll come back with a specific answer on notice for you.

The Hon. MARK BANASIAK: Yes, that would be great. If we could get an indication as to whether it will be done before July, that'd be great.

Answer

I am advised:

The review of the Maritime Infrastructure Plan has been extended to ensure thorough consideration of feedback from internal stakeholders while also prioritising the successful delivery of the \$44 million Boating Infrastructure and Dredging Scheme announced in August 2024.

This Scheme is a significant financial commitment to invest in maritime infrastructure. This includes \$28 million to deliver three grant programs to improve boating access infrastructure across NSW.

Two grant programs are now open. The Boating Infrastructure for Communities Grants Program opened in late 2024 and the Boating Infrastructure and Emergency Repair Pool opened on 11 March 2025 - this program provides vital funding support to repair boating infrastructure damaged by severe weather and floods such as those associated with ex Tropical Cyclone Alfred. The third grant program, which will be available for minor repairs and maintenance of boating infrastructure, is expected to open by the end of April 2025.

The remaining \$16 million in the Scheme is allocated to priority dredging projects.

The delay with the review of the Maritime Infrastructure Plan has not impacted on this significant investment in boating infrastructure. Transport for NSW expects to consult on the review of the Plan in mid-2025.

Question 29 – Responsible Minister – Glebe Island port

The Hon. NATALIE WARD: Minister, what's your view about keeping Glebe Island port?

The Hon. JOHN GRAHAM: Firstly, the Government's unapologetic about its housing priority. We just actually have to lift the number of houses that are being built in New South Wales.

The Hon. NATALIE WARD: Thank you, but I'm asking about the port, not the housing aspect. What's your view on keeping the port? As one of your responsibilities as interim Minister, what advice have you received about keeping the port there or the impact of removing the port?

The Hon. JOHN GRAHAM: I understand your question. However, I think you have to start at that place, to say it is such a priority to drive housing for this Government. However, I do understand the issues that have been raised about the importance of the port as a key part of our supply chain. I have been briefed by Transport on that. I've certainly spoken to the former Minister about that and had the benefit of her perspective. There are some really serious land use conflict issues here that the Government has to sort through. A decision has not been made which would impact on the port, but there has been plenty of public discussion as well, and I've noted the position of some of the business groups, who have put a strong case.

The Hon. NATALIE WARD: Sure, I understand and appreciate those. They've been quite vocal about their concerns. Will the port stay there or will the port go?

The Hon. JOHN GRAHAM: There's no Government decision.

The Hon. NATALIE WARD: Who's making that decision?

The Hon. JOHN GRAHAM: I might ask you to put that to the agency just so we properly capture everyone who's involved in that.

The Hon. NATALIE WARD: I can do that this afternoon, but are you in the loop on this decision-making process?

The Hon. JOHN GRAHAM: The scale of that decision would certainly be the subject of Cabinet discussion—Cabinet or its committees.

The Hon. NATALIE WARD: Are you making that decision or is there another Minister or another group?

The Hon. JOHN GRAHAM: There's a Cabinet Office process to deal with these issues, so obviously it impacts on a range of Ministers.

The Hon. NATALIE WARD: But someone has to take a paper to Cabinet. Who's the responsible Minister? Not you?

The Hon. JOHN GRAHAM: I won't be commenting on the Cabinet processes.

The Hon. NATALIE WARD: Not you? But you just said a decision will be made.

The Hon. JOHN GRAHAM: It would be inappropriate to—

The Hon. NATALIE WARD: We're just trying to understand who will be making that decision. Who will be taking that to Cabinet? Is that you?

The Hon. JOHN GRAHAM: It would be inappropriate to disclose who will be taking a particular Cabinet paper—

The Hon. NATALIE WARD: Is it not you?

The Hon. JOHN GRAHAM: It would be inappropriate to disclose those Cabinet processes.

The Hon. NATALIE WARD: Is there a timeline?

The Hon. JOHN GRAHAM: I can tell you, though, it is a Cabinet Office led process. I think that's—

The Hon. NATALIE WARD: Yes, but somebody needs to take it to Cabinet for that decision to be made.

The Hon. JOHN GRAHAM: I agree with your observation.

The Hon. NATALIE WARD: Someone is the lead on that, that's how Cabinet works. Is there a timeline on the decision? When will it be made?

The Hon. JOHN GRAHAM: I would need to take that on notice. I wouldn't want to mislead on that. Obviously it's a complex issue, but I'm happy for you to pick that up with the officials.

The Hon. NATALIE WARD: So you won't be part of that decision-making, or you will?

The Hon. JOHN GRAHAM: I anticipate I will be involved in that discussion.

Answer

I am advised:

The matter is subject to Cabinet consideration, which will be informed by the views of all stakeholders, including those within the Transport portfolio.

Question 30 – P2P – KPIs for compliance officers

The Hon. NATALIE WARD: I am not asking about the rostering. I am not asking about their shifts. I am not asking about their managers. I am asking about when a compliance officer is on shift, what KPIs do they have to fulfill?

ANTHONY WING: They are required to meet the directions given by their managers about where they go, what kind of work they do and where they are patrolling at that time. Before any major event, we will have a compliance activity plan that will set out what we expect of them for that event. Those are the requirements. We often have to set different rosters depending on what happens.

The Hon. NATALIE WARD: With respect, I am not asking about rosters, and I have limited time. Do they have a minimum number of compliance activities that they are required to carry out during their shift?

ANTHONY WING: They work very hard. In the last year, my compliance officers have inspected 16,000 rideshare and taxi vehicles.

The Hon. NATALIE WARD: Yes, so when they are on shift—I am a compliance officer. I have turned up on time for my roster. What is it that I have to do during that shift?

ANTHONY WING: You have to do what you are expected to do by your manager, which may involve going to those places, going to the airport or going to the city and patrolling those ranks. There will be a specific plan.

The Hon. NATALIE WARD: Do they have a certain number of cabs that they are supposed to check?

ANTHONY WING: They have activities that they have to do. They have inspected 16,000 vehicles in the past year. The number of cabs or rideshare vehicles that they inspect is going to depend on how many are at any particular rank or rideshare pick-up area that they go to.

The Hon. NATALIE WARD: So you can't provide to this Committee any clarity on the compliance officer's role, having turned up for their shift, about how many rideshare vehicles and cabs they're supposed to inspect and what steps they are supposed to take.

ANTHONY WING: What we provide them with is where we expect them to be looking. After all, how many they inspect depends on who is there and how many are there at the time.

The Hon. NATALIE WARD: Can you take on notice please, Mr Wing, for the past three months, all the plans for compliance officers?

ANTHONY WING: Yes, sure, I can take that on notice.

NATALIE WARD: They turn up for shift and they're given a plan by their manager. Can you provide to us the past three months worth of plans?

ANTHONY WING: Yes, but I do want to say that they are extremely hardworking.

The Hon. NATALIE WARD: I've heard that. I'm sorry, I do have limited time. I'm happy for you to put that in your answer. What are they doing when they are on shift? When you provide that information, the information that we are after is what it is that they are doing—detailed information.

ANTHONY WING: We have on-street inspectors. They are either out in uniform—they are patrolling ranks, they are going through rideshare pick-up areas and they are inspecting vehicles. Some of them are in plain clothes and they are jumping into the back of vehicles and catching them. They have issued more than 1,000 fines just for taxi-fare related offences in the past two years.

The Hon. NATALIE WARD: Sure. I am interested in their overtime for this financial year and the last financial year. Could you take that on notice to provide how much overtime has been paid out this financial year and last financial year for those compliance officers?

ANTHONY WING: Yes, I will take that on notice.

Answer

I am advised:

The Point to Point Transport Commissioner's team of inspectors is regularly out in force conducting plain clothes and highly visible operations at targeted locations such as Sydney Airport and busy CBD taxi ranks, and during events throughout NSW.

Inspectors also undertake joint operations with NSW Police and Transport for NSW, and work with Guide Dogs NSW/ACT to run covert, plain clothes operations targeting fare refusals by rideshare and taxi drivers, including rideshare drivers cancelling on approach and taxi drivers refusing guide dogs at ranks. The team recently began running similar operations targeting wheelchair accessible taxis.

Inspectors undergo an extensive authorisation officer training program including in class and infield training which outlines the specific requirement of their position in conjunction with their role description. Training covers point to point transport law and the inspector's legal obligation to enforce the law while complying with all relevant policies and procedures.

The inspection team attend weekly briefings and de-briefings covering weekly activities and major events. During briefings, inspectors are provided with compliance activity plans and are updated on any intelligence that may be relevant to current activities and they can ask questions or provide feedback.

Compliance activity plans include the scope and objectives of the operation, and provide detail including legislative reference, logistics and resources required. These plans are

underpinned by intelligence including incident data, CCTV data, complaints, and information provided by other government agencies.

Last year, the team inspected around 16,500 vehicles and issued more than 2,500 fines for offences such as touting, assistance animal refusal, overcharging/refusing a short fare, or not displaying ID or retroreflective signs.

For Financial Year 2023/24, \$1,001,030 was paid in overtime to the Commissioner's inspectors. For Financial Year 2024/25, \$671,343 has been paid to date, as at 28 February 2025.

Question 31 – P2P – Enforcement notices

The Hon. NATALIE WARD: The enforcement notices that have been issued in the past 12 months—on notice, can you provide them in itemised form and by month?

ANTHONY WING: By enforcement notices, do you mean prosecutions or fines or—is that the kind of thing?

The Hon. NATALIE WARD: What is it that they do? If they are issuing notices or issuing fines—whatever you call them—could you take on notice for the Committee how many of those, in itemised form, have been issued in the past 12 months?

ANTHONY WING: Yes. Look, a certain amount of that is on our website, but I'll take it on—

The Hon. NATALIE WARD: And by month. "In January, there were this many fines and enforcement or compliance notices", and what the nature of them was.

Answer

I am advised:

Detailed information about the Point to Point Transport Commissioner's compliance activities can be found on the Commissioner's website, including the number of infringement notices issued each month and itemised by offence:

[Penalty notices – January – December 2024](#)

[Taxi fare-related penalty notice – January – December 2024](#)

Question 32 – P2P – Complaints for overcharging

The Hon. NATALIE WARD: How many complaints for overcharging has the point to point commission received this year and last year?

ANTHONY WING: I would have to look for overcharging.

The Hon. NATALIE WARD: All right. Can you take that on notice?

ANTHONY WING: Yes.

Answer

I am advised:

The Point to Point Transport Commissioner's Taxi Fare Hotline team referred 6,455 complaints relating to taxi fare offences to service providers during the 2023/24 and 2024/25 financial years. A breakdown of these complaints is provided in the table below.

	Overcharging
FY 23/24	2227
FY 24/25	2600

Question 33 – P2P – Complaints breakdown

The Hon. NATALIE WARD: Can you take on notice a specific question: How many complaints have been made to the commission, again for this financial year and the last financial year, from passengers? That is the number of complaints from passengers, not fines—that is a separate question. This one is about the passengers in the back who are making complaints—how many of those. Could you provide that to the Committee?

ANTHONY WING: I am happy to do that. We have a hotline that people report to.

The Hon. NATALIE WARD: Yes, let's go to that. How many complaints have been made to the hotline?

ANTHONY WING: I would have to go look for the numbers, but there have been several thousand complaints. As I said, more than 3,000 people have received refunds through the hotline. We've also been issuing fines as well. My officers have been doing both plain-clothes operations as well as on-street operations.

The Hon. NATALIE WARD: Sure, but on notice you'll give us that particular number of how many complaints for this financial year and last financial year?

ANTHONY WING: I'll take that on notice, yes.

The Hon. NATALIE WARD: If you're able to break it down into the nature of those complaints, that would be very helpful.

ANTHONY WING: We'll see what we can find, yes.

The Hon. NATALIE WARD: How many of that are overcharging, how many of that are not turning the meter on—I think you've just suggested that that is something that you're able to identify.

ANTHONY WING: Yes, we can go through and look for that.

The Hon. NATALIE WARD: Do you have that number to hand about how many complaints have been made?

ANTHONY WING: I think I will have to take that on notice, especially for the breakdown.

Answer

I am advised:

	Total
FY 23/24	3046
FY 24/25	3409

Question 34 – P2P – Compliance officers salary

The Hon. NATALIE WARD: What is the average annual salary for a compliance officer, with overtime?

ANTHONY WING: I will definitely have to take that on notice.

Answer

I am advised:

For Financial Year 2023-24, the average annual remuneration paid to the Point to Point Transport Commissioner's inspectors (including leave loading, superannuation and overtime) is approximately \$155,000.

Question 35 – P2P – Number of compliance officers employed

The Hon. NATALIE WARD: Will you also take that on notice and give us the exact number of compliance officers employed by the point to point commission in New South Wales?

ANTHONY WING: Yes.

Answer

I am advised:

The Point to Point Transport Commissioner's compliance team includes 37 inspector roles, responsible for conducting on street operations across metropolitan Sydney and regional NSW.

Question 36 – Annandale Ferry

The CHAIR: In terms of the Government's commitment to a ferry service at Annandale, when can residents expect to see that ferry service?

HOWARD COLLINS: In the detail, the Government has certainly committed to this. In terms of the actual funding envelopes for this work, I would take on notice what has been provided, because I think not all of those plans are currently funded in Transport's budget at the moment. But, as we work through the ferry strategy with Government, I do expect those things to become more solid, and we could then give you some timescales.

The CHAIR: It doesn't sound like this financial year at the very least. It doesn't potentially even sound like the next budget. We'll come back to it at the next budget estimates. Maybe we'll get the same answer.

Answer

I am advised:

Transport for NSW is continuing to review the vessel, infrastructure, and timetabling requirements necessary for delivery of ferry services in Rozelle Bay and Blackwattle Bay.

Question 37 – 370 bus service

...On buses now and the Government's commitments while they were in opposition—from opposition Labor promised to reverse the Coalition's cuts to the 370 bus service. As far as we've heard, we haven't heard anything about Labor not intending to meet that commitment. Is there any work within the agency around the 370 bus service in terms of restoring the Liberals' cuts?

HOWARD COLLINS: I know that we've done a lot of work. We have, so far in the two years the Government has been in power, changed and added some of those services. The former Minister has always said that they have a commitment. The timing of those commitments obviously may vary. I will take on notice if we do have some time frames. And as my colleague Trudi Mares knows, for the 370, we are going through the review of a number of those bus regions in terms of services. We've made some improvements or some changes in the eastern suburbs and the northern beaches. The difficulty we have and the practical thing at the moment is we are desperately short of vehicles. So promising reinstating services—I'm sure at the time of the new Government, they weren't aware of the state of the vehicles and the loss of those articles. But we are now seeing, as Minister Graham said earlier today, that the number of vehicles arriving and the repairs is a very, very live project.

Answer

I am advised:

Options to enhance bus routes between Leichhardt, Annandale and Forest Lodge to the University of NSW are in development.

Transport for NSW will engage with passengers and the community on any plans for the bus network before any changes are implemented to ensure that the community understand what the changes are, and how best to travel.

Question 38 – ebikes

The Hon. MARK BANASIAK: Ms Webb, on notice, are you able to provide the Committee the advice that the Centre for Road Safety provided to the Government that informed the regulatory change that saw e-bikes go from 250 watts to 500 watts?

SALLY WEBB: Yes, I can take that on notice.

Answer

I am advised:

In November 2022, Transport for NSW provided advice to the then Minister for Active Transport on the potential to increase the maximum wattage of e-bikes in NSW from 250w to 500w. The advice outlined the definition of 'electrically power assisted cycles' (EPACs) in the federal law and recommended the Minister request a review by the Australian Government. The Minister, in approving this request to the Federal Minister, also requested the change be implemented in NSW by early 2023.

In December/January 2022, relevant Ministers approved regulatory changes to increase the maximum permissible continuous rated output only of an electrically power assisted bicycle (permitting bicycles up to 500w). Other requirements that applied to EPACs, including the maximum speed at which the motor must progressively reduce and cut-out (25km/h), were retained.

Increasing the permitted wattage of an e-bike (specifically an EPAC) from 250w to up to 500w was intended to increase the appeal of e-bikes as a mobility option for parents carrying children, or riders with heavier loads and/or living in areas with steep inclines/hills. The Ministers were advised there may be importation, enforcement and safety considerations associated with permitting use of e-bikes that were not aligned with the federal definition.

Transport for NSW conducted targeted consultation with key agencies and e-bike providers in January 2023, in parallel to preparing the regulatory changes, which came into effect in February 2023.

Question 39 – Medium Term bus plan

The Hon. MARK BANASIAK: I've just been informed by some people in the industry that over 10 have ceased trading because of the fees and that it's not financially feasible, obviously, combined with what happened with COVID. I go to some other questions on notice. Mr Murray, I asked you about development of a strategic business case for the medium-term bus plan. How much of that \$24 million that was earmarked has been expended so far?

JOSH MURRAY: I'll ask my colleague Ms Mares to talk about the medium-term bus plan.

TRUDI MARES: We've drawn down \$10.6 million but we have only spent, I think, three-quarters of that to date. I'll just have to get the exact figure for you. If you'd like, I can take that on notice.

Answer

I am advised:

Year to date, \$10.6 million has been drawn down and released to the project for the development of the strategic business case.

Year to date expenditure on this project is subject to an annual Audit Process and can be made available after this process.

Question 40 – Maritime funding

The Hon. MARK BANASIAK: Yes, that'd be great. I asked questions around the Centre for Maritime Safety and its funding allocation, which came back at \$5.5 million and a staff of 14.75. I'm wondering whether I could get a breakdown of how much of that \$5.5 million is attributed towards staffing.

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

Answer

I am advised:

Of the stated 2025 Financial Year Budget for the Centre for Maritime Safety (\$5.5 million) at September 2024, the staff labour budget was \$2.6 million.

Question 41 – Maritime Investment Committee

The Hon. MARK BANASIAK: Who is on the "Maritime Investment Committee"? That came back as an answer to a question on notice: a mention of a "Maritime Investment Committee". Who is on that committee?

SALLY WEBB: Mr Banasiak, do you mean the maritime investment committee? I'm not aware of that, but I'm aware of the Maritime Advisory Committee.

The Hon. MARK BANASIAK: The answer I got was:

The Waterways Fund has a separate governance committee, the Maritime Investment Committee. The Waterways Fund is subject to the normal Transport for NSW financial policies and Treasury approval processes.

So who is on this "Maritime Investment Committee"? More broadly, what's their experience in maritime infrastructure planning and delivery?

JOSH MURRAY: We'll take that on notice—just check that you've been given the right name of the committee there as well.

The Hon. MARK BANASIAK: If it's the wrong name, the second question still applies: What's their experience in actually delivering maritime infrastructure?

JOSH MURRAY: I'm sure we can come back to you quickly on that one.

Answer

I am advised:

The Maritime Investment Committee (MIC) supports the Coordinator General to fulfil its governance responsibilities regarding the delivery of key maritime infrastructure and major operating projects, stimulus programs and election commitments.

The MIC has no decision-making powers and has been established by the Coordinator General to provide feedback, input and advice on the release of funding within the Transport Investment Plan.

The MIC considers the collective experience, capability and capacity of its membership to fulfil responsibilities of the group. Any person acting in one of the following positions is a member of the MIC:

- Executive Director, Maritime, Coordinator General (Co-Chair)
- Executive Director, Investment Assurance, Finance Technology and Commercial (Co-Chair)
- Director Capital Portfolio Management
- Director Finance Business Partners, Finance Technology and Commercial

Question 42 – Waterways Fund

The Hon. MARK BANASIAK: Another answer you came back on was about the Eden Wave Attenuator. You said there was \$9.4 million paid from the Waterways Fund. Can you explain how that answer of \$9.4 million for a commuter wharf upgrade contradicts with the answer to question on notice No. 3127, where you state the following:

One hundred per cent of the fees have been reinvested directly back to recreational boating in NSW.

How does the commuter wharf upgrade benefit recreational boating?

JOSH MURRAY: I would have to qualify that just with the responses you've been provided, but obviously the expenditure from the fund is governed by its terms of reference. We just need to marry those up with the project that you're referring to

Answer

I am advised:

The Waterways Fund has multiple revenue streams associated with both recreational and non-recreational boating activities. 100% of recreational boating fees are reinvested back into recreational boating.

The Eden Wave Attenuator has provided significant benefits to recreational boaters by delivering a safe harbour for vessels and maritime infrastructure by providing protection from high winds and wave condition.

Question 43 – Manly Sea Life building

The Hon. MARK BANASIAK: How much has been expended so far from the demolition of the Manly Sea Life building? I think it was \$10.6 million.

JOSH MURRAY: I'll just ask Ms Drover to check that one.

CAMILLA DROVER: We may need to take that on notice, I think.

Answer

I am advised:

I refer to the response provided by Ms Camilla Drover during the hearing.

Question 44 – Darling Point Wharf

The Hon. MARK BANASIAK: No problems at all. Do we have a start date for the construction of the Darling Point Wharf, Ms Drover?

CAMILLA DROVER: I don't have it off the top of my head but, if you give me a minute, I'll see what I can bring back.

Answer

I am advised:

I refer to the response provided by Ms Camilla Drover during the hearing.

Question 45 – Boating Infrastructure and Dredging Scheme – Manning River entrance

The Hon. MARK BANASIAK: Sure. I'll leave that with you if you want to come back. Another question I asked was around the \$3.1 million for the Manning River entrance and you said that the council is responsible for that project. Have they actually applied for any funding for this project under the new Boating Infrastructure and Dredging Scheme?

JOSH MURRAY: I think we can take that on notice.

Answer

I am advised:

Council has not applied for funding under the Boating Infrastructure for Communities Program towards delivery of this project.

Question 46 – Maritime vacancies

The Hon. MARK BANASIAK: Yes, and what their committal has been in terms of their contribution. Can I get an update on the vacancies in Maritime too, Mr Collins?

HOWARD COLLINS: Yes, I can talk to that. Every week I go through a process for filling roles. We do have a handful of vacancies at the moment for boating safety officer and education officers. If you want the detail—

The Hon. MARK BANASIAK: Just on notice, how many of these vacancies are currently being backfilled and how many are being advertised.

HOWARD COLLINS: Yes. It's an ongoing process. Our intention is always to ensure those frontline posts are filled.

Answer

I am advised:

There are currently 15 vacancies; seven are being recruited; 11 are backfilled.

Question 47 – Mariyung fleet carriages

The Hon. NATALIE WARD: Thank you. Can I ask about the Mariyung fleet? How many Mariyung carriages are currently operational, as of today?

JOSH MURRAY: I'll ask Mr Longland to talk to that.

MATT LONGLAND: Thanks, Mr Murray. We've currently got five trains in service each day on the Central Coast and Newcastle line. They're operating 17 services per day. My advice is we've got two additional trains coming into service later in March. We are progressively rolling those trains out, at the moment only on the Central Coast and Newcastle.

The Hon. NATALIE WARD: How many carriages is that?

MATT LONGLAND: The trains come in—you can do a combination of four carriages, six, eight or ten, based on how you couple the trains together. At the moment we're operating eight-car consists, so two four-car units coupled together.

The Hon. NATALIE WARD: Two times four-car units by five.

MATT LONGLAND: Correct.

The Hon. NATALIE WARD: So how many carriages? Plus two more that are coming.

MATT LONGLAND: Currently there are five eight-car sets, so 40 carriages are in service.

The Hon. NATALIE WARD: And the two that are coming will be how many carriages?

MATT LONGLAND: They will be eight-carriage trains as well, is my understanding.

The Hon. NATALIE WARD: Eight-car carriages, two by fours, so the total number of carriages. Thank you. How many are forecast to be available by the end of the year? So those four plus the additional two—sorry, the five plus two?

MATT LONGLAND: It's a progressive rollout. We're obviously working through. There are three key areas around the implementation. The first one is the actual train modification in terms of the new operating model.

The Hon. NATALIE WARD: Sure. I just need a number: How many will be operational by the end of the year?

MATT LONGLAND: By the end of this financial year?

The Hon. NATALIE WARD: Yes.

MATT LONGLAND: I'd probably need to take that on notice, if that's okay?

The Hon. NATALIE WARD: Okay, and also by the end of the calendar year.

MATT LONGLAND: So end of the financial year and the calendar year?

The Hon. NATALIE WARD: Yes, please. How many are forecast to be available—just the number.

MATT LONGLAND: The number of carriages? I'll give you the number of trains and then we can multiply it by carriages.

The Hon. NATALIE WARD: Yes, that would be great. Thank you.

MATT LONGLAND: Okay, end of financial year and end of calendar year.

Answer

I am advised:

There are currently seven 8-car (56 carriages) Mariyung trains in service.

By the end of the 2024-25 financial year, it is expected there will be:

- 150 Mariyung carriages

- 15 Mariyung trains.

By the end of the 2025 calendar year, it is expected there will be:

- 248 Mariyung carriages
- 26 Mariyung trains.

Question 48 – Mariyung fleet phasing

MATT LONGLAND: In terms of the phasing, as my colleague Ms Drover highlighted, it's Central Coast, Newcastle, followed by Blue Mountains, followed by South Coast.

The Hon. NATALIE WARD: Yes, I've heard that. Just the whole lot—when's it due?

MATT LONGLAND: We'd have to take that on notice.

The Hon. NATALIE WARD: If you could. So that is all the trains and carriages in service, what the taxpayer has paid for and ordered. When will all of that be online?

MATT LONGLAND: All 62 trains in service?

The Hon. NATALIE WARD: Yes, please. Is that forecast to be first quarter, second quarter 2026 or complete by end of 2026?

MATT LONGLAND: I think we'd probably need to provide that detail on notice.

Answer

I am advised:

Based on the current works schedule for operating model modifications and supporting infrastructure enabling works, it is expected that the entire Mariyung fleet comprising 62 trains, will be deployed on the network by early 2027.

Deployment of fleet is scheduled for the Central Coast and Newcastle Line followed by the Blue Mountains Line and the South Coast Line, noting that the Blue Mountains and South Coast lines will require approval from the Office of the National Rail Safety Regulator.

Question 49 – Accessible Stations

Ms ABIGAIL BOYD: I can't remember which station it was. Was it Strathfield the recent one that had the issues with the accessible toilets? In any event, we know that when there is an issue even with just one of the lifts at one of these stations, we're getting signs being put up by Transport saying, "If you've got an accessibility need, go an extra station. Go over to the other platform, then come back to this station. You can get up on this platform." It's quite a ridiculously extra amount of effort that people are having to go through just to get around. I appreciate what you're saying, that that these are legacy and that the new ones are accessible, but that's why there was this program.

One of the other questions I asked in that set of questions on notice was how many will be independently accessible by 2027 under the current funding, under the Safe Accessible Transport program. I was told that by the end of that program we'd still have 94 stations that won't be independently accessible. I then asked a further question, which was the estimated timeline for when we would have fully accessible for all of the 353 stations across the network. I was told that Transport couldn't tell me the answer. Given that we've only got six new ones that will be fully accessible within three years and we have another 94 to go, my calculations are it will take us another 47 years to get full access. We're looking at almost half a century before people with disability and mobility needs can move around our twenty-first century network. Again, how can this be, and what are you doing to make this faster?

CAMILLA DROVER: I can talk to that. We obviously hope it's not that long, and it will be a function of funding. But I can share with you all the projects where we're doing development at the moment, including those where we've got target engagement

underway, where we're got construction underway, where delivery contracts have been awarded and where we're actually in delivery. I could take you through those or I could provide that on notice.

Ms ABIGAIL BOYD: I'd be really grateful to get that on notice.

Answer

I am advised:

About 87 per cent of Sydney's train stations are independently accessible. The figures for intercity and regional stations are 50 per cent and 77 per cent respectively.

The Safe Accessible Transport Program combines funding from the Transport Access Program and the Commuter Car Park Program. More than \$2.2 billion has been invested in the Transport Access Program to fund accessibility upgrades at stations, create better transport interchanges and build car parks, supporting an integrated transport network and seamless transfers for all customers.

Projects in delivery:

- Intercity stations: Tuggerah and Moss Vale stations
- Sydney stations: Bardwell Park, Chester Hill, Macquarie Fields and Lewisham stations.
- Regional Stations: Griffith and Queanbeyan stations.

Projects in development:

- Sydney stations: Macdonaldtown Station
- Intercity stations: Cockle Creek, Kotara, Coniston, Lawson, Mount Victoria, Tascott and Woodford stations.
- Regional stations: Kempsey, Sawtell, Nambucca Heads, Kendall, Macksville, Urunga, Wingham, Yass and Canberra stations.

Question 50 – Maritime – Behaviour Change Campaign

The Hon. MARK BANASIAK: I'll go to some questions from your annual report from last year. In the section on safer waterways, it mentions a maritime behaviour change campaign. How much did that campaign cost and where was that money drawn from?
HOWARD COLLINS: I'm aware of the campaign. I'll take that on notice in terms of the costs.

The Hon. MARK BANASIAK: Can you also take on notice as to where it was drawn down from—whether it was drawn down from the Waterways Fund?

HOWARD COLLINS: I'd imagine it would have come out of the Waterways Fund. In general, education—as you know, the Waterways Fund consists of a whole load of expenditure, of which one is boating education.

Answer

I am advised:

The Maritime Safety behaviour change campaign in FY 2023-24 was \$2,160,000 and this was funded from the Centre for Maritime Safety budget allocated from the Waterways Fund.

In Transport for NSW's annual report, 'advertising and marketing expenses' are reported in Volume 2 on page 14 of the Department of Transport financial statements and page 12 of the Transport for NSW financial statements.

Question 51 – Maritime – incident response vessels

The Hon. MARK BANASIAK: That section also talks about receiving some new purpose-built incident response vessels. Are we still using Yamba mechanical engineering to build our maritime vessels?

HOWARD COLLINS: On the section regarding—we have actually deployed those vessels up in the north of the State in the last few days. Regarding Yamba, that marine company, I'll take it on notice and let you know.

Answer

I am advised:

Yamba Welding and Engineering are one of several boat builders listed as suppliers on the "Maritime Vessel Supply Panel" and are available to supply new vessels.

Question 52 – Maritime – capital works program

The Hon. MARK BANASIAK: No problems at all. In the financial overview section, you talk about \$16.2 billion being spent on a significant capital works program. How much of that \$16.2 billion in capital works was spent on recreational boating facilities and infrastructure? I'm happy for you to take that on notice.

HOWARD COLLINS: That was last year's report, so it's last year's funding as opposed to this year. I'll take that on notice and give you—just to confirm, the investment committee you talked about, Mr Banasiak, to answer that question, is chaired by Mark Hutchings. It has some very good, very experienced people in the MIDO team, and does bring in, also, engineers to understand that. That's that particular team, and I'm happy to give you more detail

Answer

I am advised:

Capital expenditure for Transport for NSW in 2024-25 is \$17.6 billion, including \$6 million for recreational boating facilities. Most investment in this area is through Operational expenditure under the Boating Infrastructure for Communities Grants Program.

Question 53 – Maritime – Remuneration Senior Executives

The Hon. MARK BANASIAK: Any other details you can provide about that team, on notice, would be great. Can I just go to the number and remuneration of senior executives. How many staff within Maritime are paid under the Transport senior service levels of one, two and three?

HOWARD COLLINS: I think currently it might be eight or seven. I'll just double-check that.

The Hon. MARK BANASIAK: I'm happy for you to take it on notice, and where their salaries are drawn from—whether they're drawn down from the Waterways Fund as well?

HOWARD COLLINS: I will again take that on notice.

Answer

I am advised:

There are currently eight employees within NSW Maritime paid under Bands 1-3 of Transport Senior Service remuneration. The salaries are drawn from the Waterways Fund.

Question 54 – Maritime – Boating Infrastructure and Dredging Scheme

The Hon. MARK BANASIAK: The advice that recreational boaters are actually receiving from Government, including the Parliamentary Secretary for Transport, Marjorie O'Neill, is that the Maritime Infrastructure Plan should really be driving all that other stuff that you mentioned, not the other way around. I appreciate you've done some extra work in that

space, but the advice I'm seeing in front of me is that it's really the Maritime Infrastructure Plan that should be driving all those other smaller components, like the Maritime Safety Plan, like the Disability Inclusion Plan, like the South Coast Boating Network Plan and the other 101 plans that you've got on your website.

SALLY WEBB: I note we have an existing plan. We look at the range of initiatives to support Maritime that occur out of that, and certain of those have been worked on over the past couple of years. We acknowledge that there is also work going on to refresh the Maritime Infrastructure Plan, and the timing of those has meant that the others have come out ahead of the next refresh of the Maritime Infrastructure Plan.

The Hon. MARK BANASIAK: With the new funding scheme, can you tell me how many applications have been received for that scheme? Anyone—not necessarily you, Ms Webb, if you don't hold that information?

SALLY WEBB: We might want to clarify just which scheme, as well.

The Hon. MARK BANASIAK: I'm talking about the one that was announced by the Minister at the boat show—the Boating Infrastructure and Dredging Scheme.

HOWARD COLLINS: The BIDS, yes.

The Hon. MARK BANASIAK: How many applications?

HOWARD COLLINS: The 18 and the something million—yes, \$44 million in total, with \$28 million towards public boating amenities over four years and \$16 million for dredging.

The Hon. MARK BANASIAK: Yes. A lot of that dredging money had already been allocated, though, to pre-existing projects.

HOWARD COLLINS: Yes. I will take on notice if we've had applications. I know that there has been a lot of consultation in that area. While we're talking about dredging, Evans Head—Mr Banasiak, I'm sure the ED for Maritime will contact you regarding the opportunities we could do to accelerate that work, if possible.

Answer

I am advised:

The Boating Infrastructure for Communities Grants Program received 100 Registration of Interest applications.

Question 55 – Maritime – Boating Infrastructure and Dredging Scheme, co-funding

The Hon. MARK BANASIAK: Mr Collins, just continuing with the conversation about the boating infrastructure and dredging scheme, I asked, on notice, how many applications have been received.

HOWARD COLLINS: Yes.

The Hon. MARK BANASIAK: How many of those applications committed to co-funding, in terms of the contribution from the proponent? I'm happy for you to take this on notice. How many applications were outside of Newcastle, Sydney and Wollongong? What was the total dollar figure requested by all the applications? How many were for dredging? How many were for the actual infrastructure? How many might have been for maintenance? Also, could you dissect the dollar figure for those three components?

HOWARD COLLINS: As you probably know, Mr Banasiak, this is an ongoing scheme. People can apply. It doesn't mean to say there's a cut-off and everyone has to get their applications in.

Answer

I am advised:

100 registrations of interest have been received.

It is premature to provide specific detail in relation to individual applications, as the registration of interest stage application process is still underway. The details requested can be provided once the formal application stage and the assessment process is finalised.

The Boating Infrastructure for Communities Grants program does not fund maintenance works. The Boating Infrastructure Maintenance Program which will provide grants to minor maintenance and repair of boating assets is expected to open by the end of April 2025.

Question 56 – Opal contracts – timing

The Hon. NATALIE WARD: Can anyone help with Opal cards? Mr Murray, having utilised the one- or two-year contract extension for the provision of Opal services, what's the current drop dead rate? When does the contract finish?

JOSH MURRAY: We are currently assessing the tender responses for the main RFP. That process is underway at the moment, and we will be reporting back to Government shortly on the progress of that tender.

The Hon. NATALIE WARD: But on the current extension, what's the finish date for that one? Parking the tenders for the new—

JOSH MURRAY: Yes, that is the end of 2026 for the first two-year extension option.

The Hon. NATALIE WARD: The exact date for that without further extension is December?

JOSH MURRAY: I believe it's December 2026 for the first Cubic two-year extension.

BRENDA HOANG: September 2026.

The Hon. NATALIE WARD: Will you be using the second extension?

JOSH MURRAY: We believe we will use some of the second extension, yes.

The Hon. NATALIE WARD: For how long?

JOSH MURRAY: That is not determined. We have another two years available to us. We have begun the process of identifying that we would exercise some of that contract extension, timing TBC.

The Hon. NATALIE WARD: You won't be trying the new Opal software three months before the election?

JOSH MURRAY: Again, we have a tender that is currently being assessed that will help us look at those time frames and ensure that we have the right certainty for the rollout of the system.

The Hon. NATALIE WARD: But that new Opal software wouldn't be in place and being used three months before the election. That's right, isn't it?

JOSH MURRAY: Given the current extension will go—

The Hon. NATALIE WARD: It's not a blame game; it's just a timing question.

JOSH MURRAY: I'm just thinking about where our timing is, rather than election. The extension that we have is September 2026, as we've just said. Yes, we would anticipate that we will go into that next contract extension. But I can't tell you at that point where we will be on the ramping up of the new provider, because that's currently being assessed. When I say "new provider", I mean the contract.

The Hon. NATALIE WARD: It wouldn't make sense, three months before an election, if in March you extended even until December or January and then were rolling out a new system almost in what you call pre-caretaker—I don't subscribe to it—or in caretaker or the months before March 2027.

JOSH MURRAY: All I would say is that that's not part of the steering committee's deliberations. We're looking at the contract availability that we have under the current Opal system and then Opal Next Gen. The tender has not come up to the steering committee for consideration yet. It's being assessed. That will give us the availability of when we think new systems would start to come online.

The Hon. NATALIE WARD: Even if the tender was put out there and was awarded, that couldn't be in place before March 2027, could it?

JOSH MURRAY: We'll have to see what comes back in the coming months. We're assessing the tenders at the moment. That will give us the biggest clue to the rollout schedule of Opal Next Gen.

The Hon. NATALIE WARD: Clues are good. If the second extension is used, what would be the drop dead date for that?

JOSH MURRAY: Then it would take it to September 2028.

The Hon. NATALIE WARD: In terms of the procurement of those new Opal tenders, what's the status of those?

JOSH MURRAY: The main tender is in assessment at the moment.

The Hon. NATALIE WARD: The eTendering website says that for the RFI, the response from the department will be 31 March 2025. Is that still on track from the department?

JOSH MURRAY: We did extend some of the tender validity period because the bidders all asked us for additional information. We did that in collaboration with all of those that were participating. I would have to take on notice whether that date relates to our pre-extension date or whether that has been taken into account.

The Hon. NATALIE WARD: When will suppliers know of the next stage?

JOSH MURRAY: When we finish the tender evaluation, we would notify all players.

The Hon. NATALIE WARD: When would that be?

JOSH MURRAY: In the coming months.

The Hon. NATALIE WARD: I'm trying to understand the timeline because it's obviously a big issue for the public to know.

JOSH MURRAY: The contract respondents are all aware of the current process and timing, and have obviously submitted their applications. We're working through that. They're aware of the expected timeline for coming back to them.

The Hon. NATALIE WARD: I'm trying to understand how it's working. There's no trick in any of this. It's just the timing. The date for extension of the tender validity is for how long?

JOSH MURRAY: We added three months to the response time frame. That has now moved into evaluation.

The Hon. NATALIE WARD: That's expected to take until when?

JOSH MURRAY: It'll be early in the second half of this year, I would anticipate. But I'm happy to take that on notice in terms of any guidance that we've given them.

Answer

I am advised:

Transport for NSW is unable to find a reference to 31 March 2025 on eTendering.

The Request for Proposal for Opal Next Gen (not Request for Information) closed in December 2024 and is currently in evaluation. The program is tracking to schedule.

All tenderers have been informed of the timeline and will be notified of the outcome at the end of the tender evaluation period.

Question 57 – Opal contracts – length of new contract

The Hon. NATALIE WARD: Thank you. There's no trick in it. What's the budget for the upgrade.

JOSH MURRAY: Ms Hoang?

BRENDA HOANG: Currently at \$567 million.

The Hon. NATALIE WARD: That's \$567 million?

BRENDA HOANG: It's \$567.9 million, to be exact.

The Hon. NATALIE WARD: We just found another \$900,000. That's good to know. How long would the new contract be for?

JOSH MURRAY: That will be part of the tender assessments.
 The Hon. NATALIE WARD: But what is the proposal? Is it three, five or 10 years?
 JOSH MURRAY: I'll take that on notice. It's longer than that, but I will take it on notice.
 The Hon. NATALIE WARD: You do know?
 JOSH MURRAY: I'm just not sure of the exact number. I don't want to mislead you here.

Answer

I am advised:

The term of the Deed is proposed to run from the Commencement Date through to 29 September 2037.

Question 58 – Bus operators – Opal System failures

The Hon. NATALIE WARD: Have bus operators experienced increased operational issues due to Opal system failures?
 JOSH MURRAY: About this time last year—and it was discussed at the time—we had connectivity issues with the rollover of the on-bus technology, which was also related to the move away from 3G. Modems that were on board on buses had to be reset. That is quite a sensitive technology, and some of the fixes that were put in place didn't work the first time around. I don't have it to hand—I'm happy to take it on notice—but we certainly monitor on a weekly basis the availability of on-bus readers. We are within our performance guidelines around those.

Answer

I am advised:

Transport for NSW had to migrate from 3G devices on buses in response to Telstra's planned shutdown of the 3G network. The shut-down was originally planned for 30 June 2024. During the migration issues were identified which impacted Opal devices and increased operational issues. The migration was completed by May 2024 and mitigations were implemented to reduce operational issues. System performance returned to previous levels by August 2024 and performance targets are being achieved on a regular basis.

Question 59 – Bus Panel 4 – Margin calculation

The Hon. NATALIE WARD: Where are we up to with the DKD designs on the buses and the manufacturing—the contribution margin?
 JOSH MURRAY: We're taking that on notice.
 The Hon. NATALIE WARD: Have you got that information this afternoon though? Are we able to step through that?
 JOSH MURRAY: Unlikely to have that this afternoon. Obviously it's part of the contractual basis. We have got the team providing some information for you, but I don't anticipate we'll have that today.
 The Hon. NATALIE WARD: But you can confirm that the contribution margin, and profit counting towards the contribution margin, is being used, right?
 JOSH MURRAY: No, I can't confirm anything around the use or calculation of the margin. We are looking into that, to your specific questions, and we'll take it on notice.
 The Hon. NATALIE WARD: Can you explain to me, then, if profit counting is used at all towards the contribution margin?
 JOSH MURRAY: No. Again, we'll have to look at that outside of this forum so that we can understand the calculations from the team, but I won't have that while we're here.
 The Hon. NATALIE WARD: I don't need the detailed calculations, though; I just need to know if it's being used.
 JOSH MURRAY: I don't have that information yet, Mrs Ward.

The Hon. NATALIE WARD: But you will provide that on notice?
JOSH MURRAY: Indeed.

Answer

I am advised:

I refer to the response to Question on Notice 26.

Question 60 – Bus Manufacturing – US Department of Defense blacklist

The Hon. NATALIE WARD: How much of the supply chain of Transport for NSW procurement comes from organisations on the United States Department of Defense blacklist?

JOSH MURRAY: I would have to take that on notice. I'm aware of the reference to the blacklist amongst the Chinese battery supply companies. I'm aware of how that has been raised by US lawmakers, or certainly it was during the election campaign last year. I'm not aware of any other providers that have been named in relation to that that might have any connection to the Transport supply chain.

The Hon. NATALIE WARD: Can you take that on notice, including any companies that Transport is aware of?

JOSH MURRAY: I should make the point that the blacklist you're referring to relates to defence products.

The Hon. NATALIE WARD: Certainly, but I'm just interested in transport.

JOSH MURRAY: It would be unlikely to have any connection between us and defence products, but I'm happy to take it on notice.

The Hon. NATALIE WARD: And if you can take on notice that detail about what steps were taken to provide that answer, I'd like to know what steps you took to provide Parliament with that answer.

JOSH MURRAY: No problem. I'll take that on notice.

Answer

I am advised:

Transport for NSW makes decisions about suppliers consistent with the advice of Australian and NSW Government and security agencies. Lists of entities from foreign alliance partners are a consideration in decision making as part of supplier due diligence. The Australian Government does not "ban or restrict vendor access within the Australian economy, or target vendors from specific nations".

(Source: <https://www.homeaffairs.gov.au/about-us/our-portfolios/national-security/technology-and-data-security/technology-vendor-review-framework>)

Transport for NSW has searched all named entities on the US Chinese Military Companies list against all available procurement datasets and identified just one direct relationship, via John Holland Pty Ltd as a subsidiary of CCGL.

Whilst Transport for NSW does not have direct contractual relationships, a review of the Bus Procurement Panel 4 (BP4) Deeds has identified that both CATL and CRRC are component suppliers for some of the BP4 approved bus models.

It is noted that inclusion on the list referred to in the question does not mean that USA businesses and other entities cannot purchase goods from the listed companies.

Question 61 – Tom Uren Place, Woolloomooloo

The CHAIR: I just wanted to ask a question about the upgrade of Tom Uren Place at Woolloomooloo. I understand that in March 2023, TAHE and the City of Sydney reached an agreement that TAHE would fund and deliver the upgrade, in consultation with the community. Once the upgrade was complete, the city would enter a 50-year agreement to take on the ongoing management and financial responsibility for Tom Uren Place. This is the place in Woolloomooloo owned by Transport for NSW. Where is that up to?

JOSH MURRAY: Owned by the Transport Asset Manager, which is the new entity that replaces TAHE, so, yes, owned by Transport. I'm certainly aware of those discussions. I would have to seek the exact status for you on notice. I may be able to come back to you this afternoon on that.

The CHAIR: Just a bit of recent history on this: In November last year the member for Sydney asked the former transport Minister a question on notice about the status. The Minister at that time said the city and TAHE were in discussions about the proposed works and a development deed. I understand that Transport for NSW may have now told the City of Sydney that they don't have the capacity to design and deliver the upgrade. Is there something substantial that has happened, Mr Murray, if that indeed is the case? That is what I'm hearing from a number of stakeholders as to why this may not be going ahead.

JOSH MURRAY: Again, I'd like to get that detail for you specifically. I don't have it in front of me. I know it has been a project that has been difficult, from both stakeholders and agencies working together, to get the right outcome for the community. A number of avenues have been tried while that was under TAHE's management. I'll get an update for you and take that on notice so that we can provide the latest detail.

Answer

I am advised:

The Transport Asset Manager for NSW (TAM) is continuing to engage with City of Sydney (CoS) on the proposed upgrade of Tom Uren Place and arrangements for its ongoing management on completion of the works.

Transport has initiated discussions with NSW Police, to explore the possibility to reopen the shop front station at Tom Uren Place, which has been closed for approximately four years.

CoS has provided feedback on the draft development deed, and has since discussed a potential realignment of roles and responsibilities. This would aim to streamline the community consultation, design and delivery of the public domain works, and leverage the City's expertise in delivering civil works and managing sensitive social challenges, such as homelessness. Central to the success of the project is agreeing an appropriate plan for charity services who visit the site regularly.

TAM remains committed to working with CoS to determine the best use and upgrade for the site, including potential long-term lease arrangements for Tom Uren Place and other TAM-owned sites within Woolloomooloo.

Question 62 – Maritime - South Coast Boating Network Plan

The Hon. MARK BANASIAK: Can I just go to back to Maritime—can I go to some of these plans that are on your website. The South Coast Boating Network Plan—I don't expect you to give me a detailed rundown on every boating access improvement opportunity, but can you tell me how many? Because obviously there's quite a few there, and some of them are medium- to long-term prospects; some of them aren't prospects at all. But how many of those—just a number figure—are you actively considering and how many are you in the process of actioning?

JOSH MURRAY: I'll ask Howard.

The Hon. MARK BANASIAK: I'm happy for that to be taken on notice, Mr Collins. There's a lot to look at there.

HOWARD COLLINS: I know you've got limited time. We definitely have a number of those schemes. As you know, Maritime now has responsibility for an additional 121, I think, wharves and Crown land matters. And there's a lot of interest, certainly in the South Coast, about improvements from what was a pretty neglected system of maritime features before. I certainly can provide you those if you want more detail of progress today.

Answer

I am advised:

The South Coast Boating Network Plan was released in March 2023 by the former Government and was a commitment in the 2019 South Coast Marine Tourism Strategy which was prepared by the then Department of Regional NSW.

Transport for NSW prepared this Plan to identify projects that would enhance marine tourism opportunities while providing general benefits to all boaters on the South Coast. Between the inception of this project and its completion in early 2023, bushfires, floods and the COVID pandemic impacted on the resources available to deliver projects identified in the Plan.

The Plan is now used as a reference document for projects that would improve marine tourism while benefiting the general boating public on the South Coast as funding becomes available for such initiatives. For example, the assessment of applications under the Boating Infrastructure for Communities Program may take into account priorities identified in the Plan for relevant applications.

As new funding was not allocated to the delivery of the Plan, no unfunded actions in the plan have been delivered noting that several of the identified projects were already committed to for example from earlier Rounds of Boating Now.

Question 63 – Maritime – Kiama Harbour revitalisation plan

The Hon. MARK BANASIAK: Sure. And, I guess, the same with the Kiama Harbour revitalisation plan, whether you have any updates as to progress on that. On notice, any updates on where we are with that.

HOWARD COLLINS: I will certainly provide you with that. I don't have it here.

Answer

I am advised:

Transport for NSW holds a Crown Lands licence for the harbour precinct, and the local Council is the Crown Land Manager for the adjacent reserve. Ongoing works in the harbour are limited to general maintenance of the asset base, which Transport for NSW manages under a tenant Crown Lands licence agreement. I will ask Transport for further information and seek to provide that to the Member in a timely manner.

Question 64 – P2P – Number of hours in compliance

The Hon. MARK BANASIAK: Yes, that's fine. Mr Wing, can I just go back to you with some point to point questions. With the Uber rank and hail trial at the airport, for want of a better term, when is that trial due to finish? Do we have an end date?

ANTHONY WING: The Uber PIN trial was started in September. It's due to run for 12 months. So that's the expectation.

The Hon. MARK BANASIAK: Have you seen an increase in fines or infringements being issued at Sydney Airport since the introduction of that trial?

ANTHONY WING: No. We put quite strong safety rules around the trial, including that there should be a boom gate, that Sydney Airport has at the entrance; and also that Uber needs to put its own staff at the kerbside to also make sure that people are complying with the requirements. But we continue to go through it, both to get data out of Uber, but also to visit it ourselves—and, again, both in-uniform and non-uniformed officers as well.

The Hon. MARK BANASIAK: If you had to put a figure on it in terms of man hours in compliance, how much would there be, since the trial?

ANTHONY WING: I'd have to take that on notice, but I think it's essentially people who are already at the airport, so they will also make sure that they go through the Uber PIN area as well.

Answer

I am advised:

Since the Uber PIN trial commenced at the Airport in September 2024, the Point to Point Transport Commissioner's inspectors have attended the Airport for approximately 6000 hours.

Question 65 – Buses – North Shore and Northern Beaches

The Hon. RACHEL MERTON: If I could pick up the issue of buses relating to the North Shore and the northern beaches—and I appreciate the Minister earlier today was announcing the acquisition of new buses. In terms of the removal of the bendy buses—articulated buses—when were they removed from service?

HOWARD COLLINS: I think it was about October. I haven't got the actual date, but it was last year. A little bit of backstory—I'll try to keep it short. These vehicles, built in 2005 and 2006, had a slightly different body design. STA had found cracking on them before and done some welding up, but when we did a thorough investigation on one of these vehicles, we found that the cracking, when the vehicle was completely stripped down, was sufficient for our engineers to recommend that the fleet was withdrawn. That's 83 vehicles. Most of them, or 50 per cent of them, are in the northern beaches area. At present, six of them are all taken apart.

We are working. We've built the prototype. Volvo have provided the new modified turntable chassis, which makes the vehicle flex in the middle. That vehicle should be going through its final engineering design assessment. And then those six vehicles we've airfreighted in from Volvo—10 of the chassis—and others will come by ship. We're productionising that. We're going to go to tender for the repair of up to 50—maybe a larger number—of those vehicles to speed up the response. Because if you have one manufacturer doing it, you get a long line of buses waiting to go.

The Hon. RACHEL MERTON: So that was the removal of 83 articulated—

HOWARD COLLINS: Eighty-three. They're not all for the North Shore, but over half of them were, and therefore you were lacking that capacity, which was much needed on the North Shore services.

The Hon. RACHEL MERTON: Mr Collins, what did that represent in terms of the loss of seat numbers and capacity and passenger numbers—the removal of 83 articulated vehicles from the bus fleet?

HOWARD COLLINS: I could give that on notice—a lot. An average rigid bus has capacity of 50 seats plus a few standing, where we know—and I use most days—those articulated vehicles coming down Elizabeth Street carry over 100 people at a time. So we had a significant loss. It's a shortage of vehicles itself, and then the ones we could substitute were smaller, so it's like a double whammy. That's why people have been waiting at bus stops. That's why there has been a challenge for us in moving those people from that area.

Answer

I am advised:

As of 11 March 2025, 83 Volvo B12 BLEA chassis with the Custom Coaches (CB60) body articulated buses remain grounded from service. The cracking is located on the Volvo chassis component.

When articulated buses are replaced by rigid buses, capacity per bus reduces by one third (dependent on bus model). 43 Articulated buses have been removed from service in Region 8 (Northern Beaches). For Region 8, temporarily replacing their 43 articulated buses under repair with rigid buses is a reduction of total fleet capacity across the region of approximately 5 per cent.

Transport for NSW is working with bus operators and manufacturers on a rectification program to make sure the buses that are identified as having cracking can be repaired and safely return to passenger service.