

**Minister for Roads  
Minister for Regional Transport**

**Hearing Date: 1 April 2025  
Supplementary Questions**

**RRT SUPP 001 - Regional Roads Fund**

- (1) What is the status of each of the 28 projects listed on the NSW Government website (<https://www.transport.nsw.gov.au/projects/programs/regional-roads-fund>) as “having been supported by the Regional Roads Fund”?
- (a) Which of these 28 projects were projects announced or funded under the previous government?
- (b) Which of these 28 projects were “called out for years by communities”?
- (c) Which of the 28 projects are now determined not to have enough funds to complete them due to escalating costs?

**Answer**

I am advised:

The Regional Roads Fund is a commitment of the current government.

Of the committed nine State Road Projects, all have commenced planning. 19 Local and Regional Road's projects have commenced planning with six projects in delivery.

Transport for NSW often engages the community to identify potential infrastructure projects for government consideration.

Of the committed 28 projects, 8 projects have been identified as requiring additional funding.

**RRT SUPP 002 - Regional Roads Fund**

- (2) What is the Government's intention with the \$97 million unallocated as of the 1st April 2025?

**Answer**

I am advised:

The unallocated amount of \$97.6 million is critical to ensuring that Transport for NSW can meet existing announced commitments and further invest in regional roads.

**RRT SUPP 003 - Regional Roads Fund**

- (3) Is it fact that there is no process for allocating the remaining \$97 million, which the Government projects to spend in the next two years?

**Answer**

I am advised:

Transport for NSW has identified current election commitments that it proposes to fund from this unallocated amount.

**RRT SUPP 004 - Regional Roads Fund**

- (4) On the 1st April 2025 the Minister stated in Budget Estimates that some of these projects were targeted to regions of NSW that had not received projects or investment by the previous Government. Which projects were these?

**Answer**

I am advised:

I refer you to the answer provided during the hearing on page 3 of the transcript.

**RRT SUPP 005 - Regional Roads Fund**

(5) When were the 28 projects supported by the RRF received by the Parliamentary Budget Office?

(a) Were any of the 28 projects identified as problematic by the Parliamentary Budget Office?

i. Did any Regional Roads commitments/projects fail the Parliamentary Budget Office criteria?

**Answer**

I am advised:

A proposal No:C1569 was referred to the Parliamentary Budget Office on 7 March 2023 and published on 20 March 2023 and is publicly available at

<https://www.parliament.nsw.gov.au/pbo/Documents/2023OppositionCostingsandRequests/C1569%20-%20Costing%20-%20Regional%20Roads%20Fund.PDF>

**RRT SUPP 006 - Regional Roads Fund**

(6) Is the Capital component of the \$334 million Regional Roads Fund still \$46.6 million as outlined in the 2023-2024 Budget Papers?

**Answer**

I am advised:

\$131 million Capital funding is allocated.

**RRT SUPP 007 - Regional Roads Fund**

(7) Is the \$1.5 million identified for planning the Tuross Head intersection included in the Capital component?

**Answer**

I am advised:

Yes.

**RRT SUPP 008 - Regional Roads Fund**

(8) Is the \$40 million identified for the planning and design of the Gosford Bypass included in the Capital component?

(a) When is the majority of the \$39.8 million funding to be allocated?

(b) What were the results for the business case for this project?

**Answer**

I am advised:

Yes. The \$40 million is Capital allocation. The majority of the funding is to be allocated in Financial Year 2028-29.

Transport for NSW is progressing the development of the corridor to deliver shorter term improvements. Also to confirm the longer-term strategy for future major upgrades along the corridor. The project will provide a preliminary business case for a long term strategy

and a short form assessment for safety and active transport improvements. Both are targeting completion in 2026.

#### **RRT SUPP 009 - Regional Roads Fund**

- (9) Is the \$10 million identified for the M1 Princes Motorway entry and exit ramps included in the Capital component?
- (a) When is the majority of the \$10 million funding to be allocated?
- (b) When is the business case expected to be completed?

#### **Answer**

I am advised:

Yes. The \$10 million is Capital allocation. The majority of the funding is to be allocated in Financial Year 2025-26.

The business case is expected to be completed in Q4 2025.

#### **RRT SUPP 010 - Regional Roads Fund**

- (10) Is the \$20 million identified for the Bulli Bypass investigation included in the Capital component?
- (a) Is this project completed?
- (b) When is the business case expected to be completed?

#### **Answer**

I am advised:

Yes. The \$20 million is Capital allocation.

The project is not yet complete. The preliminary business case targeting completion in Q4 2025.

#### **RRT SUPP 011 - Regional Roads Fund**

- (11) Is the \$6 million (now \$7.8 million?) identified for the Speers Point Roundabout upgrade included in the Capital component?
- (a) Is this project near completion?

#### **Answer**

I am advised:

Yes. The \$6 million is Capital allocation.

Strategic design for the project is complete. The business case is nearing completion, and works are expected to commence in early 2026.

#### **RRT SUPP 012 - Regional Roads Fund**

- (12) Is the \$19 million identified for the Yass Road-Bungendore Road-Ellerton Road intersection included in the Capital component?
- (a) When is the majority of the \$19 million funding to be allocated?
- (b) What were the results of the business case for this project?

#### **Answer**

I am advised:

Yes. The \$19 million is Capital allocation. The majority of the funding is to be allocated in Financial Year 2026-27.

The Final Business Case was completed in March 2025.

#### **RRT SUPP 013 - Regional Roads Fund**

(13) Is the \$12 million Golden Highway improvements included in the Capital component?  
 (a) When is the majority of the \$12 million funding to be allocated?  
 (b) When is the business case expected to be completed?

#### **Answer**

I am advised:

Yes. The \$12 million is Capital allocation. The majority of the funding is to be allocated in Financial Year 2026-27.

The project is being incorporated into the business case being prepared for the Central West Orana Renewable Energy Zones – Safety and Level of Service Upgrades.

#### **RRT SUPP 014 - Regional Roads Fund**

(14) Is the \$7.5 million identified for the Alphadale Crossroads intersection included in the Capital component?  
 (a) When is the majority of the \$7.5 million funding to be allocated?  
 (b) Why was the Alphadale Crossroads intersection not identified in the 2023-2024 Budget papers as a Transport for NSW sector project?

#### **Answer**

I am advised:

Yes. The \$7.5 million is Capital allocation. The majority of the funding is to be allocated in Financial Year 2026-27.

The project is listed in the 2024-25 Budget Paper 3, Chapter 2 after re-classification to Capex State Road project.

#### **RRT SUPP 015 - Regional Roads Fund**

(15) Is the \$14.5 million identified for the Thornton Rail Bridge duplication included in the Capital component?  
 (a) When is the majority of the \$14.5 million funding to be allocated?  
 (b) Why was the Thornton rail bridge duplication not identified in the 2023-2024 Budget papers as a Transport for NSW sector project?  
 (c) When is the business case expected to be completed?

#### **Answer**

I am advised:

A total of \$15 million allocated as the capital component for Thornton Rail Bridge duplication. The majority of the funding is to be allocated in Financial Year 2026-27.

The project is listed in the 2024-25 Budget Paper 3, Chapter 2 after re-classification to Capex State Road project.

The business case is expected to be completed in 2026.

**RRT SUPP 016 - Regional Roads Fund**

(16) Why is the Melville Ford Bridge and the upgrade of the Melville Ford Road and Maitland Vale Road listed as one project?

**Answer**

I am advised:

Melville Ford Bridge is a standalone local and regional road project.

**RRT SUPP 017 - Regional Roads Fund**

(17) Of the 19 Council delivered projects of the Regional Roads Fund, what is the individual delivery status for each project?

**Answer**

I am advised:

Of the 19 projects, six are in delivery and one is complete.

**RRT SUPP 018 - Regional Roads Fund**

(18) Labor's Election Costing Request Form submitted to the Parliamentary Budget Office on the 6th March 2023 estimated forward spending; 2023/24 \$30 million, 2024/25 \$152 million and 2025/26 \$152 million. Please answer the following questions:

- (a) Is the expected spend for the Financial Year 2024-25 still \$55.4 million?
- (b) Is the expected spend for the Financial Year 2025-26 still \$70.9 million?
- (c) Is the expected spend for the Financial Year 2026-27 still \$83.0 million?
- (d) Is the expected spend for the Financial Year 2027-28 still \$8.8 million?

**Answer**

I am advised:

The expected spend is as follows:

- (a) Financial Year 2024-25: \$40.8 million.
- (b) Financial Year 2025-26: \$59.9 million.
- (c) Financial Year 2026-27: \$81.4 million.
- (d) Financial Year 2027-28: \$21.4 million.

**RRT SUPP 019 - EnergyCo OSOM**

(19) Has EnergyCo-TfNSW developed strategy for OSOM movements yet?  
(a) Can you please provide this strategy?

**Answer**

I am advised:

Transport for NSW and the Energy Corporation of NSW (EnergyCo) are developing the strategy for Over Size Over Mass (OSOM) movements, and information about it will be provided to the community later in 2025. The strategy is still in development.

**RRT SUPP 020 - EnergyCo OSOM**

(20) Have EnergyCo-TfNSW identified an estimated month by month projection for freight movements between Newcastle Port and the Renewable Energy Projects yet?

**Answer**

I am advised:

No. Transport for NSW and EnergyCo are not working on understanding freight movements at present. However, for OSOM movements, estimates for REZ areas are being confirmed as further details become available regarding the timing and scale of wind farm projects that will occur in the renewable energy zones.

#### **RRT SUPP 021 - EnergyCo OSOM**

(21) In June 2024, Transport for NSW installed machine learning cameras along Bengalla Road. What are the volume and type of vehicle movements results?

#### **Answer**

I am advised:

I refer to the response to Supplementary Question 59 and 60.

#### **RRT SUPP 022 - EnergyCo OSOM**

(22) Given the Denman bridge was identified as a pinch point. Did TfNSW consider upgrading the bridge?  
(a) What Denman bridge upgrade options were canvassed?

#### **Answer**

I am advised:

I refer to the response to Question on Notice 39.

#### **RRT SUPP 023 - EnergyCo OSOM**

(23) When will EnergyCo-TfNSW commence implementation of their 19 Pinch Point plans?  
(a) Are they still expected to be complete by late 2025?

#### **Answer**

I am advised:

EnergyCo is expected to announce the successful construction contractor shortly.

Construction of the upgrades to the 19 identified locations (pinch points) between the Port of Newcastle and the Central-West Orana REZ, which need to be modified to facilitate the transportation of OSOM components, is expected to take 12 months.

The contractor will develop a schedule of construction activities, and some locations will be prioritised and completed before the end of 2025.

#### **RRT SUPP 024 - EnergyCo OSOM**

(24) Has EnergyCo-TfNSW identified the corridor for the New England Renewable Energy Zone yet?

#### **Answer**

I am advised:

Detailed design for the OSOM route to the New England REZ is expected to be finalised in stages by 2026.

An OSOM route from the Port of Newcastle to Muswellbrook will operate as a common route for New England and Central-West Orana renewable energy projects.

OSOM vehicles travelling to the New England REZ will detour Muswellbrook and rejoin the New England Highway before continuing north towards the New England REZ. The route will include sections of the New England Highway and Oxley Highway, as well as some local roads.

#### **RRT SUPP 025 - M1 Motorway ext**

(25) Is the M1 Motorway Extension project still projected to be open to traffic in 2028?

#### **Answer**

I am advised:

The M1 Pacific Motorway Extension to Raymond Terrace is still projected to open to traffic in 2028.

#### **RRT SUPP 026 – Coffs Harbour Bypass**

(26) Is the Coffs Harbour Bypass project still expected to be open to traffic in late 2026?

(a) What is the progress on the tunnelling?

#### **Answer**

I am advised:

The Coffs Harbour Bypass is still projected to open to traffic in late 2026, weather permitting.

Gatleys Road and Shephards Lane tunnels have both achieved breakthrough and are proceeding with waterproofing and floor excavation works respectively. Tunnelling at the Roberts Hill site has commenced.

#### **RRT SUPP 027 - Singleton Bypass**

(27) Have all seven landowners settled for the Singleton Bypass project now?

(a) Is the project still expected to be open to traffic in late 2026?

#### **Answer**

I am advised:

I refer to the response to Supplementary Question 42 provided for the Regional Transport and Roads portfolio Budget Estimates Hearing held on 9 September 2024.

The project is expected to open to traffic in late 2026, weather permitting.

#### **RRT SUPP 028 - Muswellbrook Bypass**

(28) Has the Muswellbrook Bypass project been tendered yet?

(a) When is the proposed start of construction/main works?

(b) Has the deed been signed?

#### **Answer**

I am advised:

The Muswellbrook Bypass project is scheduled to proceed to tender in late 2026 and to commence construction the following year. A deed has not yet been signed.

#### **RRT SUPP 029 - Mount Ousley**

(29) Did major works commence on the Mount Ousley project in late 2024 as expected?

#### **Answer**

I am advised:

Major works commenced for the Mount Ousley interchange project in late 2024.

**RRT SUPP 030 - Newcastle Inner City Bypass**

(30) Is the Newcastle Inner City Bypass project still expected to be open to traffic in late 2025?

**Answer**

I am advised:

The Newcastle Inner City Bypass project is still projected to open to traffic in late 2025, weather permitting.

**RRT SUPP 031 - Barton Hwy Stage 2**

(31) Is major works for Stage 2 of the Barton Highway upgrades – Kaveney's intersection still expected to commence in 2025?

(a) When is it expected to commence?

**Answer**

I am advised:

The Barton Highway Upgrade Stage 2, north from (and including) the Kaveney's Road intersection towards Murrumbateman, is in planning.

During the development phase, several concerns were identified from environmental and cultural investigations along the proposed corridor. This has resulted in the original road design needing to undergo revision to address the concerns.

Major detailed design work is expected to commence in late 2025.

**RRT SUPP 032 - Great Western Highway**

(32) Is the Medlow Bath Upgrade still expected to be completed and open to the public in 2025?

**Answer**

I am advised:

The Medlow Bath Upgrade commenced construction in March 2023 and completion is expected in late 2025, weather permitting.

**RRT SUPP 033 - Picton Road upgrade**

(33) Has a business case for the Picton Road upgrade project been conducted yet?

(a) If not, why not?

**Answer**

I am advised:

A full business case was completed in late 2024.

**RRT SUPP 034 - Pacific Hwy (Wyong) upgrade**

(34) Has a delivery partner been engaged for the Pacific Highway - Wyong project?

(a) If not, why not?

(b) If yes, has a construction schedule been developed?

**Answer**

I am advised:

A delivery partner has not yet been engaged.

The previous concept design and environmental assessment was prepared ten years ago. Transport for NSW has carried out investigations to identify improvements to the 2015 Concept Design, including active and public transport demands, urban design, and



construction staging. Transport for NSW has also consulted with key stakeholders to identify new requirements and expectations.

Planning approval has been obtained for the refined concept design and the Addendum Review of Environmental Factors (REF) was published in April 2025.

Transport for NSW will start procuring a delivery partner for completion of detailed design and the main construction works and will start preparation works, such as demolition and clearing and public utility adjustments.

### **RRT SUPP 035 - Bells Line Rd Slope Repair**

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(35) Can we get a progress report on Slopes 33488, 33467, 33449, and 37944 of the Bells Line Road Slope Repair?

(a) Do you have a commencement of works date for Slopes 33461 and 96379?

#### **Answer**

I am advised:

Please find below the progress report for the following:

- Slope 33488: Work is in progress and is approximately 50% complete.  
Slope 33467: Work is in progress and is approximately 80% complete.
- Slope 33449: Work is in progress and is approximately 30% complete.  
Slope 37944: The project has been postponed until completion of slope 33461 due to its close proximity. Simultaneous construction could cause traffic queues of up to 15 minutes.

For Slope 33461, remediation works are scheduled to commence by the end of April 2025, weather permitting and for Slope 96379, the design and property acquisition works remains underway. Remediation works are scheduled to commence around March 2026, weather permitting.

### **RRT SUPP 036 - Jervis Bay Rd intersection**

(36) Has tendering been completed for the Jervis Bay Road intersection project?

#### **Answer**

I am advised:

The construction contract to deliver the Jervis Bay Road intersection upgrade project was awarded to SRG Global Civil Pty Ltd in October 2023. Major works commenced on the Jervis Bay Road intersection upgrade project in February 2024.

### **RRT SUPP 037 - Jervis Bay Rd intersection**

(37) When are major works expected to commence?

#### **Answer**

I am advised:

I refer to the response to Supplementary Question 36.

### **RRT SUPP 038 - Milton-Ulladulla Bypass**

(38) Is project approval for the Milton-Ulladulla Bypass still expected by 2027?

(a) Why the delay?

**Answer**

I am advised:

- (38) Yes  
(a) Refer to question 38 above.

**RRT SUPP 039 - Mandalong Rd upgrade**

- (39) Can we please have a progress report on the Mandalong Road upgrade?  
(a) Has tendering been completed?  
(b) When are major works expected to start?

**Answer**

I am advised:

The Mandalong Road upgrade Review of Environmental Factors (REF) was approved in March 2025. The Detail Design tender was released to market on 7 April 2025.

Major construction procurement will follow once detailed design has been completed. Construction is expected to start in 2026, subject to project approvals and funding release.

**RRT SUPP 040 - Central Coast-Tumbi Rds intersection**

- (40) Has tendering been completed on the Central Coast Highway and Tumbi Road intersection upgrade?  
(a) When are major works expected to start?

**Answer**

I am advised:

Tenders closed in November 2024, and the tender evaluation was recently completed. Award of contract for main work construction will be announced shortly.

Main construction work will start in mid-2025.

**RRT SUPP 041 - Regional Rail Fleet**

- (41) Has the testing and commissioning been completed on the 3 trains received for the regional rail fleet so far?  
(a) What is the estimated time for the remainder of testing and commissioning on these 3 trains?  
(b) Who is tasked with the static and dynamic testing of these trains?  
i. Is the testing conducted in-house (TfNSW)?  
ii. Are there any external providers utilised in the testing process, who?  
iii. Is there union involvement in this testing process?  
(c) Who is tasked with commissioning these trains?  
i. Is the commissioning conducted in-house?  
ii. Are there any external providers utilised in the commissioning process, who?  
iii. Is there union involvement in this commissioning process?  
(d) When is it expected these will enter service?

**Answer**

I am advised:

Each train will undergo fit-out, preparation, static and dynamic testing using the Mindyarra Maintenance Centre, the Auburn Heavy Maintenance Centre and across the rail network, prior to accreditation and entering service.

The first train has completed its static testing and moved to Auburn Heavy Maintenance Centre where it began dynamic testing on the electrified network on 25 February 2025. Accreditation for dynamic testing by the Office of the National Rail Safety Regulator has been received, and the dynamic testing process has been developed by Transport for NSW and Momentum Trains.

The second and third trains are at Mindyarra Maintenance Centre in Dubbo undergoing static testing and train completion works.

These new trains feature bi-mode technology that has never been used or tested in Australia. The testing process for the new trains will be extensive and multi-phased, involving various safety and performance tests.

A timeline for their entry into service will be confirmed once they have progressed through testing and verification on the NSW and Australian rail networks.

#### **RRT SUPP 042 - Regional Rail Fleet**

(42) During Budget Estimates on the 1st April 2025 it was indicated 6 further trains were expected in 2025.

- (a) What are the expected dates for each of these trains?
- (b) When are these 6 expected to enter service?

#### **Answer**

I am advised:

The new Regional Rail fleet is continuing to arrive, with three trains now in Australia. It is anticipated that up to 6 trains will arrive in Australia over the course of 2025. A timeline for their entry into service will be confirmed once they have progressed through testing and verification on the NSW and Australian rail networks.

#### **RRT SUPP 043 - Regional Rail Fleet**

(43) What is the expected timeline for the remainder of the Fleet?

- (a) This is a further 20 expected trains?
- (b) Is there any variance in the expected timeline and the contracted delivery date?

#### **Answer**

I am advised:

The Regional Rail fleet consists of 29 new trains, including 117 carriages.

The new Regional Rail fleet is continuing to arrive, with three trains now in Australia. Production of the balance of the fleet continues. The trains are currently in various stages of production, assurance and testing.

A timeline for their entry into service will be confirmed once they have progressed through testing and verification on the NSW and Australian rail networks.

#### **RRT SUPP 044 - Regional Rail Fleet**

(44) During Budget Estimates on the 1st April 2025 it was stated this was a complicated project.

- (a) What are the principal complications that are being referred to?

#### **Answer**

I am advised:

The Regional Rail project is a highly complex, state-wide infrastructure and fleet program. Technical, logistical, and integration is required to introduce the new trains into service.

The project involves fleet design, manufacturing, and testing; construction and upgrade of stabling and maintenance facilities; upgrades to existing rail infrastructure to support new technologies; stakeholder engagement; and meeting assurance and regulatory requirements.

#### **RRT SUPP 045 - Regional Rail Fleet**

- (45) Who is the responsible Minister for the procurement of the Regional Rail Fleet?  
 (a) What are the different stages of procurement?  
 (b) At what point does Minister Aitchison become responsible for the Fleet?

#### **Answer**

I am advised:

This is a matter for the Minister for Transport.

#### **RRT SUPP 046 - Mariyung Fleet**

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- (46) Has the testing and commissioning been completed for the remainder of the Mariyung fleet?  
 (a) What is the estimated time for the remainder of testing and commissioning?  
 (b) When can we expect trains to start on the Blue Mountains and Illawarra lines?

#### **Answer**

I am advised:

24 trains have completed physical modifications in support of the changes to the operating model and are in various stages of testing, following which they are being progressively deployed into service.

Modifications on the entire Mariyung fleet are expected to be completed in 2026, based on the current work schedule.

Extension of passenger service to the Blue Mountains Line is currently targeted to commence by late 2025, followed by the South Coast Line in 2026.

#### **RRT SUPP 047 - Fixing Country Rail**

- (47) Where is the Gilgandra to Coonamble 25 TAL upgrade at?  
 (a) When can we expect project approval?  
 (b) When are works expected to start?

#### **Answer**

I am advised:

The upgrade will involve extensive works to increase line capability to 25-Tonne Axle Load (TAL). The project is dependent on Inland Rail being operational and rail operators investing in high capacity rollingstock. Transport for NSW plans to further engage with operators in 2025.

#### **RRT SUPP 048 - Fixing Country Rail**

- (48) Where is construction at with the Wumbulgal Siding?  
 (a) When can we expect project approval?  
 (b) When are works expected to start?

#### **Answer**

I am advised:

Transport for NSW will soon announce the award of contract for construction. Construction on the Wumbulgal Siding is expected to take around 12 months to complete. Transport for NSW will update the community with further details of the project when they are confirmed.

#### **RRT SUPP 049 - Newell Hwy Narrabri-Moree upgrade**

(49) Can we get an update on the Newell Highway (Narrabri-Moree) upgrade project?

#### **Answer**

I am advised:

The Newell Highway Heavy Duty Pavement upgrade includes upgrading four priority sections of the Newell Highway, between Narrabri and Moree. It includes over 20 kilometres of new road pavement, intersection improvements, widened road shoulders, five new overtaking lanes, and a new heavy vehicle rest stop.

The Narrabri to Moree upgrade will be opened to traffic progressively as works are completed in each of the sections.

Consecutive years of above average rainfall prior to commencement of construction, combined with significant flooding in the area since the project commenced in July 2022, has caused significant impacts to the project.

Two sections (Bellata) and (south of Moree) were completed in December 2024.

#### **RRT SUPP 050 - Giinigay Way-Valla Beach Rd intersection**

(50) What were the findings of the traffic monitoring cameras installed at the Giinigay Way-Valla Beach Rd intersection in September and October 2024?

(a) Has the Government revised its response to the continuing community concerns?

#### **Answer**

I am advised:

The traffic monitoring cameras revealed several safety concerns, including:

- one crash
- illegal u-turns
- excessive speed when using the slip lane, and
- driver confusion at the intersection.

Transport for NSW has implemented an initial package of additional safety improvements, including new signage, line markings and delineation. Nambucca Valley Council and NSW Police supported the changes.

Transport for NSW also implemented a reduced speed zone to 60km/h in the vicinity of the Valla Beach Road intersection and commenced investigations into longer-term safety improvements. Any longer term improvements would be subject to further funding.

#### **RRT SUPP 051 - Waterfall Way**

(51) Can we get a progress report on the remediation works at Thora?

#### **Answer**

I am advised:

Thora Slip on Waterfall Way is currently under construction. The project started in late October 2024 and is expected to be completed mid-2025. Recent wet weather has resulted in minor delays.

**RRT SUPP 052 - Waterfall Way**

(52) Is Transport NSW currently looking at the alternate route from Dorrigo to Coffs Harbour through Megan for resilience purposes?

**Answer**

I am advised:

Transport for NSW has undertaken some preliminary strategic investigations on potential alternative routes to improve the resilience of the Waterfall Way during significant flooding or land slip events. The Coramba Road connection is currently available to local light vehicle traffic when significant incidents occur, however a sizable investment is required to enable this road to be used for heavy vehicles.

Shorter, more localised alternatives that bypass known impact areas have been reviewed, including Summervilles Road near Thora and the North Arm Road connection from Bellingen to the Pacific Highway. These investigations have been very preliminary and no scoping feasibility or costing of any potential upgrades has been carried out or is currently funded.

To aid in the overall resilience of the Waterfall Way, Transport for NSW is developing minor remedial works at several locations between Bellingen and the Pacific Highway.

**RRT SUPP 053 - Kempsey-Armidale Rd reconstruction**

(53) Can you provide an update as to the Kempsey-Armidale Road reconstruction project and when Armidale Council will award a tender for construction?

**Answer**

I am advised:

Armidale Regional Council, as the road authority and asset owner, has established a dedicated project team to develop and deliver the Kempsey to Armidale Road restoration works.

On 2 April 2025, Council issued an Expression of Interest to identify and shortlist suitably qualified contractors to tender for the main delivery works. The Expression of Interest closes on 9 May 2025. Shortlisted applicants for the Request for Tender phase will be announced on 20 June 2025.

Following assessment of the Expression of Interest the shortlisted companies will be invited to tender in the second half of 2025 with a contract award expected in early 2026.

**RRT SUPP 054 - Kempsey-Armidale Rd reconstruction**

(54) When is it expected to be open to the public?

**Answer**

I am advised:

A confirmed open to public date is yet to be confirmed and will be informed by further development and delivery readiness activities.

Due to the scale of the damage to this road, an extension of time to complete the works by June 2027 has been granted under the Disaster Recovery Funding Arrangements, with further extensions requests under consideration by the NSW Reconstruction Authority.

**RRT SUPP 055 - Armidale Rd Reclassification**

(55) Can we get an update on the reclassification (of Armidale Road) negotiations with Council?

**Answer**

I am advised:

Transport for NSW is introducing a simplified and evidence-based process for identifying and enacting road category changes. The introduction of this approach will replace previous periodic road network reviews and re-classifications. Information about the new process was sent to NSW Council's in December 2024.

Information is available on the Transport for NSW website at:

<https://www.transport.nsw.gov.au/operations/roads-and-waterways/business-and-industry/partners-and-suppliers/local-government-12-3-0>

Submissions for the new process are anticipated from mid-2025.

**RRT SUPP 056 - N.E. Hwy-Puddledock Rd intersection**

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(56) Can you provide an update on improvements for the N.E. Hwy-Puddledock Road intersection?

**Answer**

I am advised:

The project is funded under the Federal Road Safety Program and is currently under construction, with expected completion by September 2025.

The scope of works includes upgrading the intersection to provide safer turning movements, shoulder widening, increasing the separation between opposing travel lanes and extending the south bound overtaking lane.

**RRT SUPP 057 - Goldfields Way-Olympic Hwy intersection**

(57) Will Transport for NSW review the installation of a Stop Sign at the Goldfields Way-Olympic Hwy intersection in response to community concerns?

**Answer**

I am advised:

Transport for NSW reviewed the intersection of Goldfields Way and Olympic Highway in March 2025. The criteria for the installation of a stop sign are not met under Roads and Maritime Services' Supplement to Australian Standard.

**RRT SUPP 058 - New Dubbo Bridge**

(58) Is the New Dubbo Bridge project still expected to be completed by late 2026?  
(a) Is bridge deck concrete pour completed?

**Answer**

I am advised:

The New Dubbo Bridge project is still projected to open to traffic in late 2026, weather permitting.

The final deck concrete pour on the bridge is targeting July 2025, weather permitting.

**RRT SUPP 059 - Wybong Rd – OSOM**

(59) What are the results of the machine learning cameras which were installed at Wybong Road in June 2024?



**Answer**

I am advised:

Transport for NSW do not have any cameras on Wybong Road, however there are cameras installed on Bengalla Road, located 3 kilometres from the intersection of Wybong Road.

Between 1 January 2025 and 31 March 2025, the camera at Bengalla Road captured the below data. The data provided is an average daily count across this sample period, for each vehicle type.

To the extent permitted by law, Transport for NSW does not give any warranty of reliability, quality, fitness for purpose or accuracy nor accept any responsibility arising in connection with any errors in, or omissions from, the information or data.

More information about the Machine Learning Camera trial is available at:

<https://www.transport.nsw.gov.au/operations/freight-hub/machine-learning-cameras>

| Vehicle Type                       | Average Daily Vehicle Count |
|------------------------------------|-----------------------------|
| <b>Average Daily Vehicle Count</b> | <b>2,035</b>                |
| light-vehicle                      | 1,768                       |
| 2axlerigidtruck                    | 82                          |
| 3axletruckand4axledogtrailer       | 47                          |
| 3axlerigidtruck                    | 32                          |
| light-vehiclewithtrailer           | 32                          |
| 4axletwinsteerrigidtruck           | 21                          |
| 9axleb-double                      | 19                          |
| 6axlesemitrailer                   | 13                          |
| 3axletruckand3axledogtrailer       | 10                          |
| 2axlebus                           | 6                           |
| 5axletwinsteerrigidtruck           | 6                           |
| 7axlesemitrailer                   | 4                           |
| Unknown                            | 4                           |
| 3axletruckand5axledogtrailer       | 3                           |
| 7axleb-double                      | 3                           |
| 8axlesemitrailer                   | 3                           |
| 9axleb-triple                      | 3                           |
| light-vehiclewithcaravan           | 3                           |
| light-vehiclewithfloat             | 3                           |
| 11axlea-double                     | 2                           |
| 2axletruckand2axlepigtrailer       | 2                           |
| 2axletruckandsingleaxletrailer     | 2                           |
| 3axletruckand2axlepigtrailer       | 2                           |
| 5axlesemitrailer                   | 2                           |
| 8axleb-double                      | 2                           |
| light-vehiclewithboat              | 2                           |
| motorbike                          | 2                           |



|                              |   |
|------------------------------|---|
| primemover                   | 2 |
| 10axleb-double               | 1 |
| 11axleb-double               | 1 |
| 12axlea-double               | 1 |
| 3axlebus                     | 1 |
| 3axlesemitrailer             | 1 |
| 4axlesemitrailer             | 1 |
| 4axletruckand4axledogtrailer | 1 |
| 9axlea-double                | 1 |
| bicycle                      | 1 |
| bicycles                     | 1 |
| caravan                      | 1 |
| motorbikes                   | 1 |
| pedestrians                  | 1 |

**RRT SUPP 060 - Wybong Rd – OSOM**

(60) Has the Operational Strategy been completed for OSOM movements?

**Answer**

I am advised:

Transport for NSW and the Energy Corporation of NSW (EnergyCo) are working together to scope and deliver funding upgrades necessary for transporting over size and/or over mass (OSOM) components along identified sections of the State Road network.

The strategy is being developed and information will be provided to the community later in 2025.

**RRT SUPP 061 - Avoca Rd upgrade at Kincumber**

(61) When is project approval expected for the priority first stage of the Avoca Drive upgrade at Kincumber?

(a) When will major works commence?

**Answer**

I am advised:

The concept design and environmental assessment is expected to be displayed for feedback in 2026. Project approval would occur following the public exhibition of the Review of Environmental Factors.

Please see <https://www.transport.nsw.gov.au/projects/current-projects/avoca-drive-upgrade-at-kincumber> for more information regarding timing of the major works and next steps.

**RRT SUPP 062 - Newcastle Link-Minmi Roads intersection****Transcript page 08**

(62) When is the Newcastle Link Road and Minmi Road intersection upgrade expected to be open to the public?

**Answer**

I am advised:

Transport for NSW is continuing to develop options for the proposed upgrade. Timing for construction is dependent on further funding availability.

**RRT SUPP 063 - Hume Hwy-Marulan pavement rehab**

(63) Has the pavement rehabilitation project for the Hume Highway at Marulan been completed?

**Answer**

I am advised:

The first stage of work to replace concrete pavement slabs on the northbound lanes along the Hume Highway at Marulan, just north of Medway Road for about 2.5 kilometres, was completed between 23 February and 22 March 2024. This work aimed to support future repairs to the Hume Highway at Marulan and improve safety.

Transport for NSW has now commenced a trial using high strength asphalt road pavement in place of a concrete base on a section of the Hume Highway at Marulan for 600 metres from South Marulan Road. This work started on 17 March 2025, and is expected to be more cost effective and have less impact on the travelling public while work is being done. Following the trial, the scope for rehabilitation and a final program of works will be confirmed, subject to funding availability.

Transport for NSW continues to monitor the condition of the road surface and carry out maintenance intervention as required while the longer-term works are planned.

**RRT SUPP 064 - Pacific Hwy-Harrington Rd intersection****Transcript page 08**

(64) When is project approval expected for the Pacific Hwy-Harrington Rd intersection upgrade?

(a) When will major works commence?

**Answer**

I am advised:

I refer to the response to Question on Notice 44.

**RRT SUPP 065 - Snowy Mountains Hwy repair**

(65) When are works on Sites 72, 75, 96 and 10340 of the Snowy Mountains Hwy repair expected to be completed?

**Answer**

I am advised:

- Site 72 – expected completion by end June 2025.
- Site 75 – completed October 2024.
- Site 96 – completed November 2024.
- Site 10340 – expected completion by end November 2025.

**RRT SUPP 066 - Kidman Hwy Rest Stop**

(66) Has the Kidman Highway Rest Stop project been completed?

**Answer**

I am advised:

The rest stop project on the Kidman Way at Gilgunnia Goldfields between Hillston and Cobar was completed on 11 October 2024 with the replacement of a legacy community-installed toilet. The pre-existing waterless composting toilet with pump-out septic system was replaced with new flushing toilets. In addition, a new water tank was installed to store bore water. Drainage and hardstand for the truck parking bay was also improved.

#### **RRT SUPP 067 - Hillsborough Rd upgrade**

(67) Have major works commenced on Stage 1 of the Hillsborough Road upgrade?  
(a) If not, when are they expected?

#### **Answer**

I am advised:

Transport for NSW awarded AECOM Australia a contract in March 2024 to finalise the detailed design for Stage 1 of the Hillsborough Road upgrade. Construction of Stage 1 is expected to start in late 2025.

#### **RRT SUPP 068 - Nelson Bay Rd duplication**

(68) Is planning approval expected for the Nelson Bay Road duplication still expected in 2026?

#### **Answer**

I am advised:

Funding for the project was confirmed in the 2024-25 Budget, when the Australian and NSW governments committed a total of \$275 million (\$137.5 million Australian Government, \$137.5 million NSW Government, on a 50:50 basis) towards completion of the project.

The upgrade remains in the early stages of development and timing for planning approval will depend on a number of factors, including technical investigations and land acquisition. Tender documents for the project's concept design and environmental assessment are being prepared.

#### **RRT SUPP 069 - Tocal Rd**

(69) Has the Tocal Road project been completed?  
(a) If not when is it now expected?

#### **Answer**

I am advised:

Yes, the Tocal Road upgrade is now complete. Major works were completed in September 2024.

#### **RRT SUPP 070 - Coulsons Creek Rd**

(70) How is the Coulsons Creek Rd project progressing?  
(a) Is it still expected to be completed by mid-2025?

#### **Answer**

I am advised:

The project has experienced substantial inclement weather that has caused some delays. Completion is now expected late October 2025, weather permitting.

**RRT SUPP 071 - Ballina – Western Arterial**

(71) Has Transport for NSW done any preliminary studies on Ballina's Western Arterial

**Answer**

I am advised:

The Western Arterial is a Ballina local network connection and is an initiative of Ballina Shire Council (Council). Transport for NSW is supportive of Council's plans to provide a network approach to transport planning in Ballina. Transport for NSW has previously provided comment and input around Council's network planning, including the plans for River Street and Western arterial connections.

**RRT SUPP 072 - Ballina – M1****Transcript page 09**

(72) What is Transport for NSW's response to community concerns for a South Ramp at the M1 Cumberland Overpass?

**Answer**

I am advised:

Transport for NSW acknowledges that some members of the Ballina Heights community have lobbied for south-facing ramps at Cumbalum and advise traffic movements in and around Ballina have not demonstrated a need for south-facing ramps, with most trips connecting through to Ballina via existing local and regional roads.

**RRT SUPP 073 -The Great Koala National Park**

(73) With the expected additional 300K visitors expected per year, what improvements are planned for the Dome Rd entrance to The Great Koala National Park?

**Answer**

I am advised:

Dome Road is a local road under the care and control of Bellingen Shire Council. This is a matter for Council.

**RRT SUPP 074 - The Great Koala National Park**

Has Transport for NSW explored options for capturing some of the additional generated tourist market by establishing a Park & Ride option from Dorrigo to the Rainforest centre?

**Answer**

I am advised:

Transport for NSW is happy to assist Bellingen Shire Council should they wish to explore providing alternative transport options for access to the National Park, including a Park and Ride facility.

**RRT SUPP 075 - Urunga – Giinigay Way**

(75) Has Transport for NSW reviewed its maintenance schedule for State Roads such as Giinigay Way to reflect high growth periods?

**Answer**

I am advised:

Transport for NSW allocates resources and prioritises maintenance on the basis of safety, preventative and amenity activities as well as a network hierarchy. During periods of high vegetation growth, the network would naturally require more frequent interventions to

ensure that growth around signage and guide posts is maintained to the standard required. This system of maintenance intervention is applied consistently to Transport for NSW's road assets including the Giinigay Way.

#### **RRT SUPP 076 - Summervilles Road – Bellingen**

(76) What improvements have been identified for Summervilles Road, Bellingen to enable it to be an alternate/evacuation route when Waterfall Way is blocked?

#### **Answer**

I am advised:

Summervilles Road, Bellingen is a Local Road under the care and control of Bellingen Shire Council. This is a matter for Council.

#### **RRT SUPP 077 - Lavenders Bridge – Bellingen**

(77) What State funding is considered to facilitate the upgrade of Lavenders Bridge, Bellingen to provide Flood Immunity?

#### **Answer**

I am advised:

Lavenders Bridge on Bridge Street, Bellingen is a local road under the care, control and responsibility of Bellingen Shire Council.

Transport for NSW has worked with Council on identification of potential strategic alternative routes for when Waterfall Way is impacted from flooding or land slips. Minor remedial works are being developed at several locations between Bellingen and the Pacific Highway, aimed at reducing the impact from flooding.

#### **RRT SUPP 078 - Byron LGA Causeways**

(78) Does Transport for NSW have plans for the improvement of causeways in the Byron LGA?

#### **Answer**

I am advised:

Transport for NSW advise they have no causeways on state roads in the Byron Local Government Area.

#### **RRT SUPP 079 - Byron – M1**

(79) What improvements are planned for the Ewingsdale Road/M1 interchange to improve the dangerous situation of traffic banking up on the M1?

#### **Answer**

I am advised:

Transport for NSW has undertaken strategic modelling to determine options for an upgrade of the Ewingsdale Interchange, which will help eliminate the safety issue from queueing traffic spilling out of the southbound off ramp onto the Highway.

The traffic is being monitored through the nearby Transport Management Centre. When risks are identified, traffic management measures are implemented.

#### **RRT SUPP 80 - Byron – M1**

(80) What is Transport for NSW's response to community concerns for a Southern Off-ramp of the M1 at Bangalow?

**Answer**

I am advised:

The potential for a new southbound off ramp from the Pacific Highway onto Bangalow Road has undergone early preliminary strategic assessment. However, Transport for NSW's current focus is on solving the immediate issues at the Ewingsdale Interchange.

Transport for NSW is investigating a network approach, involving a potential shift for some traffic accessing Suffolk Park more directly via Bangalow Road as a longer term planning solution. Any solution of this type would require a staged upgrade of Bangalow Road to provide a safer road environment to support additional traffic.

As Byron Bay is the key hub on the road network, access would need to be managed across multiple transport corridors and modes to address future traffic demand and maintain liveability.

**RRT SUPP 081 - Mullumbimby Road/Gulgan Road intersection**

(81) What improvements have Transport for NSW identified to meet community concerns for the Mullumbimby Road/Gulgan Road intersection?

**Answer**

I am advised:

Mullumbimby and Gulgan Roads are local roads under the care, control and responsibility of Byron Shire Council. This is a matter for Council.

**RRT SUPP 082 - North Creek Bridge – Byron LGA**

(82) Does Transport for NSW have any plans to reopen North Creek Bridge in the Byron LGA?

**Answer**

I am advised:

The North Creek Road and Bridge project, planning, approvals and investment is being undertaken by Ballina Shire Council. This is a matter for Council.

**RRT SUPP 083 - Yamba Road**

(83) With 15 thousand vehicles a day on the Yamba Road over the Summer holidays, what improvements are planned for this road?

**Answer**

I am advised:

Yamba Road is a Regional Road under the care and control of Clarence Valley Council. This is a matter for Council.

**RRT SUPP 084 - Eight Mile Lane – Grafton**

(84) What improvements have been identified by Transport for NSW to enable B-double's to use the intersection on Big River Way?

**Answer**

I am advised:

Transport for NSW is developing a concept for upgrading Eight Mile Lane to enable B-Double access onto the northbound arm of the Pacific Motorway, including the intersection

with Big River Way. Survey work has been completed and design is underway, along with Geotechnical investigations.

**RRT SUPP 085 - Hogbin Drive – Coffs Harbour**

(85) What plans do Transport for NSW have for the duplication of Hogbin Drive, Coffs Harbour?

**Answer**

I am advised:

Hogbin Drive is a Regional Road under the care and control of Coffs Harbour City Council. Council is responsible for the planning and operation of this important local connector, as such this is a matter for Council.

**RRT SUPP 086 - Hogbin Drive – Coffs Harbour**

(86) What plans do Transport for NSW have for links between Hogbin Drive and the Pacific Hwy?

**Answer**

I am advised:

This is a matter for Council. Transport for NSW notes that the upcoming Coffs Harbour Bypass project will result in significant changes to current travel patterns on both the existing Pacific Highway and Hogbin Drive.

**RRT SUPP 087 - Hogbin Drive – Coffs Harbour**

(87) With the Hogbin Drive Orlando St roundabout causing traffic delays all the way to the Harbour Drive and Hogbin Drive roundabout multiple times a day, a distance of 1.5km, what improvements are planned for this roundabout/intersection?

**Answer**

I am advised:

This is a matter for Council. Transport for NSW will continue to support Council in post bypass planning for the local network and providing assistance and advice as required.

**RRT SUPP 088 - Hogbin Drive – Coffs Harbour**

(88) What improvements have Transport for NSW identified for the Hogbin Drive and Stadium Drive roundabout given it is already at maximum levels?

**Answer**

I am advised:

I refer to the response to Supplementary Question 87.

**RRT SUPP 089 - Moonee Beach – M1 interchange**

(89) Does Transport for NSW have plans to improve the M1 interchange at Moonee Beach?

**Answer**

I am advised:

Transport for NSW does not currently have plans to upgrade the M1 interchange at Moonee Beach. As part of the planning for the Pacific Highway post duplication, a number of existing connections accessing high growth areas have been identified as needing to be upgraded at some stage in the future.

**RRT SUPP 090 - Coramba Road – Coffs Harbour**

(90) The Coffs Harbour Bypass is expected to dramatically increase the already heavy use of Coramba Road, Coffs Harbour what improvements does Transport for NSW have for this road?

**Answer**

I am advised:

Transport for NSW carried out planning for the Coffs Harbour Bypass, including the Coramba Road connection, in conjunction with Coffs Harbour City Council as a stakeholder.

A detailed traffic study and Environmental Impact Assessment was undertaken to quantify the impact of the bypass on Coramba Road. These studies indicate that the expected traffic volumes on Coramba Road will still enable this arterial connection to function adequately in the foreseeable future. Future approved developments may see the need for related upgrades. The Coramba Road connection was seen to provide significant growth opportunities for Coffs Harbour and the economic benefits that this brings.

**RRT SUPP 091 - Footpaths and Cycleways – Coffs Harbour**

(91) Is there a delivery plan for Coffs Harbour Footpaths and Cycleways already designed?

**Answer**

I am advised:

Transport for NSW is working with Coffs Harbour City Council to develop a plan to reinvigorate the existing Highway following the opening of the Coffs Harbour Bypass. While this planning is in the early strategic stages, it is expected that walking and cycling links, along with public transport connections, will play a major role.

**RRT SUPP 092 - M1 Roundabouts maintenance – Coffs Harbour**

(92) Does Transport for NSW have a maintenance plan to meet community expectations at the M1 roundabout (Pacific Hwy/Stadium Drive)?

**Answer**

I am advised:

The M1 roundabout at the intersection of Pacific Highway and Stadium Drive is currently under the maintenance responsibility of Ferrovial Gamuda Joint Venture (FGJV) as part of the Coffs Harbour Bypass construction.

The routine maintenance activities including inspections, maintenance interventions and repair standards are part of the scope of FGJV Coffs Harbour Bypass project.

FGJV is required to comply with the project D&C Deed Coffs Harbour Bypass Scope and Works and Technical Criteria (SWTC) Appendix c6 Maintenance of Roads requirements.

This roundabout is scheduled to be removed later this year following a traffic switch to a new temporary roundabout to facilitate the construction of a new signalised intersection at the existing roundabout.

**RRT SUPP 093 - Coffs Harbour Bypass**

(93) When can the Coffs Harbour community expect Bypass tunnels review for Dangerous Goods transit?



**Answer**

I am advised:

The Coffs Harbour Bypass is expected to open to traffic in late 2026 and be fully complete by late 2027, weather permitting.

Prior to allowing dangerous goods through any tunnel, Transport for NSW must complete a rigorous design and risk assessment process, which also involves emergency response stakeholder input.

Transport for NSW is working with relevant Authorities and industry groups to develop a Statewide policy on how to best accommodate dangerous goods on the road network in the future.

**RRT SUPP 094 - Clarence Town Bridge**

(94) Can a progress report be provided for the Clarence Town Bridge?

**Answer**

I am advised:

Transport for NSW meets with Dungog Shire Council on a weekly basis to receive progress updates on the Clarence Town Bridge project, including discussion of any key risks or issues. At its January 2025 meeting, Council awarded the design and construction tender for the project, with the design work currently underway. Transport for NSW is working in close collaboration with Council to support the successful delivery of this project.

**RRT SUPP 095 - Branxton-Maitland School Buses**

(95) Does Transport for NSW have a plan to deal with the overcrowding on the Branxton-Maitland school buses?

**Answer**

I am advised:

Having a safe, reliable service to enable students to complete their studies is of key importance to this NSW Government.

Transport for NSW advises that the bus operator, CDC NSW Valley Hunter Pty Ltd, has experienced a significant increase in students travelling between North Rothbury and Huntlee and St Joseph's College. As a result, the service has experienced capacity issues.

When a bus reaches capacity, the driver contacts the CDC Operations and Customer Centre, which then arranges for an additional bus to be redeployed as required.

On 31 January 2025, a new school bus service (route S526) between North Rothbury and Rutherford was implemented to reduce passenger numbers on existing services between Maitland and Branxton.

While Transport for NSW works with bus operators to manage the number of standing passengers, from time-to-time capacity issues may arise, particularly at the start of a school year while new student travel patterns are being established.

**RRT SUPP 096 - Maria River Road – Kempsey and PMQ LGAs**

(96) What State funding has been identified to deal with the 3km of unsealed road on the Maria River Road?  
 (a) Has Transport for NSW identified a solution for the Koalas crossing at this point?

**Answer**

I am advised:

In 2020, the NSW Government provided \$17 million through its Fixing Local Roads Program to the Port Macquarie Hastings and Kempsey Shire councils to meet the cost of sealing approximately 24 kilometres of Maria River Road, which runs through both local government areas.

A six-kilometre section of Maria River Road had already been sealed and the funding was to allow for sealing of the remaining section of the 30-kilometre road.

In December 2023, The Australian and NSW Governments made a further \$7.346 million available through the Disaster Recovery Funding Arrangements and the Regional Roads Transport Recovery Package for repair and improvement work on the road.

Port Macquarie Hastings Council is the manager of the project on behalf of both councils. The Council has been working to minimise environmental impacts, including working with Biodiversity, Conservation and Science, on protection measures for an identified koala colony that sits within the two local government areas.

**RRT SUPP 097 - South West Rocks access**

(97) What improvements have been identified for the bridge utilised for the only access to South West Rocks?  
 (a) This bridge floods, what plans are there for continued access to this town?

**Answer**

I am advised:

This bridge is under the care, control and responsibility of Kempsey Shire Council and is not a Transport for NSW asset. This is a matter for Council

**RRT SUPP 098 - Clarence Way**

(98) What State funding is available to ensure the completion of the Clarence Way upgrade between Sandilands and Bonalbo?

**Answer**

I am advised:

The Regional Road Fund has allocated \$4 million to Kyogle Council.

**RRT SUPP 099 - Heavy Vehicle Bypass – Lismore**

(99) What plans are there for a Heavy Vehicle Bypass of Lismore?

**Answer**

I am advised:

Transport for NSW currently has no plans for a heavy vehicle bypass for Lismore. The Bruxner Highway B-Double route is an important connection that extends only a few kilometres west of Casino.

**RRT SUPP 100 - Macleay Valley Way – roundabout**

(100) What plans have Transport NSW to meet community expectations of the maintenance of the Macleay Valley Way roundabout at Taree

**Answer**

I am advised:

The Macleay Valley Way roundabouts are in South Kempsey and are a council asset. This is a matter for Council.

**RRT SUPP 101 - Old Concrete Bridges – Nambucca Valley LGA**

(101) Does Transport for NSW have a plan for the salinity damage to old concrete bridges in the Nambucca Valley LGA?

**Answer**

I am advised:

Transport for NSW is currently carrying out concrete durability works on Newee Creek Bridge, located just north of Macksville. Similar works are being planned for the large concrete bridge at Urunga and for Macksville Bridge. Additionally, several structures along the former Pacific Highway—now known as Giinagay Way—have already been repaired under a bridge rehabilitation program to address damage caused by salt ingress.

**RRT SUPP 102 - Hastings River Ferry Services**

(102) Is Transport for NSW considering funding for the Hastings River Ferry Services?

**Answer**

I am advised:

The Hibbard and Settlement Point ferries at Hastings River are provided, operated and maintained by Port Macquarie Hastings Council.

This service offers essential access for residents of Port Macquarie's North Shore to the town centre, while also supporting community connectivity and tourism. It provides access to the National Park and Northern Beaches.

At this time, Transport for NSW is not in a position to assume responsibility for the operation and maintenance of this ferry service.

**RRT SUPP 103 - Wrights Road – Port Macquarie**

(103) Are there any plans to stage works for Wrights Road in Port Macquarie?  
(a) Is Transport for NSW aware of the data supporting staged works

**Answer**

I am advised:

Transport for NSW is continuing to develop the business case for staged intersection upgrades along the Oxley Highway between John Oxley Drive and Hastings River Drive.

Transport for NSW has undertaken detailed traffic modelling to support the business case which will propose further priority upgrades, along Wrights Road, Lake Road area, as well as the Oxley Highway corridor between the Pacific Highway (Donut) interchange and Port Macquarie.

**RRT SUPP 104 - Rawtons Island Bridge**

(104) Does Transport for NSW have any plans to assist with the restoration of the collapsed Rawtons Island Bridge?

**Answer**

I am advised:

Please note there is a spelling mistake, and it is Rawdon Island Bridge in the Port Macquarie – Hastings LGA.

Port Macquarie-Hastings Council lodged a claim through the Disaster Recovery Funding Agreement that was coordinated by Transport for NSW (Transport) as the administering agency.

A total of \$205,920 was provided to Port Macquarie-Hastings Council to undertake the repairs, which were completed in 2022. The final payment to the Council was made on 17 October 2022.

#### **RRT SUPP 105 - M1-tunnel Gold Coast Airport**

(105) What State assistance is planned for the major congestion point on the M1 at the tunnel under the Gold Coast airport?

#### **Answer**

I am advised:

Transport for NSW has undertaken strategic modelling to understand the future impacts of high growth and increased traffic on the M1 Pacific Motorway, both in NSW and South East QLD.

Transport for NSW has consulted with Tweed Shire Council, Gold Coast City Council and Transport Main Roads QLD (TMR) to help identify short term solutions in the cross-border area. In NSW, the interchanges at Gold Coast Highway, Kennedy Drive, Minjungbal Drive and Chinderah have been prioritised for further investigation and development opportunities.

Given their scale and complexity, further analysis is required to inform the planning and delivery of long-term upgrades such as the Tugun Tunnel, a new Terranora Creek bridge, additional motorway connections, and increased lane capacity. Transport for NSW is progressing work to explore how these solutions could be effectively implemented.

Transport for NSW will continue to collaborate with TMR on key tunnel management issues to ensure the cross-border transport network continues to operate as efficiently and safely as possible.

#### **RRT SUPP 106 - M1-flooding Chinderah**

(106) Has Transport for NSW identified improvements to prevent the M1 flooding at Chinderah?

#### **Answer**

I am advised:

In response to community feedback that was raised following the 2022 floods, Transport for NSW engaged WMA Water to conduct an assessment of flood impacts on the M1 at Chinderah.

Transport for NSW is considering options to reduce flooding in this area.

#### **RRT SUPP 107 - Bobeyan Road**

(107) In February 2019, the NSW Government committed \$20 million to seal the NSW section of Bobeyan Road.

(a) Is there a timeframe for the final sections to be completed?

- (b) Has the Minister met with the cross-border commissioner to coordinate work on the ACT sections?
- (c) Has the entire \$20 million been spent?
- (d) Is any additional funding required to complete this project?

**Answer**

I am advised:

According to Snowy Monaro Council's project website, completion is expected by June 2025: <https://www.snowymonaro.nsw.gov.au/Projects-and-works/Bobeyan-Road-Upgrade>.

Transport for NSW anticipates that the \$20 million will be fully expended upon the project's completion.

I regularly meet with the Cross-Border Commissioner about cross-border matters in my portfolio responsibilities.

**RRT SUPP 108 – General Questions - CFMEU meetings**

- (108) Given ministerial diary disclosures do not include all meetings and provide exceptions to disclosures, since 28 March 2023, have you met with the CFMEU?

**Answer**

I am advised:

In accordance with the Premier's Memorandum 2015-05, all Ministers publish extracts from their diaries summarising details of scheduled meetings held with stakeholders, external organisations, third-party lobbyists and individuals.

Ministers are not required to disclose details of the following meetings:

- meetings involving Ministers, ministerial staff, parliamentarians or government officials (whether from NSW or other jurisdictions)
- meetings that are strictly personal, electorate or party political
- social or public functions or events
- meetings held overseas (which must be disclosed in accordance with regulation 6(1)(b) of the Government Information (Public Access) Regulation 2018 and Attachment B to the Memorandum), and
- matters for which there is an overriding public interest against disclosure.

Ministers' diary disclosures are published quarterly on The Cabinet Office's website (<https://www.nsw.gov.au/departments-and-agencies/the-cabinetoffice/access-to-information/ministers-diary-disclosures>).

**RRT SUPP 109 – General Questions - ETU meetings**

- (109) Given ministerial diary disclosures do not include all meetings and provide exceptions to disclosures, since 28 March 2023, have you met with the ETU?

**Answer**

I am advised:

In accordance with the Premier's Memorandum 2015-05, all Ministers publish extracts from their diaries summarising details of scheduled meetings held with stakeholders, external organisations, third-party lobbyists and individuals. Ministers are not required to disclose details of the following meetings:

- meetings involving Ministers, ministerial staff, parliamentarians or government officials (whether from NSW or other jurisdictions)
- meetings that are strictly personal, electorate or party political
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- meetings held overseas (which must be disclosed in accordance with regulation 6(1)(b) of the Government Information (Public Access) Regulation 2018 and Attachment B to the Memorandum), and
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Ministers' diary disclosures are published quarterly on The Cabinet Office's website (<https://www.nsw.gov.au/departments-and-agencies/the-cabinet-office/access-to-information/ministers-diary-disclosures>).

#### **RRT SUPP 110 – General Questions - Ministerial disclosures to The Cabinet Office**

(110) On what date did you last update/make a ministerial disclosure to The Cabinet Office?

##### **Answer**

I am advised:

The Ministerial Code of Conduct (Ministerial Code) requires Ministers to make certain disclosures to the Premier and the Secretary of The Cabinet Office. I comply with my obligations under the Ministerial Code.

#### **RRT SUPP 111 - General Questions - Department(s)-Agency(s) Employees**

(111) How many redundancies were processed by each Department(s)/agency(s) within your portfolio responsibilities since 28 March 2023?

(a) Of these redundancies, how many were:

i. Voluntary?

ii. Forced?

(b) What was the total cost of all redundancies in each Department/agency within your portfolio responsibilities?

(c) On what page are redundancies published in the respective Department(s)/Agency(s) Annual Reports?

##### **Answer**

I am advised:

Redundancies are publicly available and published in the respective Department(s)/Agency(s) Annual Reports under employee related expenses. Details for the 2023-24 Financial Year have been published, and details for the 2024-25 Financial Year will form part of the 2024-25 annual report.

#### **RRT SUPP 112 - General Questions - Department(s)-Agency(s) Annual Reports**

(112) On what date were the annual report(s) from 2023-24 for each department / agency in your portfolio published?

##### **Answer**

I am advised:

The annual reports were tabled in accordance with the requirements of the Government Sector Finance Act 2018.

#### **RRT SUPP 113 - Department(s)-Agency(s) Annual Reports**

(113) Were the annual report(s) from 2023-24 for each department / agency in your portfolio printed?

(a) If yes, what was the printing cost(s) for each department / agency?

##### **Answer**

I am advised:

Annual reports should be prepared in accordance with the NSW Treasury Policy and Guidelines TPG23-10 Annual Reporting Requirements. TP23-10 also requires that an agency's annual report contain the total external costs incurred in the production of the report, including printing costs.

#### **RRT SUPP 114 - Department(s)-Agency(s) Annual Reports**

(114) Did the annual report(s) from 2023-24 for each department / agency in your portfolio use in part or full an external production / body / consultant to draft?

(a) If yes, what was the cost(s) for each department / agency?

#### **Answer**

I am advised:

In accordance with the Treasury Policy and Guidelines TPG23-10 Annual Reporting Requirements, an agency's annual report must contain the total external costs incurred in the production of the report, including fees for consultants.

#### **RRT SUPP 115 - Department(s)-Agency(s) Annual Reports**

(115) In what month will the 2024-25 annual report(s) for each department / agency in your portfolio be published?

#### **Answer**

I am advised:

The annual report of a reporting GSF agency is to be prepared, submitted and tabled in accordance with requirements under the Government Sector Finance Act 2018 and Treasurer's Direction 23-11 Annual reporting requirements.

#### **RRT SUPP 116 - Department(s)-Agency(s) Annual Reports**

(116) Will the 2024-25 annual report(s) for the department / agency in your portfolio include a printed copy?

(a) If yes, how much is budgeted for printing in 2024-25 for each department / agency?

#### **Answer**

I am advised:

Annual reports should be prepared in accordance with the NSW Treasury Policy and Guidelines TPG23-10 Annual Reporting Requirements. TP23-10 also requires that an agency's annual report contain the total external costs incurred in the production of the report, including printing costs.

#### **RRT SUPP 117 - General Questions - State Records Act**

(117) Have you and your ministerial office had training and/or a briefing about the State Records Act from State Records NSW and/or The Cabinet Office and/or Premier's Department?

(a) If yes, when?

#### **Answer**

I am advised:

The Ministers' Office Handbook provides guidance in relation to these obligations to assist each Minister's office. The Premier's Department and The Cabinet Office also provide guidance, advice, training and support on these obligations for all Ministers' offices. Further information is available on State Records NSW's website



([www.nsw.gov.au/departments-and-agencies/dciths/state-records-nsw](http://www.nsw.gov.au/departments-and-agencies/dciths/state-records-nsw)). I expect my office to comply with their obligations under the State Records Act 199

#### **RRT SUPP 118 – General Questions - Advertising**

(118) On what page is advertising published in the respective Department(s)/Agency(s) annual report(s)?

#### **Answer**

I am advised:

Annual reports are published on the website of the relevant department or agency and are also held by the Parliamentary Library.

Department and agency expenditure is also published at [data.nsw.gov.au](http://data.nsw.gov.au)

Agency expenditure must be reported in accordance with TD23-11 Annual reporting requirements and TPG23-10 Annual Reporting Requirements

#### **RRT SUPP 119 – General Questions - Department(s)-Agency(s) Gifts and Hospitality Register**

(119) Does your portfolio department(s)/agency(s) have a gifts and/or hospitality register?

(a) If yes, is it available online?

i. If yes, what is the website URL?

#### **Answer**

I am advised:

The Transport for NSW gifts and benefits register is managed and held centrally. Transport for NSW's gift and benefit policy is publicly available at:

<https://www.transport.nsw.gov.au/system/files/media/documents/2024/conflicts-of-interest-and-gifts-and-benefits-policy.pdf>

#### **RRT SUPP 120 – General Questions - Ministerial staff disclosure of gifts and-or hospitality**

(120) Does your ministerial office keep a register of gifts and/or hospitality for staff to make disclosures?

(a) If yes, what is the website URL?

#### **Answer**

I am advised:

All Ministerial staff are required to comply with the Gifts, Hospitality and Benefits Policy for Office Holder Staff attached to the Ministers' Office Handbook and available on the NSW Government website.

#### **RRT SUPP 121 - Ministerial staff disclosure of gifts and-or hospitality**

(121) Have any staff members in your office been the recipient of any free hospitality?

(a) What was the total value of the hospitality received?

(b) Are these gifts of hospitality declared?

#### **Answer**

I am advised:

All Ministerial staff are required to comply with their disclosure obligations under the Gifts, Hospitality and Benefits Policy for Office Holder Staff and I expect them to do so.

A breach of the Policy may be a breach of the Office Holder's Staff Code of



Conduct. The Policy includes disclosure obligations for Ministerial staff in respect of gifts, hospitality and benefits over \$150.

If a Ministerial staff member is required by their role to accompany their Office Holder at an event that the Office Holder is attending as the State's representative, or where the Office Holder has asked the staff member to attend, then attendance at that event would not constitute a gift or benefit for the purposes of the Policy.

#### **RRT SUPP 122 – General Questions - Ministerial Code of Conduct**

(122) Since 28 March 2023, have you breached the Ministerial Code of Conduct?  
(a) If yes, what was the breach?

#### **Answer**

I am advised:

All Ministers are expected to comply with their obligations under the NSW Ministerial Code of Conduct (Ministerial Code) at all times. The Ministerial Code sets the ethical standards of behaviour required of Ministers and establishes practices and procedures to assist with compliance. Among other matters, the Ministerial Code requires Ministers to:

- disclose their pecuniary interests and those of their immediate family members to the Premier
- seek rulings from the Premier if they wish to hold shares, directorships, other business interests or engage in secondary employment (known as 'prohibited interests')
- identify, avoid, disclose and manage conflicts of interest
- disclose gifts and hospitality with a market value over \$500.

A substantial breach of the Ministerial Code (including a knowing breach of any provision of the Schedule) may constitute corrupt conduct for the purposes of the Independent Commission Against Corruption Act 1988.

#### **RRT SUPP 123 – General Questions - Credit Cards**

(123) Have you ever been issued with a credit card by a NSW Government department(s) and/or agency(s) since 28 March 2023?  
(a) If yes, under what circumstance?  
(b) If yes, what items and expenditure was undertaken?

#### **Answer**

I am advised:

Ministers and Ministerial Staff are not eligible to receive Departmental credit cards except in the case of overseas travel. In cases of overseas travel short-term cards will be issued and returned at the completion of official travel together with a travel diary for fringe benefit tax purposes.

Where a NSW Government-issued credit card is provided the credit card must only be used for official overseas business trips and official business purposes, this includes for transport to/from the airport when departing/returning from the trip.

NSW Government-issued credit cards for official business trips overseas will be held with government contract bankers and used within credit limits imposed.

Credit cards are a useful means of expenditure control, but their use should never be for personal purposes. Costs associated with overseas travel are published on the NSW Government website in line with M2015-05.

**RRT SUPP 124 – General Questions - Credit Cards**

(124) Do public servants in your portfolio department(s)/agency(s) been issued with department/agency credit cards?

**Answer**

I am advised:

The use and management of purchasing (credit) cards for official purposes is in accordance with standard procurement arrangements of the NSW Government.

**RRT SUPP 125 – General Questions - Credit Cards**

(125) If yes, what is the website URL of the credit card policy?

**Answer**

I am advised:

The Transport for NSW Purchasing Card Policy can be found via [https://www.transport.nsw.gov.au/system/files/media/documents/2024/purchasing-cardpolicy\\_May-2024.pdf](https://www.transport.nsw.gov.au/system/files/media/documents/2024/purchasing-cardpolicy_May-2024.pdf)

Government Sector Finance Agency Purchasing Card Policy can be found via <https://arp.nsw.gov.au/assets/ars/attachments/TPP21-02-Use-and-Management-of-NSWGovt-Purchasing-Cards.pdf>

**RRT SUPP 126 – General Questions - Department(s) agency(s) desk or office**

(126) Do you have a desk or office in your portfolio department(s)/agency(s) building(s)?

**Answer**

I am advised:

I make use of an office in 52 Martin Place and at NSW Parliament.  
When travelling, Ministers may make ad hoc arrangements to work for periods in Departmental offices.

**RRT SUPP 127 – General Questions - Senior Executive Drivers**

(127) As at 1 February 2025, how many senior executives in your portfolio department(s) / agency(s) have a driver?

**Answer**

I am advised:

No Transport for NSW senior executive service employees have a driver.

**RRT SUPP 128 – General Questions - GIPA Applications – Ministerial Office**

(128) Has your Ministerial Office received a GIPA Application(s) since 28 March 2023?

(a) If yes, how many?

(b) If yes, what is the website URL of the disclosure log?

**Answer**

I am advised:

GIPA statistics for Ministers' offices are published in the annual reports of the Department of Communities and Justice.

Transport for NSW's disclosure log is available on the Transport website.

**RRT SUPP 129 - GIPA Applications – Department(s)-Agency(s)**

(129) Since 28 March 2023, have you and/or your ministerial office given instructions to your portfolio department(s)/agency(s) in relation to Government Information (Public Access) Act application(s)?

**Answer**

I am advised:

Under the Government Information (Public Access) Act 2009:  
An agency is not subject to the direction or control of any Minister in the exercise of the agency's functions in dealing with a particular access application.  
My office complies with the Government Information (Public Access) Act 2009.

**RRT SUPP 130 – General Questions GIPA Act – Disclosure Log Website URL)**

(130) What is the website URL for the GIPA Act disclosure log each of your portfolio department(s) / agency(s)?

**Answer**

I am advised:

<https://www.transport.nsw.gov.au/about-us/access-to-information/disclosure-logs>

**RRT SUPP 131 - TikTok**

(237) Are you on TikTok?

(a) If yes, do you access TikTok from a NSW Government device?

**Answer**

I am advised:

The Circular DCS-2025-01 Cyber Security NSW Directive - Restricted Applications List advises how NSW Government agencies are required to appropriately manage risks to NSW Government information on government-issued devices, or personal devices that are used for government business.

**RRT SUPP - 132 Signal**

(238) Are you and/or your ministerial staff on Signal?

(a) If yes, do you and/or your ministerial staff access Signal from a NSW Government device?

(b) If yes, does Signal comply with the State Records Act

**Answer**

I am advised:

Like the former Coalition Government, a range of communications are used by the NSW Government.

I comply with the State Records Act 1998 and I expect all staff members to comply with their obligations under the State Records Act 1998.

**RRT SUPP 133 – General Questions - Training**

(239) Since 28 March 2023, have you had training from an external stakeholder that included an invoice and payment paid for using your ministerial budget?

(a) If yes, what is the description of training?

(b) If yes, how much

**Answer**

I am advised:

Ministers have undertaken a program of Ministerial induction training.  
 Ministers have undertaken Respectful Workplace Policy Training.  
 Members of Parliament are provided with a Skills Development Allowance that may be used in a manner consistent with the Parliamentary Remuneration Tribunal Annual Determination.  
 Ministerial Office Budgets are managed in accordance with the Ministers' Office Handbook.

#### **RRT SUPP 134 – General Questions - Cabinet documents**

(240) Since 28 March 2023, have you shared Cabinet documents with your Parliamentary Secretary?

#### **Answer**

I am advised:

The conventions and practice for access to Cabinet documents are outlined in Premier's Memorandum M2006-08 - Maintaining Confidentiality of Cabinet Documents and Other Cabinet Conventions.

M2006-08 provides that the unauthorised and/or premature disclosure of Cabinet documents undermines collective ministerial responsibility and the convention of Cabinet confidentiality. It is essential that the confidentiality of Cabinet documents is maintained to enable full and frank discussions to be had prior to Cabinet making decisions.

#### **RRT SUPP 135 – General Questions - Parliamentary Secretary**

(135) Does your Parliamentary Secretary have pass access to your ministerial office?

#### **Answer**

I am advised:

Security passes for the parliamentary precinct and 52 Martin Place are required to be issued in accordance with the Parliament House Security Pass Policy and 52 Martin Place security procedures and the associated Privacy and Surveillance Statement.

#### **RRT SUPP 136 – General Questions - Parliamentary Secretary**

(136) Does your Parliamentary Secretary have a desk in your ministerial office?

#### **Answer**

I am advised:

No.

#### **RRT SUPP 137 – General Questions - Parliamentary Secretary**

(137) Has your Parliamentary Secretary ever used your Ministerial Vehicle?

#### **Answer**

I am advised:

The Ministers' Office Handbook provides that:

- the Premier's Department will provide each Minister with a designated vehicle, which may be used by other drivers nominated by the Minister from time to time.

- the Premier's Department transport services may be used by Parliamentary Secretaries for official business trips in connection with their duties as Parliamentary Secretaries, with costs paid from the Ministers' office budget.

#### **RRT SUPP 138 – General Questions - Media releases and statements**

(138) Are all the ministerial media releases and statements issued by you publicly available at <https://www.nsw.gov.au/media-releases>?  
(a) If no, why?

#### **Answer**

I am advised:

The Department of Customer Service (DCS) is responsible for managing [www.nsw.gov.au/media-releases](https://www.nsw.gov.au/media-releases) and the publication of media releases.

#### **RRT SUPP 139 – General Questions - Overseas Travel**

(139) As Minister, do you approve overseas travel for public servants from your portfolio department(s)-agency(s)?

#### **Answer**

I am advised:

The NSW Government Travel and Transport Policy provides a framework for NSW Government travelling employees and covers official air and land travel by public officials using public money.

Relevant disclosures are contained within the travel costs category in the Annual Reports.

#### **RRT SUPP 140 – General Questions - Data Breaches**

(140) Does your portfolio department(s)/agency(s) keep a register of data breaches in accordance with the Privacy and Personal Information Protection (PPIP) Act?

#### **Answer**

I am advised:

Transport for NSW keeps a register of data breaches in accordance with the PPIP Act.

#### **RRT SUPP 141 – General Questions - Data Breaches**

(141) If yes, what is the website?

#### **Answer**

I am advised:

The website for the public notification register is: <https://www.transport.nsw.gov.au/about-us/transport-privacy/data-breaches>

#### **RRT SUPP 142 – General Questions - Discretionary Fund**

(142) As Minister, do you have a discretionary fund?  
(a) If yes, what department(s) / agency(s) administer it?  
(b) If yes, what is the website URL detailing expenditure?

#### **Answer**

I am advised:

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| No, Transport for NSW does not hold a Ministerial Discretionary Fund. |
|---|

**RRT SUPP 143 – General Questions - Qantas Chairman's Lounge**

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|---|
| (249) Are you a member of the Qantas Chairmans Lounge |
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**Answer**

I am advised:

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| <p>The Constitution (Disclosures by Members) Regulation 1983 (Regulation) sets out Members' obligations to disclose relevant pecuniary and other interests in periodic returns to Parliament.</p> |
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| <p>The Legislative Assembly Standing Committee on Parliamentary Privilege and Ethics Report on Review of the Code of Conduct, Aspects of Disclosure of Interests, and Related Issues (December 2010) notes that:</p> |
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| <p>"Advice has been received from the Crown Solicitor that use of the Chairman's Lounge by invitation is not a "gift" for the purposes of clause 10 of the Regulation, as it does not involve disposition of property. However, when the membership leads to an upgrade valued at more than \$250, it becomes disclosable as a contribution to travel, and should be reported under clause 11 of the Regulation."</p> |
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| <p>Clause 16 of the Regulation allows a Member to, at their discretion, disclose any direct or indirect benefit, advantage or liability, whether pecuniary or not.</p> |
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| <p>Relevant disclosures have been made to the Cabinet Office and to the NSW Parliament.</p> |
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**RRT SUPP 144 – General Questions - Local Government Councillor**

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| (144) How many of your Ministerial staff is a local government councillor(s)? |
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**Answer**

I am advised:

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| <p>Ministerial staff are employed by Ministers, on behalf of the State, in their capacity as "political office holders" under Part 2 of the Members of Parliament Staff Act 2013 (Act). All Ministerial staff are required to comply with the NSW Office Holder's Staff Code of Conduct, including obligations to seek approval for secondary employment, and to take reasonable steps to avoid, and in all cases disclose, any actual or potential conflicts of interest (real or apparent).</p> |
|---|