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(HANSARD)**

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**FIRST SESSION**

**QUESTIONS ON NOTICE**

**4 and 6 April 2006**

**(Extract from book 4)**

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**QUESTIONS ON NOTICE**

*Answers to the following questions on notice were circulated on the date shown.  
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The portfolio of the minister answering the question on notice starts each heading.*

**Tuesday, 4 April 2006**

**Environment: WaterSmart gardens and home rebate scheme**

**948.** Mr WALSH to ask the Minister for Environment —

- (1) What was the dollar amount of rebates provided during 2004–05 under the scheme.
- (2) How many rebates were approved for each eligible water savings product.
- (3) What is the total estimated water saving from the uptake of each water savings product and what are the main assumptions made in arriving at this estimate.

**ANSWER:**

I am informed that:

This question should more appropriately have been asked of me as Minister for Water and I answer it in that capacity.

- (1) In the period from 1 July 2004 to 30 June 2005, the total amount of WaterSmart Gardens and Homes rebates paid was \$1,653,570.
- (2) During this period 36,568 rebates were granted. The number of rebates granted for each product type is shown in the table below.
- (3) ...It is estimated that almost 200 megalitres of water per year will be saved as a result of the rebates. The estimates are based on an average house occupancy of 2.5 people per household. The assumed savings for each product type is given in the table below.

The number of rebates for dishwashers and washing machines during this period are for products purchased between 1 October and 1 December 2003 as these products were only available for this two-month period.

It should be noted that between 1 January 2003 and 30 June 2005 over 106,700 rebates have been paid and an estimated 930 megalitres of water saved per year.

WaterSmart Gardens Homes — Phase Two: 1 July 04 to 30 June 05

Product	Rebate	Est Saving/Product/ Year	Phase Two Products 1 July 04 to 30 June 05	Est Water Savings from 1 July 04 to 30 June 05	Total Product Exp 1 July 04 to 30 June 05
	\$	Litres	Number	Megalitres/year	\$
AAA Dishwashers*	100	3,000	97	0.29	9,700.00
AAAA Washing Machines*	150	16,000	360	5.76	54,000.00
AAA Shower Rose	10	13,000	1749	22.74	17,490.00
Dual-flush Toilet	50	13,000	1805	23.47	90,250.00
Greywater Permanent Tank System	500	25,000	146	3.65	73,000.00
High Pressure Cleaning Device	30	1,300	19388	25.20	581,640.00
Rainwater Tank to Toilet System	150	34,000	257	8.74	38,550.00
Rainwater Tank; > 4500 litres	150	33,750	551	18.60	82,650.00
Rainwater Tank; 1001–1700 litres	150	10,125	563	5.70	84,450.00
Rainwater Tank; 1701–2250 litres	150	15,000	632	9.48	94,800.00
Rainwater Tank; 2251–3600 litres	150	21,000	398	8.36	59,700.00
Rainwater Tank; 3601–4500 litres	150	30,375	508	15.43	76,200.00
Rainwater Tank; 600–1000 litres	150	6,000	731	4.39	109,650.00
Water Conservation Audit	30	10,000	65	0.65	1,950.00
Rebate when Purchasing \$100 worth of goods	30	5,000	9318	46.59	279,540.00
<b>Total</b>			<b>36,568</b>	<b>199.04</b>	<b>1,653,570.00</b>

\* Rebates for these products were only available between 1 October and 1 December 2003.

**Environment: *The Sustainables* animated cartoon**

**972.** **Mr WALSH** to ask the Minister for Environment with reference to the animated cartoon *The Sustainables* which appears on the Department of Sustainability and Environment web site —

- (1) What were the production and associated costs to the Government of the animated cartoon.
- (2) Was an external organisation or organisations engaged by the Department to produce the cartoon; if so, what is the name of the organisation or organisations.

**ANSWER:**

I am informed that:

The animated cartoon cost \$6,175.70 and the company engaged by DSE to produce the cartoon was SLR Productions P/L.





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**Thursday, 6 April 2006**

**Transport: rail gauge standardisation project**

**474.** Mr MULDER to ask the Minister for Transport — how much would the project announced in 2001 at a cost of \$96 million, and subsequently deferred, cost in May 2004.

**ANSWER:**

As at the date the question was raised, the answer is:

In the May 2001 state budget, the Government allocated \$96 million as a contribution towards a program of converting key rail freight routes to standard gauge.

Progress on gauge conversion works was hampered by Freight Australia who controlled the country rail tracks following lease of the tracks to it by the Kennett Government.

As at May 2004, Freight Australia continued to obstruct access to the tracks, preventing track condition and conversion costs from being assessed.

In the meantime, the Bracks Government has continued to invest in rail, road and port projects that improve access to international markets for our farmers, exporters and manufacturers.

**Transport: Southern Cross station — construction**

**766.** Ms ASHER to ask the Minister for Transport with reference to Spencer Street Station redevelopment —

- (1) What measures are in place to ensure there is sufficient and safe access to and around the station for the disabled, frail and the elderly during the current construction phases.
- (2) What new measures will be put in place as part of the Spencer Street Station's redevelopment to ensure safe and easy access to and around the station for the disabled, frail and the elderly.
- (3) What new measures will be put in place as part of the Spencer Street Station's redevelopment to ensure safe and easy access to the station at the Collins Street end of the Spencer Street Station for the disabled, frail and the elderly.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) Disability access at the Southern Cross Station is a key consideration for any changes introduced during the redevelopment. The station meets its requirements under the Disability Discrimination Act (DDA) with disability access provided to all station platforms and passenger areas. In addition, the Southern Cross Station Authority (SCSA) provides a buggy service for mobility impaired passengers and has more customer service staff on hand to assist than ever before.
- (2) The completed station will be fully Disability Discrimination Act (DDA) compliant, with state of the art passenger facilities. There is a disability management consultant working on the project and consultation on

the design has been undertaken with disability groups, including those representing the vision impaired. Once the station is complete, the design will provide ease of access to passenger facilities for all users.

- (3) The completed station will provide ease of access to station platforms at its Collins Street end. Country travellers can already access regional platforms at ground level from Collins Street. In addition, a new lift, stair and escalator connection will be opened in late 2005 to connect country and suburban platforms at the Collins Street entrance. The completed station will have escalator and lift access to every suburban platform, with stair access provided at the Bourke Street end. Security and customer service staff at the station are trained to control the operation of escalators and all escalators at the station are certified stairs when stopped.

**Transport: question on notice 77**

- 804.** Mr MULDER to ask the Minister for Transport — when will question 77 asked on 25 March 2003 be answered.

**ANSWER:**

Question on Notice 77 has been answered.

**Transport: VicRoads — traffic controllers**

- 814.** Mr MULDER to ask the Minister for Transport with reference to the painting of VicRoads traffic controllers —

- (1) Why are traffic controllers painted powder blue or other light colours in locations other than the City of Melbourne when this renders them more susceptible to graffiti attacks.
- (2) Has VicRoads considered painting these controllers dark green or dark green with a lighter mottling to reduce graffiti damage.
- (3) Could a change from powder blue to dark green or dark green with a lighter mottling be implemented during the current contract.
- (4) Who repaints the controllers and when does their contract expire.
- (5) What is the annual value of the repainting contract.
- (6) What other maintenance apart from repainting does the repainting contract cover.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) Traffic signal controllers are painted in the current colour scheme because this is in accordance with the requirements of the Australian Standard 2578 (Section 2.1.7). In the case of the City of Melbourne, VicRoads provided a separate approval to allow all street furniture in the city to be of a consistent colour. However, graffiti is still being placed on the controllers in the City of Melbourne.
- (2) VicRoads has not considered painting traffic signal controllers dark green or dark green with a lighter mottling.
- (3) Not applicable as this change is not being considered.
- (4) The removal of graffiti and repainting (only if surfaces are damaged) of the controllers is undertaken on a quotation basis.
- (5) The cost for the removal of graffiti and repainting of controllers in the metropolitan area is approximately \$200,000 per annum.

- (6) The quotation arrangements allow for graffiti removal and repainting work only. No other maintenance work is included.

**Transport: V/Line — Bendigo–Kyneton service**

- 832.** Mr MULDER to ask the Minister for Transport — when will V/Line passenger services resume between Kyneton and Bendigo.

**ANSWER:**

V/Line passenger services resumed between Kyneton and Bendigo on Wednesday 22 February 2006.

**Transport: rail level crossings**

- 842.** Mr MULDER to ask the Minister for Transport with reference to the selection process for deciding which level crossing sites are fitted with flashing lights and boom gates —
- (1) What is the selection process.
  - (2) Are specific criteria used to rank level crossings prior to the installation of flashing lights or boom gates; if so —
    - (a) is the number of fatalities, crashes or traffic volumes on a peak or 24-hour weekday or weekend basis taken into account;
    - (b) who determines any such rankings.

**ANSWER:**

As at the date the question was raised, the answer is:

**Current System**

- (1) *What is the selection process?*

All sites at which a collision was recorded were short-listed. This list of sites was run through a prioritisation model, which based its prioritisation on the following criteria:

- Vehicle volumes.
  - Average annual daily traffic.
- Train volumes.
- Number of tracks to be crossed.
- Train speeds.
- Cost benefit/analysis.
- Number of collisions.

This ranking was used to determine the order of upgrades.

- (2) *Are specific criteria used to rank level crossings prior to the installation of flashing lights or boom gates; if so—*
- a. *Is the number of fatalities, crashes or traffic volumes on a peak or 24-hour weekday or weekend basis taken into account;*
  - b. *Who determines any such rankings?*

The specific criteria to rank the level crossings are provided under point (1). The number of fatalities is not taken into consideration as separate criteria but is included in the number of collisions.

A new prioritisation process for the level crossing upgrade program is currently being implemented. It is based on a national system called the Australian Level Crossing Assessment Model (ALCAM). As this system is still in the stages of implementation, the current upgrade program has been prioritised based on a system developed by VicRoads. The ALCAM risk assessments are scheduled to commence in October 2005.

**ALCAM**

(1) *What is the selection process?*

ALCAM is solely a risk-based model that excludes incident history in its assessment and involves a highly comprehensive risk assessment of every site. The information collected during these risk assessments to determine a risk score includes:

- Sighting distance measurements.
- Existing protection.
- Road topography.
- Track geometry.
- Average annual traffic volumes.
- Train volumes.
- Train speed.
- Surrounding conditions.

The ALCAM database also allows for more tailored mitigation treatments for individual sites to reduce relative risk.

(2) *Are specific criteria used to rank level crossings prior to the installation of flashing lights or boom gates; if so—*

- a. *Is the number of fatalities, crashes or traffic volumes on a peak or 24-hour weekday or weekend basis taken into account;*
- b. *Who determines any such rankings?*

The specific criteria to rank the level crossings are provided under point (1). The number of fatalities and crashes are not taken into consideration as separate criteria since these are reactive measures and may not necessarily directly reflect the level of risk associated with the level crossing. However, the risk factors leading to the collision and fatality are within the suite of risk factors included in the model.

The national ALCAM Committee has developed the model, including rankings, and it is a standard being adopted by all states.

**Transport: V/Line — Bendigo–Kyneton service**

**862.** **Mr MULDER** to ask the Minister for Transport with reference to Gisborne replacement coaches —

- (1) Will weekday peak hour express coaches from Gisborne to Sunbury and return be provided for each scheduled connection at Sunbury until rail services resume between Bendigo and Kyneton.
- (2) How many complaints have the Department of Infrastructure or V/Line received between 17 January 2005 and 6 September 2005 regarding the slower services provided to Gisborne commuters compared with the express coaches provided between Sunbury and Woodend.

**ANSWER:**

As at the date the question was raised, the answer is:

- 1 No. Gisborne is serviced by a mix of express and semi-express coaches from Sunbury in the afternoon peak. Express coaches from Gisborne to Sunbury depart at 6.55 a.m. and 7.17 a.m. respectively.
- 2 Fourteen complaints, from five customers.

**Transport: Hallam bypass/Eastern Freeway traffic**

**863.** Mr MULDER to ask the Minister for Transport with reference to both peak and off-peak weekday trips in each direction along Nepean Highway near South Road, Hallam Bypass, Burwood Highway at Springvale Road, Whitehorse Road at Springvale Road, Springvale Road at Whitehorse Road and Eastern Freeway near Hoddle Street —

- (1) Has VicRoads noted any change in the number of trips on any of these roads between September 2004 and September 2005; if so —
  - (a) what was the number of trips at hourly intervals on a typical Wednesday in September 2004 and September 2005 and the percentage change;
  - (b) is any decline in the number of trips largely limited to private motorists driving light passenger vehicles rather than motorists driving vehicles where the employer provides the vehicle or pays for fuel.
- (2) Are 'fleet vehicles' typically half of all light passenger vehicle traffic on each of these roads; if not, what percentage of light passenger traffic are they.
- (3) How many heavy vehicles travelled on each of these roads on a typical Wednesday in September 2004 and September 2005.
- (4) Notwithstanding the much lighter average weight per vehicle, would each of a five or 10 per cent decline in peak or off peak trips by light passenger vehicles result in reduced road maintenance costs through longer gaps between scheduled or ad-hoc reseals on each of these roads; if so, what amount is likely to be saved per annum along the entirety of each road.

**ANSWER:**

As at the date the question was raised, the answer is:

**Question 1 part A**

The following tables represent the number of trips at hourly intervals on a typical Wednesday in September 2004 and September 2005 and the percentage change.

**Hallam Bypass, West Bound (Inbound)**

Hour Start	Typical Number of Vehicles for Wednesday Sep-04	Typical Number of Vehicles for Wednesday Sep-05	
00:00	126	145	
01:00	110	106	
02:00	99	104	
03:00	132	149	
04:00	367	410	
05:00	1656	1934	
06:00	3442	3610	
07:00	3634	3940	
08:00	3595	3822	
09:00	2722	2856	
10:00	2005	2132	
11:00	1877	1834	
12:00	1731	1834	
13:00	1763	1813	
14:00	1865	1996	
15:00	2135	2206	
16:00	1949	2180	
17:00	2020	2232	
18:00	1701	1890	
19:00	1187	1265	
20:00	823	939	
21:00	781	882	
22:00	596	661	
23:00	278	279	
24 hr Total	36589	39213	7% Percentage Change

QUESTIONS ON NOTICE

**Hallam Bypass, East Bound (Outbound)**

Hour Start	Typical Number of Vehicles for Wednesday Sep-04	Typical Number of Vehicles for Wednesday Sep-05
00:00	273	379
01:00	145	203
02:00	102	106
03:00	88	89
04:00	100	113
05:00	224	282
06:00	819	951
07:00	1440	1522
08:00	1877	2031
09:00	1460	1588
10:00	1428	1477
11:00	1467	1529
12:00	1558	1703
13:00	1694	1745
14:00	2230	2276
15:00	3086	3424
16:00	3372	3839
17:00	3804	4176
18:00	3053	3425
19:00	1934	1816
20:00	1299	1313
21:00	1178	1259
22:00	980	968
23:00	632	712
24 hr Total	34237	36919

7% Percentage Change

**Eastern Freeway near Hoddle Street West Bound (Inbound)**

Hour Start	Typical Number of Vehicles for Wednesday Sep-04	Typical Number of Vehicles for Wednesday Sep-05
00:00	321	328
01:00	197	187
02:00	169	175
03:00	173	204
04:00	360	369
05:00	1407	1455
06:00	5878	5896
07:00	6834	6812
08:00	4643	4838
09:00	4978	4824
10:00	4161	3792
11:00	3539	3333
12:00	3221	3146
13:00	3057	2972
14:00	2863	2689
15:00	2988	2911
16:00	3401	3348
17:00	3900	3996
18:00	3704	3675
19:00	2540	2519
20:00	1648	1706
21:00	1557	1474
22:00	1360	1329
23:00	744	705
24 hr Total	63640	62678

-2% Percentage Change



**Eastern Freeway near Hoddle Street East Bound (Outbound)**

Hour Start	Typical Number of Vehicles for Wednesday Sep-04	Typical Number of Vehicles for Wednesday Sep-05
00:00	738	786
01:00	385	332
02:00	209	222
03:00	168	169
04:00	177	185
05:00	326	356
06:00	1213	1248
07:00	2639	2687
08:00	3066	2996
09:00	2445	2370
10:00	2407	2302
11:00	2618	2629
12:00	2886	2877
13:00	3189	3177
14:00	3844	3727
15:00	5458	5269
16:00	6474	6429
17:00	7257	7159
18:00	6502	6362
19:00	4642	4390
20:00	2851	2897
21:00	2796	2838
22:00	2630	2543
23:00	1885	1833
24 hr Total	66799	65778

-2% Percentage Change

For the remaining locations requested, no September 2004 data is available.

**Question 1 part B**

No information is available.

**Question 2**

The information requested for the percentage of 'Fleet vehicles' on the roads selected is not available.

**Question 3**

**Heavy Vehicles:**

Nepean Highway near South Road – No data is available at the site for the requested dates.

Burwood Highway at Springvale Road – No data is available at the site for the requested dates.

Whitehorse Road at Springvale Road – No data is available at the site for the requested dates.

Springvale Road at Whitehorse Road – No data is available at the site for the requested dates.  
 Eastern Freeway near Hoddle Street – No data is available at the site for the requested dates.

Hallam Bypass

Typical Wednesday Volume for Heavy Vehicles (24 hr Volume)

	Sep-04	Sep-05
Inbound	2078	2389
Outbound	1528	1718

**Question 4**

No information is available.

**Transport: regional fast rail signage**

**864.** Mr MULDER to ask the Minister for Transport with reference to ‘start’ and ‘end’ Regional Fast Rail retro-reflective mounted black-on-white signs at Werribee, Geelong, Deer Park West or Sunshine, Ballarat, Watergardens or Sunbury and Bendigo —

- (1) Will signs be installed at each of these locations; if so, how much will each sign cost.
- (2) Who, if anyone, is making and supplying the signs at each location.
- (3) Did the Latrobe Valley Regional Fast Rail contractor Regional Rail Link–John Holland, the Department of Infrastructure, VicTrack Access or any other entity call for tenders for similar signs for the Latrobe Valley line shown in Variation Advice number 27 on the [www.contracts.vic.gov.au](http://www.contracts.vic.gov.au) internet site; if so, who called for tenders.
- (4) Who made and supplied similar signs at Pakenham and Traralgon.

**ANSWER:**

As at the date the question was raised, the answer is:

A review by the Victorian Network Rules Consultative Committee identified that additional signage on the Regional Fast Rail corridors was required as a result of changes to the book of rules, which provide the operational rules for all matters to do with Regional Fast Rail. The rules are critical to rail safety.

The Department of Infrastructure requested the contractors to supply and install the signage, with the costs to be substantiated and approved if acceptable. This was an appropriate and cost-effective method for procuring the new signage.

**Transport: regional fast rail signage**

**865.** Mr MULDER to ask the Minister for Transport with reference to ‘start’ and ‘end’ Regional Fast Rail retro-reflective mounted black-on-white signs — why have any variation invoices agreed between the Department of Infrastructure and the Thiess Alstom Joint Venture (Ballarat and Geelong projects) or Regional Rail Link–John Holland (Bendigo project) not yet been placed on the [www.contracts.vic.gov.au](http://www.contracts.vic.gov.au) internet site.

**ANSWER:**

As at the date the question was raised, the answer is:

Variations have been published for the installation of signs on two corridors; variations for the other corridors will be published once they have been agreed.

**Transport: train dwell times**

**883. Mr MULDER** to ask the Minister for Transport —

- (1) Have any studies been undertaken to ascertain the average dwell time for a Siemens six-car train or a Comeng six-car train at —
  - (a) Richmond on the ‘up’ Caulfield group in the morning weekday peak; if so, what was the typical dwell time.
  - (b) Melbourne Central on the ‘down’ Caulfield group in the weekday afternoon peak; if so, what was the typical dwell time.
- (2) What strategies, if any, are being adopted to minimise dwell times at intermediate suburban stations.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) Connex regularly audits train running times, inclusive of dwell times, to ensure that the schedules provided in the timetable can be delivered.
  - (a) The average dwell time on ‘up’ morning peak Caulfield services at Richmond is approximately 27 seconds.
  - (b) The average dwell time on ‘down’ afternoon peak Caulfield services at Melbourne Central is approximately 25 seconds.
- (2) Connex and the Department of Infrastructure review dwell times across the network regularly.

**Transport: farebox revenue**

**885. Mr MULDER** to ask the Minister for the Transport —

- (1) What was the farebox revenue collected in the first quarter of 2005–06 for each of Zone 1, Zone 2, Zone 3, Zones 1+2, Zones 2+3 and Zones 1+2+3 for each of the following ticket types —
  - (a) Adult 2 hour;
  - (b) Adult daily;
  - (c) Adult weekly;
  - (d) Adult monthly;
  - (e) Adult yearly;
  - (f) Concession 2 hour;
  - (g) Concession daily (excluding 60-plus);
  - (h) Concession weekly;
  - (i) Concession monthly;
  - (j) Concession yearly;
  - (k) Adult short trip (Zone 1 only);
  - (l) Adult rail plus two (Zone 1 only);
  - (m) Adult two hour x 10;
  - (n) Concession two hour x 10;
  - (o) Adult short trip x 10;
  - (p) Concession short trip x 10;
  - (q) 60-plus;

- (r) Group Get-a-bout;
- (s) Melbourne Delegate Card;
- (t) Family daily;
- (u) Adult off-peak saver (Zone 2 and Zone 3 only);
- (v) Concession off-peak saver (Zone 2 and Zone 3 only);
- (w) Student pass (six monthly validity);
- (x) Student pass (yearly validity).

- (2) What was the total cashbox revenue overall for Metlink in the first quarter of 2005–06.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) See attached table.
- (2) The total cashbox revenue overall for Metlink in the first quarter of 2005–06 was \$111,442,031.74. This is \$ 232,101.80 more than the total of the items in question (1). The difference comprises Concession City Saver tickets, tickets sold with Metcard zone extensions to Gisborne and Bacchus Marsh and Student identification cards which were not requested in question (1).

## QUESTIONS ON NOTICE

Thursday, 6 April 2006

## Gross Farebox Revenue (including GST) for selected ticket types and zones, September quarter 2005

Ticket Type	Zone 1		Zone 2		Zone 2 + Loop		Zone 3		Zone 3 + Loop		Zone 1+2		Zone 2+3		Zone 1+2+3		Total
(a) Adult 2 hour:	8,008,138.03	886,116.94	-	-	445,840.38	-	2,152,170.22	-	222,458.47	772,755.37	12,487,479.41						
(b) Adult daily:																	
Daily	8,976,257.99	431,621.99	-	-	229,326.94	-	3,944,857.29	-	200,324.93	1,883,186.68	15,665,575.82						
Daily 5 Pack	1,840,301.22	47,418.74	-	-	551.80	-	611,777.65	-	7,287.48	275,351.48	2,782,688.37						
Daily Book of 5	1,451,692.41	22,346.12	-	-	12,050.60	-	1,151,735.35	-	30,939.96	740,523.60	3,409,288.04						
Sunday Saver	-	-	-	-	-	-	-	-	-	1,006,373.45	1,006,373.45						
<b>Total Adult Daily</b>	<b>12,268,251.62</b>	<b>501,386.85</b>	-	-	<b>241,929.34</b>	-	<b>5,708,370.29</b>	-	<b>238,552.37</b>	<b>3,905,435.21</b>	<b>22,863,925.68</b>						
(c) Adult weekly:	7,599,765.37	205,285.81	-	-	103,591.49	-	2,797,134.80	-	115,593.02	1,297,851.92	12,119,222.41						
(d) Adult monthly:	8,347,685.58	323,245.21	-	-	65,399.32	-	5,059,845.72	-	66,533.74	2,279,725.79	16,142,435.36						
(e) Adult yearly:	1,581,634.00	4,815.95	-	-	2,063.98	-	1,330,922.52	-	2,782.00	600,680.16	3,522,898.61						
(f) Concession 2 hour:	3,128,537.85	1,668,624.48	-	-	1,039,203.52	-	945,312.00	-	139,207.65	340,081.00	7,260,966.50						
(g) Concession daily (excluding 60-plus):																	
Daily	3,379,064.69	1,315,402.84	-	-	934,611.97	-	2,060,860.29	-	227,631.22	1,043,807.65	8,961,378.66						
Daily 5 Pack	335,727.50	38,776.80	-	-	16,420.80	-	108,550.49	-	17,864.00	52,304.38	569,643.97						
Daily Book of 5	225,594.88	22,597.52	-	-	9,231.20	-	220,717.44	-	16,985.76	162,305.67	657,432.47						
<b>Total Concession Daily (excluding 60-plus)</b>	<b>3,940,387.07</b>	<b>1,376,777.16</b>	-	-	<b>960,263.97</b>	-	<b>2,390,128.22</b>	-	<b>262,480.98</b>	<b>1,258,417.70</b>	<b>10,188,455.10</b>						
(h) Concession weekly:	1,443,591.77	324,216.08	-	-	201,391.78	-	550,913.41	-	70,738.23	243,351.30	2,834,202.57						
(i) Concession monthly:	1,214,862.34	320,230.94	-	-	147,558.50	-	872,850.94	-	51,343.19	292,427.05	2,899,272.96						
(j) Concession yearly:	-	-	-	-	-	-	-	-	-	-	-						
(k) Adult City Saver: <sup>1</sup>	645,840.80	-	-	-	-	-	-	-	-	-	645,840.80						
(l) Adult rail plus two (Zone 1 only): <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-						
(m) Adult two hour x 10:	7,716,699.03	327,317.80	-	-	70,554.95	-	2,218,080.16	-	72,508.72	562,577.20	10,967,737.86						
(n) Concession two hour x 10:	1,139,777.98	482,447.20	-	-	221,056.21	-	304,281.66	-	37,201.06	69,817.76	2,254,581.87						
(o) Adult City Saver x 10: <sup>1</sup>	416,543.73	-	-	-	-	-	-	-	-	-	416,543.73						
(p) Concession City Saver x 10: <sup>1</sup>	24,697.28	-	-	-	-	-	-	-	-	-	24,697.28						
(q) 60-plus:	-	-	-	-	-	-	-	-	-	3,141,373.56	3,141,373.56						

Ticket Type	Zone 1	Zone 2	Zone 2 + Loop	Zone 3	Zone 3 + Loop	Zone 1+2	Zone 2+3	Zone 1+2+3	Total
(r) Pre-Paid Travel Authority; <sup>3</sup>	-	-	-	-	-	-	-	65,058.01	65,058.01
(s) Melbourne Delegate Card;	-	-	-	-	-	-	-	-	-
(t) Group Traveller; <sup>4</sup>	-	-	-	-	-	-	-	93,925.04	93,925.04
(u) Adult off-peak saver (Zone 2 and Zone 3 only);	-	-	640,705.36	-	245,916.00	-	-	-	886,621.36
(v) Concession off-peak saver (Zone 2 and Zone 3 only);	-	-	380,567.60	-	133,458.00	-	-	-	514,025.60
(w) Student pass (six monthly validity);	591,860.87	-	-	-	-	-	1,128,798.66	-	1,720,659.53
(x) Student pass (yearly validity).	61,600.00	-	-	-	-	-	98,406.70	-	160,006.70
Total	58,129,873.32	6,420,464.42	1,021,272.96	3,498,853.44	379,374.00	24,330,009.94	2,506,604.79	14,923,477.07	111,209,929.94

Farebox revenue by ticket type includes GST

Source: Metlink table prepared by DOI 23 November 2005.

- (1) City Saver replaced Short Trip Tickets from January 2004. The revenue shown is for City Saver tickets.
- (2) Rail Plus Two tickets were withdrawn from January 2004. There is no equivalent ticket currently available.
- (3) Group Get-a-bout tickets were withdrawn from January 2004. Revenue shown is for Prepaid Travel Authority which allows groups of 12 people or more (maximum 35 on trams and 25 on buses) to travel together at a reduced rate.
- (4) Family Daily Tickets has been interpreted to mean the Group Traveller ticket which entitles up to two full-fare passengers and up to six children unlimited travel in zones 1, 2 and 3.

**Transport: City Loop escalators**

**886.** Mr MULDER to ask the Minister for Transport — for how many days in September 2005 was at least one escalator out of service at the following stations

- (1) Flagstaff.
- (2) Melbourne Central.
- (3) Parliament.
- (4) Flinders Street.
- (5) Spencer Street.

**ANSWER:**

As at the date the question was raised, the answer is:

During the month of September 2005 there was at least one escalator out of service for four hours or more at the following stations –

- (1) Flagstaff: 1 day.
- (2) Melbourne Central: 8 days.
- (3) Parliament: 11 days.
- (4) Flinders Street: 1 day.
- (5) Spencer Street: 29 days. (One escalator of 14 unavailable)

The operators consider any fault or maintenance works taking four hours or longer to be significant enough to be recorded as a daily event.

**Transport: McKinnon station graffiti**

**889.** Mr MULDER to ask the Minister for Transport —

- (1) When was the graffiti on the platform 1 building at the ‘down’ end of the station removed.
- (2) On how many occasions in September 2005 was graffiti cleaned from the station.
- (3) Was all expenditure for the cleaning of graffiti in September 2005 covered by Manico Melbourne or Connex’s ongoing contract; if not, what was the cost of any additional cleaning during this period.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) Based on parts (2) and (3) of this question, I have assumed the incident you refer to occurred in September 2005. Records show that on 22 September 2005 Mainco was informed of the presence of graffiti in the waiting area on Platform 1. The graffiti was removed on 23 September 2005.
- (2) Seven occasions.
- (3) Yes.

**Transport: boat launching ramps**

**891.** **Mr THOMPSON** to ask the Minister for Transport with reference to funding for the recurrent dredging of boat launching ramps —

- (1) How many boat launching ramps receive funding under the boat grants program which may in part be funded by boat registration fees.
- (2) How many private boat launching facilities are there on Port Phillip Bay.
- (3) Noting the boat registration and licence fees paid by private club members belonging to the Beaumaris Motor Yacht Squadron and the use of its facilities for the purpose of assisting kindred boating clubs in the area, search and rescue personnel and Victoria Police when needed — what opportunities exist for funding support for dredging works at the Club site in Beaumaris.
- (4) Noting the automatic consumer price index increases in fees and charges introduced by the Government — what return on contributions could boat owners anticipate for the increased revenue take.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) In the first four years of the Boating Safety and Facilities Program (BSFP) \$5.05 million has been invested in 123 grants to improve the state's boat ramps and accompanying infrastructure (eg. Jetties, floating pontoons, trailer parking and lighting). This includes
  - 28 grants totalling \$991,000 in 2001–02
  - 28 grants totalling \$1,055,830 in 2002–03
  - 37 grants totalling \$1,567,126 in 2003–04
  - 30 grants totalling \$1,435,764 in 2004–05.
- (2) There are 47 boat ramps located around the shores of Port Phillip Bay (not including those operated by yacht clubs) of which 13 are deemed to be private. That is, users must either be a member of the club or marina in order to use the facility or must pay a fee to a private organisation for permission to launch at that facility.
- (3) The BSFP provides funding opportunities for community groups, committees of management, waterway managers and government agencies to improve and develop public recreational boating facilities which provide safe access to coastal and inland waters.

The Beaumaris Motor Yacht Squadron is able to apply for funding to the Victorian Government including by way of an application under the BSFP. Such applications will be considered on their merits, taking into account the relevant guidelines.

- (4) The BSFP is funded by re-investing funds from vessel registration and operator licensing. The funding derived specifically from vessel registration is adjusted annually in accordance with the consumer price index (CPI).

**Transport: tram route 16**

**892.** **Mr MULDER** to ask the Minister for Transport with reference to the different outbound destinations shown on the D1 and D2 class trams' dot matrix indicators, displaying variously route 16 or route 69 in numbers, and 'Kew', 'St Kilda Beach' or 'Luna Park' —

- (1) Are the different destinations confusing to travellers joining at stops between Melbourne University and The Esplanade, St Kilda when services are travelling from Melbourne University to Kew via St Kilda Beach.



- (2) Does the software require alteration to provide a common route 16 outbound destination indication for all these trams; if so, when will this occur and what route number and destination will the indicators then display.
- (3) What is the likely cost of any alterations to software for the destination indicators for trams of class —
  - (a) D1;
  - (b) D2.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) Yarra Trams advises that there have been no complaints registered regarding Route 16 destinations and there is no information available that suggests that passengers are confused.
- (2) Yarra Trams advises that the destination rolls on Combino trams are being reprogrammed to show 'Kew via St Kilda' and 'Melb Uni via St Kilda'. This is part of a network-wide program and is expected to be completed by the end of January 2006.
- (3) The cost of any modifications is not available at this time.

**Transport: tram route 16**

**893.** Mr MULDER to ask the Minister for Transport with reference to the Z1, Z2 and Z3 class trams on route 16 —

- (1) What suburb or locality outbound destinations are currently able to be displayed on each class of tram.
- (2) Will any alterations be made to each class of tram's destination rolls; if so, when.
- (3) What is the likely cost of any alterations to the destinations rolls for each class of tram.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) Z3 trams on Route 16 display the destination Kew Cotham Rd. Z1 and Z2 trams display the destination Kew.
- (2) Yarra Trams is conducting a review of the destination rolls on the full fleet of trams. The review has not been completed. The scope of any alterations to destination rolls has not been determined. Some Z class trams have electronic displays that can be reprogrammed while others have canvas rolls that must be physically altered.
- (3) The cost is not available at this time.

**Transport: tram route 16**

**894.** Mr MULDER to ask the Minister for Transport —

- (1) What percentage of travellers between Flinders Street Station and Luna Park on route 16 trams are estimated to be —
  - (a) interstate tourists;
  - (b) international tourists.
- (2) On route 16, on each of a non school-holiday weekday, a summer Saturday and a summer Sunday, typically how many —
  - (a) individual trips are made;

- (b) outbound services are operated;
- (c) inbound services are operated.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) There is no information available on the proportion of passengers on tram Route 16 who are tourists.
- (2) Route 16 trips and services
  - (a) There is no information available on the number of individual trips made on these days.
  - (b) Number of Route 16 scheduled outbound full length trips:
    - Non-school holiday weekday – 88
    - Saturday – 78
    - Sunday – 54.
  - (c) Number of Route 16 scheduled inbound full length trips:
    - Non-school holiday weekday – 86
    - Saturday – 77
    - Sunday – 52.

**Transport: V/Line — compensation claims**

**895.** Mr MULDER to ask the Minister for Transport — for August 2005, how many claims for compensation were received by V/Line Passenger Corporation, V/Line Passenger Pty Ltd, Metlink or the Department of Infrastructure and how much has been paid in compensation for the following lines —

- (1) Geelong–Colac–Warrnambool.
- (2) Ballarat–Ararat.
- (3) Sunbury–Kyneton–Bendigo–Swan Hill and Echuca.
- (4) Seymour–Shepparton and Albury.
- (5) Warragul–Traralgon–Bairnsdale.

**ANSWER:**

As at the date the question was raised, the answer is:

Number of claims:

- (1) 18.
- (2) 18.
- (3) Nil.\*
- (4) 5.
- (5) 14.

Total compensation paid:

- (1) 833.40.
- (2) \$525.80.

- (3) Nil.\*
- (4) \$243.20.
- (5) \$1,582.40.

\* No claims recorded during period of Regional Fast Rail works.

Note: Compensation claims received during a specific month may not always be paid in the same month.

**Transport: farebox revenue**

**896.** Mr MULDER to ask the Minister for Transport — what was the farebox revenue collected in the first quarter of 2005–06 from the sale of Sunday Saver tickets.

**ANSWER:**

As at the date the question was raised, the answer is:

\$1,006,373.45.

**Transport: V/Line — passenger journeys**

**897.** Mr MULDER to ask the Minister for Transport —

- (1) How many passenger journeys were made on V/Line trains or coaches in each quarter from the December 2004 quarter to the September 2005 quarter inclusive.
- (2) How many passengers were tallied on each individual V/Line rail or coach service operated on Tuesday 4 October 2005, including Department of Infrastructure (DOI) services that appear in the V/Line timetable.
- (3) What was the number of individual journeys, including those passengers connecting to V/Line or DOI road coach services made on the following lines in August 2005 —
  - (a) Geelong/South Geelong;
  - (b) beyond South Geelong to stations from Winchelsea to Warrnambool;
  - (c) Ballarat;
  - (d) Beaufort to Ararat;
  - (e) Bendigo;
  - (f) Dingee to Swan Hill;
  - (g) Seymour;
  - (h) Nagambie to Shepparton;
  - (i) Avenel to Albury;
  - (j) Traralgon;
  - (k) Rosedale to Bairnsdale;
  - (l) beyond Cranbourne to Leongatha;
  - (m) beyond Cranbourne to Inverloch.
- (4) How many adult fare passengers held V/Line Date to Date tickets on 1 September 2005 on the following lines —
  - (a) South Geelong;
  - (b) Ballarat;
  - (c) Bendigo;

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- (d) Seymour;
- (e) Traralgon.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) V/Line passenger journeys by quarters October 2004–September 2005:

Quarterly Period	Rail	Coach
Oct–Dec 04	1,618,110	120,823
Jan–Mar 05	1,558,411	120,629
Apr–Jun 05	1,493,995	125,449
Jul–Sep 05	1,694,291	124,496

- (2) V/Line **Rail** tallies on Tuesday 4 October 2005:

Service	Time Dep	Direction	From	To	Total Pax Boarding
8003	633	D	Spencer St	Sunbury	5
8006	710	U	Sunbury	Spencer St	278
8007	754	D	Spencer St	Sunbury	11
8010	740	U	Sunbury	Spencer St	203
8013	932	D	Spencer St	Sunbury	14
8016	813	U	Sunbury	Spencer St	139
8020	908	U	Sunbury	Spencer St	118
8025	1513	D	Spencer St	Sunbury	200
8026	1035	U	Sunbury	Spencer St	38
8029	1613	D	Spencer St	Sunbury	151
8035	1637	D	Spencer St	Sunbury	75
8039	1717	D	Spencer St	Sunbury	299
8040	1628	U	Sunbury	Spencer St	10
8042	1718	U	Sunbury	Spencer St	4
8046	1825	U	Sunbury	Spencer St	15
8047	1808	D	Spencer St	Sunbury	126
8051	1920	D	Spencer St	Sunbury	33
8054	2035	U	Sunbury	Spencer St	9
8094	725	U	Swan Hill	Bendigo	40
8095	1950	D	Bendigo	Swan Hill	29
8149	1118	D	Ballarat	Ararat	16
8179	1925	D	Ballarat	Ararat	25
8186	1525	U	Ararat	Ballarat	23
8196	815	U	Ararat	Ballarat	41
8201	545	D	Spencer St	South Geelong	25
8202	528	U	Geelong	Spencer St	110
8203	655	D	Spencer St	South Geelong	90
8204	600	U	Marshall	Spencer St	135
8205	747	D	Spencer St	South Geelong	106

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<b>Service</b>	<b>Time Dep</b>	<b>Direction</b>	<b>From</b>	<b>To</b>	<b>Total Pax Boarding</b>
8206	615	U	South Geelong	Spencer St	158
8207	848	D	Spencer St	Warrnambool	83
8208	644	U	Geelong	Spencer St	295
8209	900	D	Spencer St	South Geelong	42
8210	646	U	Marshall	Spencer St	242
8211	1000	D	Spencer St	South Geelong	60
8212	653	U	South Geelong	Spencer St	254
8213	1100	D	Spencer St	South Geelong	72
8214	721	U	South Geelong	Spencer St	342
8215	1200	D	Spencer St	South Geelong	47
8216	742	U	South Geelong	Spencer St	216
8217	1240	D	Spencer St	Warrnambool	118
8218	835	U	South Geelong	Spencer St	160
8219	1300	D	Spencer St	South Geelong	58
8220	545	U	Warrnambool	Spencer St	250
8221	1400	D	Spencer St	South Geelong	110
8222	925	U	South Geelong	Spencer St	133
8223	1440	D	Spencer St	South Geelong	121
8224	1030	U	South Geelong	Spencer St	93
8225	1517	D	Spencer St	South Geelong	163
8226	1125	U	South Geelong	Spencer St	79
8227	1607	D	Spencer St	South Geelong	235
8228	1230	U	South Geelong	Spencer St	70
8229	1640	D	Spencer St	Marshall	304
8230	1325	U	South Geelong	Spencer St	70
8231	1655	D	Spencer St	Geelong	208
8232	1225	U	Warrnambool	Spencer St	131
8233	1713	D	Spencer St	South Geelong	297
8234	1448	U	South Geelong	Spencer St	29
8236	1535	U	South Geelong	Spencer St	110
8237	1747	D	Spencer St	Warrnambool	320
8238	1612	U	South Geelong	Spencer St	57
8239	1828	D	Spencer St	Marshall	247
8240	1655	U	South Geelong	Spencer St	79
8241	1920	D	Spencer St	South Geelong	86
8242	1733	U	South Geelong	Spencer St	76
8243	2035	D	Spencer St	South Geelong	70
8244	1826	U	Geelong	Spencer St	32
8245	2135	D	Spencer St	Geelong	37
8246	1745	U	Warrnambool	Spencer St	84
8247	2235	D	Spencer St	Geelong	28
8248	2115	U	Geelong	Spencer St	26
8249	2335	D	Spencer St	Geelong	12
8251	1729	D	Spencer St	Geelong	291

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<b>Service</b>	<b>Time Dep</b>	<b>Direction</b>	<b>From</b>	<b>To</b>	<b>Total Pax Boarding</b>
8302	550	U	Seymour	Spencer St	220
8303	724	D	Spencer St	Seymour	72
8304	623	U	Seymour	Spencer St	309
8305	750	D	Spencer St	Albury	65
8306	701	U	Seymour	Spencer St	453
8307	950	D	Spencer St	Shepparton	70
8308	715	U	Shepparton	Spencer St	154
8309	910	D	Spencer St	Seymour	15
8310	853	U	Kilmore East	Spencer St	80
8311	1210	D	Spencer St	Albury	90
8312	635	U	Albury	Spencer St	173
8313	1129	D	Spencer St	Seymour	29
8314	928	U	Seymour	Spencer St	63
8315	1330	D	Spencer St	Seymour	62
8316	1127	U	Seymour	Spencer St	38
8317	1530	D	Spencer St	Seymour	310
8318	1225	U	Albury	Spencer St	138
8319	1632	D	Spencer St	Seymour	278
8320	1313	U	Donnybrook	Spencer St	3
8321	1710	D	Spencer St	Albury	149
8323	1732	D	Spencer St	Seymour	344
8324	1510	U	Shepparton	Spencer St	102
8326	1713	U	Seymour	Spencer St	37
8327	1815	D	Spencer St	Shepparton	98
8329	1833	D	Spencer St	Seymour	92
8332	1610	U	Albury	Spencer St	61
8334	1113	U	Donnybrook	Spencer St	13
8335	1030	D	Spencer St	Donnybrook	4
8336	1306	U	Seymour	Spencer St	15
8337	1229	D	Spencer St	Donnybrook	8
8338	1538	U	Donnybrook	Spencer St	8
8339	1430	D	Spencer St	Donnybrook	16
8404	505	U	Traralgon	Flinders St	107
8405	641	D	Spencer St	Traralgon	109
8406	555	U	Traralgon	Spencer St	230
8407	747	D	Spencer St	Bairnsdale	98
8410	655	U	Traralgon	Spencer St	139
8411	939	D	Spencer St	Traralgon	59
8412	615	U	Bairnsdale	Spencer St	198
8413	1039	D	Spencer St	Traralgon	54
8415	1329	D	Spencer St	Sale	151
8416	805	U	Traralgon	Spencer St	299
8417	1228	D	Spencer St	Traralgon	94
8419	1425	D	Spencer St	Traralgon	248

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<b>Service</b>	<b>Time Dep</b>	<b>Direction</b>	<b>From</b>	<b>To</b>	<b>Total Pax Boarding</b>
8420	915	U	Traralgon	Spencer St	100
8421	1543	D	Spencer St	Traralgon	241
8424	1020	U	Traralgon	Spencer St	65
8425	1732	D	Pakenham	Warragul	42
8426	1210	U	Traralgon	Spencer St	60
8427	1647	D	Spencer St	Traralgon	232
8428	1315	U	Traralgon	Spencer St	51
8429	1858	D	Pakenham	Traralgon	21
8431	1826	D	Spencer St	Bairnsdale	139
8432	1245	U	Bairnsdale	Spencer St	142
8436	1457	U	Traralgon	Dandenong	80
8437	2029	D	Spencer St	Traralgon	35
8438	1640	U	Sale	Spencer St	99
8440	1817	U	Warragul	Pakenham	12
8802	0555	U	Sunbury	Spencer St	101
8804	0634	U	Sunbury	Spencer St	258
8805	0734	D	Spencer St	Sunbury	77
8808	0726	U	Sunbury	Spencer St	298
8809	0840	D	Spencer St	Sunbury	65
8811	0853	D	Spencer St	Sunbury	15
8812	0748	U	Sunbury	Spencer St	193
8814	0804	U	Sunbury	Spencer St	226
8815	1015	D	Spencer St	Sunbury	29
8817	1116	D	Spencer St	Sunbury	31
8818	0857	U	Sunbury	Spencer St	178
8819	1215	D	Spencer St	Sunbury	57
8821	1313	D	Spencer St	Sunbury	81
8822	1051	U	Sunbury	Spencer St	56
8823	1400	D	Spencer St	Sunbury	107
8824	1136	U	Sunbury	Spencer St	26
8827	1552	D	Spencer St	Sunbury	171
8828	1214	U	Sunbury	Spencer St	38
8830	1333	U	Sunbury	Spencer St	67
8831	1632	D	Spencer St	Sunbury	164
8832	1504	U	Sunbury	Spencer St	44
8834	1608	U	Sunbury	Spencer St	69
8836	1706	U	Sunbury	Spencer St	49
8837	1703	D	Spencer St	Sunbury	259
8844	1848	U	Sunbury	Spencer St	2
8845	1749	D	Spencer St	Sunbury	284
8848	1950	U	Sunbury	Spencer St	20
8849	1836	D	Spencer St	Sunbury	126
8853	2015	D	Spencer St	Sunbury	37
8855	2140	D	Spencer St	Sunbury	38

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<b>Service</b>	<b>Time Dep</b>	<b>Direction</b>	<b>From</b>	<b>To</b>	<b>Total Pax Boarding</b>
8858	1746	U	Sunbury	Spencer St	13
8860	1755	U	Sunbury	Spencer St	7
8878	1005	U	Sunbury	Spencer St	57
8890	1113	U	Sunbury	Spencer St	96
<b>TOTAL</b>					<b>18376</b>

V/Line and DOI **Road Coach** service tallies on 4 October 2005:

<b>Operator</b>	<b>Route</b>	<b>Total Passengers</b>
V/Line	Warnambool–Mt Gambier	89
V/Line	Ballarat–Dimboola/Horsham	132
V/Line	Melbourne–Ballarat	68
V/Line	Ballarat–Donald	46
V/Line	Ballarat–Hopetoun	48
V/Line	Melbourne–Mildura	63
V/Line	Bendigo–Swan Hill	21
V/Line	Swan Hill–Mildura	15
V/Line	Daylesford–Woodend	70
V/Line	Castlemaine–Maryborough	153
V/Line	Bendigo–Moama	70
V/Line	Melbourne–Tocumwal	99
V/Line	Melbourne–Shepparton (Dysons)	62
V/Line	Moama–Murchison East	50
V/Line	Melbourne –Mansfield (Dysons)	24
V/Line	Benalla–Mulwala	34
V/Line	Shepparton–Griffith (Dysons)	66
V/Line	Lakes Entrance–Sale	83
V/Line	Traralgon–Sale	30
V/Line	Melbourne–Leongatha	128
V/Line	Melbourne–Yarram	54
V/Line	Melbourne–Inverloch	76
V/Line	Ballarat–Geelong	57
DOI	Geelong–Apollo Bay	85
DOI	Warnambool–Port Fairy	7
DOI	Ballarat–Mt Gambier/Hamilton	70
DOI	Warnambool–Casterton	40
DOI	Melbourne–Deniliquin	54
DOI	Melbourne–Barham	36
DOI	Bendigo–Sea Lake	40
DOI	Bendigo–Mildura	82
DOI	Melbourne–Barmah	16
DOI	Wangaratta–Bright	67
DOI	Wangaratta–Corowa	158
DOI	Canberra–Wodonga	29



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<u>Operator</u>	<u>Route</u>	<u>Total Passengers</u>
DOI	Melbourne–Mansfield	17
DOI	Sale–Narooma	30
DOI	Canberra–Sale	36
DOI	Melbourne–Coves	45
DOI	Warrnambool–Ballarat	22
DOI	Mildura–Albury	22
DOI	Bendigo–Adelaide	62
DOI	Bendigo–Geelong	63
DOI	Albury–Adelaide	60
<b><u>Summary</u></b>		
<b>VLP</b>		<b>1,538</b>
<b>DOI</b>		<b>1,041</b>

Note: The road coach patronage details provided above are daily totals. The V/Line coach systems cannot identify patronage for specific coach trips.

(3) Number of individual journeys including connecting coach services – August 2005:

<b>Line</b>	<b>Mode</b>	<b>From</b>	<b>To</b>	<b>Total</b>
(a) Geelong/South Geelong	Rail	Spencer St	South Geelong	152,790
			<b>TOTAL</b>	<b>152,790</b>
(b) Winchelsea (inc Marshall)	Rail	Marshall	Warrnambool	7,204
	Coach – DOI	Geelong	Warrnambool	733
			<b>TOTAL</b>	<b>7,937</b>
(c) Ballarat	Rail	Spencer St	Ballarat	124,189
	Coach – V/Line	Melbourne	Ballarat	1,644
	Coach – V/Line	Melbourne	Mildura	1,222
			<b>TOTAL</b>	<b>127,055</b>
(d) Beaufort to Ararat	Rail	Beaufort	Ararat	1,988
	Coach – V/Line	Ballarat	Dimboola/Horsham	3,842
	Coach – V/Line	Ballarat	Hopetoun	1,470
			<b>TOTAL</b>	<b>7,300</b>
(e) Bendigo	Rail	Spencer St	Bendigo	117,236
			<b>TOTAL</b>	<b>117,236</b>
(f) Dingee (Eaglehawk) to Swan Hill	Rail	Eaglehawk	Swan Hill	1,281
	Coach – V/Line	Bendigo	Swan Hill	835
	Coach – DoI	Bendigo	Mildura	2,018
			<b>TOTAL</b>	<b>4,134</b>

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Line	Mode	From	To	Total
(g) Seymour	Rail	Spencer St	Seymour	76,716
			<b>TOTAL</b>	<b>76,716</b>
(h) Nagambie to Shepparton	Rail	Nagambie	Shepparton	4,206
	Coach – V/Line	Seymour	Cobram	354
			<b>TOTAL</b>	<b>4,560</b>
(i) Avenel to Albury	Rail	Avenel	Albury	11,102
			<b>TOTAL</b>	<b>11,102</b>
(j) Traralgon	Rail	Spencer St	Traralgon	71,962
			<b>TOTAL</b>	<b>71,962</b>
(k) Rosedale to Bairnsdale	Rail	Rosedale	Bairnsdale	6,066
	Coach – V/Line	Lakes Entrance	Sale	2,340
	Coach – V/Line	Traralgon	Sale	689
			<b>TOTAL</b>	<b>9,095</b>
(l) beyond Cranbourne to Leongatha	Coach – V/Line	Melbourne	Leongatha	3,136
	Coach – V/Line	Melbourne	Yarram	1,594
			<b>TOTAL</b>	<b>4,730</b>
(m) beyond Cranbourne to Inverloch	Coach – V/Line	Melbourne	Inverloch	2,614
			<b>TOTAL</b>	<b>2,614</b>

(4) The number of Adult (full fare paying) passengers that held V/Line date to date tickets on 1 September 2005 on the following lines were:

- a) South Geelong 537
- b) Ballarat 159
- c) Bendigo 111
- d) Seymour 56
- e) Traralgon 76

**Transport: 2006 train timetable**

**898. Mr MULDER** to ask the Minister for Transport —

- (1) Will existing running times between stations be maintained or improved for every Connex suburban rail service with the release of the new 2006 timetable.
- (2) On what lines, if any, is Connex proposing to slow suburban train schedules.
- (3) How many ‘up’ services and ‘down’ services will be affected and by how many minutes will each service be slowed on each of the following proposed 2006 schedules —
  - (a) weekday;
  - (b) Saturday;
  - (c) Sunday.

- (4) How many passenger journeys were made on the former Victorian Railways suburban rail system in 1964–65.
- (5) How many passenger journeys were made on the Connex suburban network in 2004–05.

**ANSWER:**

As at the date the question was raised, the answer is:

1–3.

Connex is currently conducting a full review of metropolitan timetabled services. The information requested is still under consideration by Connex and is not available at this time.

4. The Victorian Railways estimate of patronage as it was defined in 1964/65 was 144.9 million (figure taken from a Ministry of Transport report).
5. The patronage estimate for metropolitan trains for 2004/05 is 146.0 million (based on Metlink’s Validation Rate survey).

**Transport: Southern Cross station — platform monitors**

**914.** Mr MULDER to ask the Minister for Transport with reference to two side-by-side Passenger Information Display System monitors on platforms nine and ten facing passengers descending from the Bourke Street Bridge —

- (1) Are they there.
- (2) Did the left-hand monitor show Belgrave–Lilydale–Alamein–Glen Waverley line information and the right-hand monitor show Hurstbridge–Epping line information on 18 October 2005; if so —
  - (a) did this result in passengers for platform nine bound for Epping and Hurstbridge line stations mistakenly believing their trains departed from platform ten, and passengers for platform ten bound for Belgrave and other eastern lines mistakenly believing their trains departed from platform nine;
  - (b) will the information on these monitors be displayed correctly in the future.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) Yes.
- (2) A fault with the Passenger Information Display (PID) monitors was reported on 18 October 2005. A technician attended and the error was corrected. Connex staff have not received any complaints in relation to this matter. Connex endeavour to ensure the information shown on the PIDS is correct at all times.

**Transport: rail platform clearances**

**917.** Mr MULDER to ask the Minister for Transport with reference to X’tropolis and Siemens trains —

- (1) Are these trains now authorised to run at line speed on all sections of Connex ‘North’ and ‘South’ networks.
- (2) What sections of line is each type of train not currently authorised to operate over.
- (3) What speed restrictions, if any, apply to each section of line for each type of train.
- (4) Are any further platform clearance works necessary; if so —

- (a) where;
  - (b) when will these be undertaken;
  - (c) what is the expected cost of works at each location.
- (5) By car numbers, for each type of train set on Sunday 16 October 2005 and on Monday 17 October 2005 —
- (a) how many kilometres did each set operate;
  - (b) over which lines did each set operate;
  - (c) how many return trips were operated to each destination.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) No. The Siemens trains can operate their revenue services at line speed on the south network and the X'trapolis trains can operate at line speed on the north network.
- (2) Siemens trains are not authorised to operate on the (north network): Epping, Hurstbridge, Lilydale, Belgrave, Alamein, Glen Waverly, Clifton Hill / City Circle Loop Tunnel and Burnley Loop Tunnel.  
  
X'trapolis trains are not authorised to operate on the (south network): Frankston, Dandenong, Cranbourne, Upfield, Werribee, Williamstown, Watergardens, Broadmeadows, Sandringham, Northern Loop Tunnel and Caulfield Loop Tunnel.
- (3) No speed restrictions apply to trains for operating on the lines on which they are authorised to operate revenue services.
- (4) There are no platform clearance works required for the lines on which the Siemens and X'trapolis trains are authorised to operate revenue services.
- (5) (a) Refer to Attachment 1  
  
(b) & (c)  
Details of specific lines and trips undertaken by each train set for 16 and 17 October 2005 are not readily available and would take considerable time and resources to provide in the format requested.

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Attachment 1

**POTS Unit Kilometre Report 16/10/05 to 17/10/05**

<b>Unit ID</b>	<b>Distance (km)</b>	<b>Type</b>
3M-1981T-197M	503	Hitachi
769M-2535T-770M	0	Siemens
403M-1018T-404M	383	Comeng
547M-1124T-548M	623	Comeng
581M-1141T-584M	132	Comeng
837M-2569T-838M	0	Siemens
677M-1189T-678M	983	Comeng
813M-2557T-814M	286	Siemens
725M-2513T-726M	0	Siemens
336M-1069T-437M	414	Comeng
841M-2571T-842M	0	Siemens
543M-1122T-544M	450	Comeng
373M-1037T-374M	69	Comeng
719M-2510T-720M	0	Siemens
350M-1196T-691M	0	Comeng
505M-1103T-506M	417	Comeng
917M-1659T-918M	388	X'trapolis
431M-1066T-432M	74	Comeng
590M-1174T-647M	431	Comeng
523M-1112T-524M	331	Comeng
733M-2517T-734M	451	Siemens
23M-2007T-233M	462	Hitachi
10M-1909T-21M	240	Hitachi
501M-1101T-502M	401	Comeng
530M-1115T-552M	793	Comeng
369M-1035T-370M	437	Comeng
869M-1635T-870M	135	X'trapolis
943M-1672T-944M	365	X'trapolis
935M-1668T-936M	359	X'trapolis
488M-1197T-694M	0	Comeng
571M-1136T-572M	357	Comeng
617M-1159T-618M	264	Comeng
675M-1188T-676M	432	Comeng
343M-1010T-384M	559	Comeng
563M-1132T-564M	302	Comeng
535M-1118T-536M	533	Comeng
629M-1142T-630M	112	Comeng
807M-2554T-808M	687	Siemens
747M-2524T-748M	890	Siemens
385M-1043T-386M	582	Comeng
427M-1052T-487M	0	Comeng
819M-2560T-820M	424	Siemens

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Unit ID	Distance (km)	Type
827M-2564T-828M	933	Siemens
332M-1016T-399M	594	Comeng
303M-1002T-304M	198	Comeng
435M-1068T-436M	0	Comeng
311M-1006T-312M	188	Comeng
583M-1022T-589M	369	Comeng
507M-1104T-508M	94	Comeng
789M-2545T-790M	40	Siemens
338M-1092T-484M	256	Comeng
351M-1026T-352M	207	Comeng
582M-1145T-651M	222	Comeng
705M-2503T-706M	887	Siemens
729M-2515T-730M	265	Siemens
775M-2538T-776M	478	Siemens
391M-1047T-392M	208	Comeng
577M-1139T-578M	360	Comeng
335M-1045T-387M	624	Comeng
341M-1021T-463M	796	Comeng
316M-1033T-319M	117	Comeng
739M-2520T-740M	106	Siemens
339M-1020T-340M	248	Comeng
330M-1025T-692M	0	Comeng
653M-1177T-654M	570	Comeng
562M-1133T-566M	234	Comeng
301M-1001T-302M	435	Comeng
433M-1067T-434M	461	Comeng
599M-1150T-600M	106	Comeng
835M-2568T-836M	0	Siemens
793M-2547T-794M	451	Siemens
899M-1650T-900M	230	X'trapolis
715M-2508T-716M	290	Siemens
957M-1679T-958M	0	X'trapolis
439M-1070T-440M	836	Comeng
531M-1116T-532M	586	Comeng
607M-1154T-608M	486	Comeng
42M-1910T-110M	494	Hitachi
490M-1095T-509M	802	Comeng
397M-1049T-398M	85	Comeng
129M-1977T-179M	552	Hitachi
743M-2522T-744M	0	Siemens
703M-2502T-704M	527	Siemens
727M-2514T-728M	408	Siemens
473M-1087T-474M	74	Comeng
927M-1664T-928M	446	X'trapolis
491M-1096T-492M	281	Comeng

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Unit ID	Distance (km)	Type
327M-1082T-329M	76	Comeng
797M-2549T-798M	857	Siemens
779M-2540T-780M	561	Siemens
401M-1051T-402M	263	Comeng
843M-2572T-844M	0	Siemens
344M-1044T-390M	7	Comeng
325M-1013T-326M	0	Comeng
611M-1181T-662M	93	Comeng
579M-1140T-580M	620	Comeng
965M-1683T-966M	136	X'trapolis
591M-1146T-592M	904	Comeng
945M-1673T-946M	0	X'trapolis
919M-1660T-920M	0	X'trapolis
561M-1131T-565M	135	Comeng
521M-1111T-522M	289	Comeng
631M-1166T-632M	315	Comeng
761M-2531T-762M	362	Siemens
322M-1011T-425M	0	Comeng
825M-2563T-826M	33	Siemens
333M-10107T-334M	507	Comeng
49M-1987T-196M	236	Hitachi
941M-1671T-942M	239	X'trapolis
907M-1654T-908M	358	X'trapolis
575M-1138T-576M	0	Comeng
867M-1634T-868M	230	X'trapolis
669M-1185T-670M	359	Comeng
597M-1149T-598M	681	Comeng
767M-2534T-768M	0	Siemens
731M-2516T-732M	546	Siemens
381M-1041T-382M	978	Comeng
359M-1030T-360M	683	Comeng
933M-1667T-934M	295	X'trapolis
883M-1642T-884M	229	X'trapolis
429M-1065T-430M	456	Comeng
525M-1113T-526M	712	Comeng
679M-1190T-680M	300	Comeng
897M-1649T-898M	0	X'trapolis
947M-1674T-948M	362	X'trapolis
817M-2559T-818M	50	Siemens
423M-1062T-424M	477	Comeng
701M-2501T-702M	699	Siemens
915M-1658T-916M	133	X'trapolis
773M-2537T-774M	0	Siemens
805M-2553T-806M	475	Siemens
921M-1661T-922M	211	X'trapolis
637M-1169T-638M	540	Comeng

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Unit ID	Distance (km)	Type
665M-1183T-666M	149	Comeng
955M-1678T-956M	0	X'trapolis
801M-2551T-802M	73	Siemens
363M-1032T-364M	668	Comeng
901M-1651T-902M	0	X'trapolis
451M-1076T-452M	345	Comeng
625M-1163T-626M	855	Comeng
781M-2541T-782M	795	Siemens
851M-1626T-852M	393	X'trapolis
913M-1657T-914M	164	Siemens
455M-1078T-456M	448	Comeng
417M-1059T-418M	17	Comeng
539M-1120T-540M	1,128	Comeng
891M-1646T-892M	110	X'trapolis
613M-1157T-614M	686	Comeng
395M-1046T-396M	592	Comeng
925M-1663T-926M	0	X'trapolis
22M-1975T-46M	679	Hitachi
471M-1086T-472M	996	Comeng
445M-1073T-446M	889	Comeng
865M-1633T-866M	305	X'trapolis
854M-1627T-853M	102	X'trapolis
771M-2536T-772M	431	Siemens
753M-2527T-754M	86	Siemens
855M-1628t-856M	0	X'trapolis
643M-1172T-644M	204	Comeng
407M-1054T-408M	249	Comeng
57M-1922T-184M	538	Hitachi
549M-1125T-550M	788	Comeng
479M-1090T-480M	202	Comeng
765M-2533T-766M	672	Siemens
573M-1137T-574M	710	Comeng
777M-2539T-778M	417	Siemens
355M-1028T-356M	188	Comeng
931M-1666T-932M	0	X'trapolis
515M-1108T-516M	457	Comeng
570M-1135T-661M	416	Comeng
759M-2530T-760M	723	Siemens
707M-2504T-708M	214	Siemens
763M-2532T-764M	190	Siemens
953M-1677T-954M	430	X'trapolis
749M-2525T-750M	627	Siemens
529M-1199T-697M	269	Comeng
105M-1999T-178M	95	Hitachi
567M-1134T-568M	243	Comeng
541M-1121T-542M	918	Comeng
859M-1630T-860M	436	X'trapolis



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Unit ID	Distance (km)	Type
585M-1143T-586M	157	Comeng
477M-1089T-478M	11	Comeng
497M-1099T-498M	0	Comeng
875M-1638T-876M	437	X'trapolis
757M-2529T-758M	109	Siemens
877M-1639T-878M	106	X'trapolis
909M-1655T-910M	85	X'trapolis
741M-2521T-742M	0	Siemens
721M-2511T-722M	415	Siemens
945M-1673T-946M	0	X'trapolis
481M-1091T-482M	339	Comeng
347M-1024T-348M	484	Comeng
861M-1631T-862M	430	X'trapolis
809M-2555T-810M	35	Siemens
791M-2546T-792M	362	Siemens
447M-1074T-448M	162	Comeng
441M-1071T-442M	201	Comeng
419M-1060T-420M	475	Comeng
871M-1636T-872M	0	X'trapolis
635M-1168T-636M	422	Comeng
323M-1012T-361M	590	Comeng
367M-1034T-368M	215	Comeng
857M-1629T-858M	462	X'trapolis
465M-1083T-466M	509	Comeng
379M-1040T-380M	672	Comeng
923M-1662T-924M	164	X'trapolis
642M-1171T-673M	170	Comeng
785M-2543T-786M	0	Siemens
393M-1048T-394M	432	Comeng
9M-1919T-144M	423	Hitachi
783M-2542T-784M	284	Siemens
717M-2509T-718M	419	Siemens
365M-1042T-383M	122	Comeng
787M-2544T-788M	0	Siemens
627M-1164T-648M	278	Comeng
963M-1682T-964M	445	X'trapolis
513M-1008T-514M	635	Comeng
735M-2518T-736M	734	Siemens
527M-1114T-695M	0	Comeng
320M-1107T-321M	299	Comeng
645M-1173T-646M	415	Comeng
873M-1637T-874M	211	X'trapolis
659M-1180T-660M	204	Comeng
905M-1653T-906M	125	X'trapolis
803M-2552T-804M	755	Siemens
601M-1151T-602M	745	Comeng
823M-2562T-824M	181	Siemens

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Unit ID	Distance (km)	Type
65M-1982T-88M	624	Hitachi
413M-1057T-414M	0	Comeng
939M-1670T-940M	0	X'trapolis
961M-1681T-962M	211	X'trapolis
36M-1979T-37M	176	Hitachi
415M-1058T-416M	0	Comeng
951M-1676T-952M	136	X'trapolis
895M-1648T-896M	224	X'trapolis
493M-1097T-494M	89	Comeng
713M-2507T-714M	0	Siemens
317M-1009T-318M	291	Comeng
655M-1178T-656M	353	Comeng
375M-1094T-693M	0	Comeng
475M-1088T-476M	1,006	Comeng
609M-1155T-610M	79	Comeng
461M-1081T-462M	190	Comeng
453M-1077T-454M	247	Comeng
389M-1063T-426M	407	Comeng
663M-1182T-664M	273	Comeng
405M-1053T-406M	82	Comeng
633M-1167T-634M	22	Comeng
467M-1084T-468M	536	Comeng
815M-2558T-816M	236	Siemens
667M-1184T-668M	1	Comeng
833M-2567T-834M	0	Siemens
745M-2523T-746M	782	Siemens
324M-1031T-342M	129	Comeng
712M-2506T-711M	283	Siemens
889M-1645T-890M	114	X'trapolis
519M-1110T-520M	0	Comeng
428M-1064T-483M	200	Comeng
587M-1144T-588M	365	Comeng
821M-2561T-822M	511	Siemens
612M-1156T-569M	397	Comeng
357M-1029T-358M	490	Comeng
371M-1036T-372M	384	Comeng
345M-1023T-346M	742	Comeng
829M-2565T-830M	462	Siemens
328M-1014T-464M	117	Comeng
628M-1176T-652M	399	Comeng
595M-1148T-596M	837	Comeng
553M-1127T-554M	310	Comeng
674M-1187T-641M	178	Comeng
377M-1039T-378M	168	Comeng
593M-1147T-594M	241	Comeng
811M-2556T-812M	748	Siemens

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Unit ID	Distance (km)	Type
755M-2528T-756M	879	Siemens
518M-1126T-551M	0	Comeng
839M-2570T-840M	0	Siemens
305M-1003T-306M	283	Comeng
863M-1632T-864M	0	X'trapolis
639M-1170T-640M	923	Comeng
511M-1106T-512M	363	Comeng
949M-1675T-950M	394	X'trapolis
903M-1652T-904M	77	X'trapolis
485M-1093T-486M	484	Comeng
337M-1019T-438M	604	Comeng
709M-2505T-710M	284	Siemens
528M-1198T-696M	0	Comeng
603M-1152T-604M	563	Comeng
545M-1123T-546M	154	Comeng
459M-1080T-460M	378	Comeng
881M-1641T-882M	0	X'trapolis
615M-1158T-616M	258	Comeng
495M-1098T-496M	486	Comeng
489M-1105T-510M	254	Comeng
623M-1162T-624M	296	Comeng
307M-1004T-308M	0	Comeng
799M-2550T-800M	277	Siemens
449M-1075T-450M	72	Comeng
499M-1100T-534M	139	Comeng
443M-1072T-444M	694	Comeng
329M-1015T-366M	1,125	Comeng
937M-1669T-938M	142	X'trapolis
885M-1643T-886M	202	X'trapolis
737M-2519T-738M	425	Siemens
411M-1056T-412M	131	Comeng
879M-1640T-880M	292	X'trapolis
421M-1061T-422M	818	Comeng
503M-1102T-504M	463	Comeng
619M-1160T-620M	937	Comeng
313M-1007T-314M	450	Comeng
831M-2566T-832M	496	Siemens
887M-1644T-888M	295	X'trapolis
353M-1027T-354M	290	Comeng
605M-1153T-606M	715	Comeng
517M-1117T-698M	581	Comeng
657M-1179T-658M	964	Comeng
911M-1656T-912M	203	X'trapolis
751M-2526T-752M	110	Siemens
457M-1079T-458M	0	Comeng
409M-1055T-410M	0	Comeng
331M-1050T-400M	6	Comeng

Unit ID	Distance (km)	Type
723M-2512T-724M	2	Siemens
795M-2548T-796M	181	Siemens
929M-1665T-920M	86	X'trapolis
309M-1005T-310M	698	Comeng
959M-1680T-960m	399	X'trapolis
621M-1161T-622M	371	Comeng
649M-1175T-650M	627	Comeng
893M-1647T-894M	126	X'trapolis
362M-1038T-376M	90	Comeng
537M-1119T-538M	0	Comeng
<b>Total Distance (Km)</b>	<b>108,960</b>	

**Transport: Bourke Street tram super-stops**

**918.** Mr MULDER to ask the Minister for Transport with reference to the yellow safety edging on some of the newly constructed tram super-stops —

- (1) Has the edging partly fallen off some edges.
- (2) Can a harder wearing treatment be applied.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) Yarra Trams has advised that some of the temporary yellow edging tape, in use only during the construction phase, had begun to peel off in places.
- (2) Permanently painted yellow lines on platform edges have since replaced the temporary tape.

**Transport: V/Line — Geelong–Colac–Warrnambool coach service**

**920.** Mr MULDER to ask the Minister for Transport with reference to taxis used to transport excess passengers on the 5.15 pm Geelong to Warrnambool road coach on Sunday 16 October 2005 —

- (1) Were four taxis used to transport the excess passengers; if not, how many taxis were requisitioned.
- (2) What was the final destination of each taxi.
- (3) What was the cost of each taxi.
- (4) How many passengers did each taxi transport and to where.
- (5) Was there any attempt made to secure a second coach and driver to run part of the way such as to Birregurra or Colac; if not, why.
- (6) Does V/Line assess the respective costs of rail replacement taxis versus coaches for particular unscheduled journeys and the relative availability and time taken to secure either mode.
- (7) Would a coach have been cheaper than four taxis.
- (8) What would be the likely cost of a replacement coach between —
  - (a) Geelong and Birregurra;
  - (b) Geelong and Colac.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) No, three taxis were used.
- (2) One taxi went to Birregurra and two taxis to Colac.
- (3) The Birregurra taxi fare cost \$90 and the Colac taxi fares cost \$130 each.
- (4) The Birregurra taxi carried four passengers and the two Colac taxis carried five and four passengers respectively.
- (5) No, as it would have delayed passengers for up to a further hour waiting for the coach.
- (6) Yes.
- (7) In this case no.
- (8) The coach would have travelled through to Colac at a cost of \$400.

**Transport: V/Line — taxis**

**922.** Mr MULDER to ask the Minister for Transport with reference to rail or coach services that were full or partly replaced or augmented by taxis in September 2005 —

- (1) On what dates were taxis used to convey V/Line passengers.
- (2) What rail or coach services were fully or partly replaced or augmented by taxis.
- (3) Between what stations or locations were passengers conveyed by taxi.
- (4) Was each service partly replaced or augmented due to —
  - (a) locomotive breakdown;
  - (b) 'Sprinter' railcar breakdown;
  - (c) locomotive-hauled carriage breakdown such as an airconditioning fault;
  - (d) accidents;
  - (e) signalling faults;
  - (f) unscheduled track repairs;
  - (g) breakdown of a Connex train;
  - (h) breakdown of a Pacific National train;
  - (i) overbooking of a booked seat V/Line service;
  - (j) excess number of passengers arriving to travel on an unbooked rail or coach service;
  - (k) other unavailability of locomotives, 'Sprinters' or locomotive-hauled carriages.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) September 1,2,3,4,7,10,13,14,15,17,19,20,21,22,23,24,25,26,27,28,30.
- (2) V/Line was unable to identify the fully or partly replaced or augmented rail and coach services from the taxi dockets.
- (3) Melton–Newport; Ballarat–Melbourne; Bendigo–Castlemaine; Anderson–Cowes; Broadmeadows–Tullamarine; Bendigo–Sunbury; Warrnambool–Casterton; Bega–Cooma; Swan Hill–Bendigo; Shepparton–Cobram; Geelong–Barwon Heads; Bendigo–Echuca; Geelong–Torquay; Melbourne–Seymour; Lara–South Geelong; Werribee–Geelong; Ballarat–Beaufort; Shepparton–Melbourne; Ballarat–Daylesford; Woodend–Daylesford; Camperdown–Warrnambool; Ballarat; Beaufort; Geelong–Anglesea; Ararat–Hamilton; Wangaratta–Chiltern; Warrnambool–Port Fairy; Sunshine–Sunbury; Footscray–Geelong; Werribee–Geelong; Ararat–Hamilton; Bendigo Kerang; Morwell–Traralgon; Ballarat–St Arnaud; Footscray–South Geelong;

Lara–South Geelong; Lara–Newport; Lara–Geelong; South Geelong–Geelong; Traralgon–Caulfield; Ballarat–Creswick.

- (4) (a) In part
- (b) No.
- (c) No.
- (d) In part.
- (e) In part.
- (f) No.
- (g) No.
- (h) No.
- (i) No.
- (j) In part.
- (k) No.

**Transport: V/Line — taxis**

**923.** Mr MULDER to ask the Minister for Transport —

- (1) What was the highest individual bill in September 2005, between what locations the taxi travel and on what date did the journey occur for the use of a taxi to convey —
  - (a) V/Line passengers;
  - (b) V/Line train drivers;
  - (c) other V/Line staff.
- (2) How much was spent on taxis conveying V/Line train drivers in September 2005 between —
  - (a) Sunbury and Bendigo;
  - (b) Spencer Street and Bendigo.
- (3) Does V/Line pay a standard per kilometre rate for every taxi hire, the same as any member of the public, or does it contract with taxi operators at a lower rate per kilometre; if not the latter, why not.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) (a) V/Line passengers–Spencer Street to Albury, \$408.18.
- (b) V/Line train drivers–Warragul to Melbourne, \$161.82.
- (c) V/Line staff–Airport to Carrum, \$78.55.
- (2) No amount was spent on taxis for driver travel between Sunbury and Bendigo or Spencer Street and Bendigo during September 2005.
- (3) V/Line pays the metered fare rate for every taxi hire, the same as any member of the public. The reason V/Line does not have a contract with taxi operators at a lower rate is due to the number of taxi companies used throughout the State.

**Transport: fare evasion**

**924(b).** Mr MULDER to ask the Minister for Transport —

With reference to individuals who have been fined a second or greater number of times for a public transport related offence since the graduated fines came into existence in July 2004 —

- (1) How many individuals were fined for offences committed in —
  - (a) the Melbourne metropolitan area;
  - (b) rural Victoria.
- (2) What offence did each repeat fine involve.
- (3) What was the postcode of residence, if known, of each offender.
- (4) How much is the total amount of fines imposed upon repeat offenders since July 2004.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) The number of individuals fined for second or a greater number of times for a public transport related offence since the graduated fines came into existence are—
  - (a) the Melbourne metropolitan area – 5934.
  - (b) rural Victoria – nil.
- (2) Each repeat fine involved the offences outlined in Table 1.
- (3) The postcode of residence of each offender is outlined in Table 2.
- (4) The total amount of fines imposed upon repeat offenders since July 2004 is \$1,833,448.

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**Table 1**

<b>OFFENCE</b>	<b>DESCRIPTION</b>	<b>NUMBER</b>
3106	FAILING TO PRODUCE A VALID TICKET	5521
	FAILING TO COMPLY WITH A REQUIREMENT TO PRODUCE EVIDENCE OF ENTITLEMENT TO EXEMPTION OR CONCESSION	1038
3100		
3104	MAKING JOURNEY WITHOUT VALID TICKET	695
	PLACING FEET ON FURNITURE OR OTHER PART OF CARRIAGE OR PREMISES OTHER THAN THE FLOOR	455
3205		
3144	DRINKING LIQUOR ON ANY VEHICLE OR PREMISES USING INDECENT, OBSCENE, OFFENSIVE OR THREATENING LANGUAGE	175
3147		99
3102	EXPIRED TICKET	90
3149	UNAUTHORISED EXIT OR ENTRY	83
3223	POSSESS OPEN CONTAINER OF INTOXICATING LIQUOR	70
3123	FAILING TO GIVE CORRECT NAME AND ADDRESS	61
3140	SMOKING	42
3128	RIDING BICYCLE ETC. ON VEHICLE OR PREMISES	24
3191	ENTERING PIT BETWEEN PLATFORMS	19
	BEHAVING IN AN OBSCENE, OFFENSIVE, THREATENING, DISORDERLY OR RIOTOUS MANNER	17
3178		
3124	REFUSING TO GIVE NAME AND ADDRESS	15
	TRAVELLING ON PART OF VEHICLE NOT MEANT FOR TRAVEL	15
3170		
3152	SPITTING	12
	CROSSING RAILWAY LINE OTHER THAN AT CROSSING PLACE OR ATTEMPTING TO CROSS	11
3188		
3156	LITTERING IN OR ON A VEHICLE OR PREMISES	10
	DISTRIBUTING HAND BILLS, SOLICITING MONEY OR GOODS OR BUSKING	9
3120		
	CROSSING RAILWAY LINE WHEN WARNING SIGNALS OR DEVICES ARE OPERATING	9
3182		
3179	INTERFERING WITH AUTOMATIC DOORS OF VEHICLE	6
3150	INTERFERING WITH GATES OR DOORS ON PREMISES	5
	INTERFERING WITH OPERATION OF ETC. EQUIPMENT OR VEHICLE WITHOUT PERMISSION	5
3180		
3181	CROSSING RAILWAY TRACKS WHILE GATES CLOSED	4
	PEDESTRIAN CROSSING RAILWAY LINE OR ATTEMPTING TO WHEN WARNING DEVICE IN OPERATION	4
3189		
3176	EXPLOSIVES AND OTHER DANGEROUS ARTICLES REMAINING IN VEHICLE OR ON PREMISES WHEN ASKED TO LEAVE	3
3105		2
	SELLING OR OFFERING FOR HIRE ANY THING OR TOUTING	2
3127		
	CROSSING RAILWAY TRACKS WHEN VEHICLE IN SIGHT OR HEARD APPROACHING	2
3224		
3200	WRITING OR DRAWING ON VEHICLE OR PREMISES	1
3125	UNAUTHORISED OPERATION OF EQUIPMENT OR VEHICLE	1
3202	LIGHTING FIRE WITHOUT AUTHORISATION	1
	BOARDING OR LEAVING CARRIAGE OR ATTEMPTING TO BOARD OR LEAVE WHILST IN MOTION	1
3186		
3122	TRESPASSING	1
	<b>Total</b>	<b>8508</b>



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**Table 2**

<b>POST CODE</b>	<b>TOTAL</b>	<b>POST CODE</b>	<b>TOTAL</b>	<b>POST CODE</b>	<b>TOTAL</b>	<b>POST CODE</b>	<b>TOTAL</b>
3182	114	3040	39	3076	22	3008	8
3000	111	3075	38	3037	22	3111	8
3121	102	3168	38	3186	22	3180	8
3031	99	3155	38	3004	21	3802	8
3072	93	3054	37	3132	21	3803	8
3056	92	3095	37	3129	21	3757	8
3021	90	3127	37	3194	21	3099	8
3051	90	3162	37	3078	20	3059	8
3030	84	3149	37	3143	20	3115	8
3073	78	3103	36	3148	20	3061	7
3122	78	3138	35	3158	20	3796	7
3053	75	3977	35	3185	20	3337	7
3101	75	3147	34	3041	18	3167	7
3028	74	3171	34	3043	18	3033	6
3032	74	3015	33	3067	18	3105	6
3029	71	3198	33	3976	18	3116	6
3011	68	3123	33	3170	18	3200	6
3058	67	3048	32	3144	18	3429	6
3071	67	3146	32	3109	18	3191	6
3199	66	3074	32	3019	17	3912	6
3065	64	3039	31	3104	17	3106	6
3128	63	3044	31	3166	17	3172	5
3163	61	3088	31	3190	17	3450	5
3083	59	3160	30	3178	17	3930	5
3156	58	3087	29	3169	17	3939	5
3136	57	3805	29	3042	16	3777	5
3174	57	3038	28	3081	16	3756	5
3141	57	3161	28	3060	15	3350	5
3134	55	3184	28	3079	15	3022	4
3070	54	3145	28	3094	15	3093	4
3175	54	3057	27	3126	15	3941	4
3012	53	3806	27	3002	13	3931	4
3181	51	3140	27	3089	13	3807	4
3020	50	3206	27	3187	13	3782	4
3150	50	3133	27	3049	12	3781	4
3082	49	3013	26	3173	12	3770	4
3183	47	3188	26	3810	12	3765	4
3196	47	3152	26	3137	11	3761	4
3046	45	3018	26	3189	11	3340	4
3068	45	3064	26	3201	11	3216	4
3047	44	3016	25	3197	11	3179	4
3125	44	3131	25	3193	11	3154	4
3205	44	3151	25	3177	11	3107	4
3130	44	3142	25	3139	11	3096	4
3153	43	3066	25	3024	10	3036	3
3204	43	3052	24	3102	10	3091	3
3124	42	3084	24	3165	10	3114	3
3055	40	3003	23	3085	10	3975	3
3195	40	3207	23	3034	10	3850	3
3006	39	3192	23	3025	9	3820	3
3135	39	3023	22	3108	9	3752	3
3555	3	7010	1				

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<b>POST CODE</b>	<b>TOTAL</b>	<b>POST CODE</b>	<b>TOTAL</b>	<b>POST CODE</b>	<b>TOTAL</b>	<b>POST CODE</b>	<b>TOTAL</b>
3550	3	7000	1				
3431	3	6062	1				
3338	3	5233	1				
3159	3	5161	1				
3090	2	3840	1				
3214	2	3825	1				
3113	2	3818	1				
3220	2	3815	1				
3788	2	3814	1				
3787	2	3797	1				
3786	2	3792	1				
3764	2	3760	1				
3763	2	3933	1				
3759	2	3922	1				
3754	2	3918	1				
3713	2	3915	1				
3551	2	3909	1				
3936	2	3875	1				
3919	2	3864	1				
3913	2	3758	1				
3911	2	3714	1				
3910	2	3672	1				
3816	2	3666	1				
3799	2	3660	1				
3793	2	3640	1				
3791	2	3631	1				
3427	2	3629	1				
3335	2	3783	1				
3226	2	3478	1				
3219	2	3465	1				
2456	1	3451	1				
2515	1	3444	1				
2536	1	3441	1				
3620	1	3440	1				
3618	1	3437	1				
3585	1	3434	1				
3568	1	3428	1				
3561	1	3355	1				
3558	1	3264	1				
3523	1	3242	1				
3516	1	3233	1				
3500	1	3230	1				
4503	1	3215	1				
3995	1	3097	1				
3980	1	2615	1				
3978	1	3001	1				
3959	1	2620	1				
3953	1	2680	1				
3945	1	2714	1				
3938	1	2780	1				
3858	1	2904	1				
7109	1						

**Transport: defective train doors**

**926.** Mr MULDER to ask the Minister for Transport with reference to Connex services cancelled between 1 and 20 October 2005 due to defective doors —

- (1) How many were cancelled in total.
- (2) How many of the services with defective doors were operated by —
  - (a) a ‘Hitachi’ train;
  - (b) a ‘Comeng’ train;
  - (c) a ‘Siemens’ train;
  - (d) an ‘X’trapolis’ train.
- (3) For each cancellation —
  - (a) what date did it occur;
  - (b) what was the scheduled time of departure;
  - (c) what was the scheduled station of departure;
  - (d) what was the scheduled station of arrival.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) Ten.
- (2) Nil Hitachi, seven Comeng, three Siemens, nil X’trapolis.
- (3) Refer to table below.

DATE	SCHEDULED DEPARTURE TIME	SCHEDULED DEPARTURE STATION	SCHEDULED ARRIVAL STATION
04-10-05	19 31	Flinders Street	Upfield
	20 26	Upfield	Flinders Street
10-10-05	15 55	Flinders Street	Sandringham
	16 30	Sandringham	Flinders Street
12-10-05	07 14	Broadmeadows	Flinders Street
15-10-05	17 00	Flinders Street	Glen Waverley
	17 50	Glen Waverley	Flinders Street
17-10-05	08 20	Frankston	Flinders Street
19-10-05	14 08	Alamein	Camberwell
	14 37	Camberwell	Alamein

**Transport: Frankston–Stony Point service**

**927.** Mr MULDER to ask the Minister for Transport —

- (1) For each of August 2004, September 2004, August 2005 and September 2005 —
  - (a) how many passenger journeys were made on the service between any two points on the route;
  - (b) for how many one way trips was the rail service replaced by a coach;

- (c) what was the cost of coach hire to —
    - (i) replace the rail service;
    - (ii) augment the rail service;
  - (d) what companies provided any road coaches to replace or augment the service.
- (2) What percentage of the rail service’s passengers travel on an adult ticket.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) (a)

	2004	2005
August	17,993	18,137
September	21,328	16,724

- (b)

	2004	2005
August	4	29
September	8	98*

*\*(September 2005 figures include a period when a derailment and track rectification works substantially disrupted services).*

- (c) Connex is unable to provide accurate costs of the coach hire at this time as their accounting database does not segregate data on a line by line basis.
  - (d) Hastings Coaches and Peninsula Bus Lines.
- (2) 36.6 per cent.

**Transport: V/Line — compensation claims**

**959. Mr MULDER** to ask the Minister for Transport —

- (1) How many claims for compensation did V/Line Passenger Corporation, V/Line Passenger Pty Ltd, Metlink or the Department of Infrastructure receive for each of September 2005 and October 2005 for the following lines —
  - (a) Geelong–Colac–Warrnambool;
  - (b) Ballarat–Ararat;
  - (c) Sunbury–Kyneton–Bendigo–Swan Hill and Echuca;
  - (d) Seymour–Shepparton;
  - (e) Warragul–Traralgon–Bairnsdale.
- (2) How much was paid in each of September 2005 and October 2005 in compensation for the following lines —
  - (a) Geelong–Colac–Warrnambool;
  - (b) Ballarat–Ararat;
  - (c) Sunbury–Kyneton–Bendigo–Swan Hill and Echuca;

- (d) Seymour–Shepparton;
- (e) Warragul–Traralgon–Bairnsdale.

**ANSWER:**

As at the date the question was raised, the answer is:

Only V/Line receives and processes claims for passenger compensation on the services nominated.

- (1) Number of claims:

	September 2005	October 2005
a)	30	29
b)	18	11
c)	Nil*	Nil*
d)	1	5
e)	16	13

- (2) Total compensation paid:

	September 2005	October 2005
a)	\$1,109	\$1,158
b)	\$585.10	\$709.40
c)	\$Nil*	\$Nil*
d)	\$9.50	\$246.60
e)	\$1,002	\$1,150

\* No claims recorded during period of Regional Fast Rail works.

Note: Compensation claims received during a specific month may not always be paid in the same month.

**Transport: Southern Cross station — scheduled train stops**

**979.** Mr MULDER to ask the Minister for Transport with reference to the 7.30 am Flinders Street Station to Broadmeadows service on 8 February 2006 —

- (1) Did the service depart from platform 8.
- (2) Did the PIDS (television screen) indicator at Flinders Street Station show that the train would be stopping at Southern Cross station.
- (3) Did the train fail to stop at Southern Cross station; if so, were approximately 15 passengers carried to North Melbourne.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) Yes.
- (2) No.
- (3) The train was not scheduled to stop at Southern Cross Station.

**Transport: Southern Cross station — scheduled train stops**

**980. Mr MULDER** to ask the Minister for Transport —

- (1) How many complaints has Connex received about a failure of trains that were scheduled to stop at Southern Cross Station between 1 January 2006 and 8 February 2006 but did not actually do so.
- (2) Has the Department of Infrastructure received complaints about the failure of trains that were scheduled to stop at Southern Cross Station between 1 January 2006 and 8 February 2006 but did not actually do so; if so, how many.
- (3) What controls are there over the PIDS (television screens at Flinders Street, North Melbourne and city loop stations) to ensure that the information about whether or not a train will stop at Southern Cross Station is correctly shown.
- (4) How many services on each of the 15 electrified suburban passenger lines that normally make a scheduled stop at Southern Cross Station according to Connex’s mandated Passenger Service Requirement have not done so due to works at that location between 1 July 2005 and 8 February 2006 and what percentage of each line’s total number of trains operated that are routed via Southern Cross Station does this represent.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) Five.
- (2) Yes – two.
- (3) The Passenger Information Displays (PIDS) are maintained by Customer Service staff using the Train Reporting System (TRS). Daily alterations to scheduled services are updated in the TRS, which is then reflected in the PIDS on station platforms.
- (4) Number of Mandated Passenger Service Requirement (PSR) services that did not stop at Southern Cross Station between 1 July 2005 and 8 February 2006:

<b>LINE</b>	<b>Number</b>	<b>%</b>
Epping	5,446	44.36%
Hurstbridge	6,328	44.55%
Lilydale	5,208	44.95%
Belgrave	4,102	44.86%
Alamein	560	45.75%
Glen Waverley	6,370	44.53%
Pakenham	549	5.67%
Cranbourne	442	6.50%
Frankston	988	6.36%
Sandringham	355	10.22%
Williamstown	2,560	38.91%
Werribee	378	3.21%
Sydenham	386	3.30%
Broadmeadows	570	4.72%
Upfield	378	3.34%

**Transport: V/Line — compensation claims**

**981. Mr MULDER** to ask the Minister for Transport —

- (1) How many claims for compensation did V/Line Passenger Corporation, V/Line Passenger Pty Ltd, Metlink or the Department of Infrastructure receive for each of November 2005, December 2005 and January 2006 for the following lines —
  - (a) Geelong–Colac–Warrnambool;
  - (b) Ballarat–Ararat;
  - (c) Sunbury–Kyneton–Bendigo–Swan Hill and Echuca;
  - (d) Seymour–Shepparton;
  - (e) Warragul–Traralgon–Bairnsdale.
  
- (2) How much was paid in each of November 2005, December 2005 and January 2006 in compensation for the following lines —
  - (a) Geelong–Colac–Warrnambool;
  - (b) Ballarat–Ararat;
  - (c) Sunbury–Kyneton–Bendigo–Swan Hill and Echuca;
  - (d) Seymour–Shepparton;
  - (e) Warragul–Traralgon–Bairnsdale.

**ANSWER:**

As at the date the question was raised, the answer is:

Only V/Line receives and processes claims for passenger compensation on the services nominated.

(1)

	Nov	Dec	Jan
(a) Geelong–Colac–Warrnambool	32	40	63
(b) Ballarat–Ararat	8	5	4
(c) Sunbury–Kyneton–Bendigo–Swan Hill–Echuca	Nil	Nil	Nil
(d) Seymour–Shepparton	3	2	3
(e) Warragul–Traralgon–Bairnsdale	19	11	14

(2)

	Nov \$	Dec \$	Jan \$
(a) Geelong–Colac–Warrnambool	1321.00	1729.00	3165.80
(b) Ballarat–Ararat	239.80	144.10	321.10
(c) Sunbury–Kyneton–Bendigo–Swan Hill–Echuca	Nil	Nil	Nil
(d) Seymour–Shepparton	203.20	137.70	136.80
(e) Warragul–Traralgon–Bairnsdale	1832.00	428.20	1060.00

Note: Compensation claims received during a specific month may not always be paid in the same month.

**Transport: Parliament station timetable**

**983.** Mr MULDER to ask the Minister for Transport — when will the green timetable information button located midway along the western and north-western lines platform be again operable.

**ANSWER:**

As at the date the question was raised, the answer is:

The fault was reported to the Station Master at 4.30 p.m. on 13 February 2006 and was repaired by 7 p.m. that evening.

**Transport: Melbourne Airport–CityLink journey times**

**987.** Mr MULDER to ask the Minister for Transport — what was the average journey time in 1999, 2002 and 2005 on a weekday non-school holiday period using a private vehicle that did not have access to emergency, bus, taxi or hire car lanes for the following trips —

- (1) Between Melbourne Airport via CityLink and the former GPO in Elizabeth Street, Melbourne, departing the airport at —
  - (a) 0630;
  - (b) 0700;
  - (c) 0730;
  - (d) 0800;
  - (e) 0830.
  
- (2) Between Melbourne Airport and the exit from CityLink to Flemington Road, North Melbourne, departing the airport at —
  - (a) 0630;
  - (b) 0700;
  - (c) 0730;
  - (d) 0800;
  - (e) 0830.
  
- (3) Between the former GPO in Elizabeth Street, Melbourne and Melbourne Airport, departing the former GPO at —
  - (a) 1530;
  - (b) 1600;
  - (c) 1630;
  - (d) 1700;
  - (e) 1730;
  - (f) 1800.
  
- (4) Between the CityLink Flemington Road/Mount Alexander Road entry point and Melbourne Airport via CityLink, departing the Flemington Road/Mount Alexander Road entry point at —
  - (a) 1530;
  - (b) 1600;
  - (c) 1630;
  - (d) 1700;
  - (e) 1730;
  - (f) 1800.



**ANSWER:**

As at the date the question was raised, the answer is:

The specific information requested is not available. Some information on travel times to and from Melbourne Airport via CityLink is available on CityLink's web site.

**Transport: Melbourne Airport–CityLink journey times**

**988.** Mr MULDER to ask the Minister for Transport with reference to the current works at the junctions of CityLink and the Calder Freeway — when the works are completed, what time savings, if any, are expected for each of the following journeys —

- (1) Between Melbourne Airport via CityLink and the former GPO in Elizabeth Street, Melbourne, departing the airport at —
  - (a) 0630;
  - (b) 0700;
  - (c) 0730;
  - (d) 0800;
  - (e) 0830.
  
- (2) Between Melbourne Airport and the exit from CityLink to Flemington Road, North Melbourne, departing the airport at —
  - (a) 0630;
  - (b) 0700;
  - (c) 0730;
  - (d) 0800;
  - (e) 0830.
  
- (3) Between the former GPO in Elizabeth Street, Melbourne and Melbourne Airport, departing the former GPO at —
  - (a) 1530;
  - (b) 1600;
  - (c) 1630;
  - (d) 1700;
  - (e) 1730;
  - (f) 1800.
  
- (4) Between the CityLink Flemington Road/Mount Alexander Road entry point and Melbourne Airport via CityLink, departing the Flemington Road/Mount Alexander Road entry point at —
  - (a) 1530;
  - (b) 1600;
  - (c) 1630;
  - (d) 1700;
  - (e) 1730;
  - (f) 1800.

**ANSWER:**

As at the date the question was raised, the answer is:

The only travel time savings estimated as a result of the works are for the section of the Tullamarine Freeway between the Western Ring Road and Bell Street, a distance of approximately seven kilometres. Time savings are expected to be as follows:

	Time Period	Expected Travel Time Saving (minutes)
Inbound	6:30–7:00 a.m.	2
	7:30–8:00 a.m.	8
	8:30–9:00 a.m.	13.5
Outbound	3:30–4:00 p.m.	1
	4:30–5:00 p.m.	4.5
	5:30–6:00 p.m.	7.5

**Transport: Melbourne Airport–CityLink traffic volume**

**989.** Mr MULDER to ask the Minister for Transport — what percentage of CityLink traffic travelled to and from Melbourne Airport on a typical weekday non-school holiday day in 2005, and how many vehicles does this represent in each direction.

**ANSWER:**

As at the date the question was raised, the answer is:

This specific information is not available.

**Transport: Melbourne Airport traffic growth**

**990.** Mr MULDER to ask the Minister for Transport — what is the growth rate of vehicular traffic travelling to and from Melbourne Airport.

**ANSWER:**

As at the date the question was raised, the answer is:

This specific information is not available.

**Transport: vehicle occupant numbers**

**991.** Mr MULDER to ask the Minister for Transport —

- (1) What is the average number of occupants per private vehicle making trips on a typical non-school holiday weekday —
  - (a) into the Melbourne CBD from any destination within the Melbourne metropolitan area;
  - (b) into the inner suburbs from any destination within the Melbourne metropolitan area;
  - (c) from the Melbourne CBD to any destination within the Melbourne metropolitan area;
  - (d) from the inner suburbs to any destination within the Melbourne metropolitan area.
- (2) What date was the most recent estimate of these figures.
- (3) Have these estimates changed since —

- (a) 1999; if so by how much;
- (b) 2002; if so by how much.

**ANSWER:**

As at the date the question was raised, the answer is:

- (1) (a) an average of 1.25 occupants.  
 (b) an average of 1.32 occupants.  
 (c) an average of 1.26 occupants.  
 (d) an average of 1.31 occupants.
- (2) The data providing these figures was collected in 1999.
- (3) Changes since 1999 are not available at the localities nominated.

**Transport: Frankston line rubbish clearance**

**1006.** Mr THOMPSON to ask the Minister for Transport with reference to rubbish clearance along the Frankston train line proximate to Gilford Road, Cheltenham —

- (1) What is the maintenance schedule for the clearance of rubbish in the lane alongside the tracks.
- (2) What provision is there for the collection of additional rubbish, for example shredded litter and pillows, which have not been collected through the use of heavier clearing machinery.
- (3) What program is in place to improve the level of appearance and presentation alongside the railway tracks in the Cheltenham area.

**ANSWER:**

As at the date the question was raised, the answer is:

1 & 2

Connex is not required to remove litter from this area as part of its regular maintenance schedule but will remove hazardous rubbish and large quantities of rubbish that adversely impact on the visual amenity of nearby residents.

- 3 No formal program exists, however Connex is happy to work with local councils and community groups to improve the appearance of railway land.

