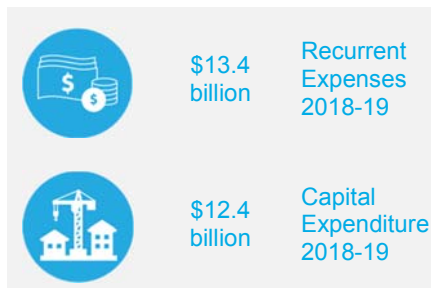


9. TRANSPORT CLUSTER

9.1 Introduction

The Transport cluster plans and delivers infrastructure and services across all modes of transport, including road, rail, bus, ferry, light rail, cycling and active transport.

The cluster contributes to economic growth in New South Wales by delivering services, managing assets, and improving the transport system to enable the safe, efficient and reliable movement of people and goods.



Contribution to State Priorities

The Transport cluster is leading the delivery of the following State Priorities:

- State Priority to ensure on-time running for public transport: maintain or improve reliability of public transport services over the next four years
- State Priority to improve road travel reliability: 90 per cent of peak travel on key road routes is on time
- State Priority to reduce road fatalities: reduce road fatalities by at least 30 per cent from 2011 levels by 2021.

State Outcomes delivered by the Transport, Roads and Maritime cluster

State Outcome	Description
Safe and reliable travel	Delivering ongoing operation, maintenance and overall performance of transport networks, to ensure journey reliability and customer satisfaction.
Accessible transport	Enabling and enhancing the equity and accessibility of the transport system for all customer groups.
Future-ready transport	Enhancing infrastructure and asset capacity allowing the transport system to efficiently and sustainably cater for future demand.
Successful places	Implementing initiatives with a focus on activating precincts through leveraging transport infrastructure and land holdings.

2018-19 Budget Highlights

In 2018-19, the Transport cluster will spend \$25.8 billion (\$13.4 billion recurrent expenses and \$12.4 billion capital expenditure). Key initiatives are set out below.

Road transport and rail freight

- \$1.8 billion to continue the development and delivery of WestConnex, including \$236 million spending within Roads and Maritime Services (RMS) for pre-construction and construction
- \$1.2 billion to continue the NSW and Australian Government funded Pacific Highway upgrade program, including continuing construction between Woolgoolga and Ballina and planning for the bypass of Coffs Harbour
- \$439 million for NSW and Australian Government funded road upgrades to support the new Western Sydney Airport at Badgerys Creek, including construction continuing on Bringelly Road and on The Northern Road between Narellan and Penrith
- \$315 million to improve road safety, including a significant increase in investment through the Road Safety Plan 2021 targeting regional areas where the majority of fatalities occur. This builds on existing programs funded through the Community Road Safety Fund including public education campaigns, road upgrades through the Safer Roads and Black Spot programs, as well as high-visibility police enforcement
- \$283 million (amounting to a commitment of \$3.0 billion over four years) to continue planning or delivery of missing links on motorways and major routes in Sydney, including the F6 extension Stage 1, the Western Harbour Tunnel and Beaches Link, NorthConnex and Sydney Gateway
- \$281 million to reduce congestion on Sydney roads by addressing critical pinch points and continuing works for the M4 Smart Motorway
- \$199 million to enhance road freight productivity in regional New South Wales, including bridge construction as part of the Bridges for the Bush program at Tabulam, Echuca-Moama bridge over the Murray River, and Barrington Bridge near Gloucester. Improvement programs are also continuing on the Golden Highway, Gocup Road between Tumut and Gundagai and on the Oxley Highway
- \$12 million towards planning upgrades of Heathcote Road, including widening the Woronora River bridge and road widening between Holsworthy and Voyager Point
- \$7.0 million for planning and a business case for a new Hawkesbury River crossing between Richmond and North Richmond.

Public transport

- \$4.3 billion in 2018-19 towards delivery of Sydney Metro including \$2.4 billion on Sydney Metro Northwest linking North West Sydney with Chatswood and \$1.9 billion on Sydney Metro City and Southwest linking Chatswood with Bankstown
- \$3 billion Restart reservation for Sydney Metro West, the city's next underground metro railway, which will provide the fastest, easiest and most reliable journey between the Sydney CBD and Greater Parramatta. This funding, subject to the final business case, will fund completion of project development and commencement of land acquisition, early works and tunnelling. The Government will also invest \$28 million in 2018-19 to fast track the planning and the final business case for this project

- \$648 million in 2018-19 to progress the More Trains More Services Program designed to overhaul the rail network to provide increased rail services, including express services for Western Sydney. The program will also investigate delivering improvements for T4 Eastern Suburbs and Illawarra Line, T8 Airport and South Line and South Coast Line customers
- \$258 million on Parramatta Light Rail Stage 1 to support growth in Western Sydney, creating new communities and connecting places
- \$133 million for access upgrades to transport infrastructure, including train stations and wharves, designed to enhance accessibility for a range of transport customers
- \$35 million towards planning and the final business case for the North-South Rail Link to service the new Western Sydney Airport as part of a joint funding commitment of \$100 million between the Australian and NSW Governments through the Western Sydney City Deal
- \$31 million to continue procurement of the Regional Rail Fleet Program to replace the ageing XPT, XPLOER and Endeavour trains and create a better, safer, more comfortable and reliable service for customers travelling long distances. A new maintenance facility will also be built, with a preferred location of Dubbo
- \$6.0 million for joint investigations with the Australian Government into providing faster rail services between Sydney and Newcastle
- \$2.5 million (amounting to a commitment of \$10 million over four years) to trial the adoption of connected and automated vehicles.

Overview of cluster expenses by State Outcome

The State Outcomes delivered by the Transport cluster are set out in the charts and table below, along with the recurrent expenses and capital expenditure.

Chart 9.1: Recurrent expenses by State Outcome (%)^{(a)(b)}

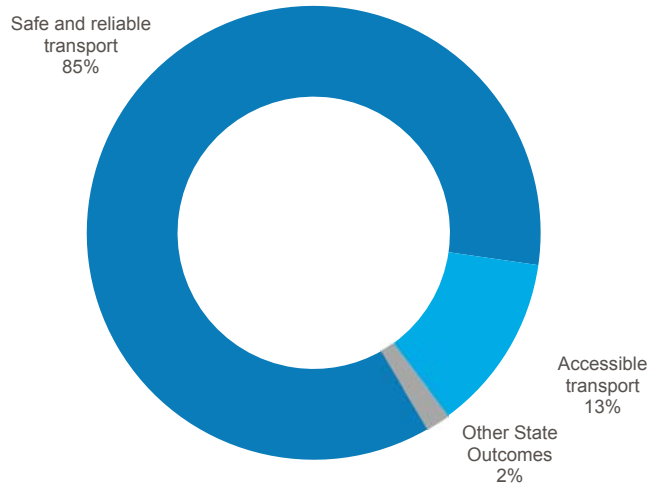
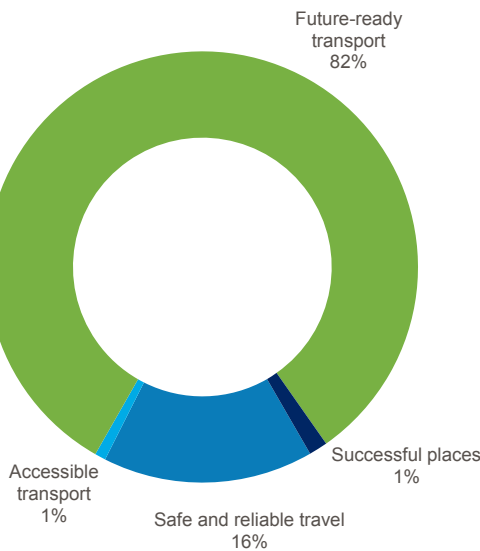


Chart 9.2: Capital expenditure by State Outcome (%)^(b)



(a) Grouped for presentation purposes, “Other State Outcomes” comprises:

- Future-ready transport
- Successful places

(b) The four outcomes within the Transport cluster are all inter-linked. For example, the new Sydney Metro rail lines support: the outcome of Accessible transport by upgrading existing stations and improving accessibility for customers; the outcome of Successful places by creating housing and employment growth around new stations; and the outcome of Future-ready transport by increasing public transport capacity in preparation for future demand. Major road upgrades under Future-ready transport, such as those on the Pacific and Princes Highways, also support the outcome of Safe and reliable travel.

Table 9.1: Transport cluster expense summary by State Outcome (\$m)

Transport Infrastructure, Roads and Maritime – General Government (GG)	Expenses ^(a)			Capital Expenditure		
	2017-18 Revised	2018-19 Budget	Change	2017-18 Revised	2018-19 Budget	Change
	\$m	\$m	%	\$m	\$m	%
Safe and reliable travel	6,523.5	6,693.7	2.6	1,474.8	1,545.4	4.8
Accessible transport ^(b)	973.7	990.8	1.8	187.2	80.2	(57.2)
Future-ready transport ^(c)	49.4	100.0	102.3	6,034.1	8,030.5	33.1
Successful places	36.7	34.3	(6.5)	195.6	136.7	(30.1)
Cluster personnel services, TAHE expenses and other grants ^(d)	6,074.1	9,226.6	51.9	...	...	...
Total	13,657.4	17,045.4	24.8	7,891.7	9,792.8	24.1

- (a) This table shows expenses on an uneliminated cluster basis, excluding cluster grants. It includes all grants paid to Public Non-Financial Corporations (PNFCs) within the Transport cluster, including Transport Asset Holding Entity (TAHE) recurrent expenses and Restart and Rebuilding NSW grants to RMS and Sydney Metro Entity.
- (b) Annual movement in capital reflects the progressive completion of access upgrades to stations and ferry wharves, carparks, bike sheds and transport interchanges under the current tranche of works. Planning and procurement from 2018-19 for the next tranche of works will result in an increase in annual expenditure over the forward estimates
- (c) This does not include the \$3 billion Restart NSW reservation for Sydney Metro West.
- (d) Increase in 2018-19 largely reflects Restart and Rebuilding NSW grants expense to the new Sydney Metro Entity and RMS.

Transport Infrastructure, Roads and Maritime - Public Non-financial Corporation (PNFC) ^{(a)(b)}	Expenses			Capital Expenditure		
	2017-18 Revised	2018-19 Budget	Change	2017-18 Revised	2018-19 Budget	Change
	\$m	\$m	%	\$m	\$m	%
Safe and reliable travel	5,174.9	5,609.1	8.4	745.7	510.6	(31.5)
Accessible transport.....	...	...	...	163.0	106.1	(34.9)
Future-ready transport .....	...	...	...	898.4	2,030.7	126.0
Successful places .....	...	...	...	...	...	...
Total	5,174.9	5,609.1	8.4	1,807.1	2,647.4	46.5

- (a) PNFCs are controlled entities and include Sydney Trains, NSW Trains, Rail Corporation NSW (TAHE), State Transit Authority and Sydney Ferries
- (b) Financials exclude Port Authority of NSW and WestConnex expenditure incurred by Sydney Motorways Corporation (SMC)

Transport Infrastructure, Roads and Maritime – GG & PNFC ^(a)	Expenses			Capital Expenditure		
	2017-18 Revised	2018-19 Budget	Change	2017-18 Revised	2018-19 Budget	Change
	\$m	\$m	%	\$m	\$m	%
Safe and reliable travel	11,698.4	12,302.8	5.2	2,220.5	2,056.0	(7.4)
Accessible transport ^(b)	973.7	990.8	1.8	350.2	186.3	(46.8)
Future-ready transport ^(c)	49.4	100.0	102.3	6,932.5	10,061.2	45.1
Successful places	36.7	34.3	(6.5)	195.6	136.7	(30.1)
Total	12,758.2	13,427.9	5.2	9,698.8	12,440.2	28.3

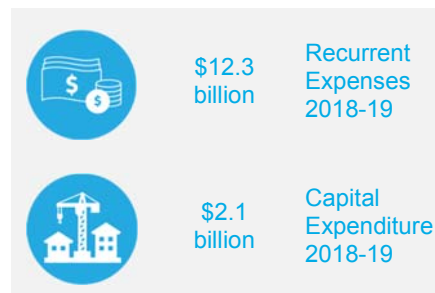
- (a) Cluster grants to PNFCs, personnel services, and Restart and Rebuilding NSW grants to RMS and Sydney Metro have been excluded. TAHE recurrent expenses have also been excluded as this is in RailCorp's capital expenditure budget.
- (b) Annual movement in capital reflects the progressive completion of access upgrades to stations and ferry wharves, carparks, bike sheds and transport interchanges under the current tranche of works. Planning and procurement from 2018-19 for the next tranche of works will result in an increase in annual expenditure over the forward estimates.
- (c) This does not include the \$3 billion Restart NSW reservation for Sydney Metro West.

9.2 Cluster State Outcome highlights

Outcome 1 – Safe and reliable travel

The cluster will spend \$14.4 billion achieving this outcome (\$12.3 billion recurrent expenses and \$2.1 billion capital expenditure) in 2018-19.

This outcome relates to the day to day performance of the road and transport network. It covers the operations and maintenance of assets to support the safe movement of people and goods across New South Wales.



Key initiatives and activities include:

- \$1.7 billion for maintenance of road, maritime and freight assets
- \$1.5 billion for bus services throughout New South Wales, including regional and metropolitan bus services, school services and funding of new and replacement buses
- \$1.5 billion for rail network asset maintenance to support the delivery of services including track and electrical work, fleet maintenance and passenger service improvements
- \$648 million for More Trains More Services, designed to overhaul the rail network and increase rail services. The program will also investigate improvements for the T4 Eastern Suburbs and Illawarra Line, and the T8 Airport and South Line and South Coast Line
- \$315 million on initiatives to improve road safety, including a significant increase in investment through the Road Safety Plan 2021 targeting regional areas
- \$199 million to enhance road freight productivity in regional New South Wales
- \$96 million for road upgrades including the Ellerton Drive Extension at Queanbeyan, and sealing the Silver City and Cobb Highways in Far West New South Wales
- \$84 million for New England Highway and \$62 million for Newell Highway upgrades.

Outcome Indicators ^(a)	Units	2017-18 Baseline	2018-19 Forecast
Customer satisfaction (Sydney Trains)	%	90	≥ 90
Customer satisfaction (NSW Trains)	%	85	≥ 85
Customer satisfaction (Metro Bus – State Transit Authority)	%	89	≥ 89
Customer satisfaction (Metro Bus – PBO)	%	90	≥ 90
Customer satisfaction (Ferries)	%	97	≥ 97
Customer satisfaction (Light Rail)	%	90	≥ 90
Customer satisfaction (Roads)	%	85	≥ 85
Public transport on time running (Sydney Trains)	%	92	92
Public transport on time running (NSW Trains)	%	91	92
Public transport on time running (Metro Bus – STA)	%	91	95
Public transport on time running (Metro Bus – PBO)	%	96	96
Public transport on time running (Ferries)	%	99	99
Public transport on time running (Light Rail)	%	87	90
Road journey time reliability ^(b)	%	90	90
Road fatalities per 100,000 population ^(c)	no.	5	4
Employees	FTE	21,464	21,792 ^(d)

(a) All public transport on time running indicators for 2018-19 are targets.

(b) Indicator for 2018-19 represents the target.

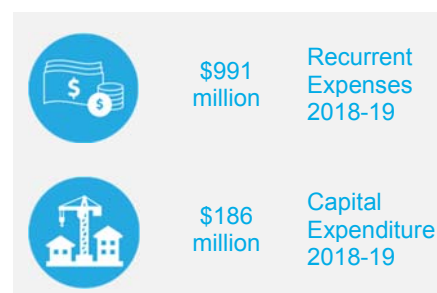
(c) Result for 2017-18 is preliminary 12 months to April 2018 as at 1 May 2018. Forecast is based on trend line to meet 2021 target.

(d) Increase includes additional drivers and guards to support *More Trains, More Services* and the additional staff required in Roads and Maritime Services to support the Government's maintenance and infrastructure program.

Outcome 2 - Accessible transport

The cluster will spend \$1.2 billion achieving this outcome (\$990.8 million recurrent expenses and \$186.3 million capital expenditure) in 2018-19.

This outcome enhances the equity and accessibility of the transport system for all customer groups. Better accessibility provides more choice for people with mobility constraints, better connections to places and opportunities for employment, education, business and enjoyment.



Many investments under other outcomes also support Outcome 2, such as the upgrade of stations as part of Sydney Metro Northwest and Sydney Metro City and Southwest which are projects primarily supporting Outcome 3 - Future-Ready Transport. As part of the Sydney Metro City and Southwest project, the existing 11 train stations between Sydenham and Bankstown will be upgraded to be fully accessible, to benefit transport customers.

Key initiatives and activities include:

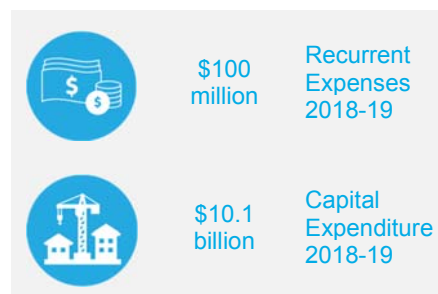
- \$1.2 billion for public transport concessions including for pensioners, seniors, people with a disability and the school student transport scheme
- \$148 million to continue the Point to Point Assistance Package to assist industry to adjust to the Government's modernisation of the point to point transport industry
- \$133 million for access upgrades to transport infrastructure, including train stations and wharves, designed to enhance accessibility for a range of transport customers
- \$87 million for Community Transport and Home and Community Care services to assist people who have difficulties accessing transport who are not otherwise eligible for the Commonwealth-funded National Disability Insurance Scheme
- \$23 million for ticketing, licensing and concessions including Customer Channel Transformation and the Opal - Delivery Phase.

Outcome Indicators	Units	2017-18 Baseline	2018-19 Forecast
Customer satisfaction – accessibility, ticketing, information (Public Transport)	%	88	≥88
Customer satisfaction – information, licensing, registration (Roads)	%	78	≥78
Employees	FTE	697	719

Outcome 3 – Future-ready transport

The cluster will spend \$10.2 billion for this outcome (\$100 million recurrent expenses and \$10.1 billion capital expenditure) in 2018-19.

This outcome delivers transport infrastructure and assets that enable the transport network to support social and economic priorities in the face of changing travel demands and rapidly emerging technology. Investments are being made in transport infrastructure and technology that will be needed in coming years and decades to ensure New South Wales stays a great place to live, work and raise families.



Key initiatives and activities include:

Metropolitan capacity enhancements

- \$4.3 billion towards delivery of Sydney Metro Northwest and Sydney Metro City and Southwest
- \$3 billion Restart reservation for Sydney Metro West, the city's next underground metro railway, which will provide the fastest, easiest and most reliable journey between the Sydney CBD and Greater Parramatta. This funding, subject to the final business case, will fund completion of project development and commencement of land acquisition, early works and tunnelling. The Government will also invest \$28 million in 2018-19 to fast track the planning and the final business case for this project
- \$1.8 billion to continue the delivery of WestConnex, including \$236 million spending within Roads and Maritime Services (RMS) for pre-construction and construction
- \$496 million for the New Intercity Fleet trains to operate between Sydney, the Central Coast, Newcastle, the Blue Mountains and the Illawarra
- \$439 million for NSW and Australian Government funded road upgrades to support the new Western Sydney Airport at Badgerys Creek
- \$320 million on key Sydney roads including completion of the first stage of road works supporting the new Northern Beaches Hospital and commencement of construction to widen Mona Vale Road between Manor Road and Foley Street, and planning for a new bridge over the Hawkesbury River at Windsor
- \$283 million (amounting to a commitment of \$3.0 billion over four years) to continue planning or delivery of missing links on motorways and major routes in Sydney, including the F6 extension Stage 1, the Western Harbour Tunnel and Beaches Link, NorthConnex and Sydney Gateway
- \$281 million to reduce congestion on Sydney roads by addressing critical pinch points, and continuing works for the M4 Smart Motorway
- \$258 million on Parramatta Light Rail Stage 1 to support growth in Western Sydney, creating new communities and connecting places
- \$137 million on the B-Line Program, an integrated package of service and infrastructure improvements providing more reliable bus services for customers travelling between the Northern Beaches and the Sydney CBD
- \$132 million for road upgrades to support population and economic growth in Western Sydney, including construction of the first stage of the Campbelltown Road upgrade at Edmondson Park, improvements to Appin Road, and commencing construction of the Jane Street and Mulgoa Road upgrade at Penrith

- \$132 million towards construction of a new underground pedestrian concourse at Central Station. The Central Walk project will better connect passengers to trains, light rail and the new Sydney Metro underground platforms
- \$75 million for major road upgrades in the Sydney Airport precinct, including continuing the Wentworth Avenue extension and widening of Joyce Drive and O’Riordan Street, to reduce congestion and improve the reliability of trips to and from the airport
- \$35 million towards planning and the final business case for the North-South Rail Link to service the new Western Sydney Airport as part of a joint funding commitment of \$100 million between the Australian and NSW Governments through the Western Sydney City Deal
- \$20 million for planning Parramatta Light Rail Stage 2 as an extension to Stage 1 which will run north of the Parramatta River and connect to Sydney Olympic Park
- \$6.0 million for joint investigations with the Australian Government into providing faster rail services between Sydney and Newcastle.

Regional capacity enhancements

- \$1.2 billion to continue the Pacific Highway upgrade program
- \$244 million for upgrades of the Princes Highway, including commencing the Princes Highway upgrade between Berry and Bomaderry, the bypass of Albion Park Rail, a replacement bridge at Batemans Bay as well as completing planning for the new Shoalhaven River bridge at Nowra
- \$168 million for Central Coast roads, which includes continuation of the joint funded M1 Pacific Motorway widening between the Kariong and Somersby interchanges and between the Tuggerah and Doyalson interchanges, and commencing the Pacific Highway widening between Lisarow and Ourimbah
- \$138 million for projects and programs on roads in regional New South Wales, and \$55 million for upgrades to Hunter roads
- \$87 million on Freight Rail infrastructure upgrades, including \$34 million for the Fixing Country Rail program designed to enhance rail infrastructure and eliminate connectivity constraints affecting regional freight services
- \$31 million to continue procurement of the Regional Rail Fleet Program to replace the ageing XPT, XPLOER and Endeavour trains.

Outcome Indicators	Units	2017-18 Baseline	2018-19 Forecast
% of Greater Sydney population within 30-minute public transport access to nearest city centre or strategic centre in Western Sydney ^(a)	%	39	40
% of regional population with access to public transport day return to nearest city or major regional centre ^(b)	%	59	60
Employees	FTE	3,331	3,447

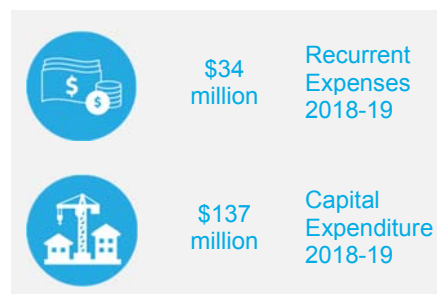
(a) Target public transport access to centres in Greater Sydney will increase in increments based on timelines for infrastructure delivery and service changes.

(b) Target day return travel to cities and major centres in regions will increase in increments based on timelines for infrastructure delivery and service changes.

Outcome 4 – Successful places

The cluster will spend \$171 million achieving this outcome (\$34.3 million recurrent expenses and \$136.7 million capital expenditure) in 2018-19.

This outcome relates to initiatives to activate precincts surrounding transport assets and land holdings. Transport infrastructure transforms public domain, generates new commercial and housing developments, and renews existing neighbourhoods and spaces.



Expenditure under other outcomes also support this State Outcome. This includes expenditure on Sydney Metro Northwest, Sydney Metro City and Southwest, Parramatta Light Rail Stage 1 and Sydney CBD and South East Light Rail. In particular, Sydney Metro will help deliver housing and employment growth, creating new and diverse opportunities to support changing communities.

The initiatives under this outcome include developing vibrant new communities centred around metro station locations (for example, at Tallawong, Kellyville, Cherrybrook, Bella Vista and Hills Showground) integrated station development opportunities where new stations transition into existing commercial centres (for example, at Crows Nest, Victoria Cross, Barangaroo, Martin Place, and Waterloo) and infill development adjacent to metro stations within existing centres.

Key initiatives and activities include:

- \$110 million for Newcastle Light Rail (part of the Newcastle Urban Transformation and Transport Program) to continue delivery to connect the Newcastle city centre to the foreshore including enabling road works. The Newcastle Light Rail will provide a modern, high capacity, frequent service through the Newcastle city centre and is due to open in 2019
- \$9.0 million for planning the renewal of Circular Quay precinct by leveraging the upgrading of the ferry wharves. The Circular Quay Precinct Renewal project aims to provide an improved customer and visitor experience at a modern interchange that offers accessible, comfortable, safe and easy-to-use transport services.

Outcome Indicator	Units	2017-18 Baseline	2018-19 Forecast
Number of gateways passed for key precinct renewals projects ^(a)	no.	11	16
Employees	FTE	684	689

(a) Interim measure.

9.3 Agency Expense Summary

The 2018-19 Budget for Transport for NSW (and other agencies within the cluster) is listed in the table below, broken down by State Outcome.

In 2018-19, Transport for NSW will spend \$20 billion (\$18.8 billion recurrent expenses and \$1.2 billion capital expenditure).

When including the expenses for Public Non-Financial Corporations in the cluster (but eliminating certain cluster grants, personnel services and Transport Asset Holding Entity (TAHE) recurrent expenses), total cluster expenses in 2018-19 are adjusted to \$13.4 billion and \$12.4 billion for recurrent and capital expenses respectively (see page 9-5).

Transport Infrastructure, Roads and Maritime cluster	Expenses ^(a)			Capital Expenditure		
	2017-18	2018-19	Change	2017-18	2018-19	Change
	Revised	Budget		Revised	Budget	
	\$m	\$m	%	\$m	\$m	%
Transport for NSW						
Safe and reliable travel	2,748.5	3,073.8	11.8	357.0	297.9	(16.6)
Accessible transport ^(b)	452.5	480.7	6.2	133.9	41.7	(68.8)
Future-ready transport ^(c)	49.4	47.5	(4.0)	2,339.9	698.1	(70.2)
Successful places	12.1	11.6	(4.0)	195.6	136.7	(30.1)
Cluster grants, personnel services and other adjustments ^(d)	11,829.9	15,159.4	28.1			
Total	15,092.4	18,772.9	24.4	3,026.3	1,174.3	(61.2)
Roads and Maritime Services						
Safe and reliable travel	3,772.1	3,616.8	(4.1)	1,117.8	1,247.5	11.6
Accessible transport	521.2	510.1	(2.1)	53.3	38.4	(27.9)
Successful places	24.6	22.7	(7.7)	...	...	...
Future-ready transport .....	...	...	...	3,694.3	3,600.8	(2.5)
Other adjustments ^(e)	278.1	279.5	0.5	...	...	...
Total	4,596.0	4,429.1	(3.6)	4,865.4	4,886.8	0.4
Sydney Metro^(f)						
Future-ready transport .....	...	52.6	...	...	3,731.6	...
Total	...	52.6	...	...	3,731.6	...
Office of Transport Safety Investigations						
Safe and reliable travel	3.0	3.1	4.8	0.0	0.0	0.0
Total	3.0	3.1	4.8	0.0	0.0	0.0

(a) Agency expenses are uneliminated and for the General Government sector agencies only. Expenses of the PNFCs in the cluster including Sydney Trains, NSW Trains, Rail Corporation NSW (TAHE), State Transit Authority and Sydney Ferries are excluded.

(b) Annual movement in capital reflects the progressive completion of access upgrades to stations and ferry wharves, carparks, bike sheds and transport interchanges under the current tranche of works. Planning and procurement from 2018-19 for the next tranche of works will result in an increase in annual expenditure over the forward estimates.

(c) Annual movement in both expenses and capital expenditure mainly relates to establishment of Sydney Metro. When the 2018-19 Budget allocations for Transport for NSW and Sydney Metro are considered together there is a substantial increase in capital expenditure from 2017-18, reflecting an increase in activity on projects including the Sydney Metro City and Southwest, New Intercity Fleet and Parramatta Light Rail Stage 1.

(d) Includes cluster grants paid to General Government agencies, PNFCs, personnel services for the cluster and TAHE recurrent expenses. Increase in 2018-19 largely reflects Restart and Rebuilding NSW grants expense to the new Sydney Metro Entity and RMS.

(e) Total expenses are based on AASB 101 and include general government cluster grants and some other expenses treated as gains and losses in AASB1049 that are not attributed to outcomes.

(f) Sydney Metro is a new General Government agency to be established on 1 July 2018 being responsible for the delivery of the Sydney Metro rail network and its operations.

9.4 Financial Statements

Transport for NSW

Operating Statement

	2017-18		2018-19
	Budget \$000	Revised \$000	Budget \$000
Expenses Excluding Losses			
Operating expenses -			
Employee related	2,230,901	1,813,797	1,845,193
Other operating expenses	2,351,493	2,001,682	2,958,045
Grants and subsidies	10,622,986	9,390,889	11,831,575
Appropriation expense	...	...	...
Depreciation and amortisation	438,242	575,242	595,565
Finance costs	91,013	94,628	92,710
Other expenses	1,264,497	1,216,180	1,449,822
TOTAL EXPENSES EXCLUDING LOSSES	16,999,132	15,092,418	18,772,910
Revenue			
Appropriation	12,761,708	12,249,454	11,317,874
Cluster grant revenue	...	...	...
Acceptance by Crown Entity of employee benefits and other liabilities	50,224	43,070	51,456
Transfers to the Crown Entity	...	...	...
Sales of goods and services	3,859,694	3,056,117	4,070,742
Grants and contributions	2,959,099	2,992,287	3,490,778
Investment revenue	3,397	6,794	6,248
Retained taxes, fees and fines	...	...	...
Other revenue	12,278	66,044	12,524
Total Revenue	19,646,399	18,413,765	18,949,622
Gain/(loss) on disposal of non current assets	...	(3,050)	...
Other gains/(losses)	...	55,591	...
Net Result	2,647,267	3,373,888	176,712

Balance Sheet

	2017-18		2018-19
	Budget	Revised	Budget
	\$000	\$000	\$000
Assets			
Current Assets			
Cash assets	815,002	1,018,540	656,468
Receivables	470,841	933,146	1,210,228
Inventories	...	...	...
Financial Assets at Fair Value	52	20	20
Other Financial Assets	...	...	...
Other	2,145,980	...	...
Assets Held For Sale	...	...	23,497
Total Current Assets	3,431,875	1,951,706	1,890,213
Non Current Assets			
Receivables	188,031	145,994	126,582
Inventories	...	...	...
Financial Assets at Fair Value	22	21	21
Equity Investments	...	...	...
Property, plant and equipment -			
Land and building	266,755	265,509	578,128
Plant and equipment	2,640,190	1,460,999	1,986,666
Infrastructure Systems	6,342,886	12,448,384	9,300,032
Investment Properties	...	...	...
Intangibles	776,743	957,935	929,538
Other Assets	475	2,668,119	1,860
Total Non Current Assets	10,215,102	17,946,961	12,922,827
Total Assets	13,646,977	19,898,667	14,813,040
Liabilities			
Current Liabilities			
Payables	1,216,671	1,741,671	1,891,516
Other Financial Liabilities at Fair Value	1,589	1,333	1,333
Borrowings	196,615	451,015	464,166
Provisions	236,414	286,487	289,739
Other	111,568	147,740	147,740
Liabilities associated with assets held for sale	...	...	...
Total Current Liabilities	1,762,857	2,628,246	2,794,494
Non Current Liabilities			
Payables	...	...	...
Other financial liabilities at fair value	528	204	204
Borrowings	1,533,652	1,192,000	1,318,938
Provisions	289,140	187,474	170,309
Other	181,104	245,751	220,001
Total Non Current Liabilities	2,004,424	1,625,429	1,709,452
Total Liabilities	3,767,281	4,253,675	4,503,946
Net Assets	9,879,696	15,644,992	10,309,094
Equity			
Accumulated funds	9,751,864	14,832,897	9,540,161
Reserves	127,832	812,095	768,933
Capital Equity	...	...	...
Total Equity	9,879,696	15,644,992	10,309,094

Cash Flow Statement

	2017-18		2018-19
	Budget	Revised	Budget
	\$000	\$000	\$000
Cash Flows From Operating Activities			
Payments			
Employee related	2,199,891	1,789,311	1,807,649
Grants and subsidies	10,438,568	9,251,022	11,631,266
Finance costs	91,013	96,275	92,710
Equivalent Income Tax	...	...	...
Other payments	5,166,240	5,030,415	5,623,878
Total Payments	17,895,712	16,167,023	19,155,504
Receipts			
Appropriation	12,761,708	12,249,454	11,317,874
Cluster Grant Revenue	...	...	...
Liab to CF - Change in operating assets and liabilities	...	...	...
Cash reimbursements from the Crown Entity	...	...	...
Transfers to the Crown Entity	...	...	...
Cash transfers to the Crown Entity	...	(46,767)	...
Sale of goods and services	3,874,197	2,996,586	4,083,944
Retained taxes, fees and fines	...	...	...
Interest received	3,397	6,794	6,248
Grants and contributions	2,959,099	2,992,287	3,490,778
Other receipts	1,000,350	876,699	1,000,555
Total Receipts	20,598,750	19,075,052	19,899,399
Net Cash Flows From Operating Activities	2,703,038	2,908,029	743,895
Cash Flows From Investing Activities			
Proceeds from sale of property, plant and equipment	...	50,839	...
Purchases of property, plant and equipment	(2,622,307)	(2,373,685)	(938,056)
Proceeds from sale of investments	...	50	...
Purchases of investments	...	...	...
Advances repayments received	...	...	...
Advances made	...	...	...
Other Investing	169,099	(236,876)	(81,210)
Net Cash Flows From Investing Activities	(2,453,208)	(2,559,672)	(1,019,266)
Cash Flows From Financing Activities			
Proceeds from borrowings and advances	...	64,721	(102)
Repayment of borrowings and advances	(86,599)	(248,530)	(86,599)
Dividends paid	...	...	...
Other Financing	...	...	...
Capital appropriation - equity appropriation	...	...	...
Cash equity injection to for-profit entities	...	...	...
Net Cash Flows From Financing Activities	(86,599)	(183,809)	(86,701)
Net Increase/(Decrease) in Cash	163,231	164,548	(362,072)
Opening Cash and Cash Equivalents	651,771	853,992	1,018,540
Reclassification of Cash Equivalents	...	...	...
Cash transferred in (out) as a result of administrative restructuring	...	...	...
Closing Cash and Cash Equivalents	815,002	1,018,540	656,468

Roads and Maritime Services

Operating Statement

	2017-18		2018-19
	Budget	Revised	Budget
	\$000	\$000	\$000
Expenses Excluding Losses			
Operating expenses -			
Employee related	534,414	446,907	536,155
Other operating expenses	1,306,004	1,488,511	1,494,975
Grants and subsidies	431,352	681,062	557,996
Appropriation expense	...	...	...
Depreciation and amortisation	2,050,932	1,952,123	1,818,706
Finance costs	27,308	27,403	21,236
Other expenses	...	...	...
TOTAL EXPENSES EXCLUDING LOSSES	4,350,010	4,596,006	4,429,068
Revenue			
Appropriation	...	...	...
Cluster grant revenue	7,742,201	5,768,045	5,749,816
Acceptance by Crown Entity of employee benefits and other liabilities	17,006	20,385	17,368
Transfers to the Crown Entity	...	...	...
Sales of goods and services	569,156	645,176	563,505
Grants and contributions	292,252	1,205,746	1,369,890
Investment revenue	13,540	27,540	23,345
Retained taxes, fees and fines	...	...	...
Other revenue	438,089	496,906	429,840
Total Revenue	9,072,244	8,163,798	8,079,764
Gain/(loss) on disposal of non current assets	2,000	(1,600)	3,149
Other gains/(losses)	(226,725)	(370,600)	(219,521)
Net Result	4,497,509	3,195,592	3,434,324

Balance Sheet

	2017-18		2018-19
	Budget	Revised	Budget
	\$000	\$000	\$000
Assets			
Current Assets			
Cash assets	618,551	591,290	581,601
Receivables	352,046	352,047	354,742
Inventories	6,341	6,341	6,341
Financial Assets at Fair Value	102,439	102,439	114,504
Other Financial Assets	...	155,466	...
Other	...	...	...
Assets Held For Sale	25,000	25,000	25,000
Total Current Assets	1,104,377	1,232,583	1,082,188
Non Current Assets			
Receivables	689,252	1,167,410	1,560,816
Inventories	...	...	...
Financial Assets at Fair Value	...	...	...
Equity Investments	...	...	...
Property, plant and equipment -			
Land and building	3,906,814	3,828,980	3,797,124
Plant and equipment	89,020	115,371	109,993
Infrastructure Systems	85,229,749	88,976,792	93,918,343
Investment Properties	...	...	...
Intangibles	133,119	173,520	161,440
Other Assets	2,468,846	2,310,112	2,594,565
Total Non Current Assets	92,516,800	96,572,185	102,142,282
Total Assets	93,621,177	97,804,768	103,224,470
Liabilities			
Current Liabilities			
Payables	983,314	933,313	825,908
Other Financial Liabilities at Fair Value	...	...	...
Borrowings	60,558	60,558	68,059
Provisions	7,338	7,338	7,338
Other	207,252	207,255	211,545
Liabilities associated with assets held for sale	...	...	...
Total Current Liabilities	1,258,462	1,208,464	1,112,850
Non Current Liabilities			
Payables	...	...	...
Other financial liabilities at fair value	...	...	...
Borrowings	244,575	244,575	176,516
Provisions	18,226	18,226	18,226
Other	641,182	641,182	617,229
Total Non Current Liabilities	903,983	903,983	811,971
Total Liabilities	2,162,445	2,112,447	1,924,821
Net Assets	91,458,732	95,692,321	101,299,649
Equity			
Accumulated funds	76,734,346	75,401,140	78,835,464
Reserves	14,724,386	20,291,181	22,464,185
Capital Equity	...	...	...
Total Equity	91,458,732	95,692,321	101,299,649

Cash Flow Statement

	2017-18		2018-19
	Budget	Revised	Budget
	\$000	\$000	\$000
Cash Flows From Operating Activities			
Payments			
Employee related	517,408	427,778	518,787
Grants and subsidies	360,530	480,240	443,396
Finance costs	27,308	27,403	21,236
Equivalent Income Tax	...	...	...
Other payments	2,419,647	2,714,102	2,328,374
Total Payments	3,324,893	3,649,523	3,311,793
Receipts			
Appropriation	...	...	...
Cluster Grant Revenue	7,742,201	5,768,045	5,749,816
Liab to CF - Change in operating assets and liabilities	...	...	...
Cash reimbursements from the Crown Entity	...	...	...
Transfers to the Crown Entity	...	...	...
Cash transfers to the Crown Entity	...	...	...
Sale of goods and services	671,264	736,009	544,512
Retained taxes, fees and fines	(2,600)	...	...
Interest received	3,008	7,944	13,171
Grants and contributions	131,134	1,089,179	1,242,493
Other receipts	868,191	684,768	628,012
Total Receipts	9,413,198	8,285,945	8,104,004
Net Cash Flows From Operating Activities	6,088,305	4,636,422	4,792,211
Cash Flows From Investing Activities			
Proceeds from sale of property, plant and equipment	109,192	109,563	110,341
Purchases of property, plant and equipment	(6,006,915)	(4,864,855)	(4,971,767)
Proceeds from sale of investments	35,000	35,000	155,466
Purchases of investments	...	...	...
Advances repayments received	...	...	...
Advances made	...	...	...
Other Investing	(20,000)	(19,812)	(20,000)
Net Cash Flows From Investing Activities	(5,882,723)	(4,740,104)	(4,725,960)
Cash Flows From Financing Activities			
Proceeds from borrowings and advances	...	...	...
Repayment of borrowings and advances	(54,509)	(53,680)	(63,875)
Dividends paid	...	...	...
Other Financing	(1)	...	...
Capital appropriation - equity appropriation	...	...	...
Cash equity injection to for-profit entities	...	...	...
Net Cash Flows From Financing Activities	(54,510)	(53,680)	(63,875)
Net Increase/(Decrease) in Cash	151,072	(157,362)	2,376
Opening Cash and Cash Equivalents	469,970	748,652	591,290
Reclassification of Cash Equivalents	(2,491)	...	(12,065)
Cash transferred in (out) as a result of administrative restructuring	...	...	...
Closing Cash and Cash Equivalents	618,551	591,290	581,601

Sydney Metro

Operating Statement

	2017-18		2018-19
	Budget	Revised	Budget
	\$000	\$000	\$000
Expenses Excluding Losses			
Operating expenses -			
Employee related
Other operating expenses	5,170
Grants and subsidies
Appropriation expense
Depreciation and amortisation	6,119
Finance costs	10,544
Other expenses	30,739
TOTAL EXPENSES EXCLUDING LOSSES	52,572
Revenue			
Appropriation
Cluster grant revenue	180,150
Acceptance by Crown Entity of employee benefits and other liabilities
Transfers to the Crown Entity
Sales of goods and services	13,200
Grants and contributions	1,863,014
Investment revenue
Retained taxes, fees and fines
Other revenue	50,000
Total Revenue	2,106,364
Gain/(loss) on disposal of non current assets
Other gains/(losses)
Net Result	2,053,792

Balance Sheet

	2017-18		2018-19
	Budget	Revised	Budget
	\$000	\$000	\$000
Assets			
Current Assets			
Cash assets	39,091
Receivables
Inventories
Financial Assets at Fair Value
Other Financial Assets
Other
Assets Held For Sale
Total Current Assets	39,091
Non Current Assets			
Receivables
Inventories
Financial Assets at Fair Value
Equity Investments
Property, plant and equipment -			
Land and building
Plant and equipment
Infrastructure Systems	9,861,414
Investment Properties
Intangibles
Other Assets
Total Non Current Assets	9,861,414
Total Assets	9,900,505
Liabilities			
Current Liabilities			
Payables
Other Financial Liabilities at Fair Value
Borrowings
Provisions
Other
Liabilities associated with assets held for sale
Total Current Liabilities
Non Current Liabilities			
Payables
Other financial liabilities at fair value
Borrowings	1,785,420
Provisions
Other
Total Non Current Liabilities	1,785,420
Total Liabilities	1,785,420
Net Assets	8,115,085
Equity			
Accumulated funds	8,115,085
Reserves
Capital Equity
Total Equity	8,115,085

Cash Flow Statement

	2017-18		2018-19
	Budget	Revised	Budget
	\$000	\$000	\$000
Cash Flows From Operating Activities			
Payments			
Employee related
Grants and subsidies
Finance costs	10,544
Equivalent Income Tax
Other payments	35,909
Total Payments	46,453
Receipts			
Appropriation
Cluster Grant Revenue	180,150
Liab to CF - Change in operating assets and liabilities
Cash reimbursements from the Crown Entity
Transfers to the Crown Entity
Cash transfers to the Crown Entity
Sale of goods and services	13,200
Retained taxes, fees and fines
Interest received
Grants and contributions	1,863,014
Other receipts	50,000
Total Receipts	2,106,364
Net Cash Flows From Operating Activities	2,059,911
Cash Flows From Investing Activities			
Proceeds from sale of property, plant and equipment
Purchases of property, plant and equipment	(1,986,275)
Proceeds from sale of investments
Purchases of investments
Advances repayments received
Advances made
Other Investing
Net Cash Flows From Investing Activities	(1,986,275)
Cash Flows From Financing Activities			
Proceeds from borrowings and advances
Repayment of borrowings and advances	(34,545)
Dividends paid
Other Financing
Capital appropriation - equity appropriation
Cash equity injection to for-profit entities
Net Cash Flows From Financing Activities	(34,545)
Net Increase/(Decrease) in Cash	39,091
Opening Cash and Cash Equivalents
Reclassification of Cash Equivalents
Cash transferred in (out) as a result of administrative restructuring
Closing Cash and Cash Equivalents	39,091

Office of Transport Safety Investigations

Operating Statement

	2017-18		2018-19
	Budget	Revised	Budget
	\$000	\$000	\$000
Expenses Excluding Losses			
Operating expenses -			
Employee related	2,364	2,231	2,454
Other operating expenses	609	710	626
Grants and subsidies	...	...	...
Appropriation expense	...	...	...
Depreciation and amortisation	20	20	25
Finance costs	...	...	...
Other expenses	...	...	...
TOTAL EXPENSES EXCLUDING LOSSES	2,993	2,961	3,104
Revenue			
Appropriation	...	...	...
Cluster grant revenue	2,817	2,764	2,853
Acceptance by Crown Entity of employee benefits and other liabilities	172	165	182
Transfers to the Crown Entity	...	...	...
Sales of goods and services	...	...	66
Grants and contributions	...	...	...
Investment revenue	...	...	...
Retained taxes, fees and fines	...	...	...
Other revenue	...	...	...
Total Revenue	2,989	2,929	3,100
Gain/(loss) on disposal of non current assets	...	...	...
Other gains/(losses)	...	...	...
Net Result	(4)	(32)	(4)

Balance Sheet

	2017-18		2018-19
	Budget	Revised	Budget
	\$000	\$000	\$000
Assets			
Current Assets			
Cash assets	92	193	193
Receivables	68	68	68
Inventories	...	...	...
Financial Assets at Fair Value	...	...	...
Other Financial Assets	...	...	...
Other	...	...	...
Assets Held For Sale	...	...	...
Total Current Assets	160	261	261
Non Current Assets			
Receivables	...	...	...
Inventories	...	...	...
Financial Assets at Fair Value	...	...	...
Equity Investments	...	...	...
Property, plant and equipment -			
Land and building	...	...	...
Plant and equipment	66	59	55
Infrastructure Systems	...	...	...
Investment Properties	...	...	...
Intangibles	...	...	...
Other Assets	...	...	...
Total Non Current Assets	66	59	55
Total Assets	226	320	316
Liabilities			
Current Liabilities			
Payables	47	48	48
Other Financial Liabilities at Fair Value	...	...	...
Borrowings	...	...	...
Provisions	359	359	359
Other	...	...	...
Liabilities associated with assets held for sale	...	...	...
Total Current Liabilities	406	407	407
Non Current Liabilities			
Payables	...	...	...
Other financial liabilities at fair value	...	...	...
Borrowings	...	...	...
Provisions	88	...	...
Other	...	...	...
Total Non Current Liabilities	88	...	...
Total Liabilities	494	407	407
Net Assets	(268)	(87)	(91)
Equity			
Accumulated funds	(268)	(87)	(91)
Reserves	...	...	...
Capital Equity	...	...	...
Total Equity	(268)	(87)	(91)

Cash Flow Statement

	2017-18		2018-19
	Budget	Revised	Budget
	\$000	\$000	\$000
Cash Flows From Operating Activities			
Payments			
Employee related	2,192	2,024	2,272
Grants and subsidies	...	...	...
Finance costs	...	...	...
Equivalent Income Tax	...	...	...
Other payments	669	720	686
Total Payments	2,861	2,744	2,958
Receipts			
Appropriation	...	...	...
Cluster Grant Revenue	2,817	2,764	2,853
Liab to CF - Change in operating assets and liabilities	...	...	...
Cash reimbursements from the Crown Entity	...	...	...
Transfers to the Crown Entity	...	...	...
Cash transfers to the Crown Entity	...	...	...
Sale of goods and services	...	...	66
Retained taxes, fees and fines	...	...	...
Interest received	...	...	...
Grants and contributions	...	...	...
Other receipts	60	(17)	60
Total Receipts	2,877	2,747	2,979
Net Cash Flows From Operating Activities	16	3	21
Cash Flows From Investing Activities			
Proceeds from sale of property, plant and equipment	...	...	...
Purchases of property, plant and equipment	(20)	(20)	(21)
Proceeds from sale of investments	...	...	...
Purchases of investments	...	...	...
Advances repayments received	...	...	...
Advances made	...	...	...
Other Investing	...	...	...
Net Cash Flows From Investing Activities	(20)	(20)	(21)
Cash Flows From Financing Activities			
Proceeds from borrowings and advances	...	...	...
Repayment of borrowings and advances	...	...	...
Dividends paid	...	...	...
Other Financing	...	...	...
Capital appropriation - equity appropriation	...	...	...
Cash equity injection to for-profit entities	...	...	...
Net Cash Flows From Financing Activities	...	...	...
Net Increase/(Decrease) in Cash	(4)	(17)	0
Opening Cash and Cash Equivalents	96	210	193
Reclassification of Cash Equivalents	...	...	...
Cash transferred in (out) as a result of administrative restructuring	...	...	...
Closing Cash and Cash Equivalents	92	193	193