

**Rural & Regional Affairs and Transport Legislation Committee**  
**ANSWERS TO QUESTIONS ON NOTICE**  
**Supplementary Budget Estimates 2016 - 2017**  
**Infrastructure and Regional Development**

**Question no.: 206**

**Program:** n/a

**Division/Agency:** Western Sydney Unit

**Topic:** Mitchell and Partners

**Proof Hansard Page:** Written (27 October 2016)

**Senator Sterle, Glenn asked:**

There are three DIRD contract notices on Austender for advertising services via Mitchell and Partners - CN3378253, CN3379300 and CN3379301.  
What are each for?

**Answer:**

Each contract notice relates to advertising services for public notices to advise of the publication of the final Environmental Impact Statement for the proposed Western Sydney Airport at Badgerys Creek, NSW (EPBC 2014/7391).

The placement of these notices was consistent with the public notices for the release of the draft Environmental Impact Statement in 2015 and in accordance with the *Environment Protection and Biodiversity Conservation Regulations*.

Public notices were placed in three major daily publications (CN3379300), ten regional publications (CN3378253) and eleven non-English publications (CN3379301).

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**ANSWERS TO QUESTIONS ON NOTICE**

**Supplementary Budget Estimates 2016 - 2017**

**Infrastructure and Regional Development**

**Question no.: 215**

**Program:** n/a

**Division/Agency:** Western Sydney Unit

**Topic:** Joint Scoping Study of Rail Needs for Western Sydney Discussion Paper – cost estimates for options

**Proof Hansard Page:** 12-13 (22 November 2016)

**Senator McCarthy, Malrindirri asked:**

Senator McCARTHY: I am curious to know about the costings. If I can seek some guidance here, I have six options here that I would like to put forward. If I could do that, you could take it on notice or at least be aware that the committee would like to have some indication of these costs. Could I just provide this to you?

Ms Zielke: I am happy to take the list from you, but I am very conscious that until such time as the scenarios have been prioritised and considered, and until we have proposals on the table that are actually able to be costed, it is extremely difficult. At the moment we would not be able to respond to those questions at all. It would be quite some time in the future before we were able to address that. The process of seeking input from industry and from various proponents et cetera in coming up with those costings is quite lengthy and quite costly, particularly for industry.

Senator McCARTHY: I want to understand this a little bit better. The most expensive option is about \$25 billion, so you have clearly thought of the costings in some respects there. I just want to work out how that statement can be made if costings are not done at least roughly.

Mr McRandle: We need to be very general on costs for transport in New South Wales, just to give the public some indication of the relative magnitude of different options. Probably the best thing is if you provide those particular routes to us on notice and we can determine whether we can provide any more information.

Senator McCARTHY: All right. I will read through them to put these six options on notice. Option 1 is western Sydney airport to the South West Rail Link. Option 2—

Mr Whalen: Sorry, Senator. To help us out, can you identify where exactly? The South West Rail Link is—

Senator McCARTHY: Where would you see the end of that link be?

Mr Whalen: Are you talking about Leppington?

Mr McRandle: It sounds like Leppington. If you provide those, we can do our best to put some geography around that.

Senator McCARTHY: Option 2 is WSA to Sydney Metro Northwest. Again, I will be guided by your location on that. Option 3 is WSA to Liverpool. Option 4 is WSA to T1 Western line via Saint Marys. Option 5 is a direct rail express service from WSA to Parramatta. And option 6 is a north-south link—Macarthur, WSA, St Marys to Schofields. Thank you very much for taking that on notice.

**Answer:**

Preliminary costings were undertaken for the Discussion Paper to provide an order of magnitude of costs for the range of options.

This preliminary cost assessment indicated that the most expensive single option presented in the Discussion Paper would cost around \$25 billion (2016 dollars) – this was for a direct style rail express service between a new Western Sydney Airport, Parramatta and the Sydney CBD. The cheapest option would be around \$4 billion (2016 dollars) – this was for the shortest link from the South West Rail Link near Leppington to a Western Sydney Airport. The costs of each option, however, would depend on the route, the number of stations, the type of trains and the extent of tunnelling required.