

CITYRAIL FLEET TO BECOME FULLY AIR-CONDITIONED UNDER FAST-TRACKED TRAIN PLAN

The Premier of NSW, Mr Bob Carr today announced the State Government will fast track the replacement of all non-air-conditioned carriages over six years as part of continuing improvements to the rail system.

These 498 carriages were scheduled to be replaced over 10 years from 2007.

Around one-third of the CityRail fleet is currently not air-conditioned.

The capital cost associated with the new rolling stock is estimated at \$1.5 billion.

The 498 carriages – currently approaching an average age of 30 years - would be replaced with new air-conditioned rolling stock that would include:

- Improved seating;
- Interior electronic displays;
- Easy access;
- Improved safety including better emergency exits; and
- CCTV cameras.

Mr Carr said the accelerated plan would see the rolling stock replaced as part of a Public Private Partnership based on regular procurement of a proven design.

“Large, infrequent purchases of new train designs of rolling stock can mean teething problems with new technology,” Mr Carr said.

“It’s a lesson we’ve learned from the introduction of Tangaras and Millennium Trains – both models ultimately proved reliable and popular with passengers after overcoming initial problems.

“RailCorp’s new Steady Fleet Purchasing plan will mean one or two standard train types – tried and tested basic designs which can be updated and adapted to meet the network’s requirements.

“It means a modern, more reliable fleet by 2010 instead of 2017, coinciding with the Government’s ‘Rail Clearways’ plan.”

Transport Services Minister Michael Costa said the PPP would encompass capital and maintenance and mean greater accountability in rolling stock availability.

He said future acquisitions would mean a long term, regular supply of trains and long term maintenance contract.

Expressions of Interest from the private sector will be called later this year.

“Many commuters travel every day on ageing carriages that aren’t comfortable and are becoming less reliable through age.

“This plan will mean safer, more reliable services for all passengers on the network.

“And it will compliment the government’s ‘Rail Clearways’ plan to improve reliability on the network by creating 5 independent lines.”

The 498 carriages would follow the delivery of other recent major rolling stock purchases including:

- 141 Millennium Cars as part of Tranche I and II (\$466 million);
- 41 Outer Suburbans Cars (\$171.5 million) – first cars to be delivered 2005/06; and
- 14 Hunter Rail Cars (\$102 million) – first cars to be delivered 2005/06.

Mr Costa said a decision on Tranche III of the Millennium Train project would be made later this month.

7 April, 2004

RAIL CLEARWAYS PLAN TO TRANSFORM RAIL NETWORK

The Premier of NSW, Mr Bob Carr today unveiled plans for 15 key projects totalling more than \$1 billion to improve capacity and reliability on Sydney's metropolitan rail network.

The NSW Government's 'Rail Clearway's' plan – to be completed by 2010 – would separate the existing 14 CityRail lines.

This would create 5 independent lines (map attached) to deliver more reliable, frequent services and reduce congestion and delays:

- The **Illawarra and Eastern Suburbs** line;
- The **Bankstown** line;
- A **Campbelltown Express** line;
- **Airport and South** line; and
- A **North - West** line.

Mr Carr said separating lines would isolate problems and delays and stop the entire network from grinding to a halt.

"Clearways will transform our rail system," Mr Carr said.

"We have one of the most complex rail systems in the world, providing nearly 1 million passenger journeys every working day," Mr Carr said.

"This makes it vulnerable to disruption.

"By removing these interconnections and bottlenecks we will deliver what every Sydney rail commuter wants – simpler timetables with more regular and reliable services."

To create the rail clearways, RailCorp will build additional track, platforms turnbacks and loops to increase capacity and ease congestion.

The estimated \$1.018 billion would be funded from RailCorp borrowings and see 15 key projects completed by 2009-10 across the CityRail system.

Mr Carr said the clearways project and a \$1.5 billion investment in new rail carriages are the most significant recent investments in our rail network.

The projects (map attached) include:

- **Bondi Junction Turnback** - \$55 million - scheduled completion 2005;
- **Macdonaldtown Turnback** - \$ 17 million - scheduled completion 2005;
- **Berowra Platform** - \$6 million - scheduled completion 2005 ;
- **Revesby Turnback** - \$40million - scheduled completion 2006;
- **Hornsby Platform 5*** - \$30 million - scheduled completion 2007 (TIDC to contribute additional \$30 million from Epping to Chatswood Rail Link budget);
- **Homebush Turnback** - \$25 million - scheduled completion 2007;

- **Lidcombe Turnback** - \$50 million - scheduled completion 2007 ;
- **Cronulla Line Duplication** - \$145 million - scheduled completion 2008;
- **Liverpool Turnback** - \$50 million - scheduled completion 2008;
- **Macdonaldtown Stabling** - \$40 million - scheduled completion 2008;
- **Kingsgrove-Revesby 4 additional tracks** - \$230 million - scheduled completion 2009;
- **Sydenham – Erskineville 2 additional tracks** - \$190 million - scheduled completion 2009-10;
- **Quakers Hill – Schofields Duplication** - \$80 million - scheduled completion 2009-10 ;
- **Macarthur 4th Platform** - \$40 million - scheduled completion 2009-10; and;
- **Carlingford Crossing Loop** – \$20 million - scheduled completion 2009-10.

Mr Carr and Transport Services Minister Michael Costa today visited Erskineville Station, where 2 additional tracks to Sydenham will be built to boost capacity on one of the network's critical bottlenecks.

The Erskineville-Sydenham corridor currently merges trains from 3 major suburban lines - Illawarra, Campbelltown and Bankstown lines – onto two pairs of tracks. It moves 52,000 people on 25 trains every hour into the city.

The new tracks will keep all 3 lines separate, allowing the corridor to move 36 trains carrying 65,000 passengers per hour during peak periods and improve reliability.

Mr Costa said the Erskineville-Sydenham corridor was an example of the strategic projects needed to untangle a system that had become overly complex.

"Sydney's rail network has been a series of 'add-on's that have evolved over 148 years, with each new line adding more complexity to the system," Mr Costa said.

"It's not possible to generate widespread reliability improvements on the current interconnected system.

"Rail clearways are a significant shift in our approach to the rail system.

"These 15 projects will allow rail operators to address the system's current problems before adding more lines to the network."