



AUSTRALIAN TIMETABLE ASSOCIATION

# TABLE TALK

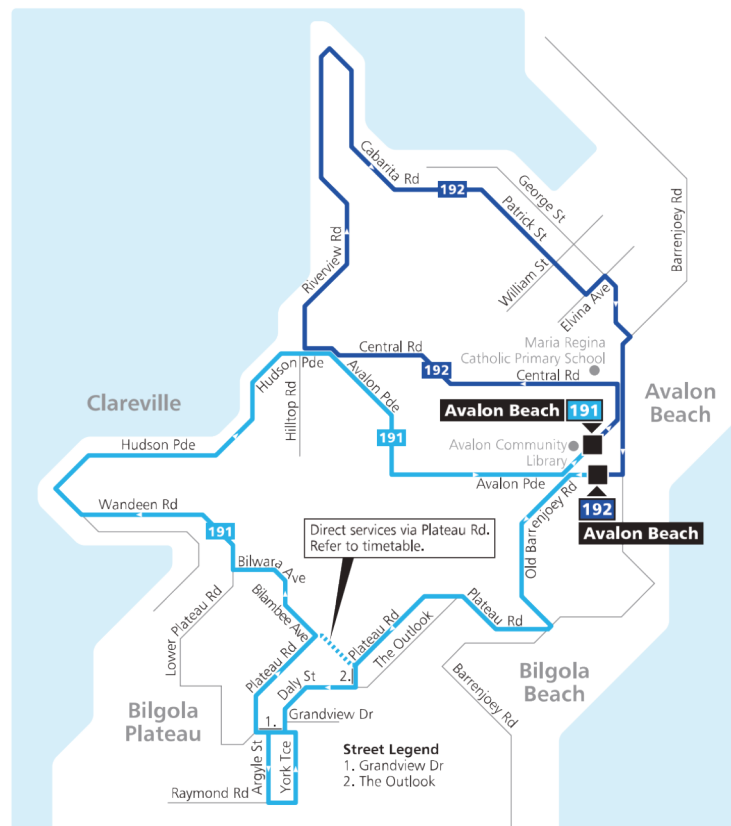
AUSTRALASIAN TIMETABLE NEWS

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# RAIL & TRAM NEWS

## NATIONAL



### Rail v road

*The Guardian* reports freight moved by rail has plummeted, with an estimated two per cent of goods (made by Pacific National, and the article says is broadly backed by academics) between Sydney and Melbourne now transported by rail.

Rail remains popular for mining and resource companies across the country. Strong private investment in tracks has resulted in 72 per cent of bulk goods, such as iron ore, coal and other commodities in Australia, being transported domestically by rail compared with 12 per cent by road, according to 2021/22 figures from the Bureau of Infrastructure and Transport Research Economics (BITRE).

However, trucking has gained serious momentum in the transportation of non-bulk freight, which includes foods, drinks, produce, post, manufactured goods and most other items.

In 1976/77, trains transported 22.8 per cent of domestic non-bulk freight in Australia, while trucks took 65.5 per cent. By 2021/22, trains transported 16.7 per cent of domestic non-bulk freight, with trucks taking 79.8 per cent. Coastal shipping has also dropped significantly, from about 13 per cent in the mid-1970s to less than 4 per cent in recent figures.

The decline in popularity of rail for freight is most pronounced on shorter intercity corridors. In the 1970s, about 40% of non-bulk freight between Melbourne and Sydney was taken by rail, according to BITRE data.

The full article is available at the following link:

**THE GUARDIAN**

## NEW SOUTH WALES



### Sydney Terminal closedown

As part of the Sydney Terminal Area Reconfiguration project, part of the *More Trains*,

*More Services* program, from 00:00 Wednesday 5 to 22:00 Monday 10 July, a planned closure at Sydney Terminal impacted services.

Throughout day 1, regional services still operated from platform 1-4, with other platforms closed. NSW TrainLink Intercity services were altered to commence/end from Campbelltown (**Southern Highlands**), Blacktown (**Blue Mountains**) and Strathfield (**Central Coast Newcastle**).

From day 2, NSW TrainLink Regional services were also altered to commence/end from Campbelltown, Lithgow and Broadmeadow, with arrangements made within the scheduling of services for catering and luggage requirements of Regional services.

Weekday peak T9 Northern services scheduled to use Sydney Terminal were cancelled, with three AM and three PM peak express Western line services instead diverted to operate to/from Hornsby, while other Epping trips were extended through to Hornsby stopping all stations from Burwood to Hornsby to cover the gaps. **SYDNEY TRAINS**

### Bankstown closedown

There was another July school holiday closedown for the T3 Bankstown Line, to support Metro conversion works.

From Thursday 6 to Sunday 16 July, buses replaced trains between Lidcombe and Bankstown, while on the weekend of 8/9 July, replacement buses also operated between Bankstown and Cabramatta.

Replacement bus routes were identical to those listed in the July 2022 edition of *Table Talk* (p. 2). The weekend of 8/9 July also had these additional routes:

- **14T3**: Bankstown to Cabramatta all stops.
- **15T3**: Bankstown to Cabramatta express.

There were also some direct changes made to selected T2 Inner West/Leppington, T1 Western, T5 Cumberland and T8 Airport services throughout the holiday closedown.

Whilst most days saw either a Liverpool to Lidcombe or City Circle via Strathfield service running, some trips started/finished at Leppington. Sydenham to City Circle trips were also scheduled during most of the closedown, providing service for St Peters and Erskineville.

Peak T8 Campbelltown via Sydenham trips also made additional stops at Erskineville and stopped all stations between Riverwood and Campbelltown.

One key change noted on non-trackwork impacted nights was the extension of weekday T2 Parramatta services until after midnight, with a stop at Clyde removed from every second late T1 Western line service. This potentially provides a view on potential changes for the new timetable due in 2024.

The Sydenham to Bankstown heavy rail corridor is expected to open as part of the main Sydney Metro City and Southwest line in 2025. **TRANSPORT FOR NSW, SYDNEY TRAINS**

# AUSTRALIAN CAPITAL TERRITORY

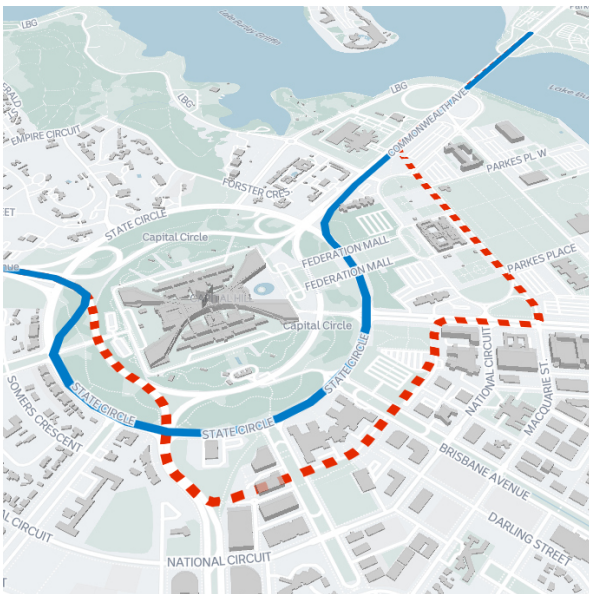


## Light Rail stage two

There are concerns over the future of Stage 2B of the Canberra Light Rail project (from Commonwealth Park to Woden), with the route near Parliament House yet to be finalised. *ABC News* reports that there are environmental and heritage concerns with the preferred route from Commonwealth Avenue to State Circle, which is a road lined by heritage-listed rock cuttings.

While National Capital Authority (NCA), the body that administers commonwealth land in the territory, prefers the State Circle route, which would be more direct and have less impact on local heritage, a spokesperson for the NCA said that this route may be too difficult or expensive due to engineering challenges that have emerged.

Despite the directness of the State Circle route, many public respondents have voiced support for a route instead via Old Parliament House and Barton (dotted line on the below map), despite bureaucrats concerns over aesthetic impacts to Old Parliament House. *ABC NEWS*



Proposed and alternative routes (ABC News).

# VICTORIA



## The Big Build continues

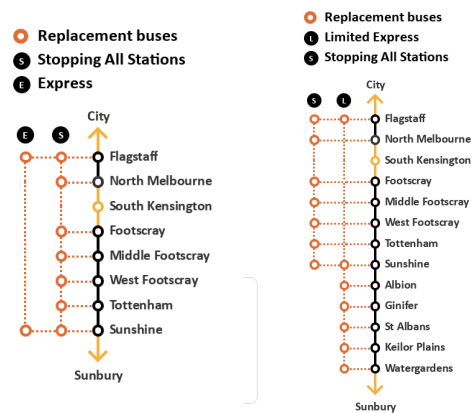
Significant disruption to services across western Melbourne occurred in late June with various Big Build projects ongoing. All information below comes from Metro Trains Melbourne (MTM),

available on their website.

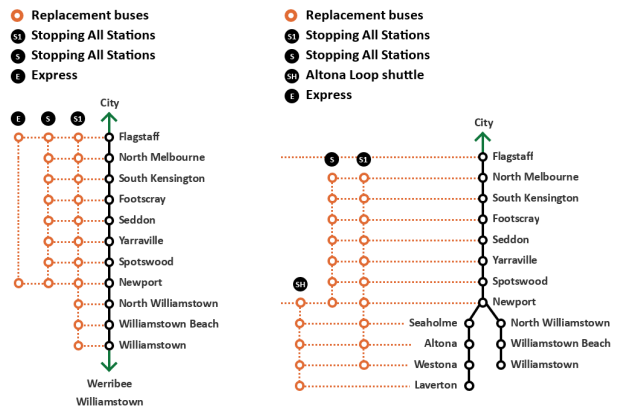
An MTM spokesperson said "We're getting on with delivering the Metro Tunnel, West Gate Tunnel and level crossing removals, projects that will slash travel times and congestion on our roads, transforming the way Victorians travel".

Nightly **Sunbury** line closure from Friday 16 June saw buses replace trains between Flagstaff and Sunshine, while nightly from Tuesday 20 June, **Werribee/Williamstown** lines were impacted with bus replacement between Flagstaff and Williamstown.

From 20:00 Friday 23 June until end of Sunday 9 July, there was a continuous **Sunbury** line closedown between Flagstaff and Sunshine, with selected evening extensions to Watergardens (24 & 25 June, and 2 & 4 July). Bus replacement maps provided below. Travel changes for road traffic was also in effect with closures on Dynon Road and a part of CityLink.



During the same time period, **Werribee/Williamstown** line services were similarly impacted, with bus replacement displayed in the following diagram (right). *The Altona Loop shuttle only operated on weekdays - mornings until 10:30 then again from 14:30 to 20:30 to a 10-20 minute frequency.*



Left - initial nightly bus replacement prior to 23 June.

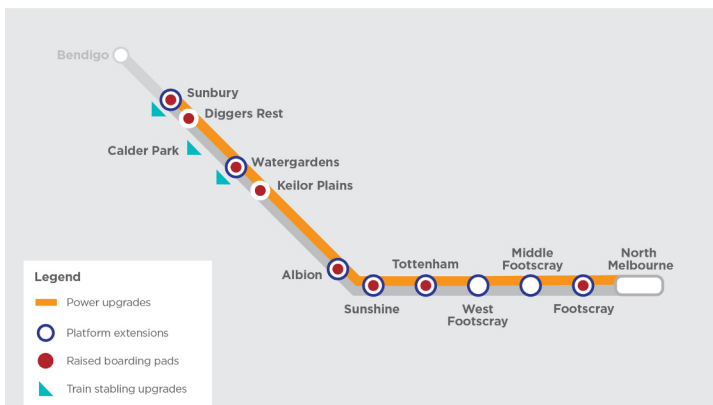
Nightly from 10 to 13 July as well as 17, 19, 20 & 23-27 July, there was more **Sunbury** line bus replacement, this time between North Melbourne and Sunshine running every 15 to 30 minutes from 20:30 or 21:30 (depending on the night)

until end of normal service.



Improvements include the connection of the Metro Tunnel to the Sunbury line at Kensington and completion of the overall \$1.8 billion Sunbury line upgrade (diagram below) which will enable the use of HCMT sets following power supply upgrades as well as the ability to run trains more often with the installation of high-capacity signalling, and level crossing removal at Gap Road in Sunbury.

*Rail Express* reported that some of the nightly closures were used to test trains for the Metro Tunnel, for which passenger services are not expected to commence until 2025.



On the **Dandenong/Frankston** lines, bus replacement occurred in varying configurations throughout June and July, including frequent changes between day and evening closures and therefore the replacement services on particular days.

*For conciseness, the below list combines consecutive nights, even if the start or end times are different, which they were between some consecutive dates. 'Daytime' is used to succinctly refer to all services until the night works kick in around 20:00/21:00. 'Evening' denotes night works which started anywhere between 20:00 and 23:30 depending on the date (most started by 21:30).*

*Dates - scheduled bus replacement*

**27 May** - buses South Yarra-Caulfield & Moorabbin-Frankston

**28 May** - buses Moorabbin-Frankston

**Evening 29 May** - buses Caulfield-Moorabbin

**Evenings 2, 3 June** - buses Caulfield-Moordialloc

**Daytime 3 June** - buses Caulfield-Moorabbin

**4-8 June; daytime 9 June** - buses Caulfield-Moorabbin

**Evening 9 June; all weekend 10/11 June** - buses Flinders St-Moorabbin. *Bus replacement also impacted Pakenham and Cranbourne lines.*

**Daytimes 12, 13, 14 June** - buses Caulfield-Moorabbin

**Evenings 12, 13, 14 June** - buses Flinders St-Moorabbin  
**15 June; daytime 16 June** - buses Caulfield-Moorabbin

**Evening 16 June; 17 June; daytime 18 June** - buses Flinders St-Moorabbin

**Evening 18 June** - buses Flinders St-Frankston

**Daytimes 19, 20, 21, 22 June** - buses Flinders St-Moorabbin

**Evenings 19, 20, 21 June** - buses Flinders St-Moorabbin-Mordialloc-Frankston

**Evening 22 June; daytime 23 June** - buses Flinders St-Moorabbin-Mordialloc

**Evening 23 June; all weekend 24/25 June** - buses Flinders St-Moorabbin-Mordialloc-Frankston

**Daytimes 26, 27, 28 June** - buses Flinders St-Moorabbin-Mordialloc

**Evenings 26, 27, 28 June** - buses Flinders St-Moorabbin-Mordialloc-Frankston

**29 June** - buses Flinders St-Moorabbin-Mordialloc

**Daytime 30 June** - buses Flinders St-Moorabbin

**Evening 30 June; all weekend 1/2 July** - buses Flinders St-Moorabbin

**3-6 July; daytime 7 July** - buses Flinders St-Moorabbin

**Evening 7 July; all weekend 8/9 July** - buses Flinders St-Moorabbin

**10-13 July; daytime 14 July** - buses Flinders St-Moorabbin

**Evening 14 July; all weekend 15/16 July** - buses South Yarra-Moorabbin

**17-20 July; daytime 21 July** - buses Flinders St-Moorabbin

**Evening 21 July; all weekend 22/23 July** - buses Flinders St-Moorabbin

**24-26 July; daytime 27 July** - buses Caulfield-Moorabbin

**Evenings 27, 28, 29 July** - buses South Yarra-Moorabbin

**Daytimes 28 and 29 July** - buses Caulfield-Moorabbin

**01:10-04:45 30 July** - buses South Yarra-Moorabbin-Mordialloc

**04:45 30 July to early August** - buses Caulfield-Moorabbin

The early August configurations appeared to have not been fully released as at 26 July, possibly signifying that the configurations for the track works were being finalised close to time depending on the progress of the works.

*Sky News* reported that works included two level crossing removals as well as a new station at Glen Huntly Road.

There were also a bunch of closures impacting V/Line services across the blitz period. *With assistance from ROSS MORRISON. SEVEN NEWS, NINE NEWS, SKY NEWS, RAIL EXPRESS, BIG BUILD, METRO TRAINS MELBOURNE*



## V/Line: Further adjustments

V/Line continues to tinker in particular with its weekend timetable and service provision in light of significant patronage increases from the state government's statewide low-cap fare scheme.

On **Saturday 1 July** only, an extra 3VS trip was scheduled to depart Albury 09:05 for Southern Cross (SX).

Effective from **Sunday 2 July**, on Sundays, an additional trip departs SX at 14:33 for Albury, while the 17:27 Albury-SX trip is built-up to 6VS. On Saturdays, the 07:07 SX-Albury trip is built up to 6VS, while an extra 3VS trip is scheduled to depart Albury at 08:45 going to SX.

These changes are made permanent from **Sunday 27 August**.

Additionally, from 27 Aug are the following adjustments:

- The Sunday 17:03 SX-Bendigo trip is built-up to 6VL.
- The weekday 06:09 Bacchus Marsh-SX and 16:19 SX-Bacchus Marsh trips are built-up to 6VL (rather than loco plus 6 cars).
- The Saturday 15:26 Bendigo-SX trip is built-up to 6VL.

Once again, there are multiple platform changes for regional services at SX.

Interestingly, contrary to the above V/Line advice, an ARTC Train Alteration Advice for July and August provides for the extra Albury trips (08:45 Albury-SX and 14:33 SX-Albury) to operate on both Saturdays and Sundays before becoming permanent from 27 August, again for both days.

Meanwhile, fares were increased effective 1 July with the daily cap now at exactly \$10.

The Circulars are available from the ATA Distribution List for August. *LEN REGAN, V/LINE, ABC NEWS*

## V/Line: More VLocity's on the way

The state government said in June that another 23 VLocity sets were on the way for regional Victoria. Forming part of funding from the recent 2023/24 state budget, the trains are additional to the 12 yet to roll off the production line from 2022/23 funding.

The new trains will come in handy as V/Line faces a squeeze in the need to increase capacity following the introduction of the state government's flat-fare cap earlier this year. *RAIL EXPRESS*

## Yarra Trams bidders announced

The three bidders successfully making the next stage of the Yarra Trams tendering process have been announced. They are a Go Ahead-led consortium (also including Kinetic, Acciona and Globalvia), Transdev John Holland and existing operator Keolis Downer.

Meanwhile, in a recent interview, Yarra Trams' chief executive Carla Purcell said in a recent interview told of the operators' focus - "We have to get people back on public transport if we want to achieve our sustainability and energy efficiency goals. So we're going to have to make sure the service we provide is in line with what people want and gets them to where they want to go", also pointing out that Yarra Trams' electricity use is now offset by two solar farms in the state's north.

Ms Purcell also said "We've got to make some hard decisions around motorist versus tram user" in order to reverse the impact of increased post-pandemic motor traffic slowing down the city's trams. "You have a tram carrying 200 people versus a motorist [car] with maybe one person - it's a pretty compelling case. So there's going to be some pretty big calls like that down the track that could really shift the dial."

Installing concrete dividers along some CBD routes recently to stop cars turning in front of trams has reduced collisions by 20 per cent and increased average speeds by a modest 3 per cent - the first gain in "many, many years". However, the [article](#) points out that Yarra Trams advises the *Department of Transport and Planning* on how it can run the network better, but the government makes the big calls that Purcell has to live with, whether she likes them or not. *VICTORIAN GOVERNMENT, THE AGE*

## NEW ZEALAND



## Auckland: Onehunga alterations

During the FIFA Women's Football World Cup (from mid-July to mid-August), on match days, Onehunga line services only run as a shuttle service between Onehunga and Penrose all day.

Many services, including those on the Onehunga line, are already impacted by the Auckland Rail Network Rebuild. See *Table Talk's* April 2023 edition (p. 9) for more on this.

Meanwhile, Auckland Transport (AT) has now confirmed that the city's ticketing system will become enabled for contactless payments (i.e. using banks cards or smartphone) next year at an estimated cost of \$23 million. AT halted its previous attempt to bring in contactless in 2018 due to the upcoming rollout of the national transport smartcard, which remains due by 2026. Contactless payments will only be available for full-fare payments. The move will bring Auckland into line with cities including London and Sydney. *AUCKLAND TRANSPORT*

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**ENDS**

# BUS & COACH NEWS

## QUEENSLAND



### Brisbane: Route 66 adjustment

Effective from Monday 10 July, adjustments of up to five minutes were made to trips on route 66 due to Brisbane Metro works. Translink said that these adjustments would increase service reliability. **TRANSLINK**

### New Gold Coast trial routes

Additional to the changes reported last month (p. 8-9), two new routes (720 and 724) also commenced operating in the Gold Coast region from 19 June as part of a three-year trial.

**720** (Coomera-Pimpana City Shopping Centre) and **724** (Coomera-Pimpana Sports Hub) operate 07:00-18:00 (to 17:00 on weekends). **HILAIRE FRASER, TRANSLINK**

### Route 895 improvements

Effective from Monday 24 July, the timetable for peak-route **895** (Woodford-Caboolture) has been reissued with changes that provide for an earlier start of service (45 mins earlier) plus two extra trips departing Woodford at 09:05 and Morayfield Shopping Centre at 09:43.

Translink said the changes are an effort to reduce overcrowding on neighbouring route 896 (Kilcoy-Caboolture via Woodford). **TRANSLINK**

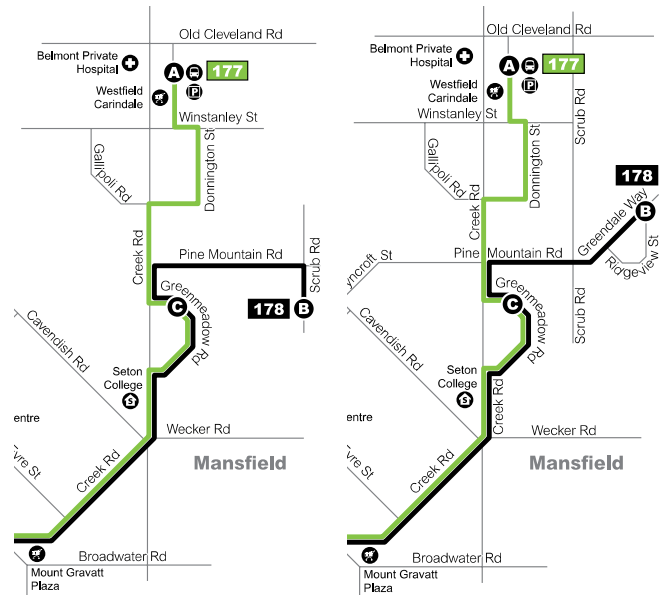
### Route 178 Carindale re-path

Route **178** (Carindale Heights-Fortitude Valley) has been re-pathed to operate along Greendale Way, rather than Scrub Road effective from Monday 31 July. See route map top right. Translink says that other bus routes are accessible from Scrub Road.

A revised 177 & 178 timetable has been issued from this date with trip time changes for route 178 services. **TRANSLINK**

### Mackay service reductions

Translink advises that between Wednesday 21 June and Friday 11 August, some weekday services in Mackay have been removed because of "higher than usual driver absences due to influenza and COVID-19".



Route 178 at Carindale - former and new (Translink).

The following trips have been temporarily removed:

- **301**: 06:00 ex Caneland Central.
- **302**: 06:28 ex Caneland Central and 06:48 ex East Mackay.
- **303**: 06:45 ex Caneland Central and 07:15 ex Mackay Airport.
- **305**: 09:55 ex Caneland Central and 10:20 ex Slade Point.
- **306**: 06:45 ex Caneland Central and 07:15 ex Mount Pleasant.
- **308**: 06:09 ex Caneland Central and 06:48 ex Bucasia/Shoal Point.

**TRANSLINK**

## NEW SOUTH WALES



### Region 4 timetable adjustments

Minor timetable adjustments will see selected trip time changes of up to five minutes for region 4 services across Kellyville, Blacktown and Parramatta operated by CDC NSW.

Routes to be impacted are **535, 600, 601, 602X, 604, 605, 607X, 608, 610X, 611, 612X, 613X, 614X, 615X, 616X, 617, 619, 620X, 622, 632, 633, 641, 642X, 643, 651, 652X, 700, 714, and 715**. A further 32 school bus services will also be impacted.

CDC NSW said that the changes will be effective from Sunday 20 August across weekdays,

weekends and both peak & off-peak periods. *cdc BUS*

## Region 8 service reductions

Once again, commencing from Monday 17 July, service reductions come into affect for local bus services across region 8, impacting Manly and the northern beaches.

A Transport for NSW (TfNSW) announcement advises that TfNSW has "instructed" operator Keolis Downer to adopt a temporary reduced timetable due to ongoing driver shortages. Keolis Downer said this has been done to reduce the number of ad hoc trip cancellations which in turn should improve reliability for passengers.

Keolis Downer said "the changes are focused on high-frequency route corridors and mainly affect peak hour routes to the CBD and North Sydney. The adjusted timetable also allows us to shift services during peak hour, so our passengers will have a more reliable frequency."

In its statement, the operator said that "To help our passengers with the changes, we will have Customer Service Officers at key bus stops during peak times to provide information on alternative services, other than the B-Line, that will get customers to their destination", while notification posters would also be placed on affected bus stops.

In addition to the temporary changes being introduced across the network, there are also some permanent changes to local Avalon services after recent road and traffic upgrades.

Peak-only route **190X** (Wynyard-Avalon Beach express) has a minor extension of route past Avalon Beach to the intersection with Careel Beach Road (not updated in the route map of the new timetable).

Avalon route **191** (Avalon Beach-Taylors Point loop) has trip time changes across the day of up to 10 minutes and a halving of trips to every 20 minutes 18:00-19:00. An extra weekday trip now runs 30 minutes after the previous last service of the day, departing Old Barrenjoey Rd at 20:22.

Fellow Avalon loop route **192** (Avalon Beach-Stokes Point) has trip time changes of up to 10 minutes and an increased early weekday AM and PM peak frequency from 2 to 3 buses per hour. All weekend trips now depart 23 minutes later to the standard 30-min frequency.

**199** (Palm Beach-Manly) reportedly also has an adjusted timetable.

TfNSW also advised that a minor adjustment impacts route **177** and local school bus services due to changed start/finish times at Northern Beaches Secondary College.

In late July, Ms Haylen said that Sydney bus operators were short by a combined 370 drivers across the city, with the enactment of temporary timetables across parts of the city helping to immediately address higher trip cancellation rates. *TRANSPORT FOR NSW, KEOLIS DOWNER, ST GEORGE & SUTHERLAND SHIRE LEADER*

## Big Trouble in Little Kingsgrove

On **Saturday 1 July**, U-Go Mobility, a joint venture owned by UGL Limited and the Go-Ahead Group of England, commenced operating the newly enlarged region 10 bus services across south-eastern and St George areas of Sydney. This date coincided with the start of school holidays.

Sydney school students returned to primary and high school on **Tuesday 18 July** after a two-week break. On the same date, Transport for NSW (TfNSW) and U-Go Mobility announced that effective immediately, the new operator would commence operating to a reduced timetable across its network spanning Bankstown, Hurstville and Cronulla in an effort to improve reliability. School days are the busiest for bus operators because of the additional school bus services, and these also generally take priority.

A well-placed source told *St George & Sutherland Shire Leader* that U-Go was 69 drivers short of the number required to provide a full timetable - the timetable previously provided reliably for years by Punchbowl Bus Company and Transdev.

Assorted complaints from locals are available from <https://www.theleader.com.au/story/8275141/blame-management-not-drivers-bus-service-complaints-continue/>.

The next day, the state's transport minister Jo Haylen called U-Go's performance 'appalling' - "U-Go Mobility's transition as the new bus operator in the Sutherland Shire region has been nothing short of appalling. It's evident that U-Go has not met its contractual obligations to provide a satisfactory level of public transport services to the community. I have the contract at my disposal and have instructed TfNSW to impose fines and contractual penalties to the operator until they meet their contractual obligations."

At the time, Ms Haylen said her "expectation is that U-Go Mobility improve services as quickly as possible, and TfNSW are working with the operator to make this happen. I want to make it very clear that these changes to the timetable are temporary and will revert once drivers are made available. It is essential that public transport is reliable, equitable and accessible for everyone in the community."

In a statement, the operator said "U-Go Mobility acknowledges we have not met our contractual obligations to provide satisfactory services to the community, and would like to apologise to all of our passengers. U-Go Mobility are suffering from a chronic and unprecedented bus driver shortage which has impacted our ability to provide timetabled services. We have worked with TfNSW to implement a temporary timetable to give passengers more predictability, taking care to avoid suspending consecutive trips or last trips, and prioritising dedicated school services. We are committed to returning services as soon as we have the drivers to do so, including back to a full timetable as soon as possible."

*The Leader* has also reported on internal issues with the company. Payroll errors are impacting the take-home pay of employees, with one driver telling the publication that "They are not keeping an accurate time of the drivers' working hours, and all the drivers have not had a proper pay

since day one." In response the company said "We acknowledge there have been some payroll issues over the past three weeks, however we are completely across our drivers' entitlements and salaries and any driver who has incurred a discrepancy in pay, has been investigated and re-certified in the majority of circumstances." A spokesperson for the transport minister said that many drivers were doing extensive overtime because of the labour shortages, including working long hours and that pay discrepancies were "unacceptable".

On **Friday 21 July**, TfNSW was directed to issue U-Go with a "show cause" notice, giving the operator four days to explain why it shouldn't be stripped of its contract (below).

*"We understand that U-GO has cancelled approximately 95 trips each weekday since Service Commencement [1 July], and since the new school term commenced on 17 July 2023, U-GO has cancelled approximately 430 trips each weekday.*

*TfNSW is extremely concerned about U-Go's performance of the Services to date and its ongoing ability to provide the Services under the Contract in accordance with the required Service Levels.*

*TfNSW is taking this matter very seriously and considering all of its options under the Contract, including but not limited to its rights to terminate the Contract (for Service Default, harm to TfNSW's reputation, other Termination Events or for convenience) as well as exercising its Step-in Rights and bringing an action for damages for breach of Contract.*

*"Accordingly, TfNSW requires U-Go to urgently provide information to TfNSW to demonstrate what steps and remedial measures it has taken and plans to take and by when it will remedy the Service Defaults to satisfy TfNSW that it has the ability to provide the services under the Contract in accordance with the required Service Levels."*

*Transport for NSW's letter to operator U-Go Mobility (21 July)*

Sydney radio 2GB's drive host, Chris O'Keefe, reported that 334 trips were suspended as part of the reduced timetable, making up 14 per cent of the full timetable.

The *Daily Telegraph* report on **28 July** that U-Go had submitted an Operational Stabilisation Plan. Ms Haylen said she had now directed TfNSW to intervene by supporting day-to-day operations alongside U-Go, while U-Go's managing director, himself a former Sydney bus driver and depot manager, had been removed from his post. TfNSW also has its own dedicated staff monitoring U-Go's performance live, its own staff liaising with local schools and councils, its own commanders on the ground at key interchanges to provide customer service, and its own timetable team which are prioritising school services as well as regular commuter services which carry a large cohort of school students. Some school routes have also been passed on to another operator temporarily.

Ms Haylen said that since its intervention, service cancellations have declined from 28 to 13 per cent of services, but acknowledged that there was more work to be done. She also said that the government reserved the right to fully step-in and take over the contract if further improvements were not made.

On its part, U-Go announced that it would assist in the recruitment process by adding a \$5,000 sign on and retention bonus for new drivers. It now also meets with TfNSW multiple times every week to help demonstrate to TfNSW its progress in improving its performance.

A letter from the operator was also sent to local schools, dated 28 July, which said that the previous operators operated "trip deviations or had special instructions on some regular [school] services [...] not received by U-Go Mobility until recently. We have now implemented all trip deviations and special instructions that we have been made aware of and our Drivers are regularly reminded to check their trip notes to ensure they are aware of these deviations and instructions". Further, the operator said that it had also "worked with TfNSW to reinstate regular route trips that have an extension or deviation to a school or have a high level of student activity".

A further adjusted temporary timetable comes into operation across region 10 on **Monday 31 July**. Driver rosters and turnaround times have been reworked so that drivers receive a "pre-trip brief" to help eliminate missed stops and detours off the scheduled route. **TRANSPORT FOR NSW, ST GEORGE & SUTHERLAND SHIRE LEADER (2) (3) (4) (5), 2GB RADIO, THE DAILY TELEGRAPH, BUS AUSTRALIA FORUM**

## Outer region 6 and 7 contracts awarded

Busways has been awarded a new contract to maintain its **Outer Metropolitan region 6** operations covering Gosford, Tuggerah, Wyong and Kulnara.

Busways managing director Byron Rowe said that it has been operating bus services in NSW for 80 years and on the Central Coast since 1990 and been highly adaptable to the changing needs of the region, seeing 44 per cent population growth in that time.

Chief operating officer Chris Wolf said "We have proven our advanced scheduling and operational capabilities to efficiently deliver growth services whilst maintaining high levels of reliability, customer experience, safety and service innovation. On the Coast we have maintained consistently high standards in service delivery and our customers tell us we are getting it right, with 95 per cent customer satisfaction in TfNSW's May 2022 Customer Satisfaction Index. Our focus on safety and maintenance was recognised by our Central Coast fleet achieving an average 97 per cent pass rate over the last five years of [Heavy Vehicle Inspection Scheme] safety audits. We have also invested in sustainable depot infrastructure, now powering our Gosford bus depot completely on solar power."

He also said with the new contract it would look to start work on planning and designing improvements to bus services for the Central Coast community to cater for population growth - with a 23 per cent increase expected by 2036.

Meanwhile, a Red Bus/CDC NSW joint venture has been announced the winner of a delayed tender process for the **Outer Metropolitan region 7** operating contract which covers Gosford, Wyong and The Entrance.



The award sees further expansion by CDC NSW into the market, with Red Bus Services having eight decades of local operating experience. CDC NSW chief executive officer, David Mead, said on their involvement - "We are excited to be working with Red Bus Services to deliver these vital services to the communities they have served faithfully for over 80 years. We have a strong background in bus operations on a national scale with systems, tools and processes needed to meet and deliver Transport for NSW requirements for operators and our customers."

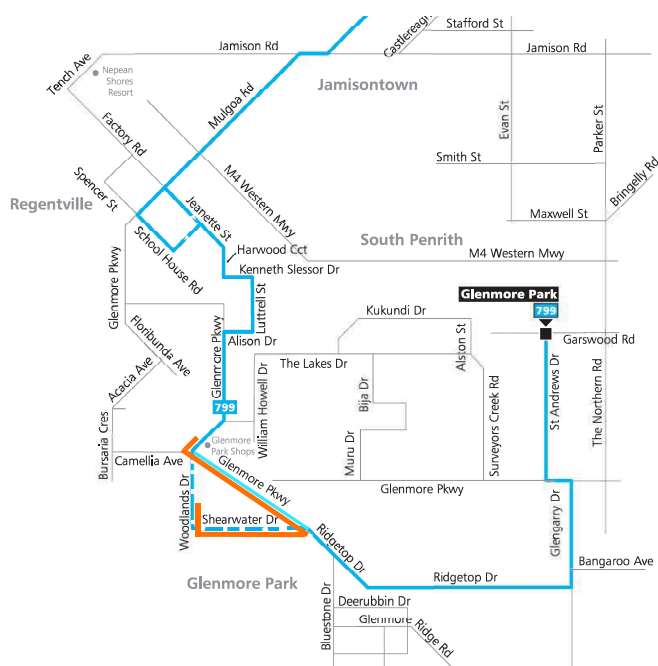
Both contracts will commence from 7 July 2024 for an eight-year period. The region 7 contract is valued at over \$200 million over the period.  
**BUSWAYS, CDC BUS**

## Sydney: Glenmore Park diversions

Transport for NSW advises that for a three-week period from Monday 17 July, diversions impact some Busways services in the suburb of Glenmore Park, located south of Penrith.

Route **799** (Penrith-Glenmore Park) is impacted by the road works with a section of Woodlands Drive being closed off. Buses will instead operate via Glenmore Parkway onto Ridgetop Drive, instead of through Woodlands and Shearwater Drs. Busways is operating a special shuttle bus covering all stops on Woodlands Dr (south of Oriole Street) and Shearwater Dr before running express to Glenmore Park Town Centre, where passengers can change for other local bus services. At selected times, the shuttle bus also services the local high school.

As the 799 is a seven-day-a-week service, it is assumed the shuttle bus runs daily. **TRANSPORT FOR NSW, PENRITH CITY COUNCIL**



Light blue line denotes the temporary diversion for 799. Orange line denotes the route of the temporary shuttle bus. Dashed line shows 799's normal route in the area.

## NSW TrainLink trial made permanent

In addition to the two western NSW trials reported in the February 2023 (p. 9) and July 2023 (p. 10) editions, NSW TrainLink's **Canberra-Goulburn** coach trial operated since 2018 has also been made permanent.

Finally, the **Coffs Harbour-Forster** trial (Friday day return) continues to operate as of 4 August (based on an online booking search), although there appears to have been no confirmation of its current status. It was due to conclude on 30 June. **THE CANBERRA TIMES, NSW TRAINLINK**

## TASMANIA



## Service cancellations

Driver shortages continue to have a significant impact on Metro Tasmania bus services. Tuesday 18 July had a list of 83 service cancellations. This was 18 more than the previous day. **METRO TAS.**

## Tas to join mainland with contactless

The state government announced in June that it would be investing in an upgrade to the state's bus ticketing system to enable contactless journeys using credit cards and smart devices to pay for travel. The system is planned to be in use by the 2024/25 financial year.

The government said that Cubic has been contracted to provide this upgrade. **TASMANIAN GOVERNMENT - TRANSPORT DEPARTMENT**

## SOUTH AUSTRALIA



## Adelaide: Timetable adjustments

A number of timetable changes come into effect from Monday 24 July in certain parts of Adelaide.

Routes **195** and **196** have the service frequency doubled on weekends and public holidays to a bus every two hours, providing a combined one-hourly frequency along Belair Road.

Route **206** has frequency upgrades to extend the Go Zone service availability.

Route **230** is modified to run via Torrens, Days and Regency Roads restoring services impacted

by the South Road upgrade works in Croydon Park.

Route **232** is also route-modified to restore availability of bus services for Renown, Dudley and Devon Parks.

New bus routes **402** (Salisbury-Riverlea Park) and **450** (Elizabeth-Riverlea Park) replace number 900 (Elizabeth-Salisbury), and both extend to now cover the new suburb of Riverlea Park.

Route **411** has minor timing changes to trips to improve rail connections at both Mawson and Salisbury Interchanges. *Source provided by HILAIRE FRASER, source ADELAIDE METRO*

## Adelaide general update

ATA South Australia's Rob Field provides the below update:

Things have been pretty quiet on the Adelaide transport scene this year. The not so new govt has walked away from trials of Spanish railcars between Adelaide and Mt Barker and from any form of rail service on that route. No improvements have been made to bus services to Mt Barker although there are reports from friendly drivers that a 10 min frequency on the express T-840 route Monday to Friday will commence in December 2023 or January 2024. However, there will be no improvement on peak travel times, currently 55-65 minutes, until steps are taken to reduce the funnelling effect of traffic moving from the freeway to the old Glen Osmond Rd (7 kms inwards) where traffic is impeded by lack of right turn lanes at the Glenunga junction and by lack of restrictions on vehicles turning right into minor streets, shopping centres, fast food outlets, etc.

The Labor government is not greatly concerned with problems along the corridor to the Hills suburbs as the corridor passes through safe Liberal or Independent seats.

There are some improvements in services in the inner North-West and outer North as from 23 July. Notably the poorly serviced route 900 (Salisbury – Virginia – Elizabeth) will be replaced by route 402 (Salisbury – Virginia -new suburb Riverlea) in peaks only and route 450 (Elizabeth – Virginia – Riverlea, hourly headway between 7.00 and 19.15 hrs.



## Perth: Assorted timetable changes

Transperth has advised of the following changes effective from Sunday 16 July:

- **212:** The weekday 17:33 and 18:03 trips ex Thornlie station no longer extend to Edencourt Drive.

- **219:** The weekday trip from Kelmscott Senior High School now runs express until Kelmscott station.
- **421:** The 08:14 trip ex Scarborough Beach B/S now operates on all weekdays, effectively in lieu of the withdrawn 08:09 trip listed in the table below.
- **423:** The weekday 05:10 and 05:40 trips ex Warwick station now start short from Hillarys Boat Harbour at 05:22 and 05:51.
- **425:** The 06:45 trip ex Milverton Avenue extends to commence from Stirling station at 06:34. The 08:00 trip ex Stirling station instead departs one minute earlier and extends through to Warwick station. The weekday 18:29 trip ex Warwick station now extends through to Stirling station.
- **930:** An earlier commencement to Sunday services with an extra trip in both directions.

The following trips have been added or removed from schedules:

Route	Days	Trips added
84	Weekdays	05:00 ex Hale Road.
384	Sunday	06:26 ex Mirrabooka B/S.
386	Sunday	23:45 ex Perth Busport.
388	Weekdays	04:34 ex Warwick station.
	Sunday	06:37 ex Warwick station. 07:01 ex Perth Busport.
421	Weekdays	16:22 ex Stirling station. 18:30 ex Scarborough Beach B/S.
	Sunday	08:08 ex Stirling station.
425	Saturday	07:08 ex Stirling station.
441	Sunday	07:30 ex Whitfords station. 08:26 ex Warwick station.
930	Sunday	06:28 ex Thornlie station. 07:07 ex Elizabeth Quay B/S.
990	Weekdays	07:42 ex Glendalough station.
995	Sunday	21:38 ex Claremont station. 22:01 ex Elizabeth Quay B/S.

Route	Days	Trips withdrawn
83	Weekdays	15:09 trip towards Perth.
102	Weekdays	06:49 ex Claremont station.
	Saturday	07:19 ex Claremont station. 08:51 ex Claremont station.
410	Saturday	22:40 ex Scarborough Beach B/S. 22:59 ex Stirling station.
421	Weekdays	08:09 ex Scarborough Beach.
423	Weekdays	08:21 ex Karrinyup B/S.
		16:12 ex Warwick station.
		17:33 ex Warwick station. 18:34 ex Warwick station.
425	Weekdays	07:35 ex Milverton Ave.
441	Saturday	22:23 ex Whitfords station.
442	Saturday	23:33 ex Warwick station.
995	Sunday	18:53 ex Claremont station.
		19:16 ex Elizabeth Quay B/S.

In addition to the above-listed routes, the following routes also have various trip time changes: **15, 23, 24, 27, 28, 81, 82, 85, 95, 100, 101, 103, 107, 177, 178, 179, 210, 211, 220, 387, 389, 402, 403, 404, 412, 506, 507, and 508.**

Then from Sunday 30 July, routes **584, 588** and **589** commence stopping at an additional bus stop on Peel Street before or after Mandurah Terrace. **TRANSPERTH**

## NEW ZEALAND



### Perth: Fremantle CAT may cease

*PerthNow* reports that the free CAT bus in Fremantle, known as the Blue CAT, may finish on 30 September due to funding issues.

The City of Fremantle Council has been funding a portion of its costs under a cost-share agreement with the state's public transport agency, Public Transport Authority (PTA), since Blue CAT started two decades ago, however this year the PTA advised Council that as part of a new contract from 1 July it would need to increase its contribution to the service by 30 per cent, which Council has refused to agree to.

However, in May, Council did agree to a three-month extension to its contribution, costing ratepayers \$84,000.

The council is adamant that it no longer wishes to continue, and that it hoped the PTA would pick up the slack either by continuing the free service or replace it like-for-like with regular fare buses.

However, PTA has said it will not be doing this, but instead cut the service outright and look to reallocate its 40 per cent share of funding into other local bus services. A PTA spokesperson said that Council was the initial proponent for the free service - "All CAT services (in Perth, Joondalup and Fremantle) are fully subsidised and designed to be free of charge to users in key strategic locations. The installation of a tag-on/tag-off payment system would be completely counter to the intended aim of the CAT service, which is to provide a free transport option for commuters."  
**PERTHNOW**

### TransEsperance: Trial extended

In July 2022, TransEsperance implemented three new bus routes for a 12-month trial, as reported in the *Table Talk* edition of September 2022 (p. 10).

Minor adjustments were made to the services earlier this year, after an initial six-month review.

The trial has now been extended for a further 12 months until end of July 2024. The state government stated to media that the trial has so far delivered 'promising' patronage, including growth across the past six months. The state's transport minister, Rita Saffioti, said it was hoped that the growth would continue over the next 12 months to support the continuation of these services. **WA GOVERNMENT**

### Wellington: Tawa On Demand success

Updating the March 2022 item (p. 11-12) on Tawa's *Metlink On Demand* service, after a twelve month trial which completed on 16 May which saw over 36,000 trips made, Metlink announced in June that councillors had agreed to extend the service for a further twelve months.

The service area has now also been extended to include Porirua city centre. Additionally, Metlink has committed to assess the viability of further extending the coverage area to include Aotea and Cannons Creek. **METLINK, TRANSDEV**

*"Metlink On Demand is an accessible and flexible form of public transport that offers people a convenient, climate conscious alternative to personal vehicles. Passenger satisfaction with the service has surpassed our target, averaging 96 per cent. We are delighted that Metlink's commitment to modern, convenient transport is resonating with communities."*

*Greater Wellington Regional Council chairperson Thomas Nash*

### Wellington: Kapiti reduced service 26 July

On Wednesday 26 July, Metlink reported that Uzabus services in Kapiti instead ran to a Sunday timetable due to 24-hour industrial action commencing from 04:00. The **280** 08:23 ex Waikanae, **260** 08:34 ex Raumati Beach Shops and **261** 14:37 ex Paraparaumu Beach were cancelled, while route **290** ran to a further reduced timetable.

School trips were as normally scheduled for a weekday, with services 501 & 505 (AM) and 500 & 501 (PM) combined for the day. **METLINK**

### Waikato: New regional routes

In February, two new "Connector" routes were launched in Waikato.

The Te Kuiti Connector (route number **26**) operates Te Kuiti-Hamilton via Waikato Hospital and CBD, while the Tokoroa Connector (route number **32**) operates Tokoroa-Hamilton via Lichfield and University of Waikato.

Both routes operate weekdays with a single peak trip in the peak direction of travel. **BUSIT**

### Nelson bus use increasing

Bus use across Nelson, a city located on the northern edge of South Island, has increased past pre-pandemic levels, reports the *Nelson Mail*.



The month of March 2023 (49,211 trips) saw 20 per cent more trips made compared to March 2019.

Commencing from August, the network will be refreshed to increase the coverage and frequency of bus services across the city seven days a week. More below. **NELSON MAIL**

## Nelson: Network changes

Commencing from Tuesday 1 August, the city of Nelson will have some significant changes to its bus network.

With an increase to the bus fleet with 17 new electric buses, Nelson City Council says that services will operate more often during the day, and expand to now include Wakefield and Motueka. The new 'eBus' branded vehicles will run on routes 1-6, while existing low-emission diesel vehicles will operate where eBuses are required for maintenance as well as overflow services and the new Stoke 'OnDemand' service.

**Route 1** - Route now extends from Richmond to Richmond West. Services now operate every 30 minutes between 07:30 and 19:30 daily - this is a doubling of weekday intrapeak service (09:00-15:00) and a quadrupling of the weekend service.

**Route 2** - Route now extends from Richmond to Richmond South. Services now operate every 30 minutes between 07:30 and 19:30 daily - this is a doubling of weekday intrapeak and quadrupling of the weekend service.

**Route 3** (previously Nelson-Atawhai-Nelson loop) is now extended to operate Hospital-Atawhai via Nelson. Services now operate every 30 minutes between 07:00 and 19:00 daily - this is a doubling of weekday intrapeak and weekend frequencies with extended Saturday operating hours. Buses operate on Sundays for the first time.

**Route 4** (previously Nelson-The Brook-Nelson loop) now runs from The Brook to the airport via Nelson CBD and Tahunanui. Services now operate every 30 minutes between 07:00 and 19:00 daily - this is a doubling of weekday intrapeak and weekend frequencies with extended Saturday operating hours. Buses operate on Sundays for the first time.

Routes 1-4 also now have a separate public holiday timetable with hourly trips roughly between 07:30 and 18:30.

**Route 5** (previously Nelson-Hospital-Nelson loop) has been downgraded to a basic three-hourly weekday service frequency between 07:00 and 16:00 with four trips per direction (Nelson-Motueka). Trips operate express between Richmond and Nelson. Saturday trips are withdrawn.

**Route 6** which previously only ran three weekday intrapeak loop trips (as Nelson-Tahunanui-Nelson), now operates two-hourly between 07:00 and 17:00 with six trips per direction (Nelson-Wakefield). Trips operate express between Richmond and Nelson.

Route 7 (Stoke route loop) is replaced by a new **Stoke OnDemand** service operated by existing

Mercedes Sprinter vans. The coverage has been expanded well past that of the previous loop service. Passengers can order via mobile application or by phoning a number.

Route 8 (Richmond loop), which ran hourly on weekdays and two-hourly on Saturday daytime, is withdrawn.

**Late Late Bus** services continue to operate on Friday and Saturday nights (22:00-04:00), with possible improvements to come in the future.

Lower **fares** will also be charged on the network, with flat 2, 4 and 6 dollar flat-fares for adult Bee Card users, while under 25s will soon benefit from an upcoming national government initiative with further reduced fares.

On the **eBuses**, Council says in its promotional material that the vehicles are "fitted with Lithium iron phosphate batteries, which offer a longer cycle life than other lithium-ion batteries. These are expected to have a lifecycle of up to 10 years. They come with an eight-year, or 640,000km warranty." It also says that the batteries, when replaced, will be re-purposed for use in Richmond Bus Depot as solar panels.

Last year, Motueka Community Board chairperson, Brent Maru, said the refresh will transform the way local communities connect - "Working at the other side of Tasman Bay will no longer seem out of reach. Regular services will be opening up many more opportunities for work and leisure." The new network map is provided below.

Initially due to start in July, the delayed changes follows Nelson Coachlines SBL Group's successful retainment of the bus contract, announced last September, where it pledged to convert 80 per cent of its fleet to electric. The new contract runs for nine years.

Further improvements are expected in 2026, including the commencement of weekend services through to Wakefield and Motueka. **NBUS, SCOOP NEWS, NELSON MAIL, NELSON COUNCIL, NELSON APP**



New Nelson route map.



# INTERNATIONAL

## Sudan

The civil war continuing to engulf the African nation has had significant impacts on the country. However, events have become even worse in recent months, spelling trouble for the country's economic progress and its transport options, reports *Agence France-Presse (AFP)*.

Mahana Abdelrahman used to criss-cross Sudan in his truck, delivering shipments across the vast country, but three months of brutal war have drastically reduced road transportation, grinding business to a halt. Now, the 45-year-old driver chain-smokes and sips coffee at a cafe on the outskirts of Wad Madani, a city that has welcomed him and many others who fled the war-weary capital Khartoum, some 160 kilometres to the north.

The fighting, which erupted on 15 April when a power struggle between rival generals spilled into all-out war, has killed thousands and displaced millions. He says "I used to drive across the country four times a month, now I've been here for three weeks and there's nothing to carry anywhere". Around him, lines of parked lorries in their hundreds stretched as far as the eye can see, while drivers were playing cards and drinking tea in the small road-side cafes of Al-Jazirah state. The country still faces dire shortages of food, medicine and other supplies.

With air strikes, artillery blasts and countless checkpoints around Khartoum, road traffic across the country has dropped by 90 per cent since fighting began, according to a report by Sudan's national chamber of transport seen by AFP. According to figures from Sudan's ports authority, total exports since January amounted to \$282 million. That figure stood at \$2.5 billion for the first half of 2021.

With fuel costs soaring, up to 20 times pre-war prices, travel has also become more expensive. To avoid the violence and the checkpoints set up by both army and the paramilitary Rapid Support Forces, drivers try to bypass Khartoum entirely, "making our journey to the ports at least 400 kilometres longer", 50-year-old Tijani told AFP.

Before the war, "around 70 percent of bus travel used to be between Khartoum and the other states", driver Hussein Abdelqader told AFP. He said his business, which relied on Sudan's heavily centralised road network, has plummeted.

The already gruelling trip between the Egyptian border and Al-Jazirah's makeshift transport hub has more than doubled - heading east to Red Sea state, and then through Kassala to Gedaref, Omar said.

As the war shows no signs of abating, the drivers - like much of Sudan's population - fear for their livelihood - "We're afraid we're going to lose our jobs," said Tijani. "The companies aren't going to pay our salaries if they're not making money."

Some buses still make the costly and meandering

trips around the Sudan. The country's trains, however, all sit collecting dust. Passenger and freight cars, which used to travel between the capital and Atbara in the north as well as Wad Madani in the south, stopped in their tracks with the first blasts in Khartoum. They have not moved since.

A railway official said trains carrying cargo from sea ports have also stopped. The tracks which traverse Khartoum North "have become a battlefield themselves," he told AFP, requesting anonymity as he was not authorised to speak to media. It was not just the railway that has been affected, as Khartoum North has become a shell of its former self - a ghost town with no water or electricity, most of its residents escaped south to Wad Madani, or north to Egypt. **AGENCE FRANCE-PRESSE/E-NEWS CHANNEL RSA**

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**ENDS**

# FERRY & SHIP NEWS

## QUEENSLAND



### Bulimba-Teneriffe temporary changes

Effective Monday 29 May until September 2024, a change in the vessel used to provide the Bulimba to Teneriffe Cross River service has led to some timetable changes.

On weekdays, the 19:13 & 19:28 ex Bulimba and 19:08, 19:18 & 19:23 ex Teneriffe are cancelled; instead added into the timetable are new trips at 10:13, 10:28, 10:43, 19:43 & 19:58 ex Bulimba and 10:18, 10:23, 10:33, 10:38, 19:48 & 19:53 ex Teneriffe.

Meanwhile on weekends, the 09:55, 10:13, 10:20, 10:30, 19:15 & 19:25 ex Bulimba and 10:00, 10:08, 10:25, 19:10 & 19:20 ex Teneriffe are cancelled; instead added into the timetable are new trips at 10:43, 10:45, 10:55, 11:13, 19:45 & 19:55 ex Bulimba and 10:38, 10:50, 11:00, 11:08 & 19:50 ex Teneriffe.

The vessel that normally operates the service, Kalparrin, is undergoing restoration works.

**TRANSLINK**

## NEW SOUTH WALES



### Hunters Hill wharf closure

The wharf at Hunters Hill was suddenly closed on Friday 28 July due to safety concerns, following an inspection conducted the previous day.

Transport for NSW says it has engaged a contractor to undertake repairs on a wharf pile. It said that as a result, Lane Cove ferry services are instead stopping at Woolwich wharf until further notice. *TRANSPORT FOR NSW*

### New Parramatta River ferries

The new Labor state government announced in June that seven new Parramatta Class ferries would be procured from Tasmania's Richardson Devine Marine Shipbuilders, with work starting in July. Premier Chris Minns assured reporters that the seven vessels would be an improvement on the Indonesian-built River Class ferries.

The new vessels will replace the RiverCat fleet. Transport Minister Jo Haylen said the new vessels would use 40 per cent less diesel while still maintaining passenger capacity at existing levels. *PERTH NOW*

## NEW ZEALAND



### Auckland: Temporary alterations

Due to vessel maintenance, **Pine Harbour** weekday timetable operated with some peak trips cancelled from Monday 3 July to Wednesday 19 July. The 07:20, 08:40 and 16:20 ex Pine Harbour plus the 08:00, 09:20 and 17:00 ex Downtown were cancelled.

From Monday 3 July to Friday 21 July, selected **West Harbour** services were operated using a smaller vessel due to maintenance requirements.

Meanwhile, since the start of July, Waiheke Island ferry users have been paying up to 19 per cent extra on fares. Operator Fullers360 says the changes are designed to move more demand from peak times to off-peak (after 1pm to Waiheke, after 7pm to Auckland). The off-peak fare is set at around 46 per cent of the peak fare. It is noted that some peak fares have also decreased by up to 8 per cent. Return Raigoto Island fares have increased by to 24 per cent.

The company also said that it had maintained

fares at the previous level for monthly pass and FlexiPass holders, benefiting local residents. *AUCKLAND TRANSPORT, FULLERS360, STUFF ONLINE*

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## ENDS

## AIR NEWS

### DOMESTIC



### Bonza reviews routes

Bonza has done a review of its routes, with adjustments to become effective from 1 August.

Chief executive Tim Jordan said the changes better reflect customer demand seen from six months of operation. He also said that the carrier was trying to introduce "more flexibility into our operations, so we can better recover when we do have operational issues".

The cut routes are Sunshine Coast to Coffs Harbour, Port Macquarie and Tamworth; Cairns-Mackay and Toowoomba-Whitsundays. Some other routes have more or less flights operating per week to reflect this demand.

Initially expecting to have 12 planes in the air by the end of 2023, it currently only has four, with a fifth instead redirected to its private equity owners' Canadian operation (Flair), and reports in May that planes six and seven were in use in Poland. Mr Jordan conceded Bonza's limited fleet made maintaining its network schedule difficult when things went wrong.

With these adjustments, Mr Jordan said that the airline would now have a spare plane available all the time, rather than just sometimes. *AUSTRALIAN FINANCIAL REVIEW*

### Western Sydney International Airport

Preliminary flight paths out of Sydney's upcoming second airport were revealed in June, available via: [www.wsiflightpaths.gov.au/](http://www.wsiflightpaths.gov.au/).

Meanwhile, Qantas announced in early June that it and Jetstar had signed on to operate domestic flights out of WSI from the airport's opening planned for late 2026.

Qantas chief executive Alan Joyce said "As we

take delivery of more aircraft and expand our fleet, we see Western Sydney Airport as a significant growth opportunity for the Group, which will complement our existing operations in the Sydney basin and nationally. Western Sydney International Airport has some big strategic advantages with no curfew, technology that allows aircraft to be turned around quickly and a next-generation baggage system. Our data shows that more than two million trips per year are taken by people who live in the Western Sydney catchment so we know there will be demand for these flights from day one." **WESTERN SYDNEY INTERNATIONAL AIRPORT, AUSTRALIAN AVIATION**



### United's Asian expansion

United Airlines will become the most prolific American airline operating across the Pacific

Ocean as it expands its Transpacific network commencing from the last week of October.

It will become the only American airline flying non-stop between the US and the Philippines (San Francisco-Manila) with daily flights.

It will introduce a daily non-stop Los Angeles-Hong Kong flight complementing its existing San Francisco-Hong Kong service.

It resumes flying daily between Los Angeles and Tokyo-Narita in Japan, complementing existing flights to/from Tokyo Haneda as well as Japanese flights out of San Francisco.

Its San Francisco-Taipei, Taiwan route will have flights doubled to twice per day.

Reports indicate ongoing restrictions mean the airline cannot resume its pre-pandemic heavy schedule to/from mainland China at this stage, although a spokesperson said the airline was definitely interested in expanding its capacity there, while Russian airspace restrictions are enforcing the continued suspension of New York-Hong Kong flights. **SAMCHUI.COM**

## ENDS

## ODD SPOT

Following on from the theme of electronic timetables with mixed ordering (last month's *Table Talk* - Rheims timetable). Some Transport for NSW route timetables have an issue with short-working trips not ordered in proper time order (generally where such trips do not start from the first stop on the list of stops). Two examples, from Transdev's M91 and U-Go Mobility's M92, are provided below.

### M91 Parramatta to Hurstville via Chester Hill & Padstow

Valid: 17 July 2023 - 05 Aug 2023      Creation date: 30 July 2023  
NOTE: Information is correct on date of download.

Monday to Friday	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Parramatta Station	-	05:29	-	-	06:05	-	-	06:15
Granville Station	-	05:38	-	-	06:14	-	-	06:24
Blaxcell St opp Thomas St, Granville	-	05:41	-	-	06:17	-	-	06:27
Blaxcell St near Dellwood St, South Granville	-	05:44	-	-	06:21	-	-	06:31
Muhammadi Welfare Association, Blaxcell St, South Granville	-	05:48	-	-	06:25	-	-	06:35
Waldron Rd at Keenan Lane, Chester Hill	-	05:55	05:35	-	06:32	-	06:15	06:42
St John Mark Parish Proctor Pde, Chester Hill	-	05:56	05:36	-	06:34	-	06:16	06:44
Walshaw Park Buist St near Hector St, Bass Hill	05:23	06:01	05:41	-	06:39	-	06:21	06:49
Yagoona Station	05:29	06:07	05:47	-	06:46	-	06:27	06:56
Bankstown Central, The Mall, Bankstown	05:36	06:14	05:54	-	06:54	-	06:34	07:04
Bankstown Station	05:39	06:17	05:57	-	06:57	-	06:37	07:07
Fairford Rd after Gow St, Padstow	05:44	06:22	06:02	-	07:02	-	06:42	07:12
Padstow Station	05:50	06:28	06:08	-	07:08	-	06:48	07:18
Alma Rd opp Harvey Ave, Padstow	05:54	06:32	06:12	-	07:12	-	06:52	07:22
Walter Skelton Village, Henry Lawson Dr, Padstow Heights	05:58	06:36	06:16	05:45	07:16	06:07	06:56	07:26
Forest Rd at Hugh Ave, Peakhurst	06:02	06:41	06:21	05:49	07:22	06:12	07:01	07:32
George St at Cambridge St, Penshurst	06:07	06:46	06:26	05:54	07:28	06:17	07:06	07:38
Hurstville Station	06:16	06:56	06:36	06:03	07:39	06:27	07:16	07:49

Monday to Friday	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Parramatta Station	-	06:34	-	-	06:35	06:45	-	06:52
Granville Station	-	06:37	-	-	06:38	06:48	-	06:55
Blaxcell St opp Thomas St, Granville	-	06:37	-	-	06:37	06:47	-	06:54
Blaxcell St near Dellwood St, South Granville	-	06:41	-	-	06:41	06:51	-	06:58
Muhammadi Welfare Association, Blaxcell St, South Granville	-	06:45	-	-	06:45	06:55	-	07:02
Waldron Rd at Keenan Lane, Chester Hill	-	06:52	07:02	07:12	-	07:19	07:27	07:37
St John Mark Parish Proctor Pde, Chester Hill	-	06:54	07:04	07:14	-	07:21	07:29	07:39
Walshaw Park Buist St near Hector St, Bass Hill	-	06:59	07:09	07:19	-	07:26	07:34	07:44
Yagoona Station	-	07:06	07:16	07:26	-	07:33	07:41	07:54
Bankstown Central, The Mall, Bankstown	-	07:14	07:24	07:34	-	07:41	07:49	08:03
Bankstown Station	06:27	07:17	07:27	07:37	06:47	07:44	07:52	08:06
Fairford Rd after Gow St, Padstow	06:32	07:22	07:32	07:42	06:52	07:49	07:57	08:11
Padstow Station	06:38	07:28	07:38	07:48	06:58	07:55	08:03	08:17
Alma Rd opp Harvey Ave, Padstow	06:42	07:32	07:42	07:52	07:02	07:59	08:07	08:21
Walter Skelton Village, Henry Lawson Dr, Padstow Heights	06:46	07:36	07:46	07:56	07:06	08:03	08:11	08:25
Forest Rd at Hugh Ave, Peakhurst	06:51	07:42	07:52	08:02	07:11	08:09	08:19	08:33
George St at Cambridge St, Penshurst	06:56	07:48	07:58	08:08	07:16	08:15	08:25	08:39
Hurstville Station	07:06	08:01	08:11	08:21	07:26	08:29	08:39	08:53

### M92 Parramatta to Sutherland

Sunday & Public Holidays	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Parramatta Station	-	-	-	07:40	08:00	-	08:20	08:40	09:00
James Ruse Dr and Prospect St, Rosehill	-	-	-	07:45	08:05	-	08:25	08:45	09:05
John St at Grace Ave, Lidcombe	-	-	-	07:54	08:14	-	08:34	08:54	09:14
Lidcombe Station	07:00	-	07:20	08:00	08:20	-	08:40	09:00	09:20
University of Sydney Cumberland Campus Gate, Lidcombe	07:05	-	07:25	08:05	08:25	-	08:45	09:05	09:25
Epa Chemistry Laboratory Weeroona Rd, Lidcombe	07:06	-	07:26	08:06	08:26	-	08:46	09:06	09:26
Joseph St opp Cutcliffe Ave, Regents Park	07:07	-	07:27	08:07	08:27	-	08:47	09:07	09:27
Rookwood Rd after Bruner Rd, Yagoona	07:10	-	07:30	08:10	08:30	-	08:50	09:10	09:30
Bankstown Central, The Mall, Bankstown	07:16	-	07:36	08:16	08:36	-	08:56	09:16	09:36
Bankstown Station	07:19	-	07:39	08:19	08:39	-	08:59	09:19	09:39
Bankstown Home, Chapel Rd, Bankstown	07:25	-	07:45	08:25	08:45	-	09:05	09:25	09:45
Padstow Station	07:33	-	07:53	08:33	08:53	08:13	09:13	09:33	09:53
Davies Rd before Alma Rd, Padstow	07:36	-	07:56	08:36	08:56	08:16	09:16	09:36	09:56
Old Illawarra Rd opp Illawong Rural Fire Brigade, Illawong	07:40	07:20	08:00	08:40	09:00	08:20	09:20	09:40	10:00
Old Illawarra Rd opp Bradman Rd, Menai	07:43	07:23	08:03	08:43	09:03	08:23	09:23	09:43	10:03
Old Illawarra Rd before Alford's Point Rd, Menai	07:44	07:24	08:04	08:44	09:04	08:24	09:24	09:44	10:04
Menai Rd opp Dandarabong Ave, Bangor	07:49	07:29	08:09	08:49	09:09	08:29	09:29	09:49	10:09
Sutherland Station	07:57	07:38	08:17	08:57	09:17	08:37	09:37	09:57	10:17

### M92 Sutherland to Parramatta

Monday to Friday	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Sutherland Station	-	-	-	06:01	-	-	-	06:21
Menai Rd at Dandarabong Ave, Bangor	-	-	-	06:08	-	-	-	06:28
Old Illawarra Rd at Hall Dr, Menai	-	-	-	06:12	-	-	-	06:32
Old Illawarra Rd at Bradman Rd, Menai	-	05:43	-	06:13	-	06:03	-	06:33
Illawong Rural Fire Brigade, Old Illawarra Rd, Illawong	-	05:47	-	06:17	-	06:07	-	06:37
Davies Rd at Nella St, Padstow	-	05:52	-	06:22	-	06:12	-	06:42
Padstow Station	-	05:57	-	06:27	-	06:17	-	06:47
Chapel Rd opp Bankstown Home, Bankstown	-	06:04	-	06:34	-	06:24	-	06:54
Bankstown Station	-	06:12	-	06:42	06:02	06:32	-	07:02
Bankstown Central, The Mall, Bankstown	-	06:15	-	06:45	06:05	06:35	-	07:05
Rookwood Rd at Bruner Rd, Yagoona	-	06:22	-	06:52	06:12	06:42	-	07:12
Epa Chemistry Laboratory Weeroona Rd, Lidcombe	-	06:28	-	06:58	06:18	06:48	-	07:18
University of Sydney Cumberland Campus, East St, Gate 2, Lidcombe	-	06:29	-	06:59	06:19	06:49	-	07:19
Lidcombe Station	05:40	06:35	06:00	07:05	06:25	06:55	06:15	07:25
John St before Parramatta Rd, Lidcombe	05:44	06:39	06:04	07:09	06:29	06:59	06:19	07:29
Parramatta Rd before Rawson St, Auburn	05:50	06:46	06:10	07:16	06:36	07:06	06:26	07:36
James Ruse Dr and Prospect St, Rosehill	05:57	06:52	06:17	07:22	06:42	07:12	06:32	07:42
Parramatta Station	06:05	07:00	06:25	07:30	06:50	07:20	06:40	07:50

# ODD SPOT 2

**Broden Kelly on the two words that convinced him to leave the ground during the final term of the Melbourne v Brisbane game at the 'G on a recent Friday evening - video should start at 20:54m.**

<https://youtu.be/--3GuKkYnJw?t=1254>

The Front Bar airs weekly on the Seven Network.



**Front Cover:** A map of Sydney 191 & 192 bus routes from the current timetable (Transport for NSW).

## About Table Talk

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