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ASSOCIATION

TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

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RAIL & TRAM NEWS

NATIONAL



Budget 2020

In early October, the federal government set out its delayed 2020 budget for the 20/21 financial year. Normally held in May, the annual budget release was held back due to COVID-19. The government says that it funds up to 50 per cent of projects in urban areas and up to 80 per cent in regional areas, with state/territory/local governments and/or the private sector funding the remainder.

The federal government says, 'the government's record \$110 billion transport infrastructure program and \$3.5 billion rolling water infrastructure fund will support local jobs and businesses at the time it is needed most. The 2020–21 Budget builds a strong regional Australia, includes a number of measures responding to the unique way regions have been affected over the past year, ensures that regions which are seeing strong population growth have the services and jobs they need, that regions in transition are supported to adapt to new circumstances and build resilience, and investments for all communities to be great places to work and live. Funding is being delivered to critical transport infrastructure projects in every state and territory, including:

- an additional \$490.6 million for the **Coffs Harbour Bypass** in New South Wales;
- \$528 million for upgrades to the **Shepparton and Warrnambool rail lines** in Victoria;
- \$750 million for Stage 1 of the **Coomera Connector** in Queensland;
- an additional \$80 million for the **Wheatbelt Secondary Freight Network** in Western Australia;
- \$136 million to progress the **Main South Road Duplication** in South Australia;
- \$65 million for the **Tasman Bridge Upgrade** in Tasmania;
- \$46.6 million for **National Network Highway Upgrades** in the Northern Territory; and

- \$87.5 million for the **Molonglo River Bridge** in the Australian Capital Territory.

Funding will flow directly to support stronger, more resilient regions through the following initiatives:

- An **additional \$200 million in grants** to extend the successful Building Better Regions Fund (BBRF) for a fifth round, including:
 - **\$100 million** available across regional Australia for community priorities; and
 - **\$100 million** dedicated for tourism-related infrastructure.
- **\$100 million** to fund Regional Recovery Partnerships, which will coordinate investments in ten regions with other levels of government to support recovery and growth;
- An additional **\$30.3 million** for the Regional Connectivity Program to support telecommunications projects developed by local communities and providers to benefit regions.
- **\$41 million** for a Research and Development Program to continue the government's regional decentralisation agenda, by funding research and development activities that will benefit regional industries.
- An **additional \$28.1 million** to extend the Stronger Communities Program, which provides grants of between \$2,500 and \$20,000 across the country to community organisations and local governments for small capital projects that deliver social benefits for local communities.
- **\$5.7 million** for a new Building Strong, Resilient Regional Leaders initiative; \$5 million for the Regional Australia Institute's research program and promotion of regional living.'

It is important to note that the financial numbers quoted below contain only the total federal government expenditure component (since no earlier than 2013/14), and that funding for longer-term projects can be delivered over multiple years.

New rail project commitments in the 20/21 Budget include:

- QLD - North Brisbane – Beams Road level crossing removal - \$50 million
- NSW - Inland Rail – grade separation - \$150 million
- NSW - Sydney to Newcastle Faster Rail – planning - \$15 million
- NSW – Northern NSW Inland Port at Narrabri - \$7.75 million
- NSW – Albury-Wodonga - Ettamogah Freight Rail Hub - \$2.6 million
- VIC - Shepparton Rail Line Upgrade (Stage 3) - \$320 million
- VIC - Warrnambool Rail Line Upgrade (Stage 2) - \$208 million
- VIC - Western Rail Plan - “further planning” - \$30 million
- VIC - Improving Passenger Rail Services from Northern Victoria to Melbourne - \$7.5 million
- VIC - Improving Connectivity to Port of Melbourne – business case - \$7.5 million
- WA – Metronet - High capacity signalling - \$102.3 million
- WA - Canning Bridge Bus Interchange - \$75 million
- WA - Stirling Bus Interchange - \$45 million
- WA - Kenwick Intermodal Terminal - \$5 million
- WA - Perth to Bunbury Faster Rail – corridor investigation - \$4 million

Other **ongoing** rail project commitments include:

Queensland

- Gold Coast Light Rail (Stage 3A) - \$269 million
- Sunshine Coast – Beerburrum to Nambour rail upgrade - \$390 million
- Loganlea rail station relocation - \$50 million
- Commuter car park upgrades at Beenleigh, Coomera, Loganlea and others - \$60 million
- Brisbane – North West Transport Corridor - \$10 million
- East Brisbane – Lindum Rail Crossing Study - \$400,000
- Toowoomba to Brisbane Passenger Rail business case - \$15 million
- Brisbane Inland Rail Intermodal Terminal business case - \$10 million
- Salisbury to Beaudesert rail business case - \$10 million
- Brisbane to Gold Coast Faster Rail business case - \$8 million
- Townsville Eastern Access Rail Corridor – \$6.25 million

New South Wales

- Western Sydney Airport Metro - \$5.19 billion
- Pt Botany Rail Line Duplication - \$400 million
- Commuter Car Park upgrades at St Marys, Gosford, Campbelltown, Kingswood, Emu Plains, Macarthur, Revesby, Riverwood, Hurstville, Panania, and Woy Woy (in order of financial contribution) - \$179 million
- Macquarie University station – bus interchange - \$80 million
- Sydney to Bomaderry Faster Rail – business case - \$8 million
- Sydney to Parkes Faster Rail – business case - \$8 million

Australian Capital Territory

- Mitchell light rail stop - \$6 million

Victoria

- Melbourne Airport Rail Link - \$5 billion
- Melbourne Airport Rail Link – business case - \$30 million
- Geelong Fast Rail - \$2 billion
- Monash Rail project - \$475 million
- Frankston to Baxter Rail Line Upgrade - \$225 million
- Glenferrie Level Crossing Removal, Kooyong - \$260 million
- Commuter Car Park upgrades at Craigieburn, Hurstbridge, Camberwell, Croydon, Canterbury, Heatherdale, Berwick, Glenferrie, Beaconsfield, Elsternwick, Bentleigh, Doncaster Park & Ride, Hampton - \$202.1 million
- South Geelong to Waurn Ponds Rail Line Upgrade (Stages 2 and 3) - \$750 million
- South Geelong to Waurn Ponds (Stage 3) – business case - \$4 million
- Melbourne Port Rail Shuttle - \$38 million
- Ballarat Rail Line Upgrade (Stage 1) – \$503 million
- Gippsland Rail Line Upgrade – \$448 million
- Shepparton Rail Line upgrade - \$9 million
- North East Rail Line Upgrade – \$235 million
- North East Rail Line – supporting infrastructure - \$9 million
- Warrnambool Rail Line Upgrade – \$226.4 million
- Bendigo/Echuca Rail Line Upgrade - \$158.7 million
- Murray Basin Freight Rail Project - \$120.2 million
- Gippsland – Avon River Bridge - \$79.5 million
- Melbourne Inland Rail Intermodal Terminal – business case - \$10 million

- Melbourne to Albury-Wodonga Fast Rail – business case - \$8 million
- Melbourne to Traralgon Fast Rail – business case - \$8 million
- Madden Grove Level Crossing Removal – study - \$5 million
- Toorong Road Level Crossing Removal – study - \$5 million

Tasmania

- Tasmanian Freight Rail Revitalisation (Tranches 1 and 2) - \$120 million
- Tasmanian Freight Rail Revitalisation (Tranche 3) - \$28 million
- Hobart Congestion Package - \$25 million

South Australia

- Torrens Road Level Crossing Upgrade - \$115.5 million
- Brighton Road Level Crossing Upgrade - \$85.5 million

Western Australia

- Wheatbelt Secondary Freight Network - \$150 million
- Assorted Metronet projects:
 - Morley to Ellenbrook Line - \$625 million
 - Thornlie-Cockburn Link - \$350 million
 - Yanchep Rail Extension - \$350 million
 - Byford Extension - \$240.5 million
 - Midland Station - \$82.5 million
 - Denny Avenue Level Crossing Removal - \$55 million
 - Metronet business case development - \$21.5 million
 - Bellevue Depot Relocation - \$15.6 million
- Oats Street/Welshpool Road/Mint Street Level Crossing Removal - \$207.5 million
- Perth Rail – Platform & Signalling upgrade program – business case - \$10.5 million
- Karel Avenue Bridge Over Rail - \$6.7 million

FEDERAL MINISTER FOR INFRASTRUCTURE, TRANSPORT AND REGIONAL DEVELOPMENT (ITRD)

Great Southern luxury summer rail cruise

The Great Southern Train, in its second summer of operation, will skip Victoria as the state is a COVID-19 hotspot with its borders closed for the foreseeable future.

The Great Southern train operates weekly each December and January from Adelaide to Brisbane and return. Each trip runs between 2.5 and three days in length with Platinum, Gold Twin and Gold Single levels of service onboard.

While off-train touring options in Canberra, Hunter Valley, Coffs Harbour and Port Stephens will be retained, filling the Victorian void will be “quintessential outback locations” of Broken Hill and Silverton.

The operator also has its own on-board COVID plan which includes temperature checks, physical distancing and altered “dining experiences”.

Further detail will be available by the operator, Great Southern Rail, once Queensland provides further detail on its border reopening timeline. **TRAVELLER.COM.AU**

The Ghan, Indian Pacific

Great Southern Rail, operator of luxury rail trains The Ghan and the Indian Pacific, has said that The Ghan returned from its longest-ever hiatus in August, while the Indian Pacific awaits the Western Australian state government to re-open its borders. **GREAT SOUTHERN RAIL**

QUEENSLAND



Gold Coast construction contract

John Holland has been awarded the \$709 million contract to build stage three of the Gold Coast light rail line out to Burleigh Heads. Construction will begin in the next two months with opening scheduled for 2023. **MYGC.COM.AU**

NEW SOUTH WALES



Botany freight duplication project

The federal government announced in September the three companies that have been shortlisted for the Botany freight line duplication project:

- CPB Contractors
- Laing O'Rourke Construction Australia
- John Holland

The \$400 million federal government funded project was first announced in May 2018. The package will include construction of replacement bridges and duplication of the single freight line between Mascot and Botany to increase capacity, and also the construction of a new 1,650-metre crossing loop near Cabramatta on the Southern Sydney Freight Line in Sydney's south-west. **ARTC, FEDERAL MINISTER FOR ITRD**

AUSTRALIAN CAPITAL TERRITORY



Canberra-Eden railway not viable

Following \$1 million in state government funding from 2018, the feasibility study on a possible Canberra to Eden railway has deemed the project as having “high costs for low benefits” with an estimated cost of \$6.3 billion to rebuild the line between Queanbeyan and Bombala then extend the respective ends to Canberra Airport and the Port of Eden.

The plan included the use of both freight and passenger traffic on the line. However, involving the construction of major tunnels, bridges and viaducts through challenging terrain and environmentally significant areas has contributed greatly to the estimated total cost.

Richard Hopkins, of the Cooma and Monaro Progress Association, said their Association had their own thorough plan with an estimated total cost of under \$3 billion reviewed by external parties. The association's plan is available to view at http://www.coomansw.com.au/Curr_Proj.php with a concept plan, cost estimates and a cost/benefit analysis. *THE CANBERRA TIMES*

Ararat Line

Temporary timetable
Tuesday 18 August to Thursday 22 October



Due to temporary speed restrictions on the Ararat line, there will be changes to arrival and departure times of some services from Tuesday 18 August to Thursday 22 October. Plan ahead and allow extra time for your journey.

Ararat to Melbourne via Ballarat

Service	Monday to Friday									
	TRAIN	TRAIN	COACH	COACH	TRAIN	TRAIN	COACH	TRAIN	COACH	TRAIN
Service Information	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
ARARAT STATION dep	06:10	07:07	08:07	10:46	12:18	14:53	15:32	17:01	17:39	-
Buargor	-	-	08:24	11:00	-	-	15:49	-	17:47	-
Beaufort Station	06:36	07:33	08:40	11:19	12:44	15:19	16:02	17:27	18:02	-
Trawalla	-	-	08:47	11:27	-	-	16:09	-	18:09	-
Burrumbet	-	-	09:01	-	-	-	-	-	-	-
Cardigan Village	-	-	09:04	-	-	-	-	-	-	-
Wendouree Station	07:04	08:01	-	-	13:13	15:47	-	17:55	-	-
BALLARAT STATION arr	07:10	08:07	09:30	11:57	13:17	15:53	16:55	18:01	18:50	-
Change Service	-	-	TRAIN	TRAIN	-	-	COACH	-	TRAIN	-
Service Information	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
BALLARAT STATION dep	07:22	08:19	10:19	12:19	13:19	15:54	17:15	18:03	19:14	-
North Shore	-	-	-	-	-	-	-	-	-	-
Ballan	07:39	08:36	10:36	12:36	13:36	16:11	17:36	18:25	19:26	-
Bacchus Marsh	07:56	08:53	10:53	12:53	13:53	16:28	18:05	18:45	19:53	-
Milton	-	09:01	11:01	13:01	14:01	16:39	18:20	18:53	20:05	-
Cobblebank	-	09:04	-	-	-	16:43	-	-	20:08	-
Rockbank	-	09:08	-	-	-	16:46	-	-	20:12	-
Caroline Springs	-	09:13	11:10	13:10	14:10	16:52	-	-	20:17	-
Dear Park	-	-	-	-	-	16:56	-	-	20:21	-
Ardeer	-	-	11:15	13:15	14:15	16:59	-	-	20:24	-
Sunshine	08:20d	09:23d	11:23d	13:23d	14:23d	17:04d	-	19:11d	20:30d	-
Sunshine	08:26d	09:29d	11:29d	13:29d	14:29d	17:11d	-	19:17d	20:36d	-
SOUTHERN CROSS STATION arr	08:27	09:40	11:40	13:40	14:40	17:22	19:10	19:28	20:47	-

Service	Saturday					Sunday					
	TRAIN	COACH	COACH	TRAIN	COACH	TRAIN	COACH	TRAIN	COACH	TRAIN	COACH
Service Information	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
ARARAT STATION dep	07:08	08:30	09:22	11:02	15:35	16:05	07:48	08:08	10:45	11:08	15:35
Buargor	-	08:49	09:40	-	15:54	-	08:07	-	11:00	-	15:54
Beaufort Station	07:34	09:07	09:57	11:28	16:12	16:31	08:25	08:34	11:19	11:34	16:12
Trawalla	-	09:14	10:04	-	16:19	-	08:32	-	11:27	-	16:19
Wendouree Station	08:02	-	-	-	12:02	-	09:02	-	12:02	-	16:59
BALLARAT STATION arr	08:08	09:47	10:45	12:08	16:52	17:05	09:05	09:08	11:57	12:08	16:52
Change Service	-	-	TRAIN	TRAIN	-	-	TRAIN	-	TRAIN	-	TRAIN
Service Information	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
BALLARAT STATION dep	08:20	10:20	11:20	12:20	17:20	17:17	09:20	09:20	12:20	12:20	17:17
North Shore	-	-	-	-	-	-	-	-	-	-	-
Ballan	08:38	10:38	11:38	12:38	17:42	17:39	09:38	09:38	12:38	12:38	17:39
Bacchus Marsh	08:55	10:55	11:55	12:55	18:04	17:59	09:55	09:55	12:55	12:55	18:04
Milton	09:03	11:03	12:03	13:03	18:12	18:04	10:03	10:03	13:03	13:03	18:12
Cobblebank	09:06	11:06	12:06	13:06	18:14	18:07	10:06	10:06	13:06	13:06	18:14
Rockbank	09:10	11:10	12:10	13:10	18:16	18:11	10:10	10:10	13:10	13:10	18:16
Caroline Springs	09:15	11:15	12:15	13:15	18:19	18:16	10:15	10:15	13:15	13:15	18:19
Dear Park	09:19	11:19	12:19	13:19	18:22	18:20	10:19	10:19	13:19	13:19	18:22
Ardeer	09:22	11:22	12:22	13:22	18:23	18:23	10:22	10:22	13:22	13:22	18:23
Sunshine	09:28d	11:28d	12:28d	13:28d	18:26d	18:26d	10:28d	10:28d	13:28d	13:28d	18:26d
Sunshine	09:34d	11:34d	12:34d	13:34d	18:36d	18:36d	10:34d	10:34d	13:34d	13:34d	18:36d
SOUTHERN CROSS STATION arr	09:45	11:45	12:45	13:45	18:47	18:46	10:45	10:45	13:45	13:45	18:46

Ararat Line

Temporary timetable
Tuesday 18 August to Thursday 22 October



Due to temporary speed restrictions on the Ararat line, there will be changes to arrival and departure times of some services from Tuesday 18 August to Thursday 22 October. Plan ahead and allow extra time for your journey.

Melbourne to Ararat via Ballarat

Service	Monday to Friday									
	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Service Information	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
SOUTHERN CROSS STATION dep	08:16	09:16	12:16	12:16	14:16	16:32	17:50	18:23	-	-
Footscray	08:24d	09:24d	12:24d	12:24d	14:24d	16:40d	17:58d	18:31d	-	-
Sunshine	08:29d	09:29d	12:29d	12:29d	14:29d	16:45d	-	-	-	-
Ardeer	08:32	09:32	12:32	12:32	14:32	-	-	-	-	-
Dear Park	08:35	-	-	-	-	-	-	-	-	-
Caroline Springs	08:39	09:38	12:38	12:38	14:38	-	-	-	-	-
Rockbank	-	-	-	-	-	-	-	-	-	-
Cobblebank	-	-	-	-	-	-	-	-	-	-
Milton	08:48	09:46	12:46	12:46	14:46	-	-	-	-	18:51
Bacchus Marsh	08:57	09:57	12:57	12:57	14:57	-	-	-	-	19:03
Ballan	09:14	10:14	13:14	13:14	15:14	17:21	18:41	19:21	-	-
North Shore	-	-	-	-	-	-	-	-	-	-
BALLARAT STATION arr	09:41	10:41	13:42	13:42	15:42	17:39	18:58	19:39	-	-
Change Service	-	-	COACH	COACH	COACH	COACH	COACH	COACH	-	-
Service Information	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
BALLARAT STATION dep	09:43	11:00	13:45	13:55	15:45	17:49	19:08	19:42	-	-
Wendouree Station	09:47	-	13:49	-	15:49	-	-	19:46	-	-
Cardigan Village	-	-	-	-	-	18:04	-	-	-	-
Burrumbet	-	-	-	-	-	18:08	-	-	-	-
Trawalla	-	11:30	-	14:25	-	18:22	19:38	-	-	-
Beaufort Station	10:10	11:38	14:12	14:33	16:12	18:20	19:46	20:09	-	-
Buargor	-	11:54	-	14:39	-	18:46	20:02	-	-	-
ARARAT STATION arr	10:46	12:15	14:48	15:06	16:46	19:08	20:24	20:45	-	-

Service	Saturday					Sunday					
	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Service Information	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
SOUTHERN CROSS STATION dep	08:16	08:16	12:16	12:16	18:16	18:16	08:16	08:16	12:16	12:16	18:16
Footscray	08:24d	08:24d	12:24d	12:24d	18:24d	18:24d	08:24d	08:24d	12:24d	12:24d	18:24d
Sunshine	08:29d	08:29d	12:29d	12:29d	18:29d	18:29d	08:29d	08:29d	12:29d	12:29d	18:29d
Ardeer	08:32	08:32	12:32	12:32	18:32	18:32	08:32	08:32	12:32	12:32	18:32
Dear Park	08:35	08:35	12:35	12:35	18:35	18:35	08:35	08:35	12:35	12:35	18:35
Caroline Springs	08:39	08:39	12:39	12:39	18:39	18:39	08:39	08:39	12:39	12:39	18:39
Rockbank	08:45	08:45	12:45	12:45	18:45	18:45	08:45	08:45	12:45	12:45	18:45
Cobblebank	08:49	08:49	12:49	12:49	18:49	18:49	08:49	08:49	12:49	12:49	18:49
Milton	08:52	08:52	12:52	12:52	18:52	18:52	08:52	08:52	12:52	12:52	18:52
Bacchus Marsh	09:03	09:03	13:03	13:03	19:03	19:03	09:03	09:03	13:03	13:03	19:03
Ballan	09:21	09:21	13:21	13:21	19:21	19:21	09:21	09:21	13:21	13:21	19:21
North Shore	-	-	-	-	-	-	-	-	-	-	-
BALLARAT STATION arr	09:44	09:44	13:44	13:44	19:39	19:39	09:42	09:42	13:44	13:44	19:39
Change Service	-	-	COACH	COACH	COACH	COACH	COACH	COACH	COACH	COACH	COACH
Service Information	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
BALLARAT STATION dep	09:47	10:00	13:47	14:00	19:44	19:49	09:45	10:00	13:47	13:59	19:44
Wendouree Station	09:51	-	13:51	-	19:48	-	09:49	-	13:51	-	19:48
Trawalla	-	10:30	-	14:01	-	20:22	-	10:33	-	14:29	17:38
Beaufort Station	10:14	10:40	14:14	14:39	20:11	20:29	10:12	10:40	14:14	14:37	17:45
Buargor	-	10:55	-	14:55	-	20:44	-	10:55	-	14:52	18:00
ARARAT STATION arr	10:50	11:15	14:50	15:17	20:47	21:04	10:48	11:15	14:50	15:16	18:20

Δ - Wheelchair accessible / Δ - Pick up only / COACH services shown in red
Altered timetables may apply on public holidays. Please check vline.com.au prior to travelling.

Coach stop locations: Buargor - Hotel / Burrumbet - Caravan Park / Ballarat - Burrumbet Road / Cardigan Village - Hudson, Windermere Road, adjacent to estate entrance / Trawalla - Roadhouse

For more information visit ptv.vic.gov.au or call 1800 800 007

Authorised by the Victorian Government, 1 Treasury Place, Melbourne.

- new passing loops at Tourella and somewhere between Maryborough and Ararat, plus extension to the existing loop at Emu to almost double the weekly network capacity from 28 to 49 paths with 1,200-metre trains;
- the upgrade of signalling control systems at Ararat, Maryborough, Dunolly, and Ouyen Yard; and
- Implementation of Electronic Train Order system.

The revised plan has taken more recent regional line upgrades into account. The project would be funded with \$49 million from the state government with the remainder from the Commonwealth, to take total cumulative investment in the project past \$800 million.

See the bottom of page 6 for a diagram of the proposed works **MURRAY BASIN RAIL PROJECT, ROSS MORRISON, ABC NEWS**

V/Line: Warrnambool line accessibility

The 2020 federal budget included a commitment to fund accessibility improvements for passengers on the Warrnambool line. This will involve \$208 million being spent on stage two of the Warrnambool line upgrade. The investment in upgrading train detection technology at 50 level crossings would allow V/Locity trains to safely run on the line. The upgrades are planned to be delivered by the end of 2023. **ABC NEWS**

V/Line: Ballarat gates damaged

Updating this news item from July's *Table Talk*, the Australian Transport Safety Bureau has found in its preliminary report that the train concerned was travelling at almost 100 kilometres per hour when it hit the heritage-listed gates at Lydiard Street.

After applying the emergency brake more than 200 metres out from Ballarat station, the train failed to stop sufficiently, coming to rest 600 metres past the intersection. CCTV footage from the night shows three pedestrians crossing the intersection 49 seconds before the train ploughed through, destroying the heritage-listed, century-old gates. **ABC NEWS**

V/Line: Albury facility

Upon removal of the older fleet from the Albury line, a number of new V/Locity trains will be housed at a \$10 million stabling facility next to Albury station, to be constructed in the coming years under shared funding from the federal and Victorian governments. This move is expected once track repairs have been completed along the line. **WIN NEWS BORDER NORTH EAST**

PTV mobile app updated

The state government has announced an update to the Public Transport Victoria (PTV) mobile application. Improvements include:

- The app is fully accessible with VoiceOver and TalkBack functions,
- Improved journey planning functionality, and
- Work and home disruption notifications.

More improvements are expected in the coming months, such as real-time data.

The state government has also revealed that trials are underway to develop capacity prediction capabilities. They involve testing of predictive modelling technology and passenger counting sensors using a group of selected travellers across a number of train lines and bus routes.

Supplied by – ROSS MORRISON

Source – VICTORIAN GOVERNMENT

SOUTH AUSTRALIA



Flinders line proposed timetable

In early October, Adelaide Metro released a proposed Flinders line timetable. Community consultation is open until 17:00 on Friday 30 October through <https://www.adelaidemetro.com.au/Announcements2/Service-updates/More-services-for-the-Adelaide-passenger-rail-network>.

The proposal includes maintaining the 20-minute peak and 30-minute off-peak frequencies. In addition, weeknight services would run longer into the night while services would, for the first time, operate on Saturdays and Sundays (30-minute frequency).

The weekend timetable would see Woodlands Park become a major interchange station with Seaford trains to run express between Woodlands Park and Adelaide station – cutting that journey time to 10-11 minutes.

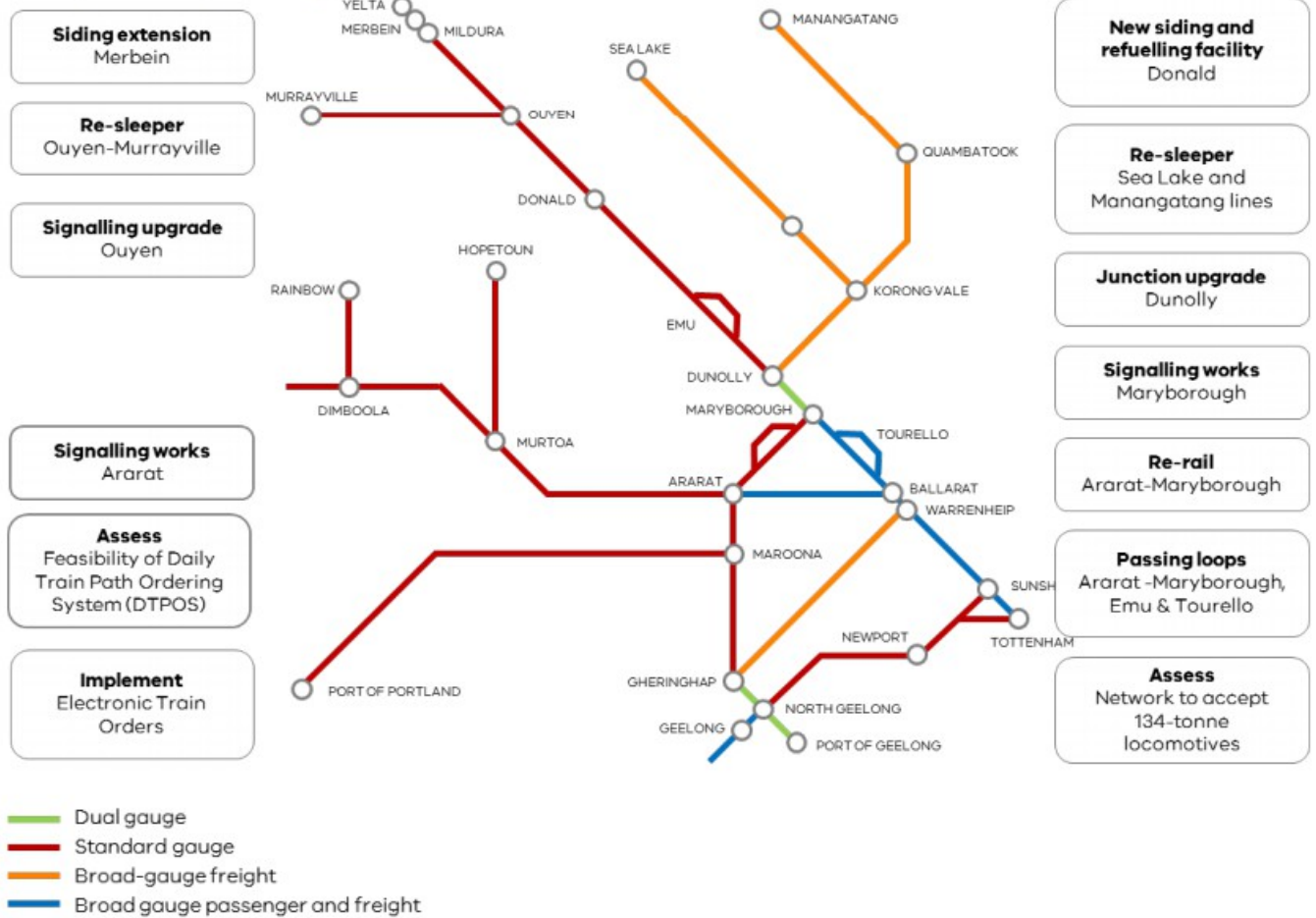
An excerpt is provided on the next page. **HILAIRE FRASER, ADELAIDE METRO**

Victorian stowaway

A 41-year-old male has been arrested after being found on board a freight train originating in Victoria on 21 October. Under COVID-19 border restrictions, people wishing to enter South Australia are required to submit a cross border travel registration form, which the male had, but he did not wait for confirmation from authorities. The male was refused bail to face court shortly.

This is not the first instance of cross-border issues, as back in July four males were caught doing the same thing. As they had spent a day in custody, no further punishment was provided. **ROSS MORRISON, ABC NEWS**

Proposed package of works



Seaford & Flinders

Proposed timetable only

Seaford
Noarlunga Centre
Hallett Cove
Brighton
Oaklands
Woodlands Park
Goodwood
Adelaide Showground
Adelaide

Flinders
Tonsley

Government of South Australia
Adelaide Metro

New Flinders train line

Legend

- Train line & station
- Tram line & stop
- Convenient transfer point
- Parking
- Park 'n' Ride
- Help phone
- Ticket sales
- Bike lockers
- Safer station
- School
- Shopping Centre
- Educational Institution
- Medical research precinct
- Innovation precinct

Scale: 0, 900, 1800 Metres

Stations shown: Mile End, Adelaide Showground, Glandore, Plympton, Camden Park, Edwardstown, Woodlands Park, Ascot Park, Mitchell Park, St Marys, NEW Tonsley Station, NEW Flinders Station, Seacliff, Marino, Marino Rocks.

The Seaford train line and stations will not change. Trains continue to Seaford as per the current timetable.



Saturday, Sunday & public holidays

AM	6:15	6:19	6:21	6:23	6:25	6:26	6:28	6:30	6:33	6:35	6:37																			
	6:52	6:56	6:58	7:00	7:02	7:03	7:05	7:07	7:10	7:12	7:14	7:17	7:19	7:21	7:23	7:25	7:27	7:29	7:31	7:32	7:35	7:37	7:41	7:43	7:45	7:48	7:50			
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Proposed Flinders/Seaford line timetable excerpts – front page and weekend timetable travelling away from the city (Source: Adelaide Metro).

WESTERN AUSTRALIA



Bayswater station designs

The state government released images of the designs for the new Bayswater station, part of the Metronet program. **METRONET**

Perth-Bunbury service back on agenda

The federal government committed in the 2020 Budget to fund half of the \$8 million cost for a feasibility study into a "Faster Rail" corridor between Perth and Bunbury. **ABC NEWS**



The project is now progressing into the construction phase with works starting in the coming months.

A cross-section showing both the above-ground platform and street levels at the new Bayswater station (source: Metronet).

INTERNATIONAL

Official Railway Guide

The US *Official Railway Guide* has ceased its quarterly publication. After 125 years, subscribers were advised that the Quarter 2, 2020 edition would be its last.

A source advises that some sections, such as the list of active AAR reporting marks, have been moved across to sister IHS Markit quarterly publication *Pocket List of Railroad Officials*. **DEAN OGLE**

Japan: COVID strikes bullet train

The following is an edited article which was first published by *Bloomberg*:

These days, the section of Tokyo Station serving regional destinations is a shadow of its former self. Gone are the usual crowds and on a mid-week afternoon in late September, just a handful of commuters browsed bento-box stores.

"I see more cleaning staff getting off trains than passengers", said Taro Aoki, who oversees 18 fast-food outlets in the capital's main inter-city rail terminal. "People used to swiftly pick which bento to buy and wait in line, but now, there's hardly anyone around."

It is not only airlines that COVID-19 has upended. At a time of year when many people in Japan are getting out of the city to enjoy the changing Autumn colours, there's little holiday making going on. And the nation's treasured bullet trains are ailing.

The two largest operators by ticket sales, East Japan Railway Co. (East JR) and West Japan Railway Co. (West JR), are forecasting their biggest financial losses since privatisation of the country's rail network in 1987. East JR expects a loss of 418 billion yen (\$AU5.5 billion) for the year ending 31 March 2021 – this compares to last year's profit of 198.4 billion yen (\$2.6 billion). Meanwhile, West JR's deficit is forecast to be 240 billion yen (\$3.1 billion) this year.



Source: @kenzy201/Bloomberg.



Tokyo station near the Hokkaido platforms (source: Soichiro Koriyama/Bloomberg).

Pictures posted on social media, like those above, show how empty the super-fast trains have become. "This is what it looks like even after halving ticket prices," wrote one Twitter user, who took an East JR bullet train. "After departing Morioka station, it's deserted", with reference to the jumping off point for Iwate, a prefecture on the northeastern coast of Honshu, Japan's main island.

Australian Timetable Association member, Geoff Lambert, said it is quite eerie to be able to see the floor of Tokyo station compared to the normal hustle and bustle of people everywhere under normal circumstances.

A national government campaign, called Go To, aimed at spurring Japanese domestic travel hasn't provided the fillip hoped for the Shinkansen, or bullet trains. Since 22 July, the campaign has provided subsidies of 35 per cent on transport, hotels, restaurants and tourist attractions for bookings with registered travel agents. Previously excluded, the capital, Tokyo was added to the scheme on 1 October. The subsidy has also been increased to 50 per cent. The campaign is funded to run until 31 January. However, with new COVID-19 infection numbers still ranging anywhere between 200 and 700 per day, and people reluctant to take even short breaks for fear of infection, some politicians have labelled the campaign a failure.

East JR's bullet train passenger volumes plunged 74 per cent in August compared to the same month a year earlier. The measure for Central Japan Railway Co. (Central JR) tumbled by a similar amount.

East JR, which kicked off its own independent cheap ticket offer in August, had over 300,000 reservations as at 25 September, with the aim of reaching 1 million by next March. Another strategy that it is considering involves expanding its logistics business to deliver local food and regional delicacies like grapes, pears and fish.

Central JR, which reported a 656 billion yen (\$8.5 billion) profit last year, has also been promoting its own half-price trip packages. Its operations connect Tokyo with Hakata and Kyoto, Japan's cultural heart, famed for its traditional temples, shrines and gardens.

Others have expressed concern that promoting tourism will spread COVID-19 more widely across the country, and many people who do want to travel prefer to drive in their own car to avoid human contact.

With such steep discounts and considering railway companies' high fixed costs, Shinkansen operators will struggle to return to profitability even after the pandemic is over, said Hiroshige Muraoka, an analyst at Nomura Research Institute.

In July, international tourists to Kyoto were down 99.8% from a year earlier, with numbers at nearly zero for four consecutive months, while domestic travellers halved, according to the city's tourism association. "Our neighbours [either] went out of business or closed their stores. There have been a flood of cancellations", said Mari Koike, 69, who manages a hostel in downtown Kyoto.

It is probably "not possible to go back to the pre-COVID era", said Yoshitaka Watanabe, who manages East JR's marketing department. The industry had been expecting a V-shaped recovery; now it will likely be an L-curve, he said.

Supplied by – GEOFF LAMBERT

Sources – BLOOMBERG, TIMEOUT

Thai rail accident

Just after 08:00 on 13 October, a bus collided with a freight train on a level crossing near Khlong Kwaeng Klan station, approximately 50 kilometres east of Bangkok. A total of 18 people were confirmed dead with another 44 injured.

Governor of the State Railway of Thailand confirmed that the level crossing had not been approved for public use because it did not meet minimum standards, according to publisher *The Bangkok Post*. The publisher also confirmed that footage was available of the accident, showing that the bus approached the tracks moments before the blue freight train (No. 852) carrying cargo collided into the side of the bus. **THE BANGKOK POST**

India investigates hyperloop feasibility

Bangalore International Airport Limited and Virgin Hyperloop have signed an agreement to conduct a feasibility study over 12 months into a "hyperloop" corridor in Bangalore between the city's second airport, Kempegowda International Airport, and the city centre, which could enable travel over 40 kilometres in just ten minutes.

Still under development, hyperloop enables high-speed movement of big groups of people and goods in large floating pods through tubes either above- or below-ground. **METRO RAIL NEWS INDIA**

German disruption

Public transport services were disrupted across much of Germany on Tuesday 29 September due to a staff

strike over pay. While some cities, like Berlin, were only impacted for nine hours that morning, other disruptions lasted for a full 24 hours with either limited or no services. **THE LOCAL GERMANY**

UK cancels franchising agreements

Back in March 2020, the British government suspended its franchise contracts, with "Emergency Measures Agreements" in their place due to passenger revenues falling off a cliff due to impacts from COVID-19, including social restrictions (see page 9 of the April 2020 edition of *Table Talk* for further information).

On 21 September, the British government announced that the franchising model used across Britain's regional railways since 1996 would not be returning. Secretary of State for Transport, Grant Shapps, said that this privatisation model adopted 25 years ago saw "significant rises in passenger numbers, but this pandemic has proven" that it no longer works.

This does not spell the end of the existing franchise operators, who will now operate their routes under new "Emergency Recovery Management Agreements" (ERMAs) for a period of between 6 and 18 months. Under the ERMA, the Department for Transport will pay a fixed management fee to the operators. Meeting performance targets for punctuality and customer satisfaction could attract bonuses. Conversely, the operator and Department for Transport need to come to an agreement by December 2020 on a termination payment for the terminated franchise agreements based on established figures excluding COVID-19 impacts.

The following *Railway Gazette* article (<https://www.railwaygazette.com/uk/uk-government-announces-the-end-of-rail-franchising/57396.article>) provides a good, more in-depth look at the business arrangements. **RAILWAY GAZETTE**

Britain, Austria test hydrogen tech

Britain has joined the effort to test hydrogen-powered train technology. Funded by the University of Birmingham, Porterbrook (a rolling stock lessor), and the Department for Transport, after two years of work behind the scenes, testing of the first "Hydroflex" train commenced on live track in Warwickshire on 30 September.

UK Transport Secretary Grant Shapps said: "As we continue on our road to a green recovery, we know that to really harness the power of transport to improve our country – and to set a global gold standard – we must truly embed change". The Department also said they plan to begin retrofitting existing diesel trains with the hydrogen technology from 2023.

A Porterbrook spokesperson said "Our intention [is] to start producing Hydroflex trains, creating the world's first electric and hydrogen-powered bi-mode rolling stock".

Meanwhile, the Austrian Federal Railways has commenced a three-month trial of an Alstom Coradia

iLint (the same train trialled in recent years in Germany) for use in regional passenger services across the south.

Railway Technology also notes the Netherlands trialled the train early in the year between Groningen and Leeuwarden. *MSN NEWS, RAILWAY TECHNOLOGY (2)*

Ireland public transport

Ireland's public transport system needs an additional €460 million to continue operating services until the end of the calendar year, according to a funding report provided to the government by the National Transport Authority - the result of COVID-19-induced social restrictions. According to the report, COVID-19 delivered a "profound and swift shock to the public transport sector".

Many routes operated by Bus Éireann, as well as Dublin Bus and train services run by Irish Rail, receive government money in the form of "public service obligation" funding because certain routes could not be operated commercially. In 2019, the government provided €287 million for this. *THE IRISH TIMES*

Brazil: Late monorail project resumes

Following a court overturning an injunction brought on by a rival bidder in June, work recently resumed on the supply of 14 trains and signalling infrastructure for Sao Paulo's Line 17. The line, then with 19 stations, was initially supposed to be open for the football world cup in 2014 at a cost of \$AU800 million.

The contract, awarded to manufacturer Byd, also includes the supply of platform screen doors and signalling control systems. *International Railway Journal* also advises that another contract, for the construction of the line infrastructure and seven stations has been awarded to *Coesa Engenharia*.

The line, with only eight stations, is slated to finally be opened next year at a total cost of \$AU1.1 billion - running from Morumbai to Congonhas Airport. *INTERNATIONAL RAILWAY JOURNAL*

ENDS

BUS & COACH NEWS

QUEENSLAND



Stradbroke Island: Extra holiday buses

TransLink operated extra buses during the 19 September to 6 October Queensland school holidays in an effort to provide additional space for COVID

physical distancing. Stradbroke Island Buses operated three additional buses between the ferry terminal and Point Lookout at "peak arrival/departure times".

The temporary increase was in addition to the increase in weekend and public holiday services made earlier in the year. *TRANSLINK*

NEW SOUTH WALES



Sydney Northern Beaches changes

From Sunday 20 December, commuter Region Eight routes will undergo some changes ranging from simple timing changes to reorganisation of routes, and additional services. Some key corridors will also see a streamlining of the routes on offer, which may lead to an increase in interchanging between buses.

- New route **100** (City (QVB)-Taronga Zoo) - replaces 244, 245 and 247 between the City & Mosman Jct and 430 between City & Taronga Zoo
- **111** (South Mosman-Chowder Bay) - replaces 236 between South Mosman & Mosman Jct and 244 between Mosman Jct & Chowder Bay
- **114** (Balmoral Beach-Royal North Shore Hospital) - replaces 245 & 257 in the Mosman area and 144 into Royal North Shore Hospital
- **144** (Manly-Chatswood) - upgraded with a frequent service, omits Royal North Shore Hospital, and replaces 143 Manly-Chatswood
- New night route **144N** (North Sydney-Manly) - replaces 151 between North Sydney & Manly
- **154X** (Milsons Point-Dee Why) – previously operated as Milsons Point-Mona Vale
- **156** (Mona Vale-McCarrs Creek) – now starts and terminates at Park St in Mona Vale
- **160X** (Dee Why-Chatswood) – previously operated as Mona Vale-Chatswood, now upgraded with a frequent service, and also replaces 136 between Frenchs Forest & Chatswood
- **161** (Manly-North Head) - replaces 135 between Manly & North Head
- **162** (Manly-Seaforth via Balgowlah Heights) - replaces 132 between Manly & Seaforth
- **166** (Manly-Frenchs Forest via Freshwater & Dee Why) - replaces 136 between Manly & Frenchs Forest
- **167** (Manly-Warringah Mall via South Curl Curl) has replaced number 139.
- **172X** (Wynyard-Warringah Mall via Seaforth & North Balgowlah) - replaces 132 between

Seaforth & Warringah Mall, 168/168X in North Balgowlah, and 169/169X in the Seaforth area

- **173X** (Wynyard-Warringah Mall via Balgowlah Shops) - replaces 175X, 178, and 180 between Wynyard & Warringah Mall
- **174X** (Wynyard-Narrabeena via Allambie Heights) - replaces 166X between City & Allambie Heights and 169X between Skyline Shops & Narrabeena
- **177** (Warringah-Dee Why via Parr Ave.) - replaces 159 between Warringah Mall & Dee Why
- **178** (Warringah Mall-Cromer Heights) - replaces 178 and 178X between Warringah Mall & Wheeler Heights
- **179** (Warringah Mall-Wheeler Heights) - replaces 146 and 179X between Warringah Mall & Wheeler Heights
- **180** (Warringah Mall-Collaroy Plateau) - replaces 180 between Warringah Mall & Collaroy Plateau
- New route **181X** (Wynyard-Narrabeen)
- **185** (Narrabeen-Mona Vale via Warriewood) - previously operated between Warringah Mall & Mona Vale, it also replaces 185X between Narrabeen & Mona Vale
- **190X** (Wynyard-Avalon) - replaces 188X and 189X between Wynyard & Avalon
- **199** (Manly-Palm Beach) – route upgraded with a frequent service, and replaces 146, 159 and 169 between Manly & Warringah Mall
- **430** (City-Sydenham) – The Taronga Zoo-City section has been discontinued.

Routes with minor timetable changes: B1, 142, 182, 191, 192, 228, 229, 230, 243, 246, 249, 263, 150X, 165X, 170X, 176X, 177X, 180X.

Unchanged routes: 137, 141 (Forest Coach Lines), 145, 193 (Forest Coach Lines), 201, 225, and 238.

The following route numbers have been discontinued: 132, 135, 136, 139, 143, 146, 151, 158, 159, 168, 169, 170, 173, 188, 227, 236, 244, 245, 247, 248, 257, 166X, 168X, 169X, 171X, 175X, 178X, 179X, 183X, 185X, 188X, and 189X. *HILAIRE FRASER*

Regional Cities Services Improvement

Another two regional New South Wales cities had service changes implemented on 25 October as part of the ongoing regional cities network updates. Both Lismore and Coffs Harbour now have dozens of additional services timetabled. Changes include:

Lismore

- **682** – Improved connections to North Lismore and South Lismore bus services. Additional services across the week with extended operating hours on Saturdays and services also operating on Sundays during the daytime.

- **683** – Improved connections with services to North and South Lismore. Additional services on Saturdays with extended operating hours, and services also on Sundays during the daytime.
- **684** – An early morning weekday service now extends to Lismore Hospital, while there are extra services on weekday afternoons servicing North and South Lismore industrial areas. Additional services on Saturdays with extended operating hours.
- **685** – Improved connections to North and South Lismore. An additional weekday evening service is introduced, while on Saturdays there are additional services with extended operating hours.
- **688** – Additional services timetabled to operate between Goonellabah and Lismore.

Coffs Harbour

- **360M** – Route is renumbered to **360**. Additional services with extended operating hours on Fridays and Saturdays, while there are improved connections with route 365 services late on these days. Also, new services are timetabled on Sundays.
- **364** – Extended operating hours with additional services starting from Toormina Gardens.
- **365** – Additional services and extended operating hours on Fridays and Saturdays.
- **362C** – Route is renumbered to **370**. Additional services and extended operating hours on Fridays and Saturdays.
- **372** – Most services now start/finish at Coffs Harbour Base Hospital. Additional weekday and Saturday services with extended operating hours between Coffs Harbour and Woolgoolga. New services operating on Sundays between Coffs Harbour and Woolgoolga.

TRANSPORT FOR NSW

AUSTRALIAN CAPITAL TERRITORY



ACT Labor pledges electric buses

Ahead of the October territory election, Labor revealed, if re-elected, it would push ahead with a plan to purchase 90 electric buses and construct a new depot in the north of the city, which the Canberra Liberals argued the previous two trials proved would be a waste of taxpayers money. Cost estimates suggest that the plan would cost \$114 million over four years.

Labor's Transport Minister, Chris Steel said "We've learnt a lot from that in terms of the need to have a

partner that can work with us, and making sure we've got a range of spare parts". The minister also said that the current trial electric bus from Yutong had been more reliable.

Additional note: In results announced on 24 October, election results gave Labor 10 seats and the Greens 6 seats in the 25-seat Legislative Assembly. Labor is currently negotiating with the Greens for a new power-sharing deal. AUSTRALIAN BUS & COACH NEWS, AGNES BOSKOVITZ

NEW ZEALAND



Wellington: Bus-tastrophe to bonanza

Metlink has promised to fix the bus issues of prior years after completing a review into the network. Regular readers may recall driver shortages, and a review in 2018 which forced some passengers to transfer between buses on their journeys for the first time. Transfers at Miramar Shops are one such example that has now been removed.

Community feedback from the Bus Network Review was also clear that Southern Suburbs respondents would rather have a direct hourly service into the City (Wellington station) over a connecting service every half-an-hour. As a result, Weekday inter-peak services have been halved for Southern Suburbs routes to deliver direct City services once again.

From Sunday 25 October, the following changes were made:

- **Route 2** now splits at Miramar Shops with one branch continuing to Miramar on Darlington Road; the other branch continues to Seatoun (daily). Weekday daytime frequency of 7-8 minutes between Karori & Miramar Shops (10 mins on weekends) and every 15 mins on each branch (20 mins on weekends).
- **Route 12** sees direct weekday inter-peak services from Strathmore Park to the City with the extension from Newtown to Wellington stn.
- **Route 17** extends to City, inter-peak frequency has dropped to every 60 minutes, and Brooklyn Hub is now being skipped, with two exceptions – the 08:20 service from Kowhai Park and the 14:53 from Wellington.
- **Route 17e** trips are renumbered as route 17.
- **Route 18** is withdrawn (replaced by Route 2 branch to Miramar Shops).
- **Route 18e** has an extra three PM services to meet school/university student demand.
- **Route 23** extends through Courtenay Place to City, skips Kingston/Vogeltown areas, integrates previous route 23e and 23z trips and inter-peak frequency has dropped to every 60 minutes. The Kingston-Vogeltown-City

section has been replaced by route 27. A transfer to bus route 3 is now required for Hospital/Newtown.

- **Route 23e** trips are renumbered as route 23.
- **Route 23z** trips are renumbered as route 23.
- **Route 27** now runs all day.
- **Route 29** branch to Hutchison Road now extends through Courtenay Place to City, and integrates route 29e Southgate-Newtown-City.
- **Route 29e** has been withdrawn. The Southgate-Newtown-City section has been replaced by route 29, the Owhiro Bay/Happy Valley section has been replaced with peak-only route 39.
- **Routes 30x & 31x** no longer stop at Hataitai.
- **Route 36** has three additional services in both the weekday morning and afternoon peaks.
- **Route 37** has an additional weekday service departing 17:40 from Lambton Central-Karori.
- **Route 39** is a new route operating only on weekday peak periods between Island Bay-Orwhiro Bay-Brooklyn-City.

Routes **1** and **32x** also have timing changes which are not related to the network review, while timetable information for routes 19 and 19e have been moved from the route 1/32x booklet into the route 60/60e booklet.

Due to legislative changes around driver meal breaks, many Hutt Valley routes have also had timing changes with services departing between three minutes earlier and 15 minutes later. [METLINK, STUFF.CO.NZ](https://www.metlink.co.nz)

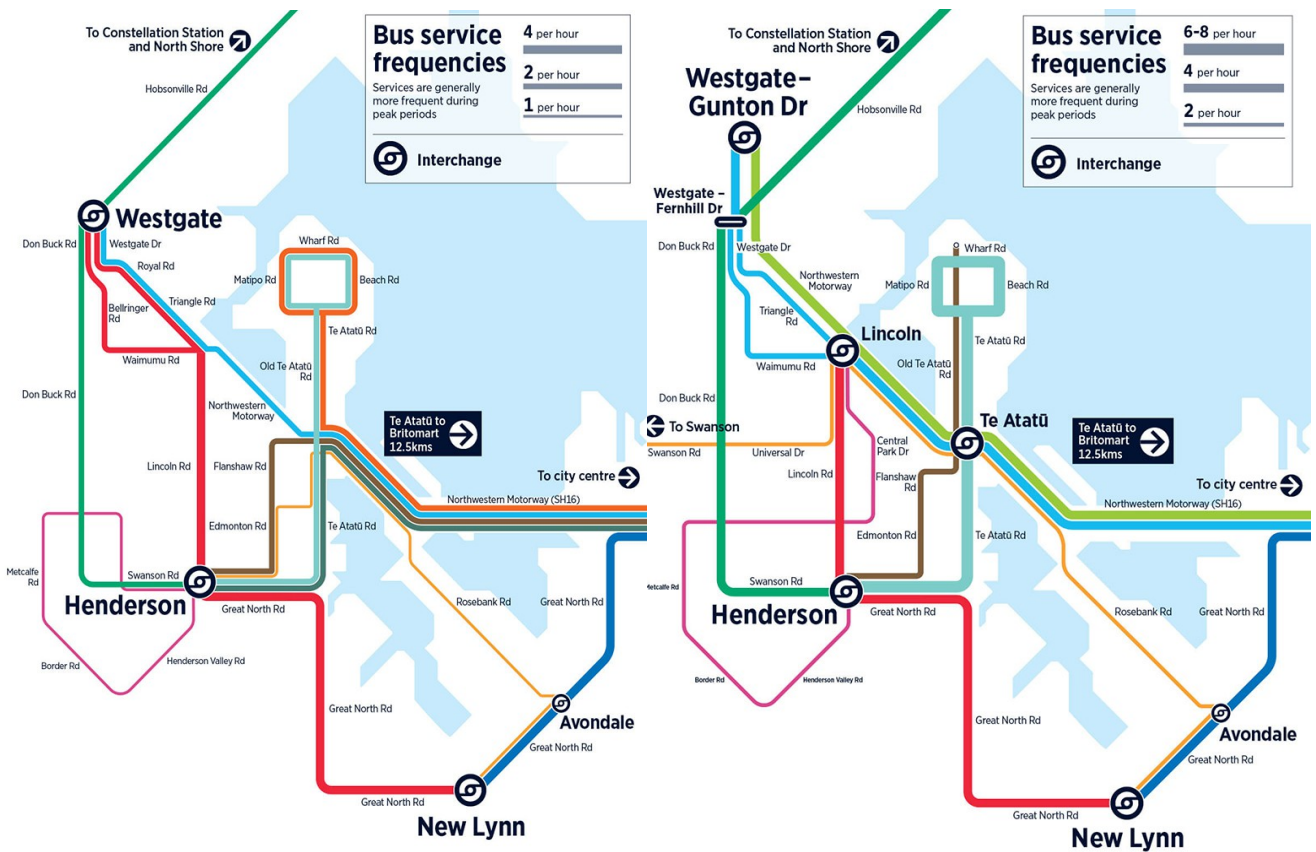
Auckland: northwest improvements

Auckland Transport and New Zealand Transport Agency (NZTA) has been asking for community feedback about proposed improvements to buses in the northwest of the city over the next five years.

The \$100 million proposal includes:

- A bus station at Westgate with interim stops at the Lincoln Road and Te Atatu motorway interchanges,
- Upgrade and extension of the Northwestern Motorway's bus lanes,
- Improving bus priority at interchanges, and
- A review of the bus network to integrate the above projects.

Auckland Transport acknowledges that the northwest has limited public transportation options with a lack of bus interchanges and gaps in bus priority lanes, as well as a need to cater for future population growth. Construction would be staged between mid-2021 and 2025. Feedback can be provided online through the Auckland Transport website until Sunday 25 October. [AUCKLAND TRANSPORT](https://www.aucklandtransport.co.nz)



Current and proposed north-west Auckland bus routes (source: Auckland Transport)

Auckland: AirportLink bus

The commencement of the new AirportLink bus service is a step closer with the upgrade of Puhinui Roads and Lambie Drive which started in mid-October. The \$14 million (\$AU13.1 million) 'Airport to Botany Rapid Transit project' investment involves the creation of bus lanes.

When the service begins next year, Auckland Council says it will enable a 10-minute trip from Puhinui Interchange to Auckland Airport with buses to run every 10 minutes between 04:30 and 00:40 seven days a week. **AUCKLAND TRANSPORT**

vehicle technology is implemented. Tower also plans to install 360 degree cameras on board its buses and increasing paternity leave entitlements.

Sealink acquired Tower Transit parent, Transit Systems, late last year. **AUST'N BUS & COACH NEWS**

ENDS

INTERNATIONAL

Singapore: Sealink expands

Sealink subsidiary, Tower Transit, has been awarded two five-year bus operator contracts in Singapore by the Land Transit Authority. Starting 30 May 2021, the Bulim contract region has been retained by Tower Transit, which includes the operation of a fleet of 324 buses across 29 bus routes. Meanwhile, Tower Transit has also been awarded the Sembawang-Yishun contract which includes 27 bus routes and 409 buses starting from 5 September 2021.

Tower says it will invest in customer service training for its drivers as part of a new initiative - make every bus captain a customer service officer – which it says will help drivers adapt in the future when autonomous

FERRY & SHIP NEWS

NEW SOUTH WALES



Freshwater ferry retirement

The state government has confirmed that the four Freshwater ferries in service, named (from oldest) Freshwater, Queenscliff, Narrabeen and Collaroy, will be retired over the next 18 to 24 months, with the first to be removed from service in the new year. They entered service between 1982 and 1988.

Transport Minister, Andrew Constance said "[The Freshwater-class is] at the end of its life after 40 years

and we are running a modern-class ferry fleet. My preference is to maintain and try and keep at least one of the vessels on the harbour going ... but, that said, we're yet to make that final determination”.

The Freshwater class vessels will be replaced by the new Emerald class. ***SYDNEY MORNING HERALD***

F4 timetable changes

Effective from Sunday 25 October, Transdev Sydney Ferries route F4 has been re-split into two separate routes:

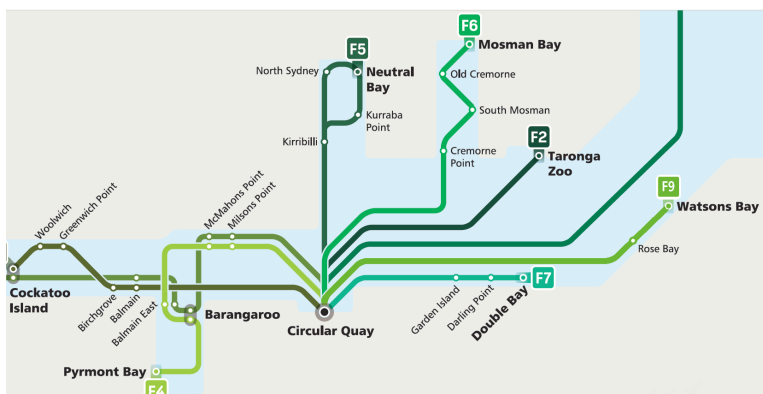
- F4 Pyrmont Bay – Circular Quay, and
- F9 Circular Quay – Watsons Bay.

Key points:

- The revised F4 service has been extended from Barangaroo to Pyrmont Bay.
- Rose Bay wharf has additional weekday evening services, while Watsons Bay has additional weekend evening services.
- Weekend services no longer skip McMahon's Point and Balmain East.

The route re-split was first advised in the January 2020 edition of *Table Talk*.

TRANSPORT FOR NSW



The F4-F9 route split.

ENDS

AIR NEWS

DOMESTIC



Qantas resumes more flights

The Northern Territory government lifted its classification of the state of New South Wales as a COVID-19 hotspot on Friday 10 October. Following this, Qantas announced it was resuming daily flights

between Sydney and Darwin, while Jetstar would now also operate four flights per week on the same route.

Qantas also announced it would begin operating flights between Sydney and Merimbula (on the NSW south coast) for the first time from Friday 18 December with four flights a week using a Q300 turboprop aircraft.

The Merimbula plan brings competition to the route where Regional Express has been the sole operator for a long time. Qantas has also launched a \$149 one way sale on the route – with tickets now on sale.

The Australian newspaper understands that Regional Express is considering axing the route in light of this news.

Supplied by – ROSS MORRISON

Sources - TRAVEL WEEKLY, QANTAS, THE AUSTRALIAN

Rex secures ex-Virgin aircraft

SamChui.com has revealed that Regional Express (Rex) has secured six Boeing 737-800 NG aircraft which had previously been leased out to Virgin before COVID-19 ravaged its business. They will be used on Rex's Sydney-Melbourne route from 21 March 2021.

Rex also said this would be followed by a Sydney-Brisbane service later in 2021. Tickets are hoped to be on sale by Christmas. **SAMCHUI.COM**

Canberra Airport

Several new air routes have been announced out of Canberra Airport:

- **Fly Pelican** will fly two direct return flights per week between Canberra and Port Macquarie, from 1 November. A sample of their online booking service reveals that the services will operate on Thursdays and Sundays.
- **Link Airways** will fly four direct return flights per week between Canberra and Hobart, from 5 November 2020. Link plans to grow the service to 11 direct return flights per week in 2021. A sample of their online booking service indicates that the return flights will operate on Mondays, Thursdays, Fridays and Sundays.
- **Link Airways** will fly four direct return flights per week between Canberra and Newcastle, from 20 November. Link plans to increase its service to 11 return flights in 2021. Initially there will be two 60-minute flights each way on each of Monday and Friday, departing Canberra at 06:30 and 16:00, and departing from Newcastle at 08:00 and 17:30. Fly Pelican already flies between Canberra and Newcastle with four direct return flights per week.

Link Airways is a Canberra-owned airline, owned by Corporate Air. Fly Pelican is based in Newcastle.

Supplied by – AGNES BOSKOVITZ

Sources – CANBERRA AIRPORT, FLY PELICAN, LINK AIRWAYS

Newcastle to Lord Howe Island

The airline has announced that, from Saturday November 14, it will start operating flights between Newcastle Airport and Lord Howe Island. The airline will fly every Saturday using a 10-seat Beechcraft B200.

If demand picks up, the airline would look to increase service levels. **NEWCASTLE HERALD**

Pandemic costing \$319m every day

The Business Council of Australia (BCA) has released an Ernst & Young analysis indicating that the country is losing \$319 million every day in economic activity from the decimation of both domestic and international air travel.

Over the past seven months since the COVID-19 pandemic took hold in Australia, the total costs to the economy have been \$61 billion (international) and \$17 billion (domestic).

In Australia, the aviation industry has lost over 34,000 jobs as demand skydived, flights were cancelled and many planes placed into long-term storage.

The BCA also called for National Cabinet to announce a plan on the future of domestic travel, “mapping out” a plan for international travel, and ensuring a high, national standard for COVID protection prior to Christmas.

Supplied by – ROSS MORRISON

Source - BUSINESS COUNCIL OF AUSTRALIA

INTERNATIONAL



Trans-Tasman travel bubble

From Friday 16 October, Qantas, Jetstar and Air New Zealand commenced operating under a Trans-Tasman travel bubble, allowing New Zealanders to travel into the Australian state of New South Wales without the need for quarantine. Flights operate from Auckland to Sydney. For the moment, travel is only one-way with restrictions still imposed for travel from NSW back into New Zealand.

Air NZ says that it has introduced “quarantine” and “quarantine-free” flights to deal with this scenario. For people who do not meet Safe Travel Zone criteria, only quarantine flights can be used.

Air NZ operates eight flights a week with 75 per cent of them quarantine-free, while Qantas and Jetstar operate 'limited' flights for the meantime. **SAMCHUI.COM**

Boeing cuts future demand forecasts, ten years of impact

Boeing has slashed their new aircraft demand forecasts, with impact on their sales to last more than ten years due to a long-term slump in travel demand. It has forecast the world’s airlines to need 18,350 planes worth \$US2.9 trillion over the next ten years (which is 11 per cent down from its forecast in 2019).

Boeing has said that demand for new commercial aircraft will be driven in the medium term by carriers replacing older, less fuel-efficient planes. The International Air Transport Association, a trade group that represents many of the world’s airlines, estimates that global air travel demand won’t return to pre-COVID levels until 2024.




Darren Hulst, Boeing’s vice president of commercial marketing, said if there were any bright spots for the business, they were air cargo and defence/space, the last of which has become increasingly important, with a forecast of a \$US2.6 trillion market for the defence/space sector over the next 10 years (\$100 billion more than last year’s estimate).

In the first half of 2020, Boeing’s sales fell 26 per cent to \$28.7 billion, while its defence and space unit generated almost half of that revenue, compared with just one-third of sales achieved in the first six months of 2019.

Meanwhile, Boeing also announced that they would consolidate the building of their 787 aircraft to North Charleston, South Carolina.

Supplied by – ROSS MORRISON

Sources - CNBC, SAMCHUI.COM

 Cost to the economy	 Key air routes including return**	 Fall in passenger numbers from March to October 2020 compared to the same period last year
\$3,107 million	Melbourne to Sydney	91 per cent
\$1,229 million	Brisbane to Melbourne	91 per cent
\$1,285 million	Brisbane to Sydney	71 per cent
\$866 million	Adelaide to Melbourne	91 per cent
\$688 million	Melbourne to Perth	89 per cent
\$482 million	Melbourne to Hobart	82 per cent
\$411 million	Canberra to Melbourne	91 per cent
\$303 million	Canberra to Sydney	83 per cent
\$189 million	Brisbane to Townsville	48 per cent
\$101 million	Brisbane to Darwin	72 per cent
\$45 million	Broome to Perth	33 per cent

** Covering 50 per cent of all passengers

Vietravel Airlines

Vietravel, a Vietnamese tourism service operator, will launch a new domestic airline with flights beginning 18 December, following regulatory approvals.

With earlier plans to operate abroad from 2021 now quashed, the airline has modified its business in line with pandemic realities to operate wholly within Vietnam using both Airbus A321neo and Boeing 737 aircraft.

The airline expects most of its demand to come from people with Vietravel packages. SAMCHUI.COM

COVID-free air trial

Italian airline, Alitalia, trialled two daily "COVID-free" flights between Rome and Milan during late September/early October.

The airline said that the initiative involved all passengers providing a medical certificate as proof that they had tested negative for COVID-19 within the previous 72-hour period. SAMCHUI.COM

ENDS

ODD SPOT

Member Geoff Lambert found the following observation, posted on an online 'group chat' site, about passenger-facing information provided for V/Line services (*Editor has edited for grammar and readability*):

Re: *Someone won't see this.*

From: *kuldalai*

Date: *Fri, 02 Oct 2020 17:13:47 PDT*

VLP (V/Line) is full of inconsistencies because no one overall is managing. Like:

- 1. Times are quoted in 24-hr format, second times are quoted AM/PM format.*
- 2. Older station PIDS are 24-hr format, newer PIDS are 12-hr format.*
- 3. VLP TTs are in 24-hr format, but PTV schedules for VLP services are in 12-hr format.*
- 4. At Southern Cross, VLP list arrivals in time order as they arrive, but shown stupidly as the time the train departed from its origin !!!! - the only railway in the world to do this.*
- 5. Then at the barriers, departures to popular destinations are listed alphabetically NOT in time order, again just being different for the sake of being difficult. By not listing in time of departure, VLP condemns many travellers to missing the next available service.*
- 6. VLP has also decided that Warrnambool is on the Geelong line etc, which it is NOT. Geelong is on both the Geelong & Warrnambool lines, BUT Warrnambool can only be on the Warrnambool line.*

Strong focused management at VLP.

Supplied by – GEOFF LAMBERT, source – VICRAIL NEWS

Country Departures	Country Arrivals	Metropolitan
MARSHALL 14:40	SOUTH GEELONG 13:31	SOUTH MORANG 1:32
WENDOUREE 14:48	SEYMOUR 13:35	SOUTH MORANG 1:52
BACCHUS MARSH 15:08	TRARALGON 14:27	ELTHAM 1:42
LEONGATHA 15:10	BENDIGO 14:28	HURSTBRIDGE 2:02
ECHUCA 15:15	ARARAT 14:31	FLINDERS STREET 1:32
SOUTH GEELONG 15:20	MARSHALL 14:34	FLINDERS STREET 1:38
TRARALGON 15:30	SEYMOUR 14:35	FLINDERS STREET 1:48

(image source: Marcus Wong)

About Table Talk

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