



AUSTRALIAN TIMETABLE ASSOCIATION

# TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

RRP \$4.95

No. 367, March 2023

Published by the Australian Timetable Association

Rail and Tram News

Page 2

Bus and Coach News

Page 7

Ferry and Ship News

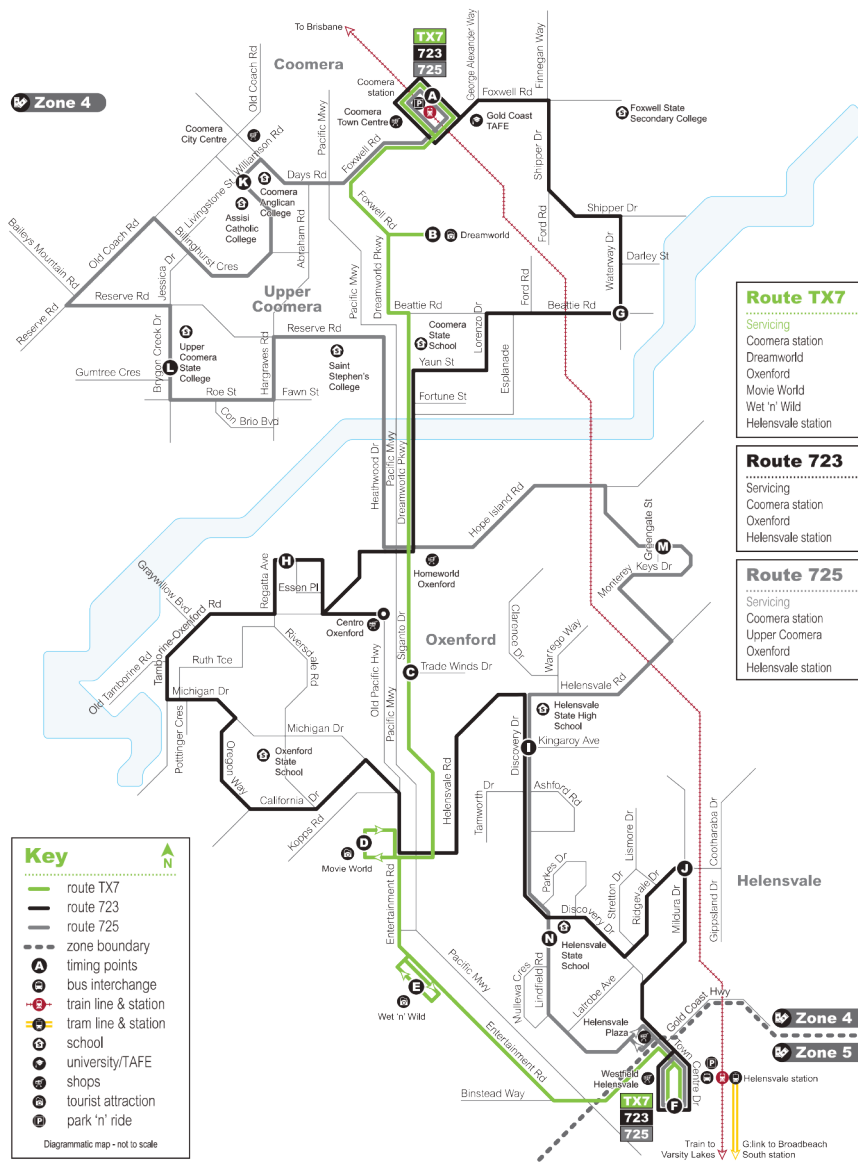
Page 13

Air News

Page 14

About Table Talk

Page 16



# RAIL & TRAM NEWS

## NATIONAL



### Indian Pacific resumes

After a four-month gap, the Indian Pacific resumed operating its full route out of Sydney's Central station through to Perth on Wednesday 8 February. The weekly services had been operating from Goulburn station, south-west of the Sydney metropolitan area, for a number of months due to a line closure west of Parkes caused by impacts from torrential rain and associated flooding on rail infrastructure. **LEN REGAN**

### Aurizon increases freight runs

Aurizon has inked an 11-year \$1.8 billion contract that will see Aurizon providing seven extra weekly freight services between the five major mainland capitals - Sydney, Melbourne, Adelaide, Perth and Brisbane. The new trips progressively come online from April onwards.

Team Global Express (TGE) chief executive Christine Holgate told AAP that its new deal with Aurizon as a cornerstone customer would help firms including supermarket chains transport non-perishable freight by rail, replacing heavy-duty trucks.

*"We want to be able to offer customers proper green solutions and clearly rail is the best way to do that. We know there's a lot more demand for rail services. There is arguably about 40 per cent less carbon emissions for a kilo moved on rail as opposed to road. It's significantly better for the environment."*

*"Our partnership with Aurizon is game-changing for TGE customers, securing them important extra capacity and more choice in what to date has been a very limited rail market with restricted capacity and rising tariffs."*

*Christine Holgate, Team Global Express CEO*

TGE will use up around 70 per cent of the freight capacity of these services which will operate along two routes:

- Brisbane - Sydney - Melbourne (twice weekly)
- Sydney - Melbourne - Adelaide - Perth (five weekly services)

**MSN NEWS/AAP, FULLYLOADED.COM**

### National rail spend up

*International Rail Journal* reports that spend by governments on rail will dramatically increase over the next decade.

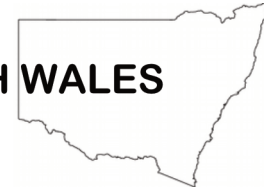
The Australian Rail Market Outlook says that the decade to financial year 2031/32 is forecast to see \$129 billion of investment in the sector on both maintenance and construction, compared to a total \$96 billion in the prior 10-year period.

Australasian Railway Association's Caroline Wilkie said that this investment underpins the essential role that heavy and light rail continues to play as part of the public transport and freight networks for decades to come.

The 2021/22 financial year saw the sixth consecutive year for growth in rail construction expenditure across the country.

77 per cent of investment is accounted for by projects in the eastern states, including Inland Rail, Sydney Metro, Melbourne Airport Rail and Melbourne's Suburban Rail Loop which are driving medium-term growth. **INTERNATIONAL RAIL JOURNAL**

## NEW SOUTH WALES



### South Coast disruption

Impacts from torrential rain and the subsequent flooding saw disruption to NSW TrainLink services on the South Coast line in mid-February.

At the height of the flooding and rainfall impacts during the weather event, the line was closed between Waterfall and Thirroul, and between Unanderra and Kiama.

The week of 13-17 February saw significantly altered train working to enable repairs to the rail corridor and infrastructure between Waterfall and Thirroul. Trains operated bi-directionally using the Up line between Otford and Coalcliff, meaning that all trains calling at Stanwell Park had to use Platform One.

From Monday 13th to Friday 17th, the South Coast line timetable was adjusted to operate to a base weekend timetable (including the Bomaderry diesel services), with additional peak services provided to/from Sydney to improve the otherwise hourly weekend service frequency.

Additionally, between Tuesday 14th and Thursday 16th, from 08:00 to 16:00 daily, the line was closed between Waterfall and Thirroul to allow for increased works. In keeping with the weekend

timetable, most Down services during the day and into the mid-evening did pick-up only stops (also known as 'u-stops') between Redfern and Helensburgh (exclusive).

The bus replacement plan (operated by Premier Coaches) between Waterfall and Thirroul was as follows:

- **48SC** (Helensburgh-H'burgh Town Centre and H'burgh town centre-Otford). *Route split in half with trips to/from Helensburgh operated every 20 mins, with trips to/from Otford running hourly. Theoretically, one minibus could have been required for each half of this route, with the exception of the final trip ex Otford 17:15 which would have needed a second vehicle.*
- **52SC** (Waterfall-Thirroul all stops). *Unlike the other routes, no timetable was allocated to this route, services operated ad-hoc using standby coaches.*
- **54SC** (Waterfall-Thirroul express). *Peak-time trips every 6-15 mins, intrapeak trips every 15-25 mins. The timetable appears to have been built as a Waterfall-Thirroul-Waterfall loop with 10 mins dwell time at Thirroul for each trip.*

Adding complexity to these plans from the Monday to Wednesday was that all crew rosters were managed live (i.e. on the day), with the result that numerous services on these days were cancelled due to a lack of crew available to operate services to the adjusted times between Bondi Junction/Central and Wollongong/Kiama. **SYDNEY TRAINS**



### Hurstbridge duplication

From mid-March, Greensborough and Montmorency stations will be under construction as part of the 3.5 kilometre Hurstbridge line duplication project. Lines are to be duplicated between Greensborough and Montmorency and between Diamond Creek and Wattle Glen.

Buses are set to replace trains 3-7 March for preparatory works for the future rail tunnel extension underneath Greensborough Highway for North East Link Program, and 16 March-30 April for the duplication and signalling works.

Once complete sometime mid-year, a new timetable is planned to provide for trains every seven minutes at Greensborough, every 10 mins at Eltham and Montmorency, and every 20 mins from Diamond Creek, with two additional peak services available from Hurstbridge. **RAIL EXPRESS**

### Level crossing removal project

Melbourne is experienced heightened rail network disruptions due to its ongoing project to remove 110 level crossings from its heavy rail network. The Sunbury, Werribee and Frankston lines will join the Cranbourne, Pakenham and Lilydale lines in being level crossing free at the completion of this project.

According to the Big Build website, a total of 67 removals have been completed so far. **BIG BUILD**

### Railfan shop closed

ATA member Paul Brown has advised that the Railfan Shop in Melbourne's Mont Albert appears to have closed as at 28 January. Their website confirms this, and that it appears both shopfront and online operations have now ceased.

Paul says the Railfan Shop when it was in the CBD is how he first heard about the ATA, or as it was then known, the AATTC. **PAUL BROWN**



### Patronage on the rise

The state government released a statement on 18 December stating the patronage across the state continues to climb towards pre-pandemic levels.

Average weekday patronage in early December recorded 90 per cent of pre-pandemic numbers were using the rail and bus network.

The state government has also implemented the two-zone fare cap and the Airport line is now open for passenger service, providing further reasons for services to be utilised by residents.

Patronage on Transwa's regional services mirror the above number. **WA GOVERNMENT**

***"Clearly there are a number of factors at play including the two-zone cap keeping ticket costs at \$5 or less and the opening the Airport Line encouraging more commuters onto the network. The bounce back in WA public transport patronage is one of the strongest in the country, with standard fares and students travelling to and from school back above 90 per cent when compared to pre-COVID-19 levels. Those travelling to and from university is slightly lower around 85 per cent, with online learning now more common."***

*Rita Saffioti, WA Transport Minister*

# NEW ZEALAND



## Auckland investment

Plenty of money is being spent on network and infrastructure upgrades on the Auckland network.

In January, the Transport Minister Michael Wood was forced to answer questions about cost blow-outs with the construction of three new stations (Drury West, Drury Central, and Paerata). The three stations are now set to cost double the initial price tag, from \$247 million to \$495 million. He said that whilst the scope had been expanded to also include the new station at Drury West as well as park and ride facilities at the stations, he also said that "We are facing challenging conditions for new construction projects and we are facing cost pressures at the moment".

"It's important to provide better services in these growth areas. Aucklanders want us to get on with the business of building a linked up [public transport] network and they want us to get on with it. Our Government inherited a rail network in a state of managed decline. We've now got the hard job of making sure we make the improvements and make up for decades of underinvestment."

KiwiRail senior design manager John Fellows said each station was vital to cope with the rapid growth of the city south of Papakura, which was expected to see its population grow by more than 100,000 people over the next 30 years. [STUFF.CO.NZ](http://STUFF.CO.NZ)

## Auckland disruption

Torrential rainfall and flooding directly impacted public transport services across Auckland from Friday 27 January.

### Trains

An Auckland Transport (AT) spokesperson said "Following a rail network inspection, KiwiRail has discovered issues of subsidence on both [Western and Eastern] lines. At this stage we are expecting a reduced frequency on some areas of both lines and buses may replace trains for at least part of the Western Line and Eastern Line from Tuesday."

On **31 January**, the report was that Western line services were only operating between New Lynn and Newmarket every 20 minutes, with buses to Britomart, as that station remained closed due to flooding.

On **1 February**, Eastern line services ran only between Manukau and Otahuhu, while Southern line services ran between Papakura/Otahuhu and Britomart (the station presumably having now

reopened) via the Eastern line every 20 to 30 mins. Western line services continued to be truncated due to a slip risk located at Parnell Tunnel. Onehunga and Southern line bus replacement provided for the KiwiRail Rail Network Rebuild (stage 1) continued to operate.

On **6 February**, Western line services had resumed operating through to Britomart from New Lynn every 20 minutes, with an ad-hoc train running yo-yo between New Lynn and Swanson around every 60 mins, with replacement buses supporting this train to cover excess demand between New Lynn and Swanson running every 20 mins. Eastern line services operated Manukau-Britomart (peak) and Manukau-Otahuhu (off-peak). Meadowbank station had also reopened by this point. Southern line services were as above.

There was further service disruption caused by impacts from Tropical Cyclone Gabrielle. The country had its third-ever national state of emergency declared as a result of the cyclone's impacts on the country. KiwiRail suspended Auckland train services between 20:00 **Sunday 12 February** to at least 15:00 Monday 13 February, with little to no replacement buses available other than those already organised for Rebuild works due to the late notice and impacts from the ongoing driver shortage. On **15 February**, Western line services remained impacted by disruption from the weather event, with services every 30 mins between Britomart and New Lynn, and replacement buses every 60 minutes between New Lynn and Swanson.

### Buses

On the bus network, significant detours were in place for some services due to road damage, and on the evening of **28 January**, AT said about 80 per cent of scheduled bus services were running, but more bus services were falling behind schedule.

By **6 February**, buses were back to 'normal', with some detours remaining. Due to Cyclone Gabrielle, on the night of Sunday **12 February**, the Auckland Harbour Bridge had been closed, with buses being diverted or terminating short. By **15 February**, it was reported that the vast majority of public transport services had resumed operation.

### Ferries

The ferry network was reportedly only initially impacted on the Hobsonville Point/Beach Haven route where services were suspended, while Inner Harbour services were experiencing some delays due to speed restrictions from debris in the water, with more staff needed on board in the form of lookouts. On Tuesday **31 January** and Wednesday **1 February**, both Devonport and Gulf Harbour ferry services did not operate, with bus replacement provided instead.

On the **days prior**, Devonport services were reported to be operating only once an hour to/from city centre. On **31 January**, the report was that Waiheke services were hourly until 19:15 then to the normal evening timetable, Gulf Harbour/Rangitoto Island/Rotorua Island cancelled, with Hobsonville Point/Half Moon Bay/Birkenhead/Bayswater running to the weekend timetable. By **6 February**, ferry services were

back to 'normal'.

On the night of **12 February**, Gulf Harbour/Pine Harbour/Rakino ferry services were cancelled due to the impact of Cyclone Gabrielle. By **15 February**, it was reported that most services had resumed operation, although Birkenhead services were being replaced by buses due to wharf damage. *NZ HERALD, STUFF.CO.NZ, RAIL EXPRESS, SCOOP NEWS (2), CNN NEWS, TRANSPORT TALK*

## Wellington: Service disruptions

Service cancellations impacted rail services in December across Wellington due to labour shortages, however Metlink said that recruitment schools would continue throughout the New Year period in an effort to have more staff available for 30 January, when the timetable was supposed to return to full strength. *THE DOMINION POST*

# INTERNATIONAL

## Dutch direct award to proceed

Updating the November 2022 article "EU warns Dutch over direct award" (page 5), the European Court of Justice ruled on this case in December.

The lawsuit by local private operators has been dismissed by the Court, saying that it could not be supposed with sufficient likelihood that the intended granting of the concession would breach EU law or other regulations.

The result is that the government intends to award Netherlands Railways with the 10-year direct award to continue operating the bulk of the nation's passenger services before 24 December 2023. The move has angered private operators, including Arriva, who argue that the move is a contravention of EU law which says that from this date, direct awards cannot occur to public operators of under ten years in duration without first undertaking sufficient market testing. The contention by the private operators was that the new contract would commence after the above date.

Separately, Arriva is progressively commencing its own open-access services over the coming few years, including Maastricht-Amsterdam & Schiphol Airport night services and Groningen-Schiphol.

Meanwhile, on the subject of Netherlands Railways, member Paul Brown has advised that as of around December 2022, they have ceased publishing PDF copies of their timetables on their website. Passengers now have to rely on using trip planner or mobile application.

Meanwhile, in neighbouring Belgium, the government there has similarly signed a 10-year PSO contract with Belgium National Railways (SNCB) to continue to operate passenger services. It reportedly comes after over 12 months of negotiations and around nine years after the previous contract had expired, with an admission that the current circumstance had been "particularly urgent" to get the new contract over the line. *INTERNATIONAL RAILWAY JOURNAL (2), PAUL BROWN*

## UK: Northern service unreliability

*International Rail Journal* reports that Northern, Avanti West Coast (AWC), and TransPennine Express (TPE) senior managers were hauled before the House of Commons in January to explain service reliability issues plaguing northern England rail services.

Baroness McIntosh described TPE as "part of a plot" to encourage homeworking, and said delays and short-notice cancellations had driven her to abandon a planned rail journey - "we got back in the car". Mr Jason McCartney MP said "some days you don't have any service at all".

Former transport minister, Mr Paul Maynard MP, told AWC "you would be out of the door if I had my way," citing the operator's failure to meet its obligations to provide passengers with timetable information sufficiently in advance, as required by the Office of Rail and Road.

"It's been an awful, awful time and I apologise unreservedly for that," said AWC director of corporate affairs, Mr Richard Scott. He described how "more or less overnight" the drivers' union Aslef had withdrawn its consent for its members at AWC to work their rest days, forcing the operator to drastically reduce its timetable last year.

Working overtime is voluntary for many drivers in Britain, and operators rely on this goodwill and staff working on their rest days to provide a full timetable. Mr Scott said that AWC was now working to introduce new rosters that would spread out rest-day working more evenly throughout the week, reducing the heavy reliance on this practice to operate services from Friday to Monday. New rosters had now been agreed by staff at seven of AWC's eight driver depots, with negotiations continuing with driver representatives at the largest, London Euston. He further said, "We are improving".

TPE's head of regional development, Mr Graham Meiklejohn, was also contrite. "Performance is unacceptable," he told the MPs. "I apologise personally and on behalf of TPE."

Like AWC, labour relations have been central to TPE's woes. Meiklejohn described how in December 2021 Aslef had withdrawn from an overtime agreement, bringing an end to rest-day working. This, combined with higher absence rates after the pandemic, now running at 14 per cent, resulted in high levels of delays and cancellations, and has had a major impact on driver training.

As well as ensuring that drivers receive refresher training on train types and route knowledge, TPE is now conducting a major training programme in preparation for the major route closures that infrastructure manager Network Rail will be undertaking to deliver the Transpennine Route Upgrade (TRU).

The upgrade will make extensive use of diversionary routes to avoid the use of replacement bus services, necessitating a major route learning and refresher programme for the drivers. "No other operator in the north has had training of such scale," said Meiklejohn. "Without rest-day working, we have seen training taking longer."

With the approval of the Department for Transport (DfT), TPE has made a "best and final offer" to Aslef (which was rejected without ballot) in an attempt to restore rest-day working. This would offer drivers time-and-a-half, or £47.65 an hour, to work overtime. Some would obviously be glad to accept, for as Meiklejohn noted some drivers were leaving to work for freight operators where they would be able to earn overtime.

Restoring overtime would allow TPE to complete its training programme and would have "a material impact on performance," Meiklejohn said. Getting Aslef to agree to TPE's offer would be "the quickest way to give stability and certainty to your constituents," he told the MPs. *INTERNATIONAL RAIL JOURNAL*

## Ireland: New timetables

Selected Irish Rail routes had new timetables in place effective from Sunday 11 December.

According to Irish Rail, the changes included selected departure time changes which followed community consultation, which was then reviewed with the National Transport Authority prior to implementation.

Meanwhile, November 2022 patronage figures have put the country at 98 per cent of pre-pandemic public transport patronage. Figures for the entire year showed that 249 million passenger trips were taken in 2022, which is around 17 per cent down from 2019's 292 million. According to Intelligent Transport, bus numbers are close to or above pre-pandemic, while rail services still have some way to go, sitting at around 85 per cent. *PAUL BROWN, IRISH RAIL, INTELLIGENT TRANSPORT*

## Trans-Eurasian freight

Typically, freight services between China and Germany take 14 days end-to-end by rail. Last November, a 50-wagon freight train did the journey, on a fixed timetable, covering 9,908 kilometres in just ten days.

*International Rail Journal* reports that the regular journey time is 14 days, with no firm timetable for the service and times of arrival based on the

situation in each country through which the train is transiting. While 'China-Europe express freight trains are prioritised over other freight services in China, and over regional services at the border with Kazakhstan, German port/hub operator Duisport says this is the first time that a trans-Eurasian rail freight service has been prioritised to follow a dedicated timetable along the entire route.

Duisport has named the new service "rail connection 2.0". It says that numerous strong partners have made this journey possible, helping to create new perspectives for logistics, and is optimistic about growing this type of service in the future, and therefore strengthening the position of the Port of Duisburg as a central hub for rail freight traffic in the European hinterland. *INTERNATIONAL RAIL JOURNAL*

## US: Connecticut temporary timetables

Effective 29 January until 7 April, temporary weekday timetables are in use for the Hartford line due to Amtrak's Rail Replacement Project Stage Three between Enfield, Connecticut and Springfield, Massachusetts. The first two stages were completed late last year at Meriden and between Berlin and Hartford respectively. According to *RT&S Magazine*, this third and final stage of works sees bus replacement for selected rail services and adjustments to other train services of up to 25 minutes. *RAIL, TRACK & STRUCTURES*

## US: WMATA increasing services

*RT&S Magazine* reports that Washington Metropolitan Area Transit Authority (WMATA) has been increasing its Metrorail service levels further, with peak frequencies on the Blue and Orange lines running every 12 minutes (previously 15) since 7 February, but only on Tuesdays, Wednesdays and Thursdays.

Also, since 21 February, Red line services have been enhanced to operate every 8 minutes until 21:00, also only on Tuesdays, Wednesdays and Thursdays.

The agency said these enhancements are a result of the availability of more trainsets, as the 7000-series railcars progressively come back online following fleet issues, as previously canvassed in *Table Talk*. Additionally, the agency says that as part of its tackling of labour shortages, it has hired and trained hundreds of new rail and bus employees in recent months, dropping the agency's employee vacancy number from 1,900 to now 1,400. *RAIL, TRACK & STRUCTURES*

---

**ENDS**

# BUS & COACH NEWS

## QUEENSLAND



### Route 367, 397, 398 timetable adjustments

Translink advises that route **367** trips were adjusted effective from Saturday 28 January due to impacts from Ferny Grove bus stop changes. Trips now depart from "Great Western Shopping Centre approximately 5 minutes later".

According to Translink, due to the stand changes, route **397** and **398** trips ex Ferny Grove after 16:00 weekdays now also operate around five minutes later. **TRANSLINK**

### Route 700 timetable adjustment

Effective from Monday 13 February, route 700's weekday timetable has been adjusted. In a statement, Translink said it would "better reflect actual running times and deliver a more reliable timetable. Services will change to run every 10 minutes. Route 700 buses [have been] experiencing delays due to traffic and road conditions. This causes buses to 'bunch up' along the route, with two or more buses turning up at the same time. This change will make the timetable more reliable and a better reflection of actual running times, giving you more confidence to plan your journey." **TRANSLINK**

### 100 & 110: Temporary evening changes

ABC News reported on 23 January that services operating 'after dark' on routes 100 and 110 were not running the whole route from Thursdays to Sundays due to driver safety concerns.

Evening trips on route 100 were reported to be stopping short at stop 67 (Blunder Rd), while route 110 services were stopping short at stop 59 (Mortimer Rd). The buses were staying away from Inala and Forest Lake until further notice.

A local union representative, Tom Brown, said the action was occurring due to rock-throwing incidents. Mr Brown said when he started as a bus driver the job was considered safe, but that was no longer the case - "These two routes in Forest Lakes and Inala are head and shoulders above every other route in Queensland as far as violence goes. Obviously we don't want buses stopping short of Inala to continue, but we need drivers to be safe."

Several days after the ABC News article was published, the state government announced that it would spend \$60.7 million over the next five

years to improve safety including the installation of safety screens for drivers on buses, an increased number of 'network officers' to patrol buses with increased powers to issue infringements for public transport offences, and increase police patrols on board services. **ABC NEWS (2)**

### Northern Gold Coast: Extra services

Translink advised that from Monday 13 February, additional services have been added to the timetable for local routes 721, 722 and 726. The agency said that it had partnered with the City of Gold Coast Council to implement a three-plus year trial of providing extra services following community feedback.

The trial services include:

- **721 (Coomera-Ormeau):** Extended operating hours. An extra 28 trips every weekday to provide service frequency as follows:
  - 06:00-07:00 - every 30 minutes.
  - 07:00-08:30 - every 15 mins.
  - 08:30-09:00 - every 30 mins.
  - 09:00-15:00 - Hourly.
  - 15:00-19:00 - every 30 mins.

On weekends, an extra 16 trips per day to provide an hourly frequency.

- **722 (Coomera-Ormeau):** Extended operating hours. An extra 73 trips every weekday to provide service frequency as follows:
  - AM & PM peak - every 15 mins.
  - Intrapeak and evenings - every 30 mins.

On weekends, an extra 28 trips per day to provide a half-hourly frequency.

- **726 (Coomera-Coomera Waters):** Extended operating hours. An extra 30 trips every weekday to provide service frequency as follows:
  - 06:00-08:30 - every 15 mins.
  - 08:30-09:45 - every 30 mins.
  - 09:45-15:30 - Hourly.
  - 15:30-19:00 - every 30 mins.

On weekends, an extra 18 trips per day to provide an hourly frequency.

Route 721, 723, 725, and 726 buses at Coomera now depart from different bus stands to accommodate the additional services. There is no stand change for routes 722 and 727.

The \$16.4 million trial is to last until June 2026 and is equally funded by Council and the Department of Transport & Main Roads.

The trial also forms part of Council's commitment

## Check out our expanded roam zone and key locations

We'll have signage up at each key location stop so you'll know the right place for pickup.

You can also travel from one key location to another.

Keep an eye out for the new look teal on demand buses.



Find about more about on demand transport

translink on demand



Call 13 12 30



Our new service will travel on demand between the purple roam zone to bus stops at these key locations:

- Stocklands Shopping Centre
- Bay Plaza, Torquay Road, Pialba
- Hervey Bay RSL, Torquay Road, Pialba
- Pialba Place, Old Maryborough Road, Pialba
- University and Library, Old Maryborough Road, Pialba
- Melory Place, Torquay Road, Pialba
- Fraser Shores, Boat Harbour Drive, Urraween
- Hervey Bay Hospital.

## Route 714 Kan-go Point Vernon on demand servicing Point Vernon, University/Library, Pialba

major stops/zones	am	am	am	am	am	pm	pm	pm	pm	pm	pm
Roam Zone	8.00 - 8.27	9.00 - 9.27	...	10.29 - 10.56	11.29 - 11.56	12.29 - 12.56	...	2.13 - 2.40	...	4.48 - 5.15	5.48 - 6.00
Stockland	8.31	9.31	10.00	11.00	12.00	1.00	1.44	2.44	...	5.19	6.05
Woolworths, Torquay Rd	8.37	9.37	10.06	11.06	12.06	1.06	1.50	2.50	4.25	5.25	...
RSL, Torquay Rd	8.39	9.39	10.08	11.08	12.08	1.08	1.52	2.52	4.27	5.27	...
Library and University	8.40	9.40	10.09	11.09	12.09	1.09	1.53	2.53	4.28	5.28	...
Stockland	8.45	9.45	10.14	11.14	12.14	1.14	1.58	...	4.33	5.33	...
Nissen St/Old M'borough Rd	8.47	...	10.16	11.16	12.16	...	2.00	...	4.35	5.35	...
Roam Zone	8.47 - 9.00	...	10.16 - 10.29	11.16 - 11.29	12.16 - 12.29	...	2.00 - 2.13	...	4.35 - 4.48	5.35 - 5.48	...



- Kan-go travels a fixed route starting at Stockland via Woolworths, RSL, library and university looping back to Stockland. The service then proceeds to pick up and drop off pre-booked passengers in the roam zone as close to your door as possible.
- If you live in the red shaded zones, Kan-go will pick you up from any of the nominated yellow pick-up points. Bookings are required.
- Travel in the roam zone operates between 8am and 6.05pm Monday to Saturday.
- Pay the regular bus fare and experience greater levels of convenience, safety and comfort.
- For your return journey please hail the bus from any bus stop on the Kan-go fixed route. No booking required.
- Wide Bay Transit runs fixed route services from Point Vernon and Pialba direct to and from many schools in Hervey Bay. This flexible service is not designed for school travel.
- Book your trip at least one hour prior to your pickup and quote your trip number.
- Phone 1800 231 248 (free call).



The Translink On Demand app lets you pre-book and manage your Kan-go trips quickly and easily using your smartphone. You can also track the arrival of your service with real-time notifications.

The Translink On Demand app is available to download now via the App Store or Google Play. Find out more: visit [translink.com.au/ondemand](http://translink.com.au/ondemand) or call 1800 231 248.

New On Demand (top) and previously timetabled 714 Kan-go service (source: Translink).



to its Public Transport Plan 2018-2028 to develop a public transport network that provides fast, frequent and reliable services to optimise the coverage of public transport across the city, and connect & coordinate the heavy rail, light rail and bus network. **TRANSLINK, CITY OF GOLD COAST**

## 714 Kan-go switches to On-Demand

Effective from Monday 20 February, Hervey Bay route **714 (Kan-go Point Vernon)** switched to an On Demand service.

The service now operates by passengers pre-booking their trip using the 'Translink on demand' mobile phone app, online at <https://translinkondemand.app.ridewithvia.com/login>, or by calling Translink at 13 12 20. The service is available for travel between the "roam zone" and a list of eight key locations outside the zone (see map, top of page 8). Bookings can also be made between any of the eight key locations - Stockland Shopping Centre, Bay Plaza, Hervey Bay Hospital, Hervey Bay RSL Club, Fraser Shores, Melory Place, Pialba Place, and the University & Library in Pialba.

The previous route timetable, dated effective from 4 July 2022, has also been provided on page 8. The roam zone, also in effect with the previous timetabled route service, has been extended slightly with this change.

Operating hours for the On Demand service are 07:30-17:30 Mondays to Saturdays. **TRANSLINK**

## Noosa free weekend travel initiative

Updating the item from January 2022 (page 10), the free fare initiative on board most bus services in Noosa was re-initiated for a 12-month period from February 2022, but only on Saturdays and Sundays. Effective from February 2023, this weekend initiative has been extended by further 12 months.

Under a deal between Translink and Noosa Shire Council, routes **626-629** and **632** weekend services are fare-free. Routes **620**, **630** and **631** are not included in the deal, with regular public transport fares charged. The initiative now runs until Sunday, 11 February 2024. **TRANSLINK**

## NEW SOUTH WALES



## Further Sydney contracts awarded

It was announced in February that Transit Systems had won another Sydney bus contract, with the attainment of the new region 2 bus contract, being a combination of former smaller regions 2 and 15, located in the outskirts of south-west Sydney. The region includes

Liverpool, Glenfield and Campbelltown.

The new contract commences operation in October this year, for a maximum period of almost eight years, with an end date of June 2031.

Transit Systems said that the commencement of this contract would see the company operating roughly 30 per cent of the city's route bus services, from Bondi Junction in the east to Camden in the south-west with over 1,200 buses in its fleet.

The awarding of this combined contract spells the cessation of metropolitan commuter bus route service delivery by local operators Interline and Busabout. **TRANSIT SYSTEMS**

## AUSTRALIAN CAPITAL TERRITORY



## Fairbairn loop trial ends

After the last timetabled service on Tuesday 28 February, the Fairbairn loop trial service is withdrawn due to "poor patronage". **TRANSPORT CANBERRA**

## NSW/ACT cross-fare system in progress

*The Canberra Times* reports that a cross-border fare system between New South Wales and the ACT is a work in progress.

A working party has already been established to look how the NSW and ACT fare systems could be integrated, to make cross-border travel easier.

Back in 2020, a Memorandum of Understanding was established between the two governments to look at cross-border shared services. NSW Regional Transport Minister Paul Toole said that this was "a conversation we have to have".

CDC Canberra timetable improvements commenced from 23 January, while Canberra bus network reliability adjustments commenced from 30 January.

Meanwhile, ACT Transport Minister Chris Steel said that the territory government would soon make an announcement with regard to its planned MyWay ticketing system replacement. **DAVID CRANNEY, THE CANBERRA TIMES**

*"It is something we will continue to look at; obviously we have an election in 62 days' time and they're the type of things we will continue to take forward after that has occurred and be able to have something more concrete in terms of the detail."*

*Nicholle Overall, State Member for Monaro*

## Public transport bouncing back

The territory government released a press statement after the first week of the return to school for 2023 Term One (30 Jan-3 Feb), with a reported 77 per cent of pre-pandemic patronage recorded compared to the same week in 2020, and 87 per cent compared to the same week in 2019. This week saw a 47 per cent increase on trips made in the same week in 2022. 234,500 trips were made in the week ending 3 February 2023, while the release also says that 323,209 passenger boardings were made in the same week. *ACT GOVERNMENT*

### TASMANIA



## Reduced service reliability

Metro Tasmania says that timetabled services may be less reliable from the beginning of Term 1 of the new school year. While it did not provide a reason for the "trip cancellations", it is likely related to staff shortages which have impacted many Australasian operators since the pandemic.

The agency also said that school trips and regular route trips that link to school trips would be prioritised to not be cancelled.

Metro said that it has been providing a list of trip cancellations at 16:00 Sundays to Thursdays for the next day and will do so until 28 February, the end of what it terms the "Back To School period".

For Wednesday 15 February, Metro listed 125 cancelled trips, including 1 school trip.

Meanwhile, *ABC News* reports that like in Queensland and Perth, drivers have reported increased instances of anti-social behaviour, with drivers also sceptical over improvements on the issue by government.

Metro Tasmania drivers claim that dysfunctional management is behind cancelled trips and an increase in both crashes and driver resignations. The article says that more drivers quit than were hired across 2021 and 2022, while there are claims that an increase in crashes have come from an increase in inexperienced drivers.

Tas Rail and Bus Union president Mark Dunsby, a bus driver for 14 years, believed changes to Metro's bus driver training to speed up the recruitment process was the reason behind the rising crash numbers.

In one incident, reported to the ABC by multiple drivers, a driver missed his turn-off on a highway. Unsure of what to do, he proceeded to ask an underage passenger to wear a hi-vis jacket, step off the bus and help direct him through a three-point turn. "We've got more new drivers than ever before, that's why our crash rate is going up," a driver said. *METRO TASMANIA, ABC NEWS*

## Kinetic's Apple Isle expansion marches on

Kinetic has secured agreement to acquire O'Driscoll Coaches Derwent Valley Link from the O'Driscoll family, which operates route and school bus services in Hobart.

Its route services are:

- **720** (Glenorchy-New Norfolk)
- **722** (New Norfolk-Hobart)
- **X22** (New Norfolk-Hobart express)
- **X23** (New Norfolk-Hobart super express)

*KINETIC, DERWENT VALLEY LINK*

### SOUTH AUSTRALIA



## Adelaide: Service reductions

Route **T863** and **863F** services have been running to a reduced timetable, effective 30 January, due to "driver availability and ongoing resource impacts of COVID-19". Cancelled trips include:

- **T863**: 07:05, 07:25, & 07:45 ex Mt Barker Road; 17:08 & 17:40 ex City (Currie Street).
- **863F**: 07:55 ex Mt Barker Rd; 16:52 ex Currie St.

Also impacted by shortages are the following temporarily cancelled trips (as at February 6):

- **100**: 06:50 ex Marion Rd.
- **100P**: 15:45, 16:15, & 16:50 ex Arndale Centre I'change.
- **106**: 07:05, 07:15, 07:25, 07:45, 08:15, & 08:25 ex Magill Rd; 15:31, 15:46, 17:31, & 17:46 ex Currie St.
- **110**: 07:11 & 07:30 ex Grange Rd; 07:39 ex West Lakes Centre I'change; 17:44 ex City (Grenfell St).
- **115**: 08:27 ex West Lakes Centre I'change.
- **141**: 16:26 & 18:11 ex Currie St.
- **142**: 07:39 & 08:09 ex Glynburn Rd.
- **147**: 09:28 ex Port Rd.
- **150**: 07:24 & 07:44 ex Fletcher Rd; 08:41 ex Victoria Rd.
- **150B**: 16:04 ex Grenfell St.
- **155**: 07:07, 07:58 & 08:43 ex West Lakes Centre I'change; 15:20 & 17:24 ex Grenfell St.
- **157**: 18:03 ex Military Rd.
- **157X**: 16:29 ex Grenfell St.
- **171**: 17:42 ex Belair Rd.
- **172**: 06:46 & 07:40 ex Tutt Ave.
- **174**: 06:11 ex Paradise I'change; 06:57 ex Hutt Rd.
- **176**: 06:51 ex Gorge Rd; 07:44, 08:14,

- 08:29, & 09:09 ex Payneham Rd; 17:26 ex King William St.
- **178M**: 18:02 ex Hutt Rd.
- **178X**: 17:35 ex King William St.
- **190**: 07:51 & 08:19 ex Belair Rd.
- **190B**: 16:32, 16:47, 17:02, & 17:17 ex King William Rd.
- **200**: 07:08 ex Kent Rd; 08:28 ex Boothby St.
- **200B**: 07:27 ex Panorama Dr.
- **200C**: 17:17 & 17:29 ex King William Rd.
- **202**: 17:13 ex Walkleys Rd.
- **206**: 07:23 ex King William Rd.
- **222**: 08:20, 08:35, & 08:50 ex Mawson I'change; 15:47, 16:20, & 17:18 ex City (Victoria Square).
- **224F**: 17:27 ex Victoria Square.
- **228F**: 17:14 ex Victoria Square.
- **229F**: 06:51 ex Kimba Rd.
- **230**: 07:56 ex Arndale Centre I'change.
- **232R**: 16:43 & 17:28 ex King William St.
- **235**: 06:31 & 07:14 ex Churchill Rd.
- **241A**: 17:42 ex King William St.
- **245**: 06:54 ex Dunrobin Rd; 17:45 ex Sir Edwin Smith Ave.
- **248F**: 16:49 ex King William St.
- **251**: 07:40 & 08:12 ex Arndale Centre I'change.
- **251A**: 17:51 ex Medika Bvd.
- **253X**: 07:54 & 08:24 ex Victoria Sq; 16:56 & 17:27 ex Hanson Rd.
- **254**: 06:21 ex Pt Adelaide I'change.
- **254X**: 06:50 ex Pt Adelaide I'change; 17:38 ex Victoria Square.
- **262**: 07:13 ex Cedar Ave; 07:21 ex Marion Centre I'change.
- **263**: 06:58 ex King William Rd.
- **265**: 07:15 ex Glenelg I'change; 17:50 ex King William Rd.
- **273**: 07:27 ex Paradise I'change; 06:44 ex Jeffcott St; 16:31 & 16:46 ex Currie St.
- **281**: 06:39 ex Paradise I'change.
- **286**: 07:10 & 17:15 ex City (North Terrace); 07:09 & 07:50 ex Military Rd.
- **286A**: 08:05 ex North Tce.
- **288S**: 17:00 ex North Tce.
- **300**: 06:40 ex Portrush Rd.
- **300U**: 17:22 ex Glenelg Interchange.
- **376**: 07:24, 16:35, & 17:35 ex West Lakes Centre I'change.
- **400**: 07:26, 16:17, & 16:56 ex Ann St; 17:13 ex Elizabeth I'change; 17:05 ex Bolivar Rd.
- **403**: 07:49, 08:19, & 08:49 ex Ann St.
- **411**: 06:35, 17:28, 17:58, & 18:28 ex Mawson I'change; 06:43, 17:05, 17:36, 18:07, & 18:38 ex Ann St.
- **415**: 16:45 ex Target Hill Rd.
- **440**: 07:10 & 15:18 ex Munno Para station; 07:32 & 17:00 ex Elizabeth I'change.
- **441**: 06:25 & 07:12 ex Smithfield I'change; 17:00 & 17:30 ex Elizabeth I'change.
- **442**: 06:44 ex Smithfield I'change; 17:45 ex Elizabeth I'change.
- **451**: 06:51, 07:27, & 17:21 ex Munno Para Centre I'change; 17:00 ex Elizabeth I'change.
- **451A**: 18:36 ex Munno Para Centre I'change.
- **452**: 06:33 & 07:38 ex Munno Para Centre I'change; 07:31, 17:18, & 17:53 ex Elizabeth I'change.
- **452W**: 17:49 & 18:21 ex Munno Para Centre I'change.
- **491**: 17:34 ex Gawler railway station.
- **502X**: 17:33 ex Currie St.
- **506**: 17:48 ex Currie St; 18:25 ex Tea Tree Plaza I'change.
- **506H**: 18:37 ex Paradise I'change.
- **507**: 18:45 ex Paradise I'change.
- **530**: 17:33 ex Currie St.
- **540**: 06:37, 07:38, 08:16, & 08:40 ex Tea Tree Plaza I'change; 15:34, 16:14, 17:19, & 18:06 ex North Tce.
- **543**: 18:30 ex Tea Tree Plaza I'change.
- **544**: 17:57 & 18:23 ex Golden Grove I'change.
- **545X**: 17:50 ex Currie St.
- **600**: 09:05 ex Blackwood I'change.
- **645**: 07:18, 07:47, 17:53, & 18:21 ex Marion Centre I'change; 07:00, 07:25, 07:55, 18:02, & 18:29 ex Davenport Tce.
- **646**: 07:05, 07:33, 17:42, & 18:14 ex Marion Centre I'change; 07:10, 07:38, 17:49, & 18:20 ex Morphett Rd.
- **C1**: 07:10 ex Golden Grove I'change.
- **C1X**: 08:08 ex Golden Grove I'change.
- **G10**: 06:23 & 09:04 ex Main South Rd; 07:05 ex Prospect Rd; 07:05, 13:52, & 14:09 ex Goodwood Rd; 16:57 & 17:57 ex City (Grote St); 17:37 ex Marion Centre I'change.
- **G10A**: 16:58 ex Prospect Rd.
- **G10C**: 07:48 ex Goodwood Rd; 07:41, 07:52, 08:00, & 08:28 ex Prospect Rd; 18:19 ex Ayliffes Rd.
- **G20**: 17:51 ex Aberfoyle Hub.
- **G20F**: 08:27 ex Aberfoyle Hub; 14:59 ex King William Rd.
- **G21**: 09:03 ex King William Rd.
- **G21X**: 16:47 ex King William Rd.
- **G22X**: 06:54 & 07:14 ex Windebanks Rd; 16:21 & 17:37 ex King William Rd.
- **G30F**: 07:28 ex Blackwood I'change; 16:40 ex King William Rd.
- **G40**: 09:47, then half-hourly until 12:47; 13:07, & 13:37 ex Tea Tree Plaza I'change.
- **G40M**: 10:47, 11:17, & 13:47 ex Flinders University.
- **H22L**: 15:49 & 16:26 ex The Parade; 16:38 & 17:10 ex Penfold Rd.
- **H24**: 07:22 ex The Parade; 17:01, 17:21, 17:41, & 17:51 ex Currie St.
- **H30**: 09:10 ex Stradbroke Rd; 17:52 ex Paradise I'change.
- **H30C**: 07:15 & 07:29 ex Stradbroke Rd.
- **H30S**: 08:43 ex West Lakes Centre I'change.
- **H32**: 07:18 ex Military Rd; 16:40 & 17:17 ex North Tce.
- **H33**: 16:52 ex North Tce; 17:21 & 17:36 ex Currie St.
- **H33C**: 08:26 ex Maple Ave; 07:08 & 09:02 ex Military Rd.
- **J1A**: 08:46 ex Tea Tree Plaza I'change.
- **J1G**: 17:21 ex Currie St.
- **M44**: 08:29 ex Marion Centre I'change;

- 16:56, 17:11 & 17:26 ex Grenfell St.
- **M44C**: 07:16 & 08:00 ex Marion Centre I'change.
- **T228**: 17:30 ex Victoria Square.
- **W90**: 06:43 ex Addison Ave.
- **W91**: 17:22 ex North Tce; 15:13, 16:13, 17:13, & 18:13 ex Cashel St.
- **X30C**: 06:59 ex West Lakes Centre I'change.

#### ADELAIDE METRO

### Torrens Transit disruption

Strike action by drivers saw Torrens Transit services impacted on Monday 9 January for a 24-hour period. Torrens Transit, a division of Kelsian Group, which also includes SeaLink and Transit Systems, operates around 80 per cent of the Adelaide bus network, with this scale meaning that many residents across the city were directly impacted by the action.

With the expiry of the previous enterprise agreement last year, the operator has been negotiating with the Transport Workers Union on a new deal on pay and conditions. The Union's branch secretary, Ian Smith, said "Bus driving is no longer safe and it's not well paid. Bus drivers are leaving the industry in droves. We've just hit a brick wall. We've got to the stage where there's nothing on the table." Mr Smith also said workers needed greater safety measures in place, including secure cabins for drivers, more security guards on buses and in transport hot spots, and tougher penalties for people who assault drivers.

ABC NEWS

### WESTERN AUSTRALIA



### Various timetable changes

Effective from **Monday 20 February**, several adjustments were made to timetables, as follows:

- **84**: A new trip has been added on weekdays departing 15:10 ex Hale Road to City Beach.
- **253**: The 15:00 school day trip ex Armadale Senior High School now stops short at Jarrahdale General Store, instead of the normal end of route.
- **527**: Minor adjustments to selected trip times due to changed local school times.
- **537**: The 15:10 school day trip ex Aubin Grove station has been withdrawn due to above school time changes.

Effective from **Sunday 12 March**, the following timetable adjustments will occur:

- **19**: Minor trip time changes. The 19:55

Saturday trip ex Flinders Square is withdrawn due to low patronage.

- **20 & 406**: Minor trip time changes.
- **32 and 33**: Various trip time changes. The 19:40 weekday trip ex Elizabeth Quay Bus Station is withdrawn due to low patronage.
- **34 and 35**: Various trip time changes. The **35** 19:10 Saturday trip ex Elizabeth Quay Bus Station and 19:20 trip ex The Old Mill are withdrawn due to low patronage.
- **39**: Various trip time changes with additional weekday early morning/AM peak trips ex Belmont Forum due to high patronage, and improved connections with rail services at Redcliffe station.

The 14:44 trip ex Redcliffe station no longer deviates via Belmont City College on school days. Instead, an additional trip now commences from the school at 15:06 on school days.

- **41, 42, 48 and 55**: Various trip time changes. Three new **42** weekday trips added ex Clarkson Rd/Tranby Rd (05:56, 06:31 & 10:01), while adjacent trips have been re-timed. Same treatment with two new weekday trips ex Elizabeth Quay Bus Station (12:35 & 13:15).

Adjustments for bus stop changes required by New Bayswater station works.

The **55** 15:28 school day trip ex Bassendean Town Centre now instead departs at 15:37 to improve rail connections.

- **72**: Various trip time changes. The 07:35, 08:21 & 18:09 weekday trips ex Elizabeth Quay, and the 17:55 weekday trip ex Curtin University are withdrawn due to low patronage.
- **75**: Various trip time changes.
- **360, 361 & 362**: Various trip time changes, including retimed 05:00-07:00 weekday trips towards Perth Busport and 13:50-18:30 weekday trips ex Perth Busport to better match demand. The **362** 22:55 weekday trip (and 22:52 Saturday trip) ex Guadalupe Dr/Marshall Rd are withdrawn due to low patronage. The **362** 15:05 school day trip ex Ballajura College now extends to instead commence from Perth Busport at 14:30.

- **960**: Minor trip time changes. An additional trip runs weekdays ex Mirrabooka Bus Station at 05:53, with adjacent trips retimed. The 19:23 weekday trip ex Edith Cowan University is withdrawn due to low patronage. Transperth says that there are alternative services available.

Additional trips also inserted, with adjacent trips retimed:

- 15:40 weekdays ex Curtin University.
- 07:08 Sundays ex Curtin University.
- 07:45 Sundays ex Edith Cowan University.

#### TRANSPERTH

## Kelsian Group expands

On 31 January, Kelsian Group confirmed that it had completed its acquisition of WA bus and charter operator Horizons West Bus and Coachlines for a sum of roughly \$40 million, which includes the two depots.

Meanwhile, Kelsian subsidiary Transit Systems has commenced operating a new PTA contract to provide school bus services around Denmark and Albany, which it is doing under its Swan Transit brand. Transit Systems said that its existing Albany operation will help deliver efficiencies by performing fleet maintenance during school holidays. *KELSIAN, ABC MAGAZINE*

## NEW ZEALAND



## Wellington: Extra measures for bus services

Wellington's Metlink public transport agency took extra measures in January as buses continued to operate to mostly reduced timetables on weekdays.

Due to overcrowding on board services in the first few weeks of the month, the agency brought in chartered buses to operate extra services than those temporarily timetabled (see last month's item 'Wellington: Reduced timetable', p. 11).

From Monday 30 January, services resumed operating to an improved timetable, however still reduced from the full timetable of services which would otherwise all operate without the ongoing labour shortage issue, with around 200 services suspended until further notice.

In the fallout from January's extra reduction, *NZ Herald* reports that Metlink officials admitted that they did not properly assess the effect of the extra reductions on patronage, with widespread reports of overcrowding and people being left behind at bus stops due to already-full buses. The public was given just one day's notice that most Porirua and Wellington City buses would be running on a Saturday timetable for the entire month - a 20 per cent reduction in services on top of the already suspended services.

An official said "Time constraints meant that insufficient analysis was undertaken on potential patronage levels. This led to unanticipated capacity issues on certain routes at certain times directly impacting customers. As soon as this became apparent, officers worked hard with independent bus operators to increase capacity on these routes."

The reduced timetable was designed as a breather as the region continues to struggle with a shortage of 120 bus drivers out of the total 650 bus drivers that are needed to run the full timetable.

Meanwhile, the driver shortage was to gradually ease from February, with NZ Bus securing 100 drivers from overseas, which follows the national government's changes to migration rules. Another 15 drivers had also been sourced domestically. *THE DOMINION POST, NZ HERALD*

## Whanganui: The Tide launched

Saturday 18 February at 09:00 saw the launch of the new frequent bus service called The Tide (route 210). It runs every 20 minutes between Castlecliff and Aramoho. The service is operated by Transit Coachlines.

The service operates weekdays (07:00-19:00) and Saturdays (09:00-15:00). Horizons Regional Council said that there have been no changes to other route services.

A new urban bus timetable was issued effective from 18 February to include the new service.

To celebrate the launch, all urban bus services across the city were free between 18 and 25 February. *NZ HERALD*

---

## ENDS

## FERRY & SHIP NEWS

### QUEENSLAND



## New Russell Island ferry terminal

The upgraded Russell Island ferry terminal reopened at 11:00 on Monday 6 February. Translink said that there have been no changes to local ferry routes or timetables from the upgrade.

Translink said that the upgrade was part of a larger program of Brisbane ferry terminal upgrades required to meet accessibility requirements. *TRANSLINK*

## NEW SOUTH WALES



### Lane Cove ferry: Long-term extension

Despite previous concerns over the future of the service, the state government has signed a new 15-year contract with SeaLink for the continuation of the Lane Cove ferry service.

With the new long-term contract, which commenced from 1 January, SeaLink will also deliver one additional morning peak trip. Further detail is unknown at this time.

The cashless service is now also accepting Opal Pay (Opal cards) for fare payment, as well as contactless banking cards. Fares are set to different rates than the Sydney Ferries service, using Opal Pay does not count towards Opal cap benefits, and SeaLink advises that there are also differences in the applicability of concession fares on-board its services. **SEALINK**

## TASMANIA



### Devonport ferry

The Spirit of Devonport ferry, operating between East Devonport and Devonport city centre, across the Mersey River, was axed by Kinetic in August last year due to unsustainable patronage, and a need to invest in a replacement for the 37-year-old vessel that operated the service. Its last trip was in May, before its usual winter hiatus.

Kinetic's Tasmanian executive general manager, Daniel Head, said that passenger numbers had been steadily decreasing by about 8 per cent per year - "We are seeing people are voting with their feet and moving towards utilising the bus services that are more frequent and operate 365 days a year".

In January this year, ABC News reported that there could be an opportunity for the service to return, but this time powered by hydrogen under new owner Kedge Marine, which was investing half-a-million dollars into the vessel. Kinetic had offered to donate the vessel last year, which was taken up by the new owner.

A representative for Kedge Marine said "It's going to be a great business opportunity and a great way to showcase the state. We are glad we were offered her and we gratefully accepted. She is a wonderful vessel and we see potential of all sorts of different activities, be it a scheduled service to charters and excursions. We'd do a route that would take us to the yacht club and

also under the bridge into the wetlands area. **ABC NEWS (2)**

## INTERNATIONAL

### Venice gondolas

Low water levels in Venice, Italy has seen issues for its unique public transport option of gondolas on its network of canals.

*10 News First* reports that the city has measured a record low of 66 centimetres below its average level, with a requirement for some gondolas to be rerouted away from shallow parts of the network.

Local authorities have said that longer patches of dry weather in the city are to blame for the decreased water levels being experienced. **PAUL BROWN, 10 NEWS FIRST**

---

## ENDS

## AIR NEWS

### DOMESTIC



### Corporate travel up

Data from Flight Centre's Corporate Traveller has shown a quick uptake in corporate travel post-COVID.

Port Hedland has replaced Canberra in the top five domestic destinations list, while Perth climbed to third place, now in front of Brisbane. Sydney and Melbourne remain in the top two places.

Corporate Traveller's Tom Walley said that It was no surprise that two Western Australian destinations made the top five, given the strength of the mining sector - "The mining industry booked the most travel in 2022, replacing government which was on top in 2019 [pre-COVID]". He also said that there was a lot of pent-up demand following the harsher travel restrictions in

Western Australia during the pandemic.

Looking at international corporate travel, Auckland was the most in demand destination, followed by Port Moresby, Singapore, London and Christchurch. *THE DAILY TELEGRAPH*



## Auckland Airport disruption

Flooding saw flights disrupted at Auckland Airport in late January. On Friday 27 January, domestic and international flights in/out of the airport were halted due to the torrential rain. Domestic flights started to recommence the next day, while international flights were held up for several days, with diversions and cancellations in place.

The closure included one flight, EK448, from Dubai being turned around after six-and-a-half hours in the air.

Various images have been seen with the airport terminal flooded. In a statement, Air New Zealand said that international flights were more complex to resume operation - "International flights in and out of Auckland are more complex than domestic, with many parts of the aviation ecosystem needing to be ready as well. This includes airport security, systems to ticket and process customers, and biosecurity and baggage operations." *SAMCHUI.COM*

---

**ENDS**

## LETTERS TO THE EDITOR

### Sydney: Crowdfunded Bus

Your correspondent was intrigued to see this headline in Sydney's *North Shore Times* edition of February 9<sup>th</sup>, page 4:

# Fed-up locals bankroll bus

Crowdfunded charter service rolls out

Reading on he found that the concern was over

services on Willoughby Road in the suburbs of Willoughby and Naremburn. It was stated that "the number of services... was reduced from 33 to 23.

What does this mean? It couldn't refer to the number of routes on the road and if it does mean services over what time period? We aren't told.

We are told that "Campaigner Ken Wilson said that crowdfunding had raised \$570 - enough to charter an initial replacement 272 service last Wednesday for 22 local commuters".

The 272 is a long gone service that used to provide a freeway link to/from the city in peak hours.

But what really is the problem?

Currently Willoughby Road is served by two routes, both starting from Chatswood station, and running via Victoria Ave and then Penshurst St down to Mowbray Rd.

The 115 runs via Crows Nest and North Sydney to terminate at Exchange Square in Bridge St, Sydney near Pitt St. It does not go via the Cahill Expressway. Interpeak headway is 10 minutes. An interesting quirk is that early morning and night time services all days run only to Victoria Cross, North Sydney and from North Sydney station.

The 120 is a "loop" service running to the Queen Victoria Building (QVB) in mid city via the Warringah Freeway. It's a replacement for the 272 but runs full time. Interpeak headway is 10 minutes which means that Willoughby Road gets a five minute service for local trips.

Running via the freeway means a much faster trip. The 120 takes 11 minutes to run from Hudson Ave to Wynyard station; the 115 takes 26 minutes to Bridge St.

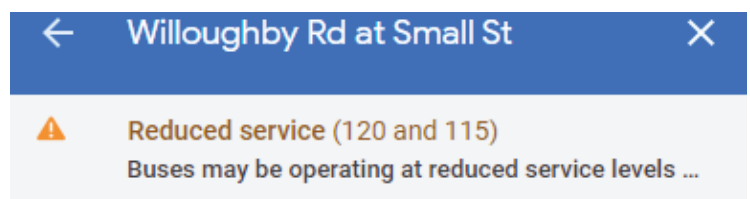
The 120 "loop" means that the timetable for the outbound service is integrated with the one for the inbound service and there is no "recovery" layover at the QVB beyond the 2 minutes scheduled.

But back to our crowd funded commuters. What do they get for their or other people's money? According to the article one trip a week at 8 am on Wednesdays from Willoughby Rd near the Willoughby Leisure Centre.

No mention of the destination. No mention of a return trip.

Perhaps they get the luxury of a 'coach' service.

Perhaps their concern is that:



*JIM WELLS*

## Sydney: They didn't tell the driver...

The ATA's Geoff Lambert reports on a recent bus experience...

Yesterday [Sat 18 Feb], I had to go to North Head on the 161 bus.

A week or so ago, they changed the outbound bus from one side of the road to the other (Stand D to Stand C). There was a notice to this effect at Stand D. However, they didn't tell all the drivers, who still sometimes depart from Stand D, leaving the bewildered and forlorn passengers waiting waiting waiting waiting at Stand C.

I walked.

*GEOFF LAMBERT*

## ODD SPOT

How's this for an Odd Spot...

In an age where paper timetables appear to be

going the way of the dodo, one day in January 2023, NSW Regional Transport Minister Paul Toole posed with the local member (Monaro's Nichole Overall) for the CDC Canberra timetable improvements (see last month's item), with such pieces of paper in their hands:



(Source: Peter Brewer/The Canberra Times).

**Front Cover:** February 2023 bus map for Brisbane routes 723, 725 and TX7. Item 'Northern Gold Coast: Extra services' on page 8.

## About Table Talk

Print ISSN 1038-3697, Online ISSN 2209-718X.

**Table Talk** is a monthly publication produced by the Australian Timetable Association Inc. (ATA) (Registration No. A0043673H) as a journal of record covering timetable and other transport-related news. The ATA also publishes **The Times** covering timetable history and analysis. ABN 74248483468.

All times listed in **Table Talk** are in 24-hour time, unless stated otherwise. Any commentary or letters provided by individuals within **Table Talk** are not to be taken as a representation of the views of the Australian Timetable Association, its Committee or its Editor(s). We are happy for original material that appears within **Table Talk** to be reproduced in other publications with an acknowledgement. Members of the ATA often contribute items for consideration in **Table Talk** for which kind acknowledgement is made, however, articles (news articles more so than commentary) may be rewritten for space, grammar, style and/or contextual reasons by the Editor. Contributions are invited and always welcome - please send these to the appropriate Editor.

**Membership of the Australian Timetable Association** includes monthly copies of *The Times*, *Table Talk*, the ATA Distribution List of timetables, and Auction catalogues. The membership fees are: Adult \$72 (with postal monthly mailout) or \$66 (with electronic monthly mailout), and Student \$36. For membership enquiries, contact our Membership Officer, Len Regan, at [membership@timetable.org.au](mailto:membership@timetable.org.au).

Back issues of **Table Talk** are available on our website, [www.timetable.org.au](http://www.timetable.org.au), two months after print publication.

**Editor for Rail, Tram, Air and Ferry & Ship:** Chris Pandilovski, [tabletalk@timetable.org.au](mailto:tabletalk@timetable.org.au).

**Editor for Bus:** Steven Haby, [busnews@timetable.org.au](mailto:busnews@timetable.org.au).

**Production and Mailout:** Steven Haby, David Hennell, Geoff Mann, Richard May, Katie Moss, Len Regan, Richard Talbot.

**Proofreaders:** Agnes Boskovitz, David Cranney, Geoff Hassall.

**Table Talk is a production of the Australian Timetable Association**