



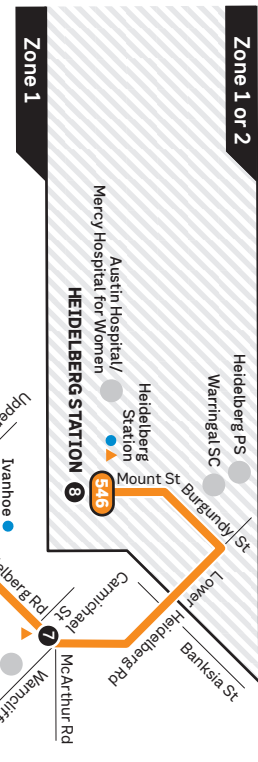
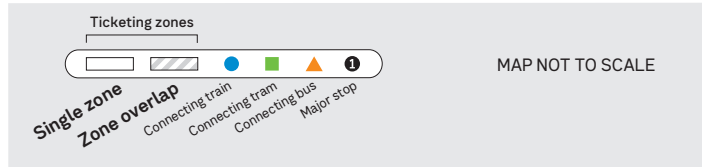
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# RAIL & TRAM NEWS

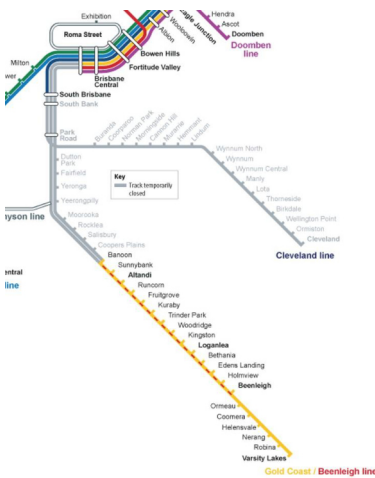
## QUEENSLAND



### Rail disruption

Significant planned disruption impacted Brisbane's rail services for Cross River Rail and general maintenance works in June and July.

The second half of June saw direct impacts to the working of the Cleveland, Beenleigh, Gold Coast and Airport lines:



Over the weekend of **15/16 June**, Cleveland line services did not run while Beenleigh and Gold Coast line services operated to a reduced service consisting of a half-hourly all stations service between Banoon and Varsity Lakes. Airport line services operated to an adjusted timetable.

The weekend's Railbus services consisted of:

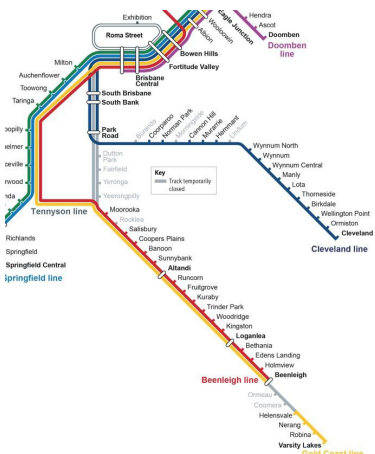
- **R295** ex Cleveland, all stations to Manly then South Bank, South Brisbane then Roma Street.
- **R296** ex Manly, all stations to Roma St.
- **R584** ex Banoon, South Bank, South Brisbane then Roma St.
- **R591** ex Banoon all stations to Roma St.



Weekdays **17-21** and **24-28 June** saw Gold Coast line services running express between Altandi and Roma Street via Tennyson loop, while Beenleigh line services consisted of a shuttle service between Beenleigh and Banoon.

Two railbus services operated on these days:

- **R584** (Banoon-Park Road express),
- **R591** (Banoon-Park Road all stations).



The weekend of **22/23 June** saw Beenleigh and Gold Coast line services operate via Tennyson loop, with Beenleigh services express between Moorookna and Roma St, and Gold Coast express between Altandi and Roma St. Gold Coast line services did not operate between Beenleigh and Helensvale due to planned works, with a shuttle service running between Helensvale and Varsity Lakes.

The weekend's Railbus services consisted of:

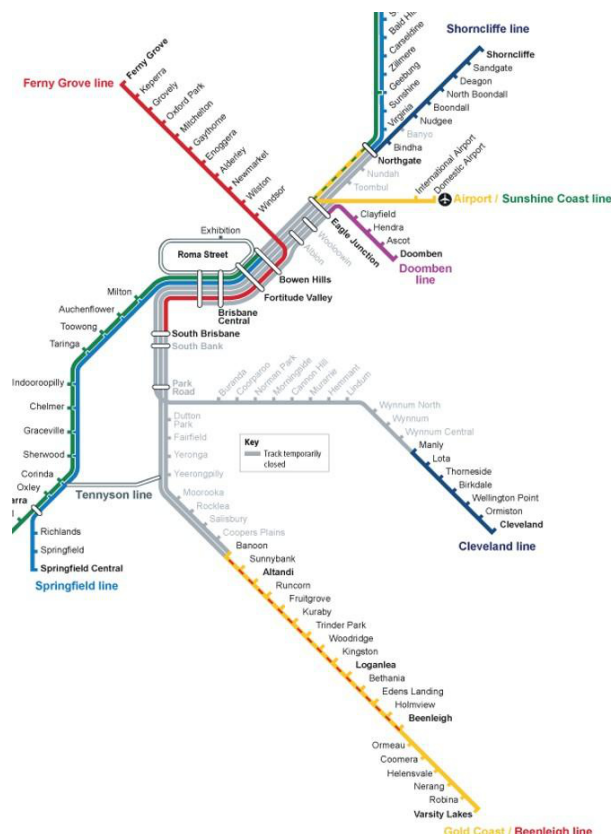
- **R591** (Moorookna-Park Road all stations).
- **R762** (Beenleigh-Helensvale all stations).
- **R772** (Beenleigh-Helensvale express).

Thereafter, planned disruption impacted all lines over the next nine days into July to enable works through the city centre, as follows:

On the weekends of **29/30 June** and **5/6 July**, Cleveland line shuttle service operated between Cleveland and Manly; Beenleigh/Gold Coast had a special reduced shuttle service operating every 30 minutes between Banoon and Varsity Lakes; Redcliffe Peninsula line services ran as a shuttle service between Northgate and Kippa-Ring; Shorncliffe as a Northgate-Shorncliffe shuttle; Doomben as a Eagle Junction-Doomben shuttle; while Airport and Caboolture/Sunshine Coast lines operated as a combined service via Eagle Junction until 22:00 (limited stops ex Petrie, Geebung, Northgate, Eagle Junction, International, then Domestic) - after 22:00 running between Caboolture and Northgate only.

A significant Railbus operation was required to fill in the gaps over the two weekends:

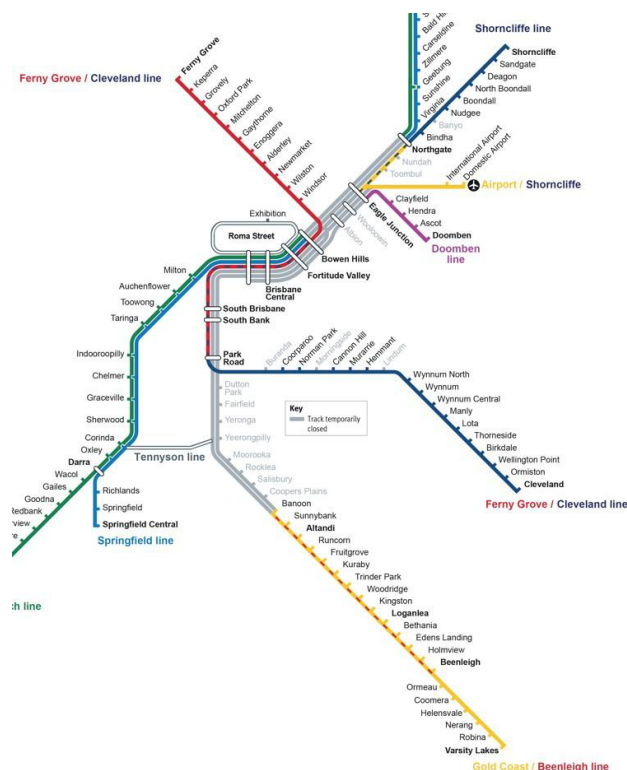
- **R580** Manly, South Bank, South Brisbane, Roma St (limited stops)
- **R581** Manly and Roma St (all stations)
- **R584** Banoon, South Bank, South Brisbane, Roma St, Central, Fortitude Valley, Bowen Hills, Toombul, Nundah, Northgate (limited stops)
- **R591** Banoon-Roma St (all stations)
- **R604** Northgate-Roma St (all stations)
- **R617** Eagle Junction-Roma St (express)
- **R701** Banoon-Eagle Junction (express)



Weekdays **1-5 July** saw a similar setup from the surrounding weekends as seen on the adjacent map. Changes included Cleveland/Ferry Grove services running through the city centre to an adjusted timetable; the Beenleigh/Gold Coast shuttle service operated between Banoon and Varsity Lakes every 15 minutes; and Shorncliffe line services extended from Eagle Junction along the Airport line until 22:00 to provide a combined service - after 22:00 shuttle services separately operated on both lines; while the Caboolture/Sunshine Coast only operated as far south as Northgate all day (also limited stops between Petrie and Northgate).

A significant Railbus operation was required to fill in the gaps:

- **R584** Banoon-Park Road (express)
- **R591** Banoon-Park Road (all stations)
- **R603** Northgate-Bowen Hills (all stations)
- **R617** Eagle Junction-Roma St (express)
- **R618** Northgate, Nundah, Toombul, Roma St (limited stops)
- **R619** Northgate, Nundah, Toombul, Bowen Hills (PM peak, limited stops)
- **R620** Geebung-Roma St (peak-only express)
- **R701** Banoon-Eagle Junction (express)



Normal rail service was slated to resume on Monday 8 July.  
**TRANSLINK**

## Brisbane-Sunshine Coast link

Early works are expected to start shortly ahead of construction on the first stage (Beerwah-Caloundra) to start in 2026. \$5.5 billion in federal and state funding is committed to the project. From there, the line is to run along the coastline through to Maroochydore.

The state government expects to unlock tens of thousands of new homes being developed as a result to reverse the shortages currently being experienced.

Federal transport minister Catherine King said that upon completion the line would save up to 45 minutes in travel time between new "Sunshine Coast stations" and Brisbane's Roma Street compared to driving in peak hour.

State Premier Steven Miles - "The business case said that if you tried to build it all the way to Maroochydore, all at once, you would have no trains operating for at least 10 years. What we have here is a fully funded, well planned project that we can get underway on and start working on."

This takes the 2032 Olympic Games into consideration, with both governments promising the 19-kilometre first stage to be completed in time for it. **ABC NEWS**

## Cut-priced fares

Adding to the 50-cent fares across the network for six months from 5 August, AirTrain fares will also be discounted, with half-priced fares to come into effect for six months, with the state government subsidising the private operator with \$10 million to accommodate the initiative.

Premier Steven Miles, less than six months out from a state election, said the government had worked hard to come to an agreement with Airtrain to reduce the cost of travel to Brisbane Airport - "Rail travel to the terminals will now be included in our six-month cost-busting public transport trial, meaning travellers and workers will pay less to get to the airport".

Deputy Premier Cameron Dick said the government would reassess after the six-month trial on the uptake with public transport usage as to whether to make the scheme permanent.

Mr Robert Dow from public transport lobby group Rail Back On Track says he expects a 20-30 per cent increase in patronage as a result of the initiative.

More than four years since the pandemic commenced, the state government says that overall public transport patronage sits at 87 per cent of 2019 levels. **NINE NEWS, AAP, ABC NEWS, QUEENSLAND GOVT**

## QR: Tilt update

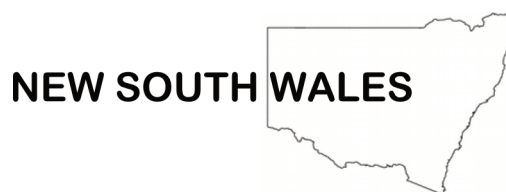
Queensland Rail (QR) has announced that it intends to resume normal Tilt Train operations along Queensland's eastern seaboard on 2 September after over a year of running a reduced timetable (see item in June 2023's Table Talk, page 2).

The electric-powered Brisbane-Rockhampton via Bundaberg services have been operating to a reduced timetable of ten trips per week (normally 15), while the shorter Brisbane-Bundaberg trips (nine trips per week) have been suspended. This freed up carriages from its fleet to undertake heavy maintenance.

The diesel-powered **Spirit Of Queensland** (Brisbane-Cairns) also returns to its normal timetable (eight trips per week) after running to an enhanced timetable during this period, although trip time changes are being advertised. **Spirit Of The Outback** (Brisbane-Longreach) and **Westlander** (Brisbane-Charleville) timetables will also have some timing adjustments effective from the same date. The **Inlander** (Townsville-Mt Isa) has no change.

Current (until 1 Sept) and future (from Sept 2) timetables are available through the [QR Travel website](#).

Meanwhile, long distance services are not included in the 50-cent fare initiative. QR confirms **SEVEN NEWS WIDE BAY, QUEENSLAND RAIL**



## Light Rail disruption

Negotiations are ongoing between employer and employee representatives for a new enterprise agreement for Sydney Light Rail employees. The most recent agreement expired on 31 October. The new agreement will extend to include workers on the new Parramatta Light Rail due to commence operating in the coming months.

Sydney's light rail network has experienced disruption in June due to protected industrial action impacting the L1, L2 and L3 lines.

Amongst the key points being resisted by employee representatives are a lower pay rate for drivers on the Parramatta Light Rail.

Initial plans for actions later in the week of May 27 were postponed on the night of Monday 27 May following an in-principle agreement.

The operational plan consisted of trams operating at slower speeds on every fourth service and a refusal to check for tickets on Tuesday 28 May then for peak-hour work stoppages (08:00-10:00 and 16:00-18:00) to occur on Wednesday 29 May. It is believed the initial plan was for the vehicles to be brought back into the depot leading to the stoppages effectively starting up to an hour before and after these timeslots, although later the advice was that trams would be stabled at stops along the line during the stoppages.

This did not result in a formal agreement, with a return to industrial action from employee representatives, with trams operating at slower speeds leading to delays and congestion as well as employees not wearing their uniform nor working overtime indefinitely from Tuesday 11 June. This has resulted in services being rescheduled with lengthier end-to-end journey times.

On Wednesday 12 June, a 24-hour work stoppage saw trams not operate on any of the three lines. The cessation of services commenced from around 23:00 the previous night, with limited replacement buses operating Central-Dulwich Hill, Central-Juniors Kingsford and Central-Randwick. Some buses were also provided



in the morning for students of Sydney Boys High School and Sydney Girls HS from Central station.

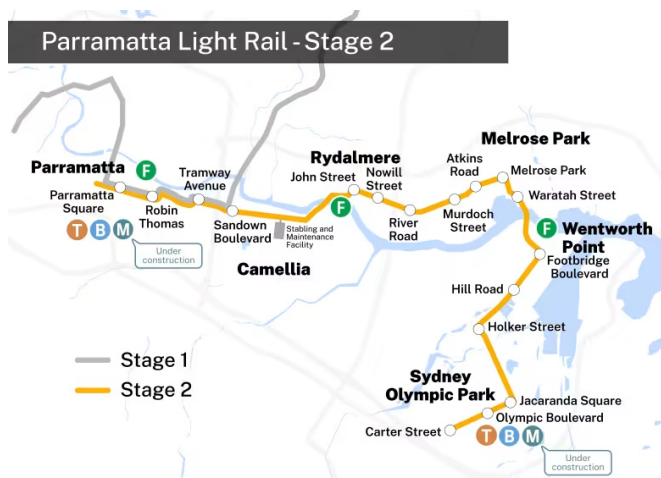
Meanwhile, L2 and L3 light rail services have also been curtailed on selected days within Sydney CBD to accommodate large event crowds for the annual Vivid festival. This has seen services not operate between Circular Quay and Town Hall on Friday, Saturday, and Sunday nights throughout the festival. This also occurred on the night of the King's Birthday public holiday on Monday 10 June. **TRANSPORT FOR NSW, SYDNEY MORNING HERALD, RAIL TRAM AND BUS UNION, NCA NEWSWIRE, SEVEN NEWS**

## Parramatta Light Rail: Stage 2 approved

The state government has finally confirmed that Stage 2 of the Parramatta Light Rail (PLR) will progress to construction with \$2 billion now set aside over the next five years by the government.

The line will extend out of the soon-to-open PLR Stage 1 line at Rosehill to Olympic Park via Ermington, Melrose Park and Wentworth Point. This is shown on the attached map, including the 14 new stops to be constructed.

Upon opening, a trip between Olympic Park and Parramatta is set to take 37 minutes. It remains to be seen if this pace will be available on day one of opening ala CBD South East Light Rail's initial service slowdown. **NSW GOVERNMENT**



## Intercity transfer

The transfer of Intercity services from NSW TrainLink to Sydney Trains will occur on 1 July. After consultation, the previously outlined boundaries have been adjusted, with Sydney Trains to take on all non-booked services, while booked services will be the remaining domain of NSW TrainLink.

The revised structure resembles that of the rail operators, CityRail and CountryLink, which operated until June 2013.

The services/lines to transfer into Sydney Trains, which will operate under a newly created Intercity Services division, will be Intercity Central Coast Newcastle, Intercity Blue Mountains, Intercity South Coast, Regional Southern Highlands, Regional Hunter, Bathurst Bullet, and the Bomaderry diesel services.

## State Budget 2024/25

Transport\* FY 24/25 recurrent expenses:

\$20.1 billion (down 10% year-on-year)

Transport\* FY 24/25 capital expenditure:

\$17.6 billion (down 8.8% year-on-year)

\* Transport includes TfNSW and all operating agencies across all modes.

State Treasurer Daniel Mookhey handed down the state's 2024/25 Budget on Tuesday 19 June.

There is over \$60 billion the pipeline of transport funding commitments, including various Metro lines (\$20.1 billion), Stage 2 of the Parramatta Light Rail (\$2.1 billion), \$1.9 billion for additional rail services and capacity, Tangara fleet life extension (\$441.5 million), and funding towards the Illawarra Rail Resilience Plan (\$10 million).

Key rail funding for the 2024/25 financial year includes:

- Sydney Metro West - \$2.7 billion
- Sydney Metro Western Sydney Airport - \$2.5b
- Sydney Metro City & Southwest - \$1.1 billion
- Rail Service Improvement Program (formerly More Trains, More Services) - \$408 million
- New Regional Rail Fleet - \$321 million
- New Intercity Fleet - \$277 million
- Opal Next Gen ticketing - \$157 million
- Parramatta Light Rail - Stage 1 - \$135 million
- Parramatta Light Rail - Stage 2 - \$92 million
- Tangara Fleet Life Extension - \$89.7 million
- Sydney Metro South West Sydney extension - Planning (Business Case) - \$46 million
- Sydney Metro Western Sydney Airport northern extension - Business Case - \$22 million
- Fixing Country Rail - \$18.6 million
- Epping Station Bridge Replacement - \$17.8 million
- Rail Fleet Strategy (includes Tangara fleet replacement) - Planning - \$13.2 million
- Western Sydney Freight Line & Intermodal Terminal - Planning & Development - \$9.5 million
- Wallerawang Railway Station Reactivation - \$3.5m
- XPT Fleet Upgrade - Planning - \$1.4 million
- Thornton rail bridge - \$1 million

The Metro rail extensions above include Bradfield-Glenfield/Macarthur and St Marys-Tallawong. **NSW GOVT**



## State Budget 2024/25

Victorian Treasurer Tim Pallas handed down the state's budget for 2024/25 on Tuesday 7 May.

Over the coming years, funding for transport is set to

include commissioning, staff training & maintenance of newly constructed assets such as Metro Tunnel, level crossing removals and line upgrades (\$985 million), Digital Train Radio System maintenance (\$180 million), various V/Line projects (\$133 million), and periodic/routine freight rail corridor works (\$80 million).

Key rail funding through the department and its agencies for 24/25 includes:

- Level crossing removal projects - \$1.47 billion
- New trains for Sunbury - \$563.4 million
- Metro Tunnel - \$517.4 million
- SRL East - Development & Early Works - \$449.2m
- Next Generation Trams - \$175 million
- Metro rail infrastructure renewal program - \$171.2m
- Waurin Ponds Duplication Stage 2 - \$160.8 million
- Tram infrastructure upgrades - \$159.8 million
- Metro Tunnel readiness - \$151.2 million
- Train radio system upgrade - \$151 million
- Kananook Train Maintenance Facility Stage 2 - \$134.7 million
- Suburban Rail Loop Airport - \$132.3 million
- More VLocity trains 2023/24 - \$128.9 million
- Regional rail sustainability 2021/22 - \$113.2 million
- New metropolitan trains - \$113.1 million
- South Dynon Maintenance Facility Stage 2 - \$110.1m
- Shepparton Line Upgrade Stage 3 - \$110 million
- Warrnambool Line Upgrade Stage 2 - \$102 million
- Metro Tunnel Readiness 2023/24 - \$85.6 million
- Public Transport Ticketing Asset Renewal - \$83.7m
- More freight by rail - \$80.3 million
- E-Class Tram Infrastructure Program - \$71.9m
- Regional rail enhancements - \$54 million
- Delivering the Tram Plan - \$46.3 million
- Ballarat station upgrade - \$44 million
- High Capacity Metro Trains - \$43.5 million
- Melton Line upgrade - \$41.2 million
- Rollingstock maintenance & disposal - \$35.8m
- Next Gen Trams network preparations - \$29.6m
- Safe/inclusive station access - \$24.6 million
- Regional rail sustainability 2022/23 - \$24.6 million
- Regional rail sustainability 2023/24 - \$22.7 million
- Murray Basin Rail Project - \$20.8 million
- More VLocity trains 2022/23 - \$20.3 million
- Modernising Digital Train Radio System - \$19m
- Keeping Trams Moving - \$18.7 million
- New Tarneit railway station - \$17.5 million
- Port-Rail shuttle - \$14.4 million
- Railway Crossing upgrades - \$12.3 million
- Public transport accessibility upgrades - \$9.5m
- Bairnsdale train stabling upgrade - \$8.4 million
- Personal safety on the transport network - \$8.2m
- Enhancing regional network safety/security - \$6.6m
- Lydiard Street Level Crossing Upgrade - \$6.1m
- Victoria's Bus Plan 2022/23 - \$6.1 million

- Critical tram works - \$5.5 million
- Western Rail Plan - \$5 million
- Bus and ferry improvements - \$4.9 million
- Keeping Victorians moving - \$4.5 million
- Mernda Stabling Yard - \$4.1 million
- Bus service improvements/reform - \$3.3 million
- Sustaining V/Line train fleet - \$1.6 million
- Victoria's Bus Plan 2023/24 - \$1.5 million

It appears that this is the first year that the state government will not provide a several hundred million dollar package to offset revenue losses from pandemic impacts on patronage.

Rail service improvements include the continuation of weekday return services on the Warrnambool and Echuca lines plus continued successful integration of the timetable changes across the state with existing operations.

'More freight by rail' provides funding to V/Line for periodic and routine maintenance across the state's rail freight corridors plus the winding down of the Mode Shift Incentive Scheme.

Bus and ferry service improvements listed for this year include coach service uplifts to link Yarram and Leongatha with Pakenham railway station; new bus stop infrastructure for routes across Hastings & Mornington Peninsula; bus re-routings in Croydon, Pakenham, & Greensborough to incorporate new bus interchanges; route 800 bus improvements on weekends to support Chadstone Shopping Centre; maintenance of the Melton South FlexiRide and both Portarlington & Westgate Punt ferry services.

The output summary for the Department of Transport and Planning shows that rail, bus and tram service provision each cost more than budgeted in 2023/24. Rail has had their budget increase by over 10 per cent compared to 2022/23. Despite the extra \$52 million spent on tram services last year, the department has reduced its service budget by around \$300,000 for this year.

With two months to go, the government estimated that total **metropolitan rail** network patronage for 23/24 would be at 190 million, 20 per cent higher than 22/23 (although it remains well down on the budgeted number of 250 million), with the budgeted number for 24/25 reduced to a more realistic figure - 232 million. The government says that the higher estimated expenditure to the rail operator was due to the commissioning of new infrastructure and services (at \$1.46 billion for 23/24), while it is budgeting for this number to drop for 24/25 (\$1.37 billion), only slightly higher than the figure for 22/23.

With two months to go, the government estimated that total **metropolitan bus** network patronage for 23/24 will be 17.5 per cent higher than 22/23 (but again lower than the budgeted number of 121.8 million), with a further seven per cent increase budgeted for 24/25. At \$857 million, it estimated that payments to operators in 23/24 would be 6.5 per cent higher than 22/23, with another five per cent hike budgeted for 24/25. **VICTORIAN GOVT**

## East Pakenham opens

On Monday 3 June, at 04:05 the first train departed from Melbourne's newest suburban station East Pakenham (Melbourne now has 222 stations on the suburban network). This follows the elimination of three level

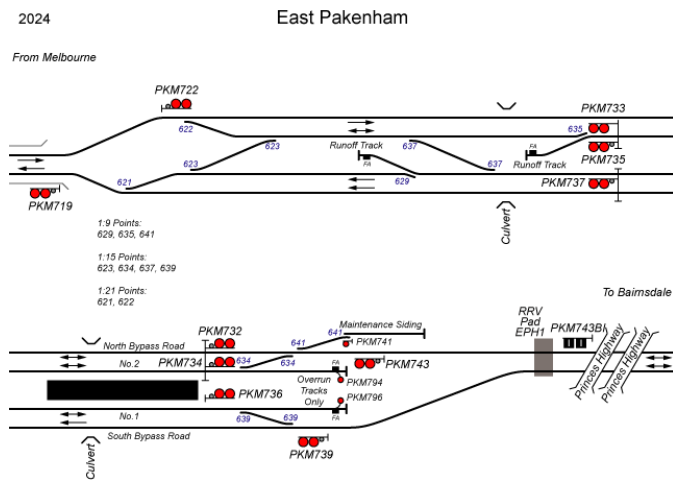
crossings between Cardinia Road and Pakenham.

Approximately 60km from Flinders Street and just under 2km east from Pakenham, the original terminus of suburban trains, East Pakenham's objectives are (a) to serve the rapidly growing estates east of Pakenham which are under construction, and (b) to enable V/Line passenger services a clear run to overtake suburban trains at the station with two long loops on the down and up (refer to track diagram below).

Pakenham remains the interchange point between V/Line and Metro services although it will be interesting to see when future occupations occur (which require Gippsland services to terminate at Pakenham) if East Pakenham is 'switched in' to act as a terminal point. There are sidings at East Pakenham to enable this to occur whereas at Pakenham there are no crossovers.

East Pakenham is accessed by car via Ryan Road off the old Princes Highway and includes a large car park, Metro staff facilities but it appears that it is not staffed from first to last train. Space is provided for future extension of bus routes.

On the same day, the new Pakenham station opened which now has two stand-alone platforms rather than an island platform which is identical to the new stations at Narre Warren and Hallam. **STEVEN HABY**



## The Overland

On the weekend of 28/29 September, *The Overland* will operate to an adjusted timetable due to planned track maintenance.

The service that would normally depart Adelaide at 07:45 Sunday will instead depart at 08:10 Saturday, almost 24 hours earlier than usual with the end-to-end journey taking an extra 12 minutes.

On the return, the trip that would normally depart Melbourne Southern Cross at 08:05 Monday will instead depart on the Sunday at the same time with the end-to-end journey time reduced by three minutes, however some intermediate stops have a greater variance. **SOURCE PROVIDED**

## SOUTH AUSTRALIA



## Port Dock integration

Adelaide Metro has advised it expects the rebuilt Port Dock Railway to open on Sunday 25 August. It will operate as part of the existing Outer Harbour line, with a new timetable to be introduced to integrate it from this date. Local bus timetables are also planned to be adjusted around this time to include the new bus interchange on Lipson Street. **ADELAIDE METRO**

## WESTERN AUSTRALIA



## Yanchep line

The state government has announced that the Joondalup line extension to Yanchep will open on Monday 15 July. With the opening of stations at Alkimos, Eglinton, and Yanchep, the line will also be officially renamed as the Yanchep line. An overview of the adjusted bus network from the same date is provided on page 10. **TRANSPERTH**

## NEW ZEALAND



## Auckland: Rail Network Rebuild

The rail replacement buses along the Southern and Western lines commenced also servicing Parnell station from Sunday 24 March. To achieve this, there has been a routing change including movement of the bus stops servicing Grafton station in both directions. **AUCKLAND TRANSPORT**

## Auckland: Disruption

Train services in Auckland are experiencing service disruption due to industrial action by Auckland One Rail and CAF employees until further notice. **AUCKLAND TRANSPORT**

# INTERNATIONAL

## Ireland: Irish Rail adjustments

Further changes have been announced for Irish Rail from 25 August. They were released on 31 May as "drafts" open for public feedback for a two-week period, after which time, the finalised changes were to be announced following review.

The draft timetable includes additional Galway/Dublin services (including a new trip operating in both directions later in the evening), an additional Waterford/Dublin trip per direction operating later in the evening accommodated by extension of existing Carlow/Dublin trips, An additional stop at Broombridge for Sligo trains to provide an interchange with Luas Green line services, and additional Cobh/Midleton trips on weekends. As a result of the above, the DART timetable will also have an adjusted timetable consisting of various trip time changes.

Then from 7 October, Belfast/Dublin services have their frequency doubled to a trip now running every 60 minutes, supported by the Shared Island Fund. *Source provided by PAUL BROWN, source IRISH RAIL*

## ENDS

# QUEENSLAND



## Ipswich adjustments

Effective Monday 24 June, the Ipswich bus network has updated bus timetables which Translink says will improve reliability for passengers by better reflecting traffic conditions & actual travel times.

Translink also says that connections to other public transport services have been reviewed, with prioritisation for services to Brisbane and Ipswich "where possible", while timing changes impact the first and last bus services of the day.

Translink has also simplified "handheld timetables" by removing some stop names, but it stresses that full timetable information can be accessed online.

Routes **463, 500, 502, 503, 506, 509, 512, 514, 515, 524, 525, 526, 527, 528, 529, 531, and 533** are impacted.

Meanwhile, from the same date, route **531** has a minor path adjustment to now stop outside Ripley Satellite Hospital which improves access to that facility. **TRANSLINK**

# BUS & COACH NEWS

# NEW SOUTH WALES



## State Budget 2024/25

State Treasurer Daniel Mookhey handed down the state's 2024/25 Budget on Tuesday 19 June.

In the pipeline over the coming years supporting bus transport in the state are \$1.9 billion for procurement and infrastructure for zero emissions buses, over \$1 billion for road upgrades around the upcoming Western Sydney International Airport, \$468 million for new buses, \$327.1 million for new bus services to support WSI, \$91 million for the new Bus Transport Management System, and \$23.8 million to develop a medium-term bus plan.

Key bus and bus-related funding for the 2024/25 financial year includes:

- Zero Emissions Buses procurement - \$263.9m
- New buses - \$131.1 million
- Elizabeth Drive, Mamre Road and Horsley Drive upgrades - \$99.1 million
- New Bus Services for Western Sydney - \$29.2m
- Bus Priority Infrastructure - \$22.4 million
- Rural and Regional Ticketing Solution - \$18.5m
- Transport Connected Bus Program - \$10.7 million
- Macquarie Park Precinct & Bus Interchange - \$5.9m

# NATIONAL



## Greyhound

Commencing from Friday 7 June, a daily return service is operating from Sydney to Thredbo to cater for the 2024 snow season. Departing at 06:30 from Sydney's Central station, GX200 arrives at Thredbo at 14:00. The return service departs Thredbo at 14:45 as GX203 arriving back at Sydney Central at 21:55. **STEVEN HABY, GREYHOUND**

### GREYHOUND SERVICE TIMETABLE FOR: SYDNEY > SNOW

Effective 7 June



Stop Code	Stop Name	GX200 Daily	Location
SYD	SYDNEY	6:30 AM	Central Station, Forecourt, Coach Bay 5 & 6, Haymarket Row
SYD	SYDNEY DOMESTIC AIRPORT	6:50 AM	Terminal 3 Departures, Bus Drop-off, Keith Smith Ave, Mascot
CBR	CANBERRA	10:15 AM	Canberra Civic Coach Stop, Cir London Circuit & West Row Act
CIA	CANBERRA AIRPORT (SNOW SVC)	10:30 AM	Canberra Airport Arrivals Bus Stop 4-6, Terminal Ave, Act
COO	COOMBA	10:45 AM	Cooma Coach Stop, 7 Barmah St, Cooma Row
BRE	BERRIDALE	11:55 AM	Lions Park Bus Stop, 71 Jindabyne Rd, Berridale Row
JOB	JINDABYNE	12:25 PM	Coach Bays, 49 Kosciuszko Rd, Jindabyne Row
SKI	SKITUBE - BULLOCKS FLAT	1:00 PM	Bullocks Flat Terminal, Kosciuszko National Park Row
THD	THREDBO	1:25 PM	Bullocks Flat Terminal, Kosciuszko National Park Row
		2:00 PM	Coach Stop, 13 Friday Dr, Thredbo Row



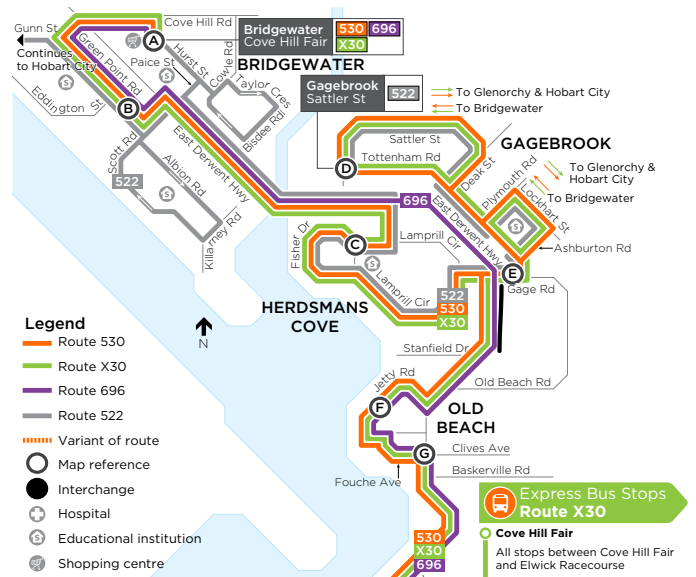
- Liverpool to Airport Transit Corridor - \$4 million
- Canterbury Road resurfacing - \$2.5 million
- SCATS Customer Improvement Program - \$2.2m

Also see the item in *Ferry and Ship News*. **METRO TASMANIA, TASMANIAN TRANSPORT DEPARTMENT**

### Hobart: Temporary alterations

Following a reduction in incidents, Metro Tasmania **522**, **530** and **X30** services have been operating into Gagebrook until 19:15 daily on a “limited basis” since Tuesday 4 June (initial item in *Table Talk*, May 2024, p. 10). A route **696** trip on weekdays is also impacted.

Adjusted bus trip times have now been published on the Metro Tasmania [webpage](#) which now provides certainty over the operation and what each impacted trip is doing. The below map has been marked with a black line under Gage Road showing the approximate location of trip start shorts and early terminations of evening services, they are not running through to Bridgewater. **METRO TASMANIA**



### NSW GOVERNMENT



### Parkville

PTV has announced the return of five routes to Parkville's Grattan Street following the reopening of the road.

Routes 401, 402, 403, 505, and 546 each have new timetables effective from Sunday 14 July.

PTV says that passengers will further benefit with the opening of the Metro Tunnel line in 2025.

Routes **402**, **505** and **546** also have additional services timetabled from this date (16, 216 and 241 per week respectively), according to PTV. 505 benefits from a 20-minute weekday frequency, with 40-minute frequency on weekends, while 546 also has a 20-minute weekday frequency, as well as trips available later in the evening and the introduction of services operating on weekends.

Meanwhile, route 505 services are now timetabled to turn into route 546 trips upon arrival at Grattan Street for travel through to Heidelberg. PTV also says that the reverse is the case where route 546 passengers can stay on the bus which forms route 505 service to access Melbourne Zoo or Moonee Ponds without interchange. **PUBLIC TRANSPORT VICTORIA**



### Public transport fares halved

Hot on the heels of Queensland, the Tasmanian government has implemented half-priced fares for “general access” bus and ferry (and “government-contracted school bus”) services across the state from 1 June 2024 until 30 June next year.

Participating bus operators include Metro Tasmania, Tassielink, Kinetic, Manions Coaches, Calows Coaches, and Area Connect. SkyBus is not included.

Cash fares are included in the initiative, while GreenCard caps are also halved.

On capacity concerns, the state's transport department said while services would continue to operate to the normal timetable, the Department of State Growth would work closely with operators to monitor capacity across the network.



### CAT trial becomes permanent

The trial extending the Red CAT to Matagarup Bridge and the extension into Kings Park for the Blue CAT along with a change in format from a loop service to a traditional bi-directional route has become permanent following additional funding, the state government has announced.

The trials commenced on 5 December 2021, and is made permanent following the allocation of an additional \$10.3 million from the Perth Parking Levy. Whilst the state government is beaming following a 40 and 63 per cent patronage uplift (respectively) on the routes between October 2021 and October 2023, it is not clear how much of that is due to inevitable patronage increases post-pandemic. **WA GOVERNMENT**

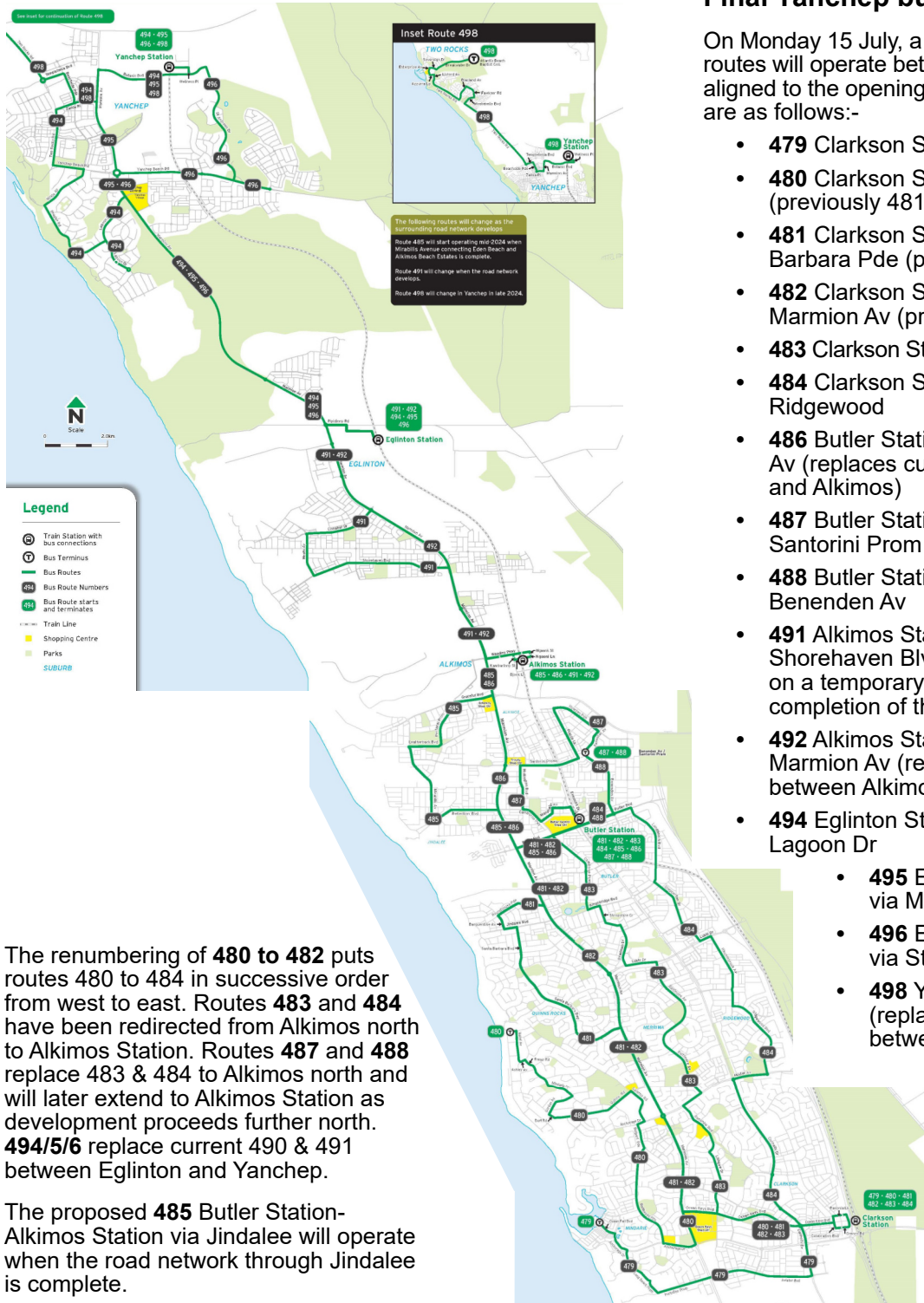
# Yanchep Line

## Bus Network: Alkimos - Yanchep

### Final Yanchep bus network

On Monday 15 July, a new network comprising 15 routes will operate between Clarkson and Yanchep aligned to the opening of the new rail extension. Details are as follows:-

- **479** Clarkson Station-Mindarie Marina (new)
- **480** Clarkson Station-Quinns Rock via Mindarie (previously 481)
- **481** Clarkson Station-Butler Station via Santa Barbara Pde (previously 482)
- **482** Clarkson Station-Butler Station via Marmion Av (previously 480)
- **483** Clarkson Station-Alkimos Station via Merriwa
- **484** Clarkson Station-Alkimos Station via Ridgewood
- **486** Butler Station-Alkimos Station via Marmion Av (replaces current 490 & 491 between Butler and Alkimos)
- **487** Butler Station-Alkimos (Trinity Estate) via Santorini Prom
- **488** Butler Station-Alkimos (Trinity Estate) via Benenden Av
- **491** Alkimos Station-Eglinton Station via Shorehaven Blvd (New, this route will operate on a temporary alignment awaiting the completion of the local road network)
- **492** Alkimos Station-Eglinton Station via Marmion Av (replaces current 490 & 491 between Alkimos and Eglinton)
- **494** Eglinton Station-Yanchep Station via Lagoon Dr
- **495** Eglinton Station-Yanchep Station via Marmion Av
- **496** Eglinton Station-Yanchep Station via St Andrews Drive
- **498** Yanchep Station-Two Rocks (replaces current 490 and 491 between Yanchep & two Rocks)



The renumbering of **480 to 482** puts routes 480 to 484 in successive order from west to east. Routes **483** and **484** have been redirected from Alkimos north to Alkimos Station. Routes **487** and **488** replace 483 & 484 to Alkimos north and will later extend to Alkimos Station as development proceeds further north. **494/5/6** replace current 490 & 491 between Eglinton and Yanchep.

The proposed **485** Butler Station-Alkimos Station via Jindalee will operate when the road network through Jindalee is complete.

Report by HILAIRE FRASER, map courtesy TRANSPERTH

# Yanchep Line

## Bus Network: Clarkson - Alkimos

## Perth: Extra footy services

Most weekends during the AFL season, a footy game is played at Optus (Perth) Stadium, being the home ground of both the Fremantle Dockers and West Coast Eagles, on either Friday nights, or Saturday/Sunday afternoon/evening.

These near-weekly events see extra trains and buses operate to facilitate crowd mobility, however the exact setup depends on the timeslot of the match.

On the rail network, extra services operate on the Fremantle and Joondalup lines, using the Western Concourse platforms at Perth Stadium railway station. Event shuttle services also operate between Perth and Perth Stadium stations on a 15-minute frequency 1-2 hours before/after the game, with this frequency beefed up to 7/8 minutes from around an hour before the game (all designated as Armadale line services). The shuttles run empty in the non-peak flow direction.

On the bus network, Suburban Event Bus Network services operates with ten special routes with services provided in the direction of crowd flow. Services are to commence arriving at Perth Stadium Bus Station two hours prior to the start of the game but only for matches played on Saturdays and Sundays. After the match, Event services operate only for around 45 minutes after the end of the match.

### Suburban Event Bus Routes

- **650** (Karrinyup-Perth Stadium via Innaloo).
- **651** (Armadale-Perth Stadium, *express ex Cannington station to the stadium*).
- **652** (Mirrabooka-Matagarup Bge via Alexander Dr).
- **653** (Morley-Matagarup Bridge via Beaufort St).
- **654** (Ellenbrook-Perth Stadium via Bassendean).
- **655** (Kalamunda-Perth Stad. via High Wycombe).
- **656** (Canning Vale-Perth Stad. via Bentley Plaza).
- **657** (Curtin University-Perth Stad. via Albany Hwy)
- **658** (Hamilton Hill-Perth Stad. via Canning Bridge).
- **659** (Fremantle-Perth Stadium via Canning Bridge).

While these services do not operate pre-game on weekdays, on weekends they operate every 5-10 minutes in the two or so hours before the opening bounce.

Transperth also promotes the use of the free Red CAT service (West Perth-Matagarup Bridge). Passengers of Red CAT, 652 and 653 are required to go across the Matagarup Bridge to access Perth Stadium as the bus stop is on the other side of the river near the stadium, which is presumably done to reduce congestion around Perth Stadium Bus Station.

For matches on weekdays, a route **660** (Cannington-Perth Stadium express) operates pre-match.

### Event short-working trips before match

Many routes also have extra short-working trips supplementing service provision before the opening bounce:

- **650** has short-working trips operating every five

mins in the last hour from Selby Street, Wembley.

- **651** has notional short-workings from Kelmscott which combine to provide a five-minute frequency between Kelmscott and Perth Stadium.
- **652** has short-workings from Dianella running every ten minutes in the last hour while the full route trips escalate in that hour to run every five minutes.
- **653** has short-workings from Beaufort Street, Inglewood running every ten minutes in the last hour while the full route trips escalate in that hour to run every five minutes
- **654** has short-workings from Bassendean which escalate with the full route trips to each run every five minutes in the last hour providing in that time period an average of 24 buses per hour.
- **655** has short-workings in the last hour running every ten minutes from High Wycombe station which in this period combine with the full route trips to provide a bus every five minutes between High Wycombe and Perth Stadium.
- **656** has short-workings from Vahland Avenue, Willetton running every 10-20 minutes, escalating in the last hour to every five minutes. In the last hour, short-workings also operate from Albany Highway, East Victoria Park. The frequencies differ across the two-hour period of operation, but the last hour has a combined 24 buses between East Victoria Park and Perth Stadium (with the split being 10-7-7 ex Canning Vale, Willetton, and East Victoria Park respectively).
- **657** has no short-workings, with trips every 5-10 minutes.
- **658** has short-workings from Booragoon and also Leach Highway, Myaree which both operate within the last hour running every ten minutes which combine to provide an average of about a bus every three minutes between Booragoon Westfield and Perth Stadium.
- **659** has three short-workings, from Canning Highway (Melville Shops), Canning Bridge station, and Canning Hwy (Como). The short-workings from Como operate within around the last hour only. The frequencies differ across the two-hour period of operation, but the last hour has a combined 46 buses between Como and Perth Stadium (with the split being 12-9-16-9 ex Fremantle, Melville Shops, Canning Bridge, and Como respectively).

### Post-match

Route buses operate for around 45 minutes post-match, with initial frequency of every two minutes or so which drops down the every five minutes towards the end of the period, except for **658** and **659** which maintain a 2-3 minute frequency throughout. There are no short-working trips on any route.

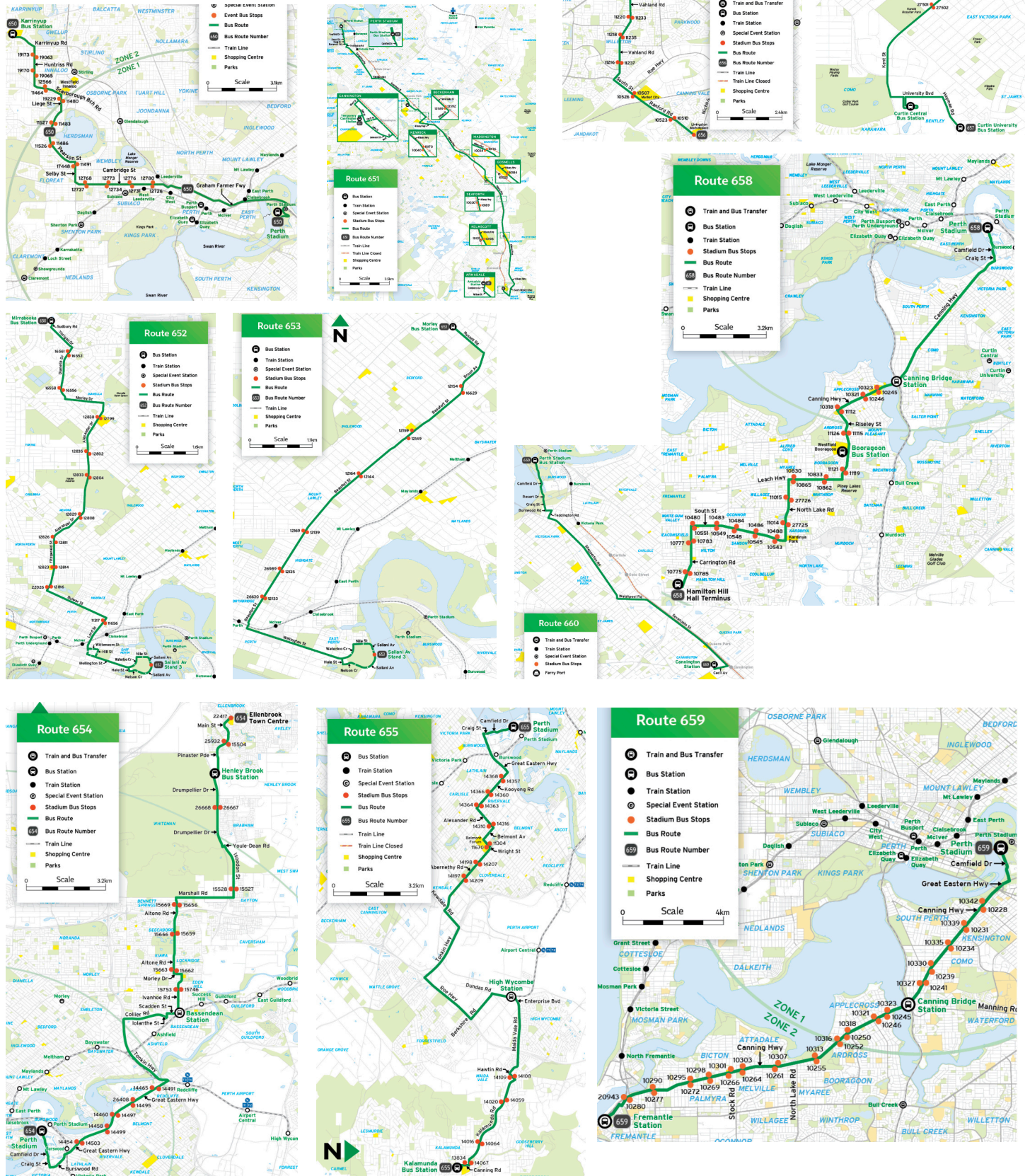
Using the Saturday 8 June post-match of West Coast vs North Melbourne, the number of trips scheduled to operate in this time period were: [table on next page].

The number of services towards Fremantle, despite the Dockers not playing, let alone the match being against not one of the major Melbourne clubs on this day, suggests that this is a standard plan.



Route	Total	Route	Total
650	23	655	12
651	16	656	18
652	16	657	13
653	16	658	33
654	22	659	38

Unfortunately, Transperth does not appear to provide a combined Event Bus Network Map, so the routes are shown separately below. *Source TRANSPERTH*





## NEW ZEALAND



### Auckland: 394

Route 394 (Pukekohe-Papakura) commenced running to a new timetable on Sunday 16 June consisting of most daytime services ex Papakura departing 10 minutes later to reduce the waiting time for passengers interchanging from Southern Line trains. **AUCKLAND TRANSPORT**

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**ENDS**

## FERRY & SHIP NEWS

### NATIONAL



### P&O to disappear

P&O Cruises Australia owner, Carnival Cruises, has announced the P&O brand will disappear in March next year, with its services to instead be provided under the parent brand.

P&O operates its cruises using three vessels, with two to move across, while a third will be retired. This move will see some sailings due for March cancelled.

Carnival chief executive Josh Weinstein said "Carnival Corporation & plc remains committed to Australia and we will continue to be the largest cruise operator in the region with 19 ships calling on 78 destinations and representing almost 60 per cent of the market."

He continued "Given the strategic reality of the South Pacific's small population and significantly higher operating & regulatory costs, we're adjusting our approach to give us the efficiencies we need to continue delivering an incredible cruise experience year-round". **NINE NEWS**

## QUEENSLAND



### CityCat

Since Monday 27 May, the CityCat has been servicing Howard Smith Wharves ferry terminal, with slight timing changes to accommodate this inclusion. **TRANSLINK**

## NEW SOUTH WALES



### F3 Parramatta uplift

Effective from Monday 1 July, additional short-workings are timetabled to operate along the **F3** Parramatta River route between Circular Quay and Olympic Park on weekdays, operated by Transdev Sydney Ferries.

The additional trips are as follows:

- 08:47 ex Circular Quay
- 09:27 ex Circular Quay
- 10:27 ex Circular Quay
- 11:27 ex Circular Quay
- 13:28 ex Olympic Park
- 14:28 ex Olympic Park
- 15:28 ex Olympic Park

Surrounding services have some adjusted trip timings to help spread services out. The updated PDF timetable is available from the TransportInfo website.

Transport for NSW says that these extra trips add to the extra services brought in back in January. **PAUL BROWN, TRANSPORT FOR NSW**

### F10 Blackwattle Bay temporary suspension

Maintenance requirements sees the suspension of the **F10** ferry service from Monday 24 June for an estimated three-week period. Transport for NSW advises that alternative transport options include bus route 431 from Glebe Point Road and L1 light rail services which connect with the F4 ferry operating to Barangaroo Wharf.

A reprinted timetable has also been published by Transport for NSW effective 15 July - it has no changes. **TfNSW**

### State Budget 2024/25

State Treasurer Daniel Mookhey handed down the state's 2024/25 Budget on Tuesday 19 June.

The funding pipeline over the coming four years includes maritime infrastructure upgrades across the state (\$79m), the Parramatta Class ferries project which will directly replace the RiverCats(\$19m), and Kamay ferry wharves (\$15m). The \$304 million for the Circular Quay Precinct Renewal over the same period is set to include an upgrade to its ferry wharves.

Key ferry funding for the 2024/25 financial year includes Maritime Infrastructure Upgrades (\$57.3 million) and Transport Access Program: Commuter Wharf Upgrades (\$9.4 million). **NSW GOVERNMENT**

## TASMANIA



### Public transport fares halved

The state government has implemented half-priced fares for “general access” bus and ferry services across the state from 1 June 2024 until 30 June next year.

While Derwent Ferries services are included, the Bruny Island Ferry is not, for which the transport department says it has the specific purpose of transporting vehicles and pedestrians between Bruny Island and the Tasmanian mainland, rather than catering to the general public's commuting needs, and is therefore not considered as part of the general public transport network.

Also see the item in Bus News. **TAS TRANSPORT DEPT**

## NEW ZEALAND



### Auckland: Some Fullers ferries return

Fullers360 has increased its services after the integration of newly-trained staff into the ferry operation.

Effective from Tuesday 4 June, some sailings have returned to the Half Moon Bay, Devonport, Bayswater and Birkenhead/Northcote routes. The timetabled services were reduced last October due to staff shortages. **NEWSHUB, AUCKLAND TRANSPORT**

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**ENDS**

# AIR NEWS

## DOMESTIC



### Bonza's fate sealed

The fate of Bonza has now been sealed. Following a period of allowing for offers to be made for the business, a lack of offers at the end of this process has led to the administrators terminating the employment of all 323-plus employees on Tuesday 11 June.

The administrators, Hall Chadwick, have advised that they are in the process of investigating potential insolvent trading prior to the move into voluntary administration.

For as long as the business remains under voluntary administration, employees remain not entitled to any payments of employee entitlements under the federal government's Fair Entitlements Guarantee. **ABC NEWS**

### Sunshine Coast to lose some shine

*AustralianAviation.com.au* exclusively writes that Sunshine Coast Airport is set for a dramatic fall in foot traffic following the collapse of Bonza.

The previously fledgling airline had used the Airport as one of its main bases to support its network offering across the regions.

Interestingly, the airline had 65 per cent more passengers go through its gates in March this year than it did in March 2019 (pre-pandemic and pre-Bonza). January this year was the Airport's best, with 180,000 touching down and taking off.

With flights out to Albury, Launceston, Darwin and Newcastle and other regional cities now terminated, the Airport's offering has slimmed down to only Brisbane, Sydney, Melbourne, Adelaide, and Auckland.

Local mayor, and former Seven Local News presenter, Rosanna Natoli has written to the state's premier, Steven Miles, explaining the impact of the loss of Bonza to the region, with the airline reportedly accounting for 20 per cent of the airport's activity and with the airline having had around 150 employees based there. **AUSTRALIAN AVIATION**

## INTERNATIONAL



## Air Vanuatu

In May, Air Vanuatu collapsed and went into receivership owing \$99 million to creditors. Liquidators from Ernst & Young were appointed with 170 roles to be made redundant in an effort to save the airline.

While it remains to be seen when/if the airline will resume operations between Fiji, Vanuatu, New Zealand and Australia, its codeshare partner, Qantas, received approval in June to fly between Australia and Vanuatu with a flight schedule pending.

Plans submitted with regulators suggest it intends to operate up to three flights per week between Brisbane and Port Vila to then later increase this to five, and up to four Jetstar flights per week between Sydney and Port Vila.

Virgin Australia currently flies between Port Vila and both Sydney and Brisbane, with the airline saying that there has been strong demand for seats from Brisbane since Air Vanuatu's collapse. **Report by STEVEN HABY with CHRIS PANDILOVSKI, source AUSTRALIAN AVIATION (2)**

## Jetstar and Virgin rumble for Bali

Jetstar and Virgin have been fighting to secure additional capacity into Denpasar, Indonesia for most of this year. In June, the International Air Services Commission announced in a draft determination that it will provide the capacity of over 2,000 additional seats into the city to Qantas Group, which it said was capable of securing the regulatory approvals and licences required to commence using this capacity.

Jetstar intends to commence running daily flights between Cairns-Melbourne-Denpasar, and three flights per week Adelaide-Perth-Denpasar.

Whilst Virgin acknowledged its loss, it said it would now look towards the successful completion of bilateral negotiations between the two countries to add the extra capacity that it seeks to service the popular destination. **AUSTRALIAN AVIATION**

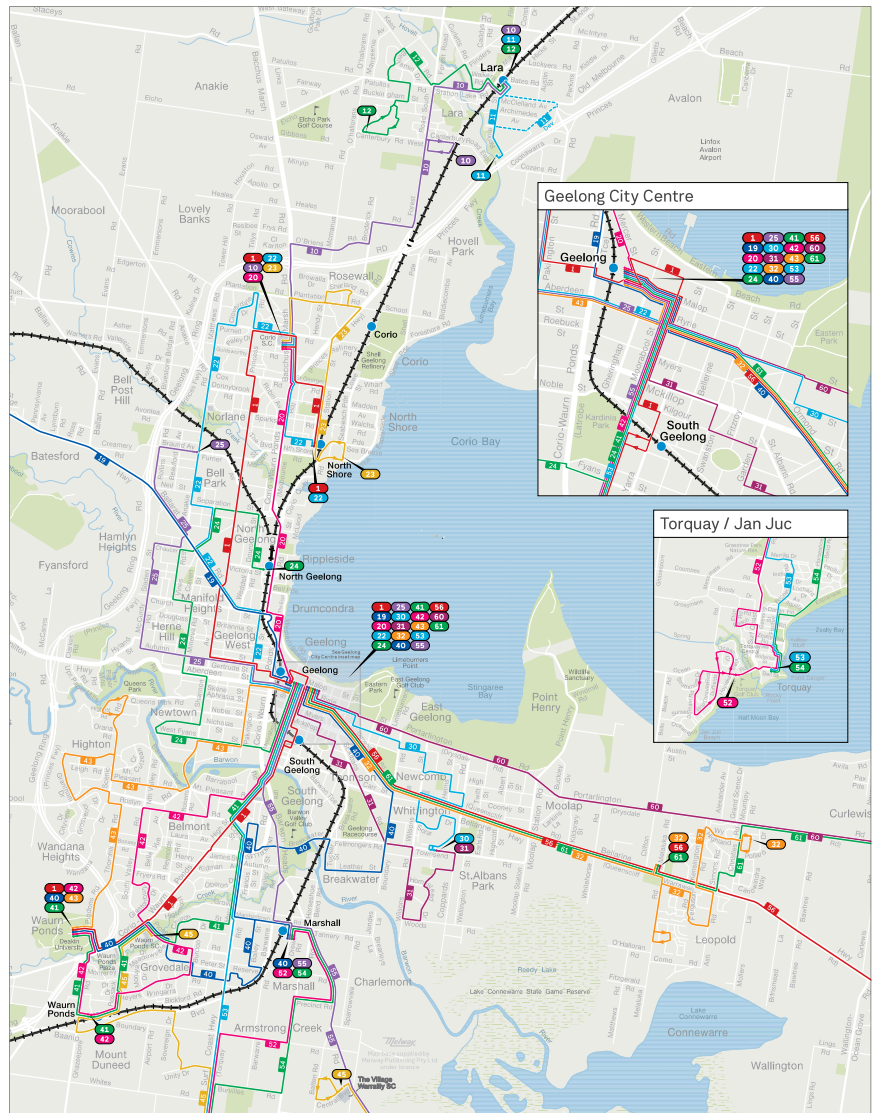
## Last aircraft leaves Alice storage

Cathay Pacific has announced that it has now retrieved the last of its aircraft from the a storage facility near Alice Springs in Australia's Northern Territory.

In the COVID-19 pandemic's peak, the airline had 76 aircraft stored there. The last aircraft to leave, B-HLV, in early June, was also the first to arrive, an Airbus A330 which ended up staying there for 1,409 days.

The airline said it had invested close to 6,000 hours in labour to successfully get that plane back to Hong Kong. **CATHAY PACIFIC**

## Geelong bus network



Department of Transport and Planning

For more public transport information visit [ptv.vic.gov.au](http://ptv.vic.gov.au), use the PTV app or call 1800 800 007.

Authorised by the Department of Transport and Planning, 1 Spring Street, Melbourne



**Updated Geelong bus network map. See the article in the June 2024 edition of Table Talk (pp. 9-10).**

## International airfares

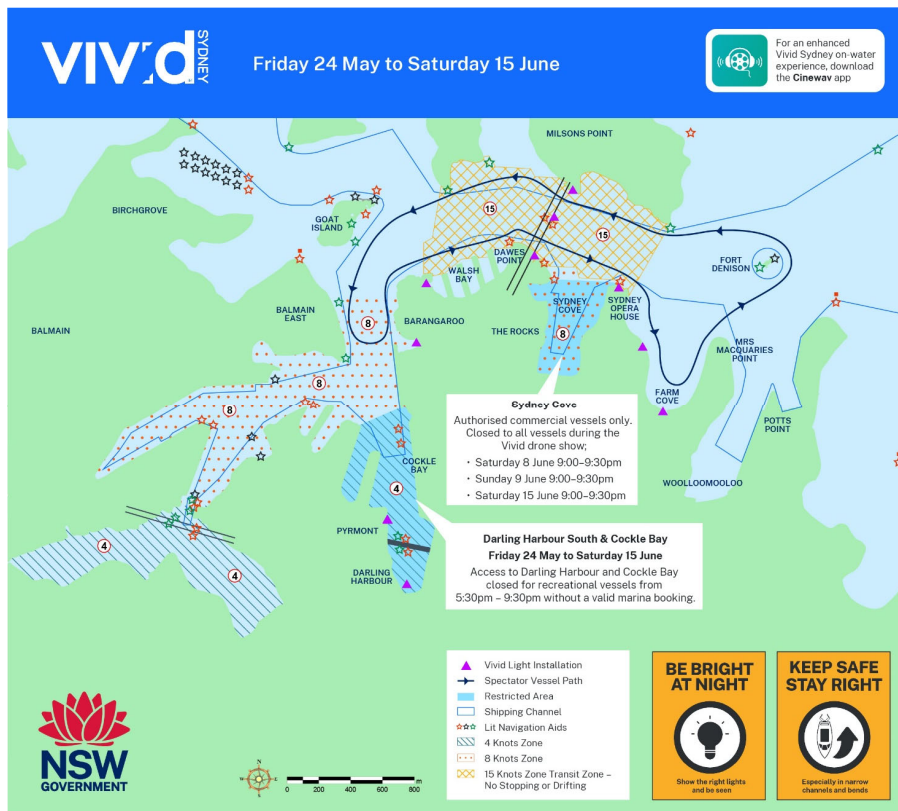
10 News First recently reported that international airfares for Australians have dropped as a result of increased competition, with an average drop of 13 per cent for economy fares in the second half of 2023/24, with fares to Bali reportedly down by 21 per cent to \$798, the United States down 12 per cent, and London down 8 per cent.

According to Australian Bureau of Statistics numbers, short-term international departures climbed by 25 per cent in February.

There are some expectations that international flying will continue to shine while domestic flying is impacted by plane manufacturing delays and reduced competition caused by the failure of Bonza. **10 NEWS FIRST**

**ENDS**





Sydney Harbour boating restrictions during the recent Vivid festival (source: NSW Government).

Front Cover: A map of revised Melbourne bus routes 505 and 546. Item on page 11 (courtesy PTV).

## About Table Talk

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