

Department of Transport and Main Roads
Noting Brief
MBN20807

To: Minister for Transport and Main Roads

SUBJECT: Forward investment program of Park 'n' Ride projects	Urgent Requested by Ministers office
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Summary

- During the 2017 State Election, the Labor Party announced commitments for the upgrade of nine park 'n' ride facilities in South East Queensland (SEQ) to the value of approximately \$114m.
- The approximate \$114m includes \$44m announced for a new Springfield Central park 'n' ride facility and \$69m publicly committed by the Palaszczuk Government during the 2017 campaign to upgrade park 'n' rides in SEQ (sites individually announced as part of this commitment were at Lindum, Geebung, Virginia and Darra train stations, and Eight Mile Plains and Greenbank bus stations).
- Your office requested an update on the progress to date of the election commitments and a draft delivery program that can be provided to relevant electorate offices.
- Your office has also requested an update on other park 'n' ride expansion projects being delivered through the Queensland Transport and Roads Investment Program (QTRIP).
- The Department of Transport and Main Roads (TMR) leads investment in the planning and expansion of park 'n' ride sites at strategic locations across the passenger transport network.

Recommendations

- That you note the current progress on the program of park 'n' ride upgrades committed at the 2017 State Election.

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Part Refuse Sch.4 Part 4 s.4 deliberative processes

- That you note that TMR has arranged a meeting on 16 March 2018 with Springfield Land Corporation to discuss the preferred approach for the delivery of the Springfield Central park 'n' ride upgrade.

Background

Park 'n' ride upgrade program (election commitments)

- The park 'n' ride upgrade program (election commitment) will deliver an estimated 2,350 new car parks across nine locations.
- In total \$114.07m funding has been approved through the Mid-Year Fiscal and Economic Review (MYFER). The nine locations and associated improvements are as follows:
 - Eight Mile Plains bus station: approximately 200 new car parks (existing capacity 858)

Action Officer: Vincent Doran Executive Director Service Planning and Infrastructure Tel: 3338 4258 Date: 06/03/2018 MBN20807	Endorsed by: Peter Milward General Manager TransLink Tel: 3338 4026 Date: 6/03/2018	Endorsed by: DDG Matthew Longland Deputy Director-General TransLink Tel: 3066 7320 Date: 14/03/2018	Endorsed by: DG Neil Scales Director-General  Tel: 3066 7316 Date: 15/3/18
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- Virginia rail station: approximately 30 new car parks (existing capacity 20)
- Lindum rail station: approximately 70 new car parks (existing capacity 141)
- Lawnton rail station: approximately 250 new car parks (existing capacity 165)
 - while this specific project was not publicly announced during the 2017 election campaign, it made up part of the \$69 million commitment for SEQ park 'n' ride upgrades
- Geebung rail station: approximately 70 new car parks (existing capacity 36)
- Greenbank bus station: approximately 600 new car parks (existing capacity 242)
- Darra rail station: approximately 180 new car parks (existing capacity 261)
- Salisbury rail station: approximately 300 new car parks (existing capacity 52)
 - while this specific project was not publicly announced during the 2017 election campaign, it made up part of the \$69 million commitment for SEQ park 'n' ride upgrades
- Springfield Central rail station: approximately 650 new car parks (existing capacity 492)
 - This project was announced separately to the \$69 million commitment for SEQ park 'n' ride upgrades.

Park 'n' ride upgrade program (non-election commitments)

- TMR have a number of ongoing business as usual park 'n' ride upgrade projects within QTRIP. These are funded either through the Transport System Planning Program (TSPP) if in planning, or the Passenger Transport Infrastructure Investment Program (PTIIP) if in detailed design or delivery.

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Part 4 of the Public Access to Information Act 2009 (Qld) Part 4 s.4 deliberative processes

- The identification of these sites has been undertaken in full cognisance of prevailing departmental strategies for managing the SEQ transport system.
- The following projects are committed in PTIIP for detailed design and construction and were published in the 2017–18 to 2020–21 QTRIP:
 - Murarrie rail station park 'n' ride upgrade (stage 1 and 2): 232 new car parks (existing capacity 184) (Stage 1 completed, Stage 2 currently in detailed design)
 - Mains Road (bus) park 'n' ride: net increase of 102 new car parks (previous capacity 578) (currently under construction with the new Queensland State Netball Centre)
 - Cannon Hill rail station park 'n' ride upgrade: approximately 77 new car parks (existing capacity 169) (currently in detailed design).

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Key Issues

Park 'n' ride upgrade program (election commitments)

- Procurement has commenced for detailed design of the Eight Mile Plains bus station park 'n' ride upgrade. Construction is proposed to be completed by December 2019 (weather permitting).
- The property required for the Lawnton rail station park 'n' ride upgrade was purchased in January 2018.

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- Procurement for detailed planning for Virginia, Lindum, Lawnton, and Geebung rail station park 'n' ride upgrades (sites which do not require privately owned property) will soon commence, with contractor(s) expected to be appointed by the end of April 2018.
 - Further discussions are occurring between Springfield Land Corporation (SLC) and TMR regarding the proposed multi-deck car park facility at Springfield Central rail station, with a meeting scheduled for 16 March 2018. Further engagement will then occur between TMR, SLC, Ipswich City Council and Queensland Rail to agree the delivery governance arrangements. Pending the outcome of discussions with SLC, TMR propose to commence pre-feasibility investigations on this location to inform further detailed planning.
 - The draft delivery program is described in the following table and is subject to change. At the completion of detailed planning for each project, revised detailed design and construction timelines will be provided.

Released

Other park 'n' ride upgrades (non-election commitments)

Part Refuse Sch.4 Part 4 s.4 deliberative processes

Consultation with Stakeholders

- Queensland Rail officers have indicated that they will include the seven rail station park 'n' ride upgrades in the TSC to deliver in partnership with TMR.
- TMR has not consulted with electorate offices.

Employment

- The program of park 'n' ride upgrade election commitments is forecast to (on average) support the following direct jobs per project:
 - Eight Mile Plains Bus Station: seven
 - Virginia Rail Station: three
 - Lindum Rail Station: seven
 - Lawnton Rail Station: 15
 - Geebung Rail Station: five
 - Greenbank RSL Bus Station: 31

- Darra Rail Station: nine
- Salisbury Rail Station: 14
- Springfield Central Rail Station: 44.
- Employment estimates for other business as usual park 'n' rides have not been developed.

Election Commitments

- Overall, \$114.07m is committed to increase park 'n' ride capacity at nine locations across SEQ.

Summary of Actions

- That you note the current progress on the program of park 'n' ride upgrades committed in the 2017 State Election.

Part Refuse Sch.4 Part 4 s.4 deliberative processes

- That you note that TMR has arranged a meeting on 16 March 2018 with Springfield Land Corporation to discuss the preferred approach for the delivery of the Springfield Central park 'n' ride upgrade.

Minister's comments:

Approved / Not Approved

Minister's signature.....

Date/...../.....

Department of Transport and Main Roads
Decision Brief
MBN21238

To: Minister for Transport and Main Roads

SUBJECT: Upgrade of the Southern Moreton Bay Islands Passenger Ferry Terminals	Urgent
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Summary

- This brief provides you with an update in relation to Redland City Council's (RCC) draft business case for potential upgrades to the four Southern Moreton Bay Islands (SMBI) passenger ferry terminals.
- The Mayor of Redlands, Councillor Karen Williams and RCC's CEO Mr Andrew Chesterman wrote to you and the Director – General on 23 May 2018 requesting TMR:
 - fully fund these upgrades valued at \$26.5 million over five years, and
 - assume ownership of all four passenger ferry terminals.

Part 7 of the State Information Act 2009 s.4 s.4 deliberative processes

Recommendations

- That you approve TMR's funding approach to the upgrades of the Southern Moreton Bay Island Passenger Ferry Terminals.

Background

- The Passenger Transport Accessible Infrastructure Program (PTAIP), a sub-program within PTIIP, provides funding assistance to local governments for accessibility upgrades to passenger transport facilities, typically on a 50:50 funding basis.
- In 2016-17, TMR provided a PTAIP grant of \$250,000 to RCC towards planning work for the upgrade of the Russell Island ferry terminal.
- TMR has not made any commitment to fund detailed design or construction works beyond this.
- RCC independently made a decision to use the grant funding to extend the scope beyond Russell Island to include a broader program of SMBI ferry terminal upgrades to Macleay, Lamb, and Karragarra islands.

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Date: 8 June 2018

[MBN21238]

Endorsed by:
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Date: 8 June 2018

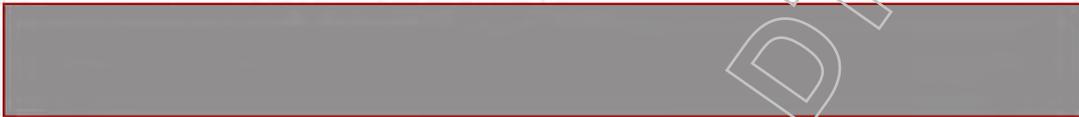
Endorsed by: DDG
Matthew Longland
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Tel: 3066 7320
Date: 8 June 2018

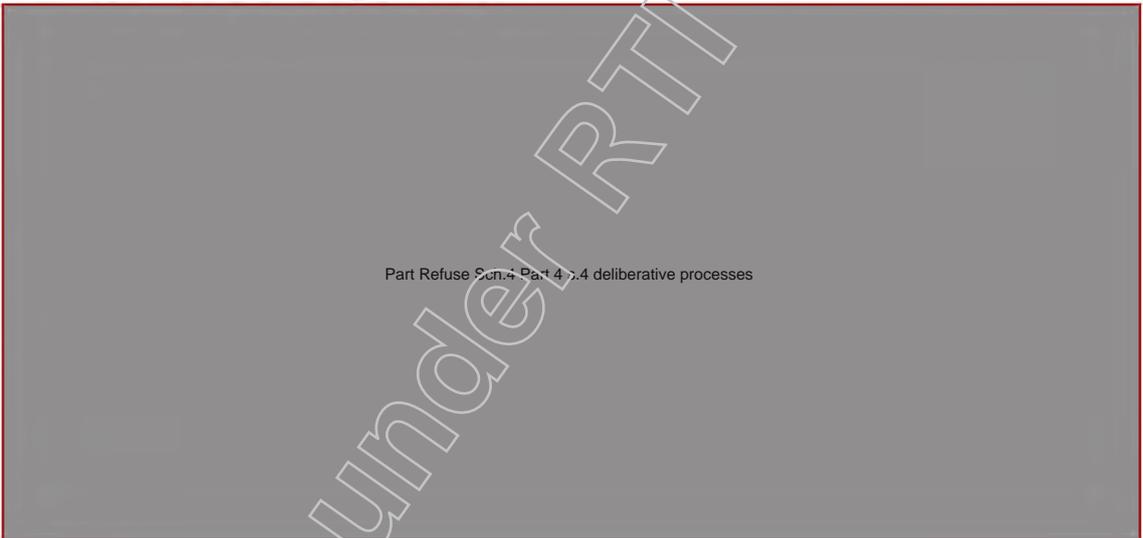
Endorsed by: DG
Neil Scales
Director-General

Tel: 3066 7316
Date: 11/6/18

- RCC submitted a draft SMBI business case to TMR for review on 15 May 2018. RCC is seeking full funding towards the four passenger ferry terminal upgrades on Russell, Macleay, Lamb and Karragarra islands.
- The upgrades are proposed to achieve legislated accessibility standards and deliver operational, structural and safety improvements.
- RCC will present the business case outcomes to the PTIIP Board in July 2018, at which point project funding and the preferred delivery approach will be considered.
- The pontoon ferry terminal and gangway at Russell Island is owned by RCC. It connects to an existing jetty owned by the Department of Transport and Main Roads (TMR) for ferry passengers to access the island. RCC undertakes maintenance of the jetty on behalf of TMR.



- RCC owns and maintains the pontoon ferry terminals, jetties and gangways at Macleay, Lamb and Karragarra islands.



Key Issues

Asset Ownership

- RCC has stated in the draft business case that the objectives and principles of the Transport Operations (Passenger Transport) Act 1994 (Qld) (TOPTA) provide the legislative basis on which the State Government should fund the capital and ongoing costs of the four pontoon ferry terminals.

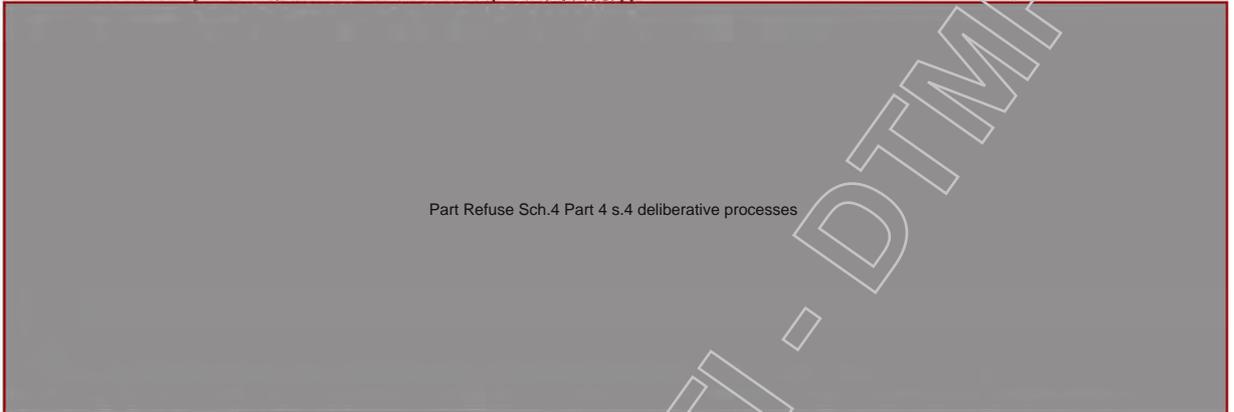


- The most recent example of a new ferry terminal is the Coochiemudlo Island pontoon ferry terminal, which was funded 50 per cent by RCC and 50 per cent by TMR, and is owned and maintained by RCC. This is the suggested model and policy position for future ferry terminal installations and upgrades.

- Of the 42 ferry terminals (**Attachment 1**) that have passenger services subsidised by TMR, TMR owns only four facilities. The majority of ferry terminals are owned by either council or private entities.

Financial Implications

- RCC's draft business case has provided indicative cost estimates for each passenger ferry terminal, outlined in Table 1 below. This is subject to a detailed review by TMR, which is currently underway.



- Following the RCC General Meeting in May 2018, RCC are now requesting that the state fully fund the upgrade, and following this upgrade, assume ownership of all four passenger ferry terminals.



- As these are significant projects, any funding that could be provided within the next 12-18 months would be limited to supporting upgrades at the highest priority location, which in this case is upgrade of the Russell Island ferry terminal.
- The aging structural condition of the jetty is the driving factor placing upgrade of Russell Island ferry terminal ahead of the other three pontoon ferry terminal upgrades.
- Based on a request from the Minister's office, QTRIP has been updated to include an indicative allocation of \$11.972 million in outer years (2020/21 and 2021/22) for grants to assist local governments to upgrade passenger transport infrastructure including SMBI.
- QTRIP already contains \$5.473 million over the next four years (2018/19 to 2021/22) for contributions towards ferry terminal upgrades across Queensland.
- Both these funding allocations are provided through TMR's Passenger Transport Infrastructure Investment Program (PTIIP).

- In addition, TMR's Marine Infrastructure Investment Program has committed \$900,000 for demolition of the existing Russell Island jetty and modification of the four existing pontoons to extend their life and make them more suitable for recreational boating and fishing use once the new pontoon ferry terminals are completed.

Consultation with Stakeholders

- RCC has consulted with TMR's TransLink Division and Boating Infrastructure Unit (within the Infrastructure Management and Delivery Division) during the development of its business case.
- Infrastructure Management and Delivery Division has been engaged in the preparation of this briefing note and supports the recommended approach.
- TransLink has received comment on the draft business case from the Project Evaluation Unit within the Policy, Planning and Investment Division.

Employment

- New employment opportunities would be provided through the construction of the upgraded ferry terminals.

Election Commitments

- This does not relate to an election commitment.

Summary of Actions

- That you approve TMR's funding approach to the upgrades of the Southern Moreton Bay Island Passenger Ferry Terminals.

Minister's comments:

Approved / Not Approved

Minister's signature.....

Date 11 / 6 / 10

Department of Transport and Main Roads
Noting Brief
MBN21258

To: Minister for Transport and Main Roads

SUBJECT: Proposed Centenary Suburbs Bus Network Review	Urgent Provides advice on TMR's response to Brisbane City Council
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Summary

- That you note:
 - Brisbane City Council (BCC) have written (**Attachment 3**) to the Department of Transport and Main Roads' (TMR) TransLink Division, to request a joint undertaking of a Centenary Suburbs bus network review. This is the third such request since September 2017
 - there has not been a review of this network in over twelve years, and there are opportunities to better meet the needs of the community and reflect contemporary bus network design practices
 - TMR consider they should lead any required community engagement with support from BCC as the contracted bus operator.

Background

- The need for systemised reviews of local bus networks has been proposed by BCC as part of Councillor Adrian Schrinners (Deputy Mayor, BCC) 10-point public transport plan of September 2016.
- More recently, in February 2017, Councillor Schrinner tweeted that "We're looking forward to kicking off the first of our localised bus network reviews in the Centenary Suburbs".
- From a network planning perspective, TransLink consider there to be merit in undertaking a review.
- BCC has previously offered to lead this review including all community consultation. However, as the primary funding body of transport services in Brisbane, TMR's TransLink Division will lead any required community engagement activities should this study proceed.
- The geographical scope of the review can be seen in **Attachment 1**.
- Routes from the Centenary suburbs are centred on Mt Ommaney, and predominantly provide services through to Indooroopilly and Brisbane Central Business District (CBD), with other connections to heavy rail services at Darra and Richlands and through to Inala and Forest Lake.

Action Officer:

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Date: 16 June 2018

Endorsed by:

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Date: 18 June 2018

Endorsed by: DDG

Matthew Longland
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Date: 19 June 2018



Endorsed by: DG

Neil Scales
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Date: 20/6/18

- The current network contains many 'legacy' routes and is generally characterised by:
 - a lack of legibility of route and service types (for example, multiple routes operating on weekdays are replaced by one route on weekends, see **Attachment 2**)
 - no high frequency routes, however, there are multiple routes on common corridors to common destinations
 - lack of feeder services to trunk routes
 - lack of connectivity to key attractors
 - static patronage.
- There has been minimal population growth in the Centenary Suburbs over the last ten years, therefore there is little impetus to increase the level of service investment as the current volume of services is adequate to meet current and future demand.
- As a result, this review will focus on reallocating existing resources away from multiple routes which spread resources thinly over a wide geographical area, towards investing in frequency along key corridors towards Brisbane CBD and heavy rail connections.
- The implementation of Fairer Fares and associated new zone boundaries in December 2016 also provides an opportunity to reorientate the network towards heavy rail connections and opportunity for the community to access more destinations.
- The review would provide a stepping stone towards development of the future wider network within Brisbane's southern and western suburbs, including greater use of Legacy Way once the Inner City Bypass on-ramp at Herston is opened.
- TransLink is highly supportive of the need to review the bus network in the Centenary suburbs and would welcome the opportunity to engage with the community on developing a more contemporary network design that better meets their needs.

Issues and Suggested Approach

- Consultation with the community will be required to explain concepts, impacts and benefits from any proposed network and receive feedback.
- Given that Councilor Schrinner has publicly committed that BCC will undertake the reviews, there will be a level of sensitivity should the State take a leading role.
- As the contracted bus operator, TransLink will have to work with Transport for Brisbane to develop network concepts. As such, to enable a collaborative outcome, TMR would work with BCC to develop a mutually agreed clear scope and rules of engagement.
- Key activities would include:
 - a complete review of existing services, patronage and studies
 - gap analysis of existing conditions, opportunity identification and preliminary network design
 - targeted community engagement on the proposals, to be led by TransLink
 - consultation report findings and final network development
 - new network implemented.

- TransLink proposes to reply to BCC's letter of 30 May 2018 stating TMR's TransLink Division will lead any required community engagement activities should this study proceed (refer to incoming correspondence at **Attachment 3** and draft reply at **Attachment 4**).

Financial Implications

- TransLink has programmed for the review to be undertaken in the 2018/19 financial year and identified a preferred network outcome which achieves cost neutrality (no overall increase in service funding).
- BCC has indicated that they would be prepared to undertake the network review on a cost-neutral basis, though they have also indicated that they see opportunity to increase investment in the area 'that would be appreciated by residents of the area'.

Consultation with Stakeholders

- It is proposed that TransLink would lead all community engagement.
- No consultation has been undertaken to date.

Employment

- There are no employment impacts associated with this matter as any review and new network will likely use existing resources.

Election Commitments

- This matter does not relate to an election commitment.

Minister's comments

Noted / Not Noted

Minister's signature.....

Date 4 / 2 / 18

Department of Transport and Main Roads
Decision Brief
MC102931

To: Minister for Transport and Main Roads

SUBJECT: Queensland Bus Driver Safety Review - Engagement of Queensland Rural and Industry Development Authority	Urgent To enable regulatory changes for the grants fund for initiatives in response to Queensland Bus Driver Safety Review
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Summary

- The Queensland Government's final response to the Queensland Bus Driver Safety Review (QBDSR) was publicly released on 8 June 2018.
- As part of the response, two key initiatives were announced providing grant funding for bus operators to install protective driver safety barriers and anti-shatter window film.
- The Queensland Rural and Industry Development Authority (QRIDA) has been identified as the most appropriate entity to develop and administer a combined grants program on behalf of the Department of Transport and Main Roads (TMR).
- To commence implementation, a letter of engagement is required to be signed and sent to the Honourable Mark Furner MP, Minister of Agricultural Industry Development and Fisheries, seeking support to administer the initiatives under the Rural and Regional Adjustment Regulation 2011 (**Attachment 1**).
- This brief is marked as urgent because the regulatory work to establish the grants fund cannot begin until QRIDA is formally requested to do so. Delays to the letter will result in delays to the establishment of the grants fund.

Recommendations

- That you sign the attached letter (**Attachment 1**) to Minister Furner.

Financial Implications

- The \$5.47 million funding required for the grants program will be fully funded from within the TMR budget.

Background

- The government's final response to QBDSR was publicly released on 8 June 2018, and outlined a five-point plan to improve safety for bus drivers and customers.
- There are three key initiatives which form the cornerstone of the government's response. These are:
 - driver barriers – \$3.93 million to provide a grants program for the installation of driver barriers in self-identified high risk areas. This initiative proposes a co-contribution approach with operators and government to commit 50 per cent of the cost

Action Officer: Nicky Sainsbury Acting Director (Policy Solutions) Tel: 3338 4030 Date: 2 July 2017	Endorsed by: Suzanne Rose Executive Director (Service Policy) Tel: 3338 4209 Date: 2 July 2018	Endorsed by: DDG Matthew Longland Deputy Director-General (TransLink) Tel: 3066 7320 Date: 3 July 2018	Endorsed by: DG Neil Scales Director-General Tel: 3066 7316 Date: 4 July 2018
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- anti-shatter film – \$1.54 million to provide a one-off grant to install anti-shatter film (on urban fleet buses currently without film) across both urban South East Queensland and regional bus fleets
- public awareness campaign – which is the subject of a separate briefing process.

Key Issues

- QRIDA is experienced in distributing industry funding for other financial grants and has been identified as the most appropriate entity to administer the grants program on behalf of TMR.
- Having independent administration of the grants program will allow for impartial consideration of funding applications and creates an arms-length, decision-making process.
- For QRIDA to administer the grants program, the Rural and Regional Adjustment Regulation 2011 will need to be amended. QRIDA is able to undertake the work required to make the necessary changes to the regulation.
- QRIDA will assume responsibility for all aspects of the grants program and will provide regular reporting to TMR on uptake.
- It is anticipated the grants program will commence from October 2018 and run for a period of 12 months. More specific timings will be agreed on by officers in TMR and QRIDA during program set-up.
- Prior to the commencement of the grants program, a register of interest will be developed by TMR to help understand the level of interest in the grants program from bus operators. To date, there has been little indication as to whether the program will be under or oversubscribed. Stakeholder communication will run alongside this process to ensure that operators and other stakeholders are well informed.

Financial Implications

- The \$5.47 million funding required for the grants program will be fully funded from within the TMR Budget.
- The cost for QRIDA to administer the grants program will also be funded from internal budgets.

Consultation with Stakeholders

- A Bus Safety Forum was held on 28 June 2018 and focused on presenting the final government response, a progress update on initiatives and engaging members in the development of the public awareness campaign.
- Representatives from Transport for Brisbane, Transport Workers Union, Rail Tram and Bus Union, Bus Queensland, Office of Industrial Relations and Department of Education, were in attendance.
- Attendees were advised at the forum that TMR will be engaging with QRIDA to provide an independent and impartial administration process of the grants program.

Employment

- There are no employment impacts associated with this matter.

Election Commitments

- This matter does not relate to an election commitment.

Summary of Actions

- That you sign the attached letter (**Attachment 1**) to Minister Furner.

Minister's comments:

Approved / Not Approved

Minister's signature.....

Date 8, 8, 18.....

Released under RIA - DMR

- Deloitte’s analysis indicated that the criteria for imposing market entry restrictions as set out in section 36 of the *Transport Operations (Passenger Transport) Act 1994* (TOPTA) would unlikely be met. As such, the analysis recommends the removal of market entry restrictions at Not Relevant Sunshine Coast and Gold Coast Airports.

- After consideration of Deloitte’s analysis, the BARL Deed and related legal opinion, TMR supports the removal of market entry restrictions at Not Relevant Sunshine Coast and Gold Coast airports – and the retention of market entry restrictions at Brisbane Airport.

Recommendations

- That you approve
 - the retention of the market entry restrictions at Brisbane Airport
 - the removal of market entry restrictions at Not Relevant Sunshine Coast and Gold Coast airports by October 2019 including necessary actions such as regulatory amendments and communication with affected stakeholders.

Background

- TOPTA imposes market entry restrictions on GRS operating in Queensland.
- Section 135A of TOPTR classifies a service provided to “walk up” passengers to and from “serviced airports” as a GRS and requires a service contract with the state to operate. TOPTR defines ‘serviced airports’ as Not Relevant Sunshine Coast, Brisbane and Gold Coast airports.
- TMR currently administers six service contracts with five operators for GRS services from serviced airports. Not Relevant

Not Relevant

- The service contracts are non-exclusive (with the exception of Brisbane), and unsubsidised. All contracts were due to expire on 22 October 2018 however, a process is currently underway to extend them until 22 October 2019.
- In 2002, TMR conducted its own review into the need to maintain market entry restrictions at serviced airports and commissioned a further independent review in 2010. On both occasions, the analysis indicated market entry restrictions at serviced airports could be removed. However, as a result of concerns about insufficient transport options, particularly (early morning and late night), the market entry restrictions were retained.
- Since these reviews, the market for airport GRS services has changed significantly. In particular, enhancements in technology and the emergence of new, more flexible, on-demand type service delivery providers such as Uber, Ola and GoCatch has created further competition for the existing “walk-up” market.
- In light of these changes, TMR engaged Deloitte to conduct market analysis of airport services at the serviced airports. The purpose of this analysis was to understand whether market entry restrictions are still required.

- Key findings of the market analysis included that:
 - The market entry restrictions ‘test’ would not be met if introduced now
 - Airport service contracts are not administratively burdensome
 - Service levels at all of the serviced airports are considered to be sufficient
 - Some contract areas are not viable as contract terms are inflexible
 - The airports were in the best position to manage passenger needs
- The market analysis recommended that;
 - Market entry restrictions currently in place for NR Gold Coast, Sunshine Coast and NR airports should be removed
 - Whilst they should also be removed from Brisbane Airport, TMR must consider contractual and legal obligations under the BARL Deed to determine if the removal of market entry restrictions at Brisbane Airport would adversely affect the State.

Key Issues

A summary of the key issues is outlined below. Refer Attachment 1 for further details.

Overall take up of GRS to and from serviced airports is very low

- While passenger numbers at all serviced airports have increased steadily over the past five years, growth in the GRS “walk up” market has stagnated, and in some instances, declined over that same period. In total, only 1.55% of passengers use a road based GRS service to and from Queensland airports (refer Attachment 2).

Introduction of booked hire services provides greater transport options for consumers

- In 2016, the Government legalised ride-booking services and progressively introduced reforms to create the new booked hire market providing greater choice for consumers and reducing regulatory barriers for service providers. While booked hire services are prevented from taking “walk up” passengers, the effect of their booking systems essentially allow passengers to book their services upon arrival. Deloitte’s analysis found that some of the decline in growth referred to above is directly attributable to the introduction of booked hire services.

Sufficient levels of competition exist if market entry restrictions are removed

- The market analysis indicates that sufficient competition would exist if market entry restrictions for serviced airports were removed – however would vary depending on the airport.

Not Relevant

Not Relevant

Brisbane Airport is unique due to BARL – market entry restrictions should be retained

- Brisbane Airport is unique as it is serviced by a heavy rail link operated by AirTrain. The service arrangement for the heavy rail services is dictated by the BARL Deed signed by TransLink and AirTrain.

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Airports have a commercial interest in ensuring passengers have access to services

- Market analysis indicates that it is likely that a number of airports would “step in” to procure GRS if market entry restrictions were removed.

Not Relevant

Not Relevant

Impacts on Existing Contracted Operators

- Existing contract holders may perceive that the removal of market entry restrictions will have an adverse impact on their business. The market analysis noted that the contracting arrangements provided ‘security’ for existing contracted operators. However, as these services do not have exclusive rights (except for Brisbane Airport), they already operate in a competitive marketplace with other airport shuttle services, personalised transport services and in some cases, existing subsidised TransLink services. Therefore, the overall impact on existing contract holders should not be significant.

Financial Implications

- There will be modest financial savings to TMR as a result of no longer administering service contracts.

Consultation with Stakeholders

- Deloitte undertook significant consultation with industry participants including contracted airport providers, personalised transport industry stakeholders, airports and other relevant stakeholders. If the recommendations are supported, TMR will consult further with affected stakeholders.

Employment impacts

- Existing contracted holders may adjust staffing levels to meet appropriate levels of demand. However, there is no impediment to these services from continuing to provide airport bus services or taking advantage of reforms to the personalised transport market to diversify their business models which may lead to increased employment opportunities.
- The removal of market entry restrictions may lead to new entrants entering the market – which may also increase employment opportunities.

Election Commitments

- Nil

Summary of Actions

- That you approve
 - the retention of the market entry restrictions at Brisbane Airport

- the removal of market entry restrictions at Not Relevant Sunshine Coast and Gold Coast airports by October 2019 including necessary actions such as regulatory amendments and communication with affected stakeholders.

Minister's comments:

Approved / Not Approved

Minister's signature.....

Date/...../.....

Released under RTI - DTMR