

**Division 55: Public Transport Authority —**

**[Supplementary Information No A44.]**

*Question: Mrs M.H. Roberts asked:* How much additional revenue will the 15 railcar sets generate? What is the additional operating cost or subsidy for these railcars? How much is allocated for the operating costs of the additional railcars?

*Answer:* Based on the estimated average fare revenue per passenger, the additional fare revenue is estimated at \$745 847 in 2013/14; \$3 265 125 in 2014/15 and \$4 004 464 in 2015/16 as the railcar sets are progressively delivered.

Total approximately \$10.2 million over the forward estimates.

A “one off” cost of \$15.6 million for power is also included over the forward estimates.

The Public Transport Authority has been allocated the full funding of the operating cost.

**[Supplementary Information No A45.]**

*Question: Mrs M.H. Roberts asked:* How much additional revenue will the additional buses generate? What is the additional operating cost or subsidy for the buses? How much is allocated for the operating cost of the additional buses?

*Answer:* The “Bus Infrastructure Program” is for bus infrastructure such as depots, bus/road works and bus priority works. No additional buses are purchased under the “Bus Infrastructure Program”.

**[Supplementary Information No A46.]**

*Question: Mrs M.H. Roberts asked:* Comparing 2011 with 2016, what is the total estimated number of people at the morning peak times across the system for trains, buses and ferries?

*Answer:* In the morning peak, between 6.30am and 8.30am, the number of fare paying boardings are —

2011/12	19,839,600
2015	25,051,700

**[Supplementary Information No A47.]**

*Question: Mrs M.H. Roberts asked:* How much of the growth in people using trains, buses and ferries at morning peak times is due to increased capacity versus existing infrastructure?

*Answer:* Approximately 36 per cent of additional patronage is expected as a result of additional capacity.