

# MINISTER FOR THE OLYMPICS

## OVERVIEW

<i>Agency</i>	<i>Budget 1999-2000 \$m</i>	<i>Budget 2000-01 \$m</i>	<i>Variation %</i>
<b>Olympic Co-ordination Authority</b>			
Total Expenses	100.7	371.6	269.0
Asset Acquisitions	251.2	100.5	(-) 60.0
<b>Olympic Roads and Transport Authority</b>			
Total Expenses	65.2	191.9	194.3
Asset Acquisitions	0.2	0.2	...
<b>Total, Minister for the Olympics</b>			
Total Expenses	<b>165.9</b>	<b>563.5</b>	<b>239.6</b>
Asset Acquisitions	<b>251.4</b>	<b>100.7</b>	<b>(-) 59.9</b>

The increase in total expenses for both the Olympic Co-ordination Authority and the Olympic Roads and Transport Authority relate to the costs necessary to support the Olympic and Paralympic Games, provide Olympic transport services and manage and control Olympic related events in the Sydney central business district (CBD).

The decrease in asset acquisitions reflects the finalisation of Olympic facilities and venues in readiness for the 2000 Olympic Games.

A detailed review of issues relating to the Sydney 2000 Olympic and Paralympic Games is given in Chapter 6 of Budget Paper No. 2.

## OLYMPIC CO-ORDINATION AUTHORITY

The Olympic Co-ordination Authority (OCA) is responsible for implementing strategies for the planning, redevelopment and management of the 760 hectare Homebush Bay area. It is responsible for the delivery of new sporting and recreational facilities and venues at Homebush Bay, Penrith, Bankstown, Blacktown, Horsley Park, Ryde and Liverpool to be used during the Olympic and Paralympic Games.

In developing the venues and facilities, the Authority must ensure they are suitable for use after the year 2000 Games. The Authority must also ensure the orderly and economic development and operation of the Homebush Bay area.

In addition, the Authority has responsibility for co-ordinating and reporting on the New South Wales Government's involvement in the preparations for the Olympic and Paralympic Games and for maintaining close liaison with the Sydney Organising Committee for the Olympic Games (SOCOG) and Sydney Paralympic Organising Committee (SPOC).

## **EXPENDITURE TRENDS AND RECENT DEVELOPMENTS**

During 1999-2000 the Authority has achieved significant milestones in the delivery of facilities and infrastructure at Homebush Bay. Works completed during the year included:

- ◆ the Sydney SuperDome;
- ◆ the Sydney International Equestrian Centre at Horsley Park;
- ◆ the Sydney International Shooting Centre at Liverpool;
- ◆ the Dunc Gray Velodrome at Bankstown;
- ◆ the New South Wales Tennis Centre at Homebush Bay;
- ◆ Penrith Whitewater Stadium;
- ◆ the Blacktown Olympic Centre for women's softball and second venue for men's baseball;
- ◆ the Ryde Aquatic Leisure Centre;
- ◆ the Water Recycling and Management System at Homebush Bay; and
- ◆ infrastructure works and services, including: transport infrastructure, gas, electricity and landscaping.

During the year, as planned, funding was transferred from the Treasurer's Olympic Reserve to the Olympic Co-ordination Authority for urban domain planning. In addition, extra funding was appropriated to the Authority for recurrent operations. Savings identified within OCA's capital program amounting to \$20 million were transferred to the recurrent Budget in 1999-2000 to meet the costs of expenditure on temporary overlay works in the common domain areas of Homebush Bay and in the vicinity of Olympic venues.

## **STRATEGIC DIRECTIONS**

Planning is now well underway to ensure the successful staging of the Olympic and Paralympic Games in September and October. The Olympic Co-ordination Authority is moving towards Games time readiness through an increasing integration with SOCOG and greater co-operation with Government agencies providing services for Sydney's Olympic and Paralympic Games.

During January 2000, the Olympic Co-ordination Authority assumed responsibility and control of SOCOG's Budgets for non-sport venue based operational functions such as environment operations, spectator services, look, catering, cleaning and waste management. These functions complement the Olympic Co-ordination Authority's responsibilities for managing the public spaces at Sydney Olympic Park and for managing and controlling Olympic related events in the Sydney CBD.

OCA is responsible for organising the construction of all Olympic facilities (including Games time venue fit out) and for overall co-ordination of all NSW Government activities impacting on the Olympic Games.

With the completion of construction on all permanent venues during 1999-2000, OCA is now focusing on the completion of the Games Overlay. The overlay consists of the temporary infrastructure required for each venue to operate as an Olympic competition venue, including temporary seating, toilets and other facilities. OCA is managing the provision of the Olympic overlay within existing venues on behalf of SOCOG.

## **2000-01 BUDGET**

### **Total Expenses**

The increase in total expenses to \$371.6 million for 2000-01 reflects a significant non-cash accounting adjustment of \$168 million in that year in accordance with Australian Accounting Standards. This one-off adjustment is a result of OCA's role as the development and program manager for all Olympic related works, even though the Authority was in many cases the minor fund provider for these works.

Such works include the Ryde Aquatic Leisure Centre that was mainly funded by Ryde Council and will be owned and operated by Council after the Games. Other assets treated in this way include the media village, Penrith Whitewater Stadium, Blacktown Olympic Centre and Bondi community works. The accounting adjustment required reflects the value of work undertaken by OCA in respect of such assets and acknowledges that OCA has little or no long term equity in these precincts. Nevertheless, these works will remain as legacies of the Games for sport and for the community.

Expenses for 2000-01 also include:

- ◆ the maintenance, security and operation of completed facilities for Olympic use and long term continued viability;
- ◆ supporting the urban development, infrastructure and remediation works at Homebush Bay and other Olympic and Paralympic venues;
- ◆ the costs of managing crowds in the city and around venues during the Games and of staging community events in the city;
- ◆ the rental of Government owned venues for Olympic purposes, such as the Entertainment Centre;
- ◆ a \$5 million grant toward operating expenses of the Sydney Paralympic Organising Committee;
- ◆ establishment and operation of the Games Information Services to provide on-line web site information on Government agencies and the operation of Sydney prior to and during the Games;
- ◆ provision of bus services for patrons attending major events at Homebush Bay prior to the Games; and
- ◆ provision of Commonwealth funding for SOCOG to allow it to purchase Commonwealth Government services, for example, meteorological, customs services and quarantine services.

### **Asset Acquisitions**

Estimated asset acquisition expenditure of \$100.5 million in 2000-01 provides for venue overlay and the reconfiguration of venues in their post Olympic layouts. The major work being managed by the Authority in 2000-01 is the reconfiguration of Stadium Australia to suit both rectangular and oval pitched football codes and to reduce the seating to 80,000, from its temporary Olympic capacity of 110,000. The 2000-01 program also provides for the continuation of environmental works.

The total cost of construction of infrastructure and facilities over the period 1991-92 to 2001-02 (escalated to 2000-01 dollar values) is estimated at \$2,245.5 million. This is offset by grants from the Commonwealth of \$175 million, contributions from SOCOG of approximately \$312.3 million, contributions from other organisations of \$36.3 million and interest received from investments, sale of property and other minor revenue of approximately \$79.7 million. The net cost to the State Government of OCA's Olympic capital program (including the cost of the construction of Sydney Showground at Homebush Bay) to 2001-02 is \$1,642.2 million in 2000-01 dollar values.



The net cost of the capital program of \$1,642.2 million is \$15.6 million lower than the net program listed in the 1999-2000 Budget. This decrease reflects two offsetting variations. Savings within the capital program of \$20 million have been transferred to the recurrent Budget for expenditure in 1999-2000 to meet the cost of common domain works at Homebush. This has been partly offset by the inclusion of \$4.4 million for the escalation of the unspent portion of the program to 2000-01 dollar values.

## **OLYMPIC ROADS AND TRANSPORT AUTHORITY**

The Olympic Roads and Transport Authority (ORTA) was established by the NSW Government in April 1997, to plan, co-ordinate and provide integrated road and transport services for the Sydney 2000 Olympic and Paralympic Games and for test events and designated special events including the Royal Easter Show held at Homebush Bay.

ORTA is responsible to the NSW Government for the transportation of spectators, tourists and the general public during the Sydney 2000 Olympic and Paralympic Games. In addition, ORTA is also responsible to the Sydney Organising Committee for the Olympic Games (SOCOG) for the transportation of members of the Olympic and Paralympic movement including athletes, officials and accredited media.

These transport services are required to satisfy the obligations of SOCOG and the Sydney Paralympic Organising Committee (SPOC) with both the International Olympic Committee (IOC) and the International Paralympic Committee (IPC) under their respective Contracts.

## **EXPENDITURE TRENDS AND RECENT DEVELOPMENTS**

The 1999-2000 financial year has been a pivotal period in ORTA's existence. It is the last full year before ORTA is required to meet its core task – the delivery of integrated road and transport services for the Sydney 2000 Olympic and Paralympic Games. During 1999-2000, ORTA has been working to finalise planning in all areas of Olympic and Paralympic transport.

In October 1999, the IOC formally endorsed ORTA's transport plan for the 2000 Olympic Games. In the second half of the financial year, ORTA began the transition from its strategic planning phase to its operational phase. This development and the increasing closeness of the Olympic Games necessitated a significant increase in staffing and other resources for ORTA.

During 1999-2000, a number of major Olympic test events and designated special events were held at Homebush Bay and other major Olympic competition venues in Sydney. SOCOG test events conducted for which ORTA managed and co-ordinated transport delivery included rowing at the Sydney International Regatta Centre at Penrith, Equestrian Events at Horsley Park and swimming and wrestling at Homebush Bay. ORTA also provided road support services for the Host City Marathon and Triathlon test events in April 2000.

Stadium Australia at Homebush Bay was again the venue for a number of major special events in both 1999 and 2000. These events included the 1999 National Rugby League (NRL) Grand Final which attracted a world record crowd, the Australian Rugby Union Bledisloe Cup which attracted a crowd in excess of 100,000 spectators and other major sporting events, including international soccer, American football, and State of Origin and NRL Double Header rugby league games.

The manner in which the public embraced the use of bus and rail services for these events again provided ORTA the opportunity to further test and enhance its transport services.

## **STRATEGIC DIRECTIONS**

Early in 2000-01, ORTA will complete its transition to operational readiness to undertake its primary task in ensuring the management, co-ordination and delivery of integrated road and transport services for the Sydney 2000 Olympic and Paralympic Games.

This crucial service delivery phase will be the culmination of more than three years of detailed planning, development, implementation, testing and reviewing programs which ORTA has undertaken since its establishment in 1997.

The provision of these integrated road and transport services will involve the mobilisation and operation of the largest bus, coach and car fleets ever established in Australia.

Up to 3,800 buses and 2,000 cars will operate under ORTA's co-ordination to meet the transport needs of athletes, officials, media, spectators, tourists and the general public during the Olympic Games.

Up to 500,000 people are expected to travel to Sydney Olympic Park at Homebush Bay on the busiest days of the Games, with many thousands more to venues at Darling Harbour and in Sydney's eastern and western suburbs.

The Paralympic Games will present its own unique transport challenges, up to 820 bus and coaches including 200 low floor accessible buses will be required to transport client groups.

It is also the largest school excursion program ever conducted and is expected to attract about 200,000 children and adult helpers.

To achieve its stated objectives, ORTA will operate under a specific Games time command and control organisation structure with responsibility for effective delivery delegated to identified Olympic Precinct and Venue locations.

## **2000-01 BUDGET**

### **Total Expenses**

Total expenses of \$191.9 million in 2000-01, an increase of \$99.6 million on last year's revised Budget, reflects the significant expenditure which ORTA expects to incur in the service delivery of the integrated road and transport services for the Sydney 2000 Olympic and Paralympic Games.

The charter and operation of the largest bus and coach fleet ever assembled in Australia requiring the services of about 5,000 bus drivers will require substantial funding support. To facilitate these transport services a large contingent of support staff involving ORTA staff, contractors, public servant reassignees and volunteers will be engaged in a wide variety of tasks and activities.

Major program areas where significant expenditure is expected to be incurred include:

- ◆ the leasing, management and operation of properties and facilities including:
  - a major bus depot at Regents Park for athletes, officials and accredited media;
  - car fleet depots and facilities;
  - spectator bus depots and layover sites;
  - bus/rail interchanges and overlays; and
  - park and ride sites.
- ◆ contract charter, operating and support costs in respect of the procurement and operation of Olympic and Paralympic movement, spectator, workforce and Olympic rail supplementation bus and coach services;

- ◆ car lease expenses and operating and support costs required for the operation of the Olympic and Paralympic car services;
- ◆ bus charter operating and support costs in respect of transport services provided in the Olympic Village;
- ◆ operating and support costs involved in the management and operation of transport services at the various Olympic precincts and competition venues throughout Sydney;
- ◆ the ongoing delivery of effective public communication and demand management strategies to influence travel patterns of motorists, commuters and freight forwarders in the Sydney area during the Games period; and
- ◆ continued funding support to Bus 2000 Pty Ltd to facilitate the operational provision of all Games time transport operational, technical, administrative and general support staff required to ensure the effective delivery of bus and coach transport.

### **Asset Acquisitions**

The Authority will spend \$150,000 in 2000-01 on the purchase of small items of office plant and equipment.