

MINISTER FOR TRANSPORT

OVERVIEW

<i>Agency</i>	<i>Budget 2005-06 \$m</i>	<i>Budget 2006-07 \$m</i>	<i>Variation %</i>
Ministry of Transport			
Total Expenses	2,993.7	3,427.1	14.5
Capital Expenditure	11.2	11.3	0.8
Independent Transport Safety and Reliability Regulator			
Total Expenses	17.4	16.7	-4.1
Capital Expenditure	0.7	0.5	-23.1
Office of Transport Safety Investigation			
Total Expenses	2.4	n.a.
Capital Expenditure
Total, Minister for Transport			
Total Expenses	3,011.1	3,446.2	14.4
Capital Expenditure	11.9	11.8	-0.8

TRANSPORT

The transport portfolio includes the Ministry of Transport, the Independent Transport Safety and Reliability Regulator (ITSRR), the Office of Transport Safety Investigation (OTSI), the State owned transport service providers - Rail Corporation New South Wales (RailCorp), State Rail Authority (SRA), Rail Infrastructure Corporation (RIC), Sydney Ferries and State Transit Authority (STA) and the Transport Infrastructure Development Corporation (TIDC). The Office of Transport Safety Investigation, formerly a part of ITSRR, was established as an independent office from 1 July 2005.

The Ministry of Transport, ITSRR and OTSI are funded directly by Budget appropriations. Transport service providers are funded in part from their own source revenues and borrowings but are predominately funded from the Budget by way of grants and service payments from the Ministry.

MINISTRY OF TRANSPORT

The Ministry of Transport is a lead agency of the transport portfolio. The Ministry funds passenger service agencies and specific infrastructure programs and regulates the private bus, taxi and hire car industries. In addition, the Ministry is a direct purchaser of bus services in New South Wales and provides independent policy advice to the Minister.

RESULTS AND SERVICES

The Ministry's key focus is oversighting transport service providers to ensure that Government objectives to upgrade and enhance transport within New South Wales are achieved. Driving transport reform and improving the performance of transport providers is designed to result in transport services that are more capable, competitive and sustainable and meet customer expectations for safe, reliable and clean services.

Key services provided by the Ministry include:

- ◆ regulating bus, taxi and hire car services through accreditation, compliance and performance audit programs;
- ◆ providing independent policy advice on rail, bus, ferry, freight and aviation reforms;
- ◆ purchasing public passenger transport services and funding transport concessions provided by operators;
- ◆ managing community-based transport programs including the School Student Transport Scheme, the Private Vehicle Conveyancing Scheme and Community Transport Programs;
- ◆ supporting local initiatives to improve transport options in rural and regional areas;
- ◆ implementating taxi reforms; and
- ◆ co-ordinating whole-of-Government approaches to transport security and counter-terrorism including Central Business District security and evacuation planning.

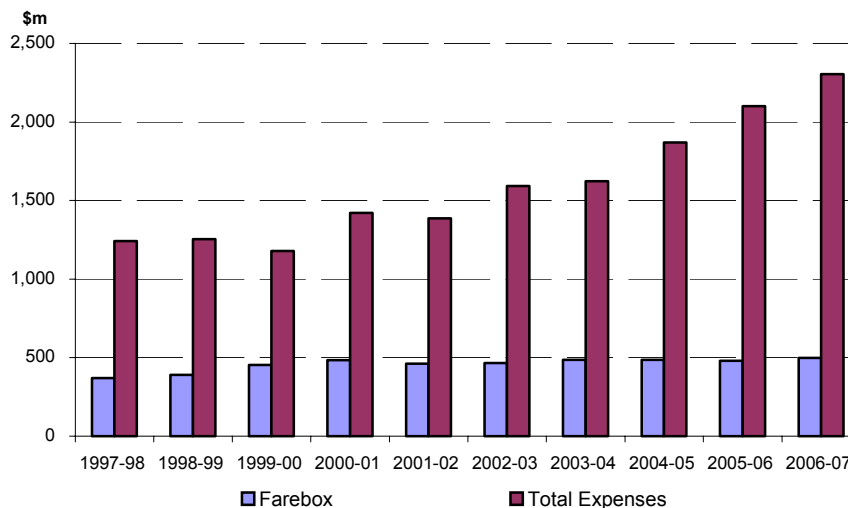
RECENT DEVELOPMENTS

Budget funded expenditure on transport has grown over the past four years. Forecast total expenses for 2005-06 of \$3.3 billion represent an increase of over \$1 billion (or 46 per cent) over the level in 2001-02.

Rail Services

Budget support for CityRail and CountryLink passenger rail services, for both operations and capital investment, has doubled since 2001-02, from just over \$1 billion to a forecast \$2 billion in 2006-07. This reflects major spending initiatives to improve safety and reliability, including increased maintenance of rollingstock, track and signalling systems, improved security and infrastructure upgrades and improvements to public safety and security, including recruitment of 600 transit officers. Fare revenues, regulated by the Independent Pricing and Regulatory Tribunal (IPART), grew modestly over the same period, which means that rail services are now increasingly dependent on the Budget to meet both operating expenses and capital investment. In 2005-06 farebox recovers an estimated 21.6 per cent of CityRail expenses, compared with 30.3 per cent in 2001-02.

Chart 19.1: CityRail Expenses and Farebox



With a focus on service improvement, a number of major initiatives have been delivered or are being planned, including:

- ◆ the new CityRail timetable, introduced in September 2005, which reflects a safer operating environment and improved reliability, particularly during peak periods. Since introduction of the new timetable in September 2005 up to end April 2006, around 91.5 per cent of peak services have been on time;
- ◆ a record 1,412 train drivers on the network at April 2006, with a further 202 in training;
- ◆ the new \$105 million Parramatta Transport Interchange, opened in February 2006, which provides commuters with significantly enhanced access and amenity for both rail and bus services. The interchange was complemented by \$25.5 million in essential rail systems and track infrastructure and \$24.5 million for associated roadworks to support the bus interchange; and
- ◆ other major infrastructure improvements in progress or planned also include:
 - the \$1.5 billion Rail Clearways program, which will increase peak hour capacity and reliability across the network. Already commuters are benefiting from these works. Completion of the turnback at Bondi Junction enabled a new timetable for the Illawarra, Eastern Suburbs and South Coast lines to be introduced on 28 May 2006, with capacity for more services. A new platform at Berowra is due to open later this year. The remaining 12 projects will be progressively completed over the next four years;
 - the purchase of approximately 600 new carriages for the suburban rail network under a Public Private Partnership, as well as 122 new Outer Suburban carriages for the intercity lines and 14 Hunter Valley carriages as part of a massive rollingstock investment program worth more than \$2.5 billion;
 - the \$2 billion Epping to Chatswood Rail Line which will run passenger services from mid 2008 via three new underground stations;
 - further network extension plans to cater for urban residential growth in the North West and South West sectors and increased capacity in the Central Business District;

- major upgrades and improved amenities at North Sydney, Chatswood and the recently completed Parramatta station. Investigations are also underway on a proposed redevelopment of Town Hall station; and
- a rail safety improvement plan resulting from the Special Commission of Inquiry into the Waterfall rail accident. Key components of the plan include a new rail communications system and train overspeed protection systems.

Additional funding has also been provided for major upgrades to the country regional rail network, including lines managed by the Australian Rail Track Corporation (ARTC) and lines servicing the grain industry. Nearly \$60 million extra will be spent on major maintenance works up to June 2008 on grain lines across western and south western New South Wales. Options to facilitate rail freight movements through metropolitan Sydney and improve access to major terminals and ports are also being reviewed in conjunction with the ARTC.

Bus Services

Implementing the Government's plan to revitalise and enhance bus services is a key priority for the Ministry, and follows from recommendations of the *Review of Bus Services in New South Wales* by the Honourable Barrie Unsworth and the *Ministerial Inquiry into Sustainable Transport in New South Wales* by Professor Tom Parry.

New bus contracts will provide for a sustainable and viable bus industry, and result in better services for commuters and better value from Budget support. All 15 new contracts for metropolitan services, worth \$2.8 billion over the next seven years, were finalised by November 2005. Contracts for outer metropolitan services in the Lower Hunter, Newcastle, Central Coast, the Illawarra and the Blue Mountains are expected to be completed by the end of 2006.

The new contract arrangements underpin progressive implementation of service and operational improvements, including:

- ◆ consistent fares for any given distance, whether on State Transit or private buses. This includes extension of the \$2.50 Pensioner Excursion Ticket, which is now available on both Government and private bus services across Sydney and, since September 2005, was extended to the outer metropolitan areas of the Central Coast, Newcastle, Lower Hunter, Blue Mountains and Illawarra;

- ◆ a three-year \$135 million bus priority program, which commenced in 2005-06, to provide traffic priority for buses on key strategic corridors. Work has commenced on corridors between Miranda and Hurstville, Miranda and Bankstown, Liverpool and Bankstown, and Bankstown and Burwood;
- ◆ improved delivery and planning of Transitway services. Patronage on the Liverpool-Parramatta Transitway has tripled since opening three years ago. Integrated service plans are also being developed for the North West Transitway, due to open in 2007;
- ◆ introduction of a comprehensive community consultation process to develop bus networks that are better targeted to community needs; and
- ◆ enhanced bus standards to ensure all new buses are air-conditioned.

Other Services

The existing team of Regional Transport Co-ordinators has expanded to include two metropolitan transport co-ordinators to further improve the utilisation and effectiveness of existing transport resources.

The co-ordination of transport services to major events has seen an increase in the use of public transport services by 19 per cent since 2001. In 2005 over 941,000 people took advantage of special “integrated ticketing” to travel to major and special events, which represented more than 70 per cent of patrons of those venues.

STRATEGIC DIRECTIONS AND REFORM INITIATIVES

Key service improvement strategies include:

- ◆ safer, more reliable and cleaner rail services through major operational improvement initiatives outlined above, including the implementation of key recommendations of the Waterfall Inquiry, delivery of the new Epping to Chatswood Rail Line and the Rail Clearways Program and the acquisition of new rail carriages for the metropolitan, outer suburban and Hunter networks;
- ◆ more frequent and direct bus services on “strategic corridors” linking key centres across Sydney, supported by an expanded bus priority program. The new bus contracting and funding arrangements are to be extended to outer metropolitan areas by the end of 2006 and to rural and regional areas by 2008; and
- ◆ development of a smart card integrated ticketing system for all public transport operators in the Greater Sydney region. The new system will provide a common ticket for train, bus and ferry travel and improve the convenience and attraction of using public transport.

2006-07 BUDGET

Total Expenses

Total expenses in 2006-07 are estimated at \$3.4 billion, an increase of \$433 million, or 14.5 per cent on the 2005-06 Budget.

Safe, Reliable and Clean Rail Services

In 2006-07 Budget support for rail services, including funding for concessions, is \$2.4 billion, an increase of \$367 million or 18.2 per cent on the 2005-06 Budget. Increased funding will support operating expenditures, including maintenance of track and rollingstock and major investment in infrastructure enhancements.

In 2006-07 the Government through the Ministry will provide:

- ◆ \$1.5 billion in recurrent grants to RailCorp to fund CityRail and CountryLink rail services;
- ◆ capital grants to RailCorp of \$500 million;
- ◆ \$20 million for rail transport improvements in the Lower Hunter; and
- ◆ \$157 million in grants to the Transport Infrastructure Development Corporation for the Epping to Chatswood Rail Line.

RailCorp's total capital expenditure program in 2006-07 is \$830 million, an increase of \$243 million or more than 40 per cent on last year. The program is funded by \$500 million in grants, with the balance being from borrowings. The program continues the focus on safety initiatives and improved reliability, as well as enhancements to customer amenity, including improved access, security and passenger information.

Rail Clearways

The \$1.5 billion Rail Clearways Program will untangle the existing 14 lines into five independent clearways to deliver more reliable services, to remove bottlenecks and minimise delays on the metropolitan network. Works have already been completed on the \$17 million Macdonaldtown turnback and the \$77 million Bondi Junction turnback.

In 2006-07, \$207.8 million will be available for works that include:

- ◆ completion of an extra platform and passenger access facilities at Berowra, costing \$9 million and stabling yards at Macdonaldtown, costing \$42 million;
- ◆ continuation of works on duplication of the Cronulla line. When completed by the end of 2008, the \$231 million project will provide upgraded facilities at Sutherland, Kirrawee, Woolooware and Cronulla stations and significantly improve the peak hour capacity of Cronulla trains; and
- ◆ continuation of works on turnbacks at Homebush, Lidcombe and Revesby, including an Easy Access upgrade at Revesby station, as well as an additional platform at Hornsby.

Rollingstock

The Government is purchasing under a Public Private Partnership approximately 600 new carriages for the suburban rail network. The purchase will allow replacement of 498 non air-conditioned carriages and provide additional carriages to cater for patronage growth being experienced across the network.

Other key rollingstock projects for 2006-07 include:

- ◆ \$11.4 million for 41 Outer Suburban cars the first of which will enter service later in 2006;
- ◆ \$142 million to continue with the second tranche of 81 Outer Suburban cars, at a total cost of \$267.9 million to meet forecast growth on the system;
- ◆ \$8.5 million as a first stage of train over-speed protection measures;
- ◆ \$6.9 million to continue refurbishment of the XPT and intercity fleets; and
- ◆ \$13.6 million for safety upgrades of the electric fleet including traction interlocking, vigilance control and foot pedal upgrades.

Rail Infrastructure

In 2006-07 the program includes:

- ◆ continuation of the Easy Access station upgrades program at Auburn, Bulli, Helensburgh, Lakemba, Meadowbank, Merrylands, Mortdale, North Wollongong, Penshurst and Werrington;
- ◆ commencement, including planning and design, of new Easy Access upgrades at Belmore, Bowral, Broadmeadow, Burwood, Carlton, Eastwood, Seven Hills and Turrumurra as well as \$200,000 for scoping and design for an Easy Access upgrade at Newtown station. A total of \$49.2 million is available in 2006-07 for Easy Access works;
- ◆ \$15 million for development and roll-out of new station passenger information systems and \$3 million for further development of a new train radio network;
- ◆ \$79.5 million for various infrastructure upgrades to improve both network safety and system reliability;
- ◆ \$16.7 million for continuation of the \$50.5 million resignalling of the Illawarra line between Oatley and Cronulla;
- ◆ \$18.5 million on upgrading the Newcastle rail corridor, \$500,000 to progress planning for a new rail/transport interchange at Glendale and \$500,000 to progress work on an Easy Access upgrade at Broadmeadow as part of the \$20 million improvement program for rail transport in the Lower Hunter; and
- ◆ \$20 million for works to provide for the Southern Sydney Freight Line which will improve movement of both passenger and freight traffic through the metropolitan rail corridor.

Works will continue on the \$58.2 million upgrade of North Sydney station, with \$19.8 million to be spent in 2006-07. Funds will also be available to investigate redevelopment of Town Hall and Hurstville stations and \$2.5 million for the development of a new station at North Warnervale.

Epping to Chatswood Rail Line

The Transport Infrastructure Development Corporation (TIDC), a State owned corporation established on 1 January 2004, is responsible for delivering the Epping to Chatswood Rail Line and other major transport infrastructure projects such as Rail Clearways.

Some \$327 million will be available in 2006-07 for continuation of works on the rail line. The \$2 billion project is due for completion in mid 2008 and will increase the long term capacity of the CityRail network and provide a major transport improvement for Sydney.

Rail Infrastructure Corporation

The Corporation manages arrangements with the Australian Rail Track Corporation to ensure consistent, safe and reliable rail services are provided to rural New South Wales. In 2006-07, \$189.5 million will be available to meet ongoing business activities, including \$130 million specifically for maintenance of the country regional network and dedicated grain lines. The Corporation is undertaking a \$32 million program to upgrade, over three years, signalling infrastructure and to introduce new train control systems.

Safe, Reliable and Clean Bus Services

The Ministry funds, under contract, bus services operated by the State Transit Authority and private operators. From November 2005 all metropolitan bus operators, including the State Transit Authority, are subject to new contract arrangements aimed at improving the viability of the bus industry and providing better services for commuters.

Bus Priority

New metropolitan bus contracts will provide for more frequent and direct bus services on “strategic bus corridors” linking key centres across Sydney. In 2006-07, \$170 million has been allocated for bus priority measures on these corridors, including:

- ◆ \$45 million for strategic bus corridors (including \$30 million of a new three-year \$90 million program commenced in 2005-06); and
- ◆ \$125 million for the North West Transitway, to be completed in 2007.

These initiatives will reduce bus travel times for customers and improve service reliability.

Priority measures on strategic bus corridors include new “transit”, “no stopping” and dedicated (red) bus lanes, intersection improvements, responsive priority for buses at traffic signals (including “B” signals) and bus lane enforcement camera systems. Projects planned for 2006-07 include work on strategic bus corridors between Liverpool and Bankstown, Parramatta and Sydney Central Business District, and Castle Hill and Sydney Central Business District.

State Transit Bus Services

In 2006-07 budget grants and contractual payments to the State Transit Authority are estimated at \$267.6 million including \$37.1 million for services in Newcastle. This is a \$10.5 million increase on 2005-06.

The State Transit Authority’s \$89.5 million capital works program aims to improve the bus fleet to a level required to meet customer expectations and Government regulation. Provision has been made to upgrade infrastructure to meet regulatory requirements, safety standards and growth targets and to provide service equipment and facilities needed to support a changing fleet configuration.

Expenditure on key projects for 2006-07 includes:

- ◆ \$36 million for the first stage of a \$254 million program to replace 505 buses in the Sydney and Newcastle networks. In 2006-07, 61 standard Compressed Natural Gas and ‘Euro 5’ diesel buses are planned for delivery;
- ◆ \$7.8 million for the remaining 25 high capacity buses (total contract is for 80 buses);
- ◆ \$10 million for Leichhardt Depot redevelopment and \$3.5 million for redevelopment of Brookvale Depot; and
- ◆ \$12.4 million for passenger and driver security on-board buses.

Private Bus Services

Under new contracting arrangements, funding for private metropolitan bus operators in 2006-07 is expected to total \$171.3 million. This will ensure service viability and enable operators to purchase an expected 151 new buses, worth about \$60 million. All new buses will be air conditioned and low-floor for easy access and faster boarding.

Funding for outer-metropolitan and regional bus services will total \$383.2 million in 2006-07. Operators of these services will progressively be transferred to new contracts similar to metropolitan bus service contracts.

School Student Transport Scheme

The School Student Transport Scheme (SSTS) provides free travel to and from school for eligible students on government and private bus, rail, and ferry services, long distance coaches and in private vehicles where no public transport services exist.

New ticketing systems are being introduced to more accurately measure the numbers of students actually utilising public transport for the journey to and from school and college. The reduction in scheme costs in 2005-06 partly reflects improved scheme management, as well as the impact of fare harmonisation between government and private bus operators, which lowered fares on private buses thus reducing SSTS payments.

School Student Transport Scheme payments in 2006-07 are estimated at \$446.2 million. The six-year costs and trends under this scheme are as follows:

School Student Transport Scheme Costs

		2001-02	2002-03	2003-04	2004-05	2005-06 Revised	2006-07 Projection
Beneficiaries ^(a)	'000	674.8	649.8	660.1	660.5	661.2	662.9
Total costs ^(b)	\$m	406.1	431.5	451.3	456.3	434.5	446.2
Total cost per beneficiary	\$	601.8	663.9	683.7	690.8	657.2	673.1

(a) Improved analysis of eligibility data has resulted in lower beneficiary numbers from 2002-03.

(b) Inclusive of payments to RailCorp and STA. From 2005-06 SSTS costs are determined on a revised methodology linked to new bus contracts and are not comparable to prior years.

Safe Reliable and Clean Ferry Services

In 2006-07, Sydney Ferries will continue its focus on improving safety and customer service and providing better value for money in business operations.

Recurrent funding payments to Sydney Ferries, including the School Student Transport Scheme and concessions, are estimated at \$44.3 million in 2006-07, an increase \$11.6 million on the 2005-06 Budget.

Sydney Ferries' \$10.6 million capital works program now fully funded from borrowings includes a number of initiatives designed to improve the Corporation's safety and service reliability performance. Key projects for 2006-07 include:

- ◆ \$3.3 million for new engines for First Fleet and RiverCat vessels to improve safety, reliability and fuel efficiency;
- ◆ \$3.2 million for safety initiatives including installation of a vessel management system on all vessels, CCTV installation and upgrade of control systems on the Manly ferry "Collaroy"; and
- ◆ \$0.9 million for refurbishment of the wharves at Balmain Shipyard and upgrade of the liquid handling systems to comply with environmental standards.

Integrated Ticketing Project

Development of the "Tcard", an integrated smartcard based ticketing system for all public transport operators in the Greater Sydney region, is progressing. Management of the ticketing system will be the responsibility of the Public Transport Ticketing Corporation.

The Tcard system is based on smartcard technology and will provide users with the convenience of a single ticketing system for travel on all Government and privately operated rail, bus and ferry services. In 2006-07 capital expenditure on system development and implementation is projected at \$85.7 million. Already some 330,000 school cards are in use daily for students using private bus services.

Community Groups and Other Transport Subsidy Schemes

The Government will continue its commitment to a wide range of concessions and subsidies to various groups so that public transport can continue to assist those groups in accessing services, education and employment. Payments to community groups are estimated at \$50 million in 2006-07.

In early 2006, the Ministry of Transport employed two Metropolitan Transport Coordinators for a two-year period. The Metropolitan Coordinators have been tasked with researching and providing advice on transport disadvantage issues in a range of targeted areas across Sydney. Co-ordinators will continue to work closely with the Ministry's service planning team to design new bus networks which better meet the needs of local communities.

In 2005-06 the Country Passenger Transport Infrastructure Grant Scheme (CPTIGS) funded 40 projects in 26 towns. This \$1.5 million initiative assists local councils in rural and regional areas to improve public transport facilities for commuters through better bus and taxi shelters, improved seating, lighting and signage.

Transport Infrastructure Improvement

The Transport Infrastructure Improvement Program, funded from the Parking Space Levy, will continue during 2006-07. The Program provides for the construction of interchanges and commuter car parks and other transport infrastructure to improve access to and encourage the use of public transport.

Projects continuing in 2006-07 include:

- ◆ \$21.2 million for bus stations on the North West Transitway, linking Mungerie Park, Blacktown and Parramatta;
- ◆ Wentworthville carpark; and
- ◆ interchanges and carpark improvements at Woy Woy and Tuggerah.

Capital Expenditure

The Ministry of Transport's capital program includes provision of \$361,000 to continue information technology upgrades.

INDEPENDENT TRANSPORT SAFETY AND RELIABILITY REGULATOR

The Independent Transport Safety and Reliability Regulator (ITSRR), established under the *Transport Administration Act 1988*, regulates safety on the rail network and monitors and reports on reliability issues affecting publicly funded rail, bus and ferry services.

RESULTS AND SERVICES

ITSRR works in partnership with transport operators and other transport safety regulators towards the following results:

- ◆ Rail operators have effective safety management systems and have a continuously improving safety culture.

- ◆ The NSW Government, operators and the community are aware of service reliability and sustainability issues and results for rail, bus and ferry services.
- ◆ Improvements are made by NSW public transport regulators to safety regulatory frameworks for rail, bus and ferry services.

Key services provided by ITSRR which contribute to these results include:

- ◆ regulating rail safety by accrediting, auditing and enforcing compliance. ITSRR also has a leadership role in national rail safety reform;
- ◆ facilitating NSW public transport regulators to work together to improve safety regulatory frameworks across the rail, bus and ferry transport modes; and
- ◆ advising on transport service reliability by conducting research and reporting on the reliability and sustainability of publicly funded rail, bus and ferry services.

RECENT DEVELOPMENTS

ITSRR has taken a lead role in fostering safety and reliability enhancements:

- ◆ reports quarterly to the Minister for Transport on the progress of implementation of the NSW Government's response to the Final Report of the Special Commission of Inquiry into the Waterfall accident. These reports are tabled in Parliament;
- ◆ published an independent survey of CityRail customers. The purpose of the surveys is to measure changes over time in the quality of CityRail services from a customer perspective;
- ◆ developed new rail operator accreditation standards in New South Wales to heighten safety controls. This will have national implication; and
- ◆ promoted higher standards of safety and consistency across States through participation and leadership in the national legislative reform process. This includes consideration of reducing unnecessary regulation for industry.

Responsibility for Transport Safety Investigations was transferred to the Office of Transport Safety Investigations from 1 July 2005.

STRATEGIC DIRECTIONS

Key priorities for ITSRR in 2006-07 include:

- ◆ ensuring rail operators in New South Wales implement effective safety management systems through new accreditation requirements, as well as through the development of national legislation which ITSRR is actively guiding;
- ◆ ongoing implementation of the recommendations of the Special Commission of Inquiry into the Waterfall accident;
- ◆ facilitating the NSW transport regulators forum to identify and implement improvements to rail, bus and ferry safety regulation; and
- ◆ informing government and the community with independent advice on the reliability and sustainability of publicly funded transport.

2006-07 BUDGET

Total Expenses

Total expenses for ITSRR are estimated at \$16.7 million in 2006-07 including:

- ◆ \$14.7 million for conducting safety audits and compliance investigations. Additionally, ITSRR will prepare and implement a National Accreditation Package for industry setting out new standards for rail safety management systems, including education and liaison with industry and other regulators;
- ◆ \$1.8 million to report on reliability issues, primarily for the rail network, to the government and the public; and
- ◆ \$200,000 to facilitate improvements to transport safety regulatory frameworks.

Capital Expenditure

Capital expenditure of \$500,000 in 2006-07 will further develop ITSRR's management reporting system required for safety regulation.

OFFICE OF TRANSPORT SAFETY INVESTIGATIONS

The Office of Transport Investigations (OTSI), formerly part of the Independent Transport Safety and Reliability Regulator, was established as an independent office from 1 July 2005.

OTSI's primary responsibility under the *Transport Administration Act 1988* and *Rail Safety Act 2002* is to investigate rail and passenger transport accidents and incidents.

RESULTS AND SERVICES

The purpose of OTSI's investigations is to identify the contributory factors to rail and passenger transport accidents and incidents and determine remedial safety actions designed to prevent recurrence.

Key services provided by OTSI include:

- ◆ providing a 24 hour Confidential Safety Information Reporting Scheme (CSIRS) to report on safety issues that require remedial action;
- ◆ providing a 24 hour investigation response team to immediately deploy to an accident or incident site to undertake investigations; and
- ◆ producing Transport Safety Investigation Reports for government, industry and public use.

STRATEGIC DIRECTIONS

Key priorities for the Office in 2006–07 are to conduct investigations within the context of a 'just culture', where blame is not apportioned. This encourages reporting of accidents or incidents and an open approach to finding the cause. OTSI will also undertake systemic investigations to assist transport operators in the identification of risk factors within individual transport modes.

2006-07 BUDGET

Total Expenses

Total expenses for the Office of the Chief Investigator are estimated at \$2.4 million in 2006-07.