

From: John Bellamy john@johnbellamy.biz
Subject: Ministerial Meeting Request : CSELR
Date: 13 January 2016 8:25
To: Minister For Transport NSW office@constance.minister.nsw.gov.au
Cc: John Bellamy john@johnbellamy.biz



The Hon. Andrew James CONSTANCE, MP

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Dear Minister Constance,

I write to request a face to face meeting with you or someone in your team, to discuss the possibility of an Electric Bus alternative for the CSELR corridor.

I am fully aware that work on the CSELR project has already commenced and the contracts have been signed.

I am also fully aware that it may be almost impossible to change or shift the focus of the project, however I would like the opportunity to present my ideas to you.

I will be having a meeting with a representative from Mike Baird's office in the next week, however, as it is likely they will refer me back to you, I thought I'd try to set up an appointment with someone in your office first, and, ultimately, it is your office that will have the first call on this issue.

My proposal is about requesting that the government consider the **newly viable** Electric Bus technology, as an alternative to Light Rail on the already underway CSELR corridor project.

My proposal is that the corridor be built as is, but not to install the tracks and wires and purchase and operate 120 Electric Buses instead of 30 Light Rail vehicles, or as many Electric Buses as was deemed appropriate for optimising the speed, frequency and capacity of the corridor. Certain aspects of the corridor may then not be required to be built, due to the ability of Electric Buses being able to integrate well with the existing bus network.

The main benefits of this would be:

1. Electric Buses are faster than Light Rail in a dedicated corridor.
2. Electric Buses can achieve a better frequency than Light rail in a dedicated corridor.
3. Electric Buses can achieve greater per-hour capacity than Light Rail in a dedicated corridor.
4. Electric Buses have a far better seating to standing ratio than Light Rail.
5. Electric Buses can achieve a greater reliability than Light Rail in a dedicated corridor.
6. With Electric Buses, passengers would not need to break their journey at Kingsford or Randwick.
7. Electric Buses are cheaper to run than Light Rail.
8. Electric Buses are better for the environment than Light Rail.
9. Electric Buses are quieter than Light Rail.
10. Electric Buses will integrate with George St better than Light Rail.
11. Under-street infrastructure would not need to be dug up or relocated, and subsequently the project could be delivered in a much shorter space of time, with a minimum of disruption to the CBD and Eastern Suburbs.
12. Electric Buses will also be able to meet and exceed any of the other goals and desired outcomes of the project.
13. Electric Buses will be able to remove more buses from the CBD to improve amenity and reduce congestion.
14. Electric Buses will provide sufficient network capacity to cater for future growth and network extensions, particularly now with the substantially enhanced bus network.
15. Improve commuter experience through restructuring the public transport network.
16. Catalysing Urban Renewal.
17. It is possible for Electric Buses to integrate with the existing bus network without the need for transfer stations, thus further reducing further congestion, or taking as much valuable road space from other traffic.
18. Electric Buses have greater wheelchair space than Light Rail.
19. Electric Buses will provide real, ongoing economic benefits for Sydney, NSW and Australia.
20. Examples of this include being able to deliver greater speed, frequency and capacity of transport.
21. Also there will be much less impact to the business community, residents, and tourists during the construction stage, and the ongoing operational stage of the project.
22. Existing Buses can operate the routes, until the delivery of Electric Buses is taken.
23. It may also be possible to have Electric Buses go from George St to points North, South, East and West, and not be constrained by merely going to the eastern suburbs.
24. Other Eastern Suburbs bus routes may also be able to be maintained (e.g. Oxford St, Albion St and Cleveland St routes)

25. It may be possible to save any more trees from being cut down.
26. Should there ever be heavy underground rail to Kingsford and Randwick, it will be easier to integrate with Electric Buses than with the Light Rail interchanges.
27. Electric Buses will be of greater benefit to the major stakeholders of the project than Light Rail, including the following:
- UNSW
 - Randwick City Council
 - City Of Sydney
 - Australian Turf Club
 - Sydney Cricket and Sports Ground Trust
 - Centennial and Moore Park Trust Fund
 - NIDA
 - Northern Hospital Network of The South East Local Health District (POW hospital, Royal Hospital For Women, Sydney Children's Hospital)
 - Sydney Business Chamber
 - Property Council (NSW)
 - NSW Department of Planning and Infrastructure
 - Barangaroo Development Authority
 - NSW Treasury
 - Infrastructure NSW
 - The Entertainment Quarter
 - Allianz Stadium
 - Sydney Boys' High
 - Sydney Girls' High
 - Souths' Juniors
 - Tourism Sydney
 - Other Relevant Government Departments and Big Business.
 - Small Businesses Along The Corridor

I am aware that the government has not as yet done a cost benefit analysis comparing Electric Buses with Light Rail, as the technology has only *just* become viable; financially, technologically and environmentally.

I understand that buses and BRT were also considered as an option to Light Rail 3-5 years ago when the project was in its infancy, but were disregarded due to several issues, including the noise and air pollution that buses cause, the perception that most people prefer the amenity of Light Rail to Bus, and not being compatible with a world-class Boulevard, such as George Street is to become.

There were also other issues like:

- Less capacity per vehicle.
- Not reducing traffic congestion as much as Light rail.
- Not being sufficiently able to overcome the key challenges facing the CBD to UNSW corridor including the following
- Removing buses from the CBD to improve amenity and reduce congestion
- Providing sufficient network capacity to cater to future growth and network extensions
- Improving commuter experience through restructuring the public transport network
- Catalysing urban renewal.

I know that the NSW government's desire is to remove as many buses from the CBD as possible. This will reduce congestion and urban pollution and improve the environment of the CBD. I certainly commend the government on this policy, and I congratulate the government and department of transport on the new bus timetabling implementation as of the 4th october, 2015. It appears to be working extremely well.

With regard to my proposal, I would request that the government consider that Electric Buses are a completely different transport option to Diesel and other types of Buses, and that in this instance could replace and function exactly as Light Rail Vehicles would in the CSELR corridor, but with added benefits.

I have recently read that the company Bustech on the Gold Coast have been awarded a \$176 million dollar contract to supply Electric Buses to Malaysia. See Article Here: <http://bustech.net.au/burleigh-bus-manufacturer-company-bustech-lands-176m-deal-to-build-buses-for-malaysia/>

These buses have been designed in Australia by Swinburne University and are to be manufactured by the company Bustech on the Gold Coast. Australian made and designed Electric Buses have only just become possible, however there are many companies globally that can also supply Electric Buses.

Although the work on the CSELR corridor is already well underway and the contracts have been signed, could it still be possible for the NSW Government and ALTRAC (Acciona, Alstom, Transdev and Capella Capital) to deliver a world-class Electric Bus project, that would be the envy of the world?

I certainly know that Alstom, for one, supplies the same under-road technology to support Electric Buses as it does for Light Rail. although if the government decided to go with Electric Buses. I am not sure if this would still be required. I am also not

aware if Alstom actually manufacture Electric Buses or are in a position to oversee the delivery of such a project.

I don't know if it would be possible for Transdev to retain a contract for running the new Electric Buses.

I also do not know if Acciona could or would still desire to be involved with constructing the corridor, including the World-Class George St Boulevard, the bridge over the eastern distributor and the tunnel through Moore Park should these elements of the project still be required.

I also do not know if it could or would be possible for Capella Capital to stay involved with the project.

There would be, of course some major disadvantages of employing an Electric Bus solution instead of Light Rail for the CSELR corridor.

- 1) Would it be possible for the ALTRAC consortium to continue be involved with and deliver such a project, or would one or all of them wish to pull out and break their contracts?
- 2) Should one or all of the consortium break their contracts, what could be the subsequent costs of this possibly be?
- 3) What would be the costs involved with fairly paying out the break-contract agreements?
- 4) If a member or members of the consortium decided to take the matter acrimoniously to court, what could the potential costs of this be?

Some possible *benefits* for a member or members of the ALTRAC Group should their contracts be broken might be:

- a) I would presume there would be a break-contract clause or clauses contained in the agreements, and that the parties could be fairly paid out in good faith as per their agreement.
 - b) Should any member or members of the consortium decide *not* to be involved with the Electric Bus Project, they would of course get to keep their IP, any hardware, software or other infrastructure already built or designed, for the project, either for on-sell to other markets, or sale by other means. They would of course have been paid for any works already undertaken, and paid out fairly as per their agreements.
- 5) What would be the subsequent costs of re-aligning and designing the corridor be for the government, and would this be prohibitively expensive?
 - 6) Obviously, breaking and/or altering a contract of this magnitude would mean that many other companies, small businesses and individuals may be made redundant or lose their jobs and income. There is no denying that this could cause great pain to some or even to many.

Possible remedies to this pain could be:

- a) Any of the contractors or government departments could be invited to stay on the project in some or other capacity, if it were possible, OR to be paid out fairly as per their break-contract agreements. They would also be paid for any work or supplies they had already ordered or delivered, and whatever other money in good faith is offered in these situations.
- b) The intention then, would would be to not devalue the work or intention of any party, but hopefully all involved would be able to see that the re-aligning of the project would be for the greater good, and that the work that they had already done was of great value in delivering a world-class Light Rail Corridor. However, due to the rapid technological development of Electric Buses, it would be of greater financial and environmental benefit to all concerned and exceed the goals and outcomes of the project in delivering Light Rail.

I write this with particular regard to the **2015 United Nations Climate Change Conference** ... where a global agreement on the reduction of [climate change](#) ... to set a goal of limiting [global warming](#) to less than 2 degrees [Celsius](#) (°C) compared to pre-industrial levels ... calling for zero net anthropogenic [greenhouse gas](#) emissions to be reached during the second half of the 21st century" https://en.wikipedia.org/wiki/2015_United_Nations_Climate_Change_Conference

It is obvious to me that in light of this recent conference, the entire world has seen that urgent steps need to be taken to mitigate the possible effects of the temperature rise on the planet for human beings, and that projects need to be constantly reviewed with particular regard to this, and environmentally enhanced wherever possible, allowing the greatest possible opportunity to adapt to future environmental advances as possible. I sincerely believe that Electric Bus, given the extremely large existing Sydney Bus network, will be one of the hopefully many great solutions for the years to come.

Environment is also more than just air quality; it is about the quality of where we live and also how we live in our environment. A large part of the environment in a city such as Sydney, is the quality of the public transportation contained within that city.

Although the work on the CSELR corridor is already well underway, and the contracts have been signed, I urge the Minister and The Government to consider this proposal seriously.

I appreciate that there may have been fundamental problems or errors in my calculations, that I have not foreseen or I have overlooked. I also understand that there may be a great many factors involved with a project of this scope and magnitude, that I may never understand. However, I would really like the opportunity to meet with you face to face, or someone else in your department, and also look forward to meeting a representative from the department of the Premier, and possibly also from the the department of the Prime Minister

from the the department of the Prime Minister.

Looking forward to hearing from you at your earliest convenience.

Yours Sincerely,

John

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