



TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

No. 335, July 2020

Published by the Australian Timetable Association

COMMENT FROM THE EDITOR

Welcome to the July edition of Table Talk. Along with our regular news updates on timetabling and transport, we have a feature story on South Australia's 'New Network'. Each region has been awarded a private operator which the state government assures will see a new period of simpler and integrated public transport services in Adelaide. We provide an overview of the changes to services including route, school and On Demand buses, and trams within this edition.

RAIL & TRAM NEWS

QUEENSLAND

Physical distancing

The state government confirmed in late May that unlike some counterparts, Queensland would not have caps on passengers boarding public transport vehicles, with schoolchildren back to school on Monday 25 May. Transport Minister Mark Bailey said that passengers needed to use "common sense... the risk in Queensland is considerably lower than New South Wales where community transmission is much more common." Cash fares continue to not be accepted while rear-door bus boarding remains. Mr Bailey added that cleaning on board trains had tripled from pre-COVID levels.

NEW SOUTH WALES

Sydney Trains extra services

In an effort to further encourage social distancing on board services, the state government announced a package of 50 temporary additional train services across the network each weekday starting from Monday 1 June centred on the shoulder peak periods. This would theoretically encourage commuters to travel outside the peak periods, which are at capacity. See page 2 for the list of these additional services.

In June, the state government announced that COVID-friendly capacity would be boosted on public transport services from 1 July as part of the next stage of returning New South Wales to normal social and economic activity (excluding the Melbourne XPT). Vehicles and carriages would have almost double the number of green dots with a lesser safe distance required between passengers.

Transport Minister, Andrew Constance, said that the total public transport capacity from 1 July would be about 1.3 million per weekday. Additionally, the increased cleaning regime would continue.

Table Talk – July 2020

Vehicle	Sit & stand capacity stage 1	Sit & stand capacity stage 2	Total capacity
Waratah carriage	32	68	101-118 *
Tangara carriage	26-30	TBA	98-112 *
V Set carriage	16	34	88-122 *
TrainLink Coaches	12	22	61 *
Metro	26	65	63 *
L2/L3 Light Rail	52 per service	TBA	450
Two-door bus	12	23	64
Freshwater ferry	245	450	1000
Emerald ferry	156	TBA	400

* seating capacity only

Conversely, a handful of timetabled weekday peak services across the network also continued to not operate throughout June due to maintenance opportunities. These closely correspond to services listed in the previous edition of *Table Talk*.

Light Rail extra services

Transdev is currently operating extra temporary services on the light rail network. An additional 11 weekday services have been added on the L1 Dulwich Hill line between 10:00 and 15:00 to create ten-minute headways across the day. An additional 518 weekly services have been provided across the L2 and L3 lines. These assist passengers to maintain social distancing.

A new route indicator, LX, is also being used to distinguish additional shuttle services operating only between Central Chalmers Street and Moore Park to encourage commuters to use the temporary free car park at Moore Park. Initially from May, this shuttle service operated every 30 minutes on weekdays using one tram between 09:00 and 19:00 hours. However in early June this plan was revamped to reduce the shuttles to only two return services in the morning peak and two return services in the afternoon peak. A timetable was temporarily available on the TransportInfo website before being taken down.

JUNE 1 TO 12 – additional COVID-19 shoulder peak services

T1

0527 Blacktown to Hornsby
 0536 St Marys to Hornsby
 0546 Hornsby to Penrith
 0558 Hornsby to Schofields
 1330 Hornsby to Blacktown
 1433 Blacktown to Hornsby

Italics denotes extension to existing services.

T2 Up

0442 Leppington to City Circle
 0457 Leppington to City Circle
 0522 Glenfield to City Circle
 0850 Homebush to City Circle
 0920 Homebush to City Circle
 1021 Homebush to City Circle
 1051 Homebush to City Circle

T2 Down

0810 Circular Quay to Homebush
0825 Circular Quay to Homebush
 0936 Circular Quay to Homebush
 1006 Circular Quay to Homebush
 1051 Circular Quay to Ashfield
 1059 Circular Quay to Leppington
 1429 Circular Quay to Leppington
 1459 Circular Quay to Leppington

T3 Up

0518 Liverpool to City Circle

T3 Down

0625 Circular Quay to Bankstown

T4 Up

0501 Hurstville to City Circle
 0531 Hurstville to City Circle
 0600 Hurstville to City Circle
 0630 Hurstville to City Circle
 1346 Hurstville to Martin Place
 1412 Hurstville to Martin Place

T4 Down

0533 Circular Quay to Hurstville
 0605 Circular Quay to Hurstville
 0632 Circular Quay to Hurstville
 0703 Circular Quay to Hurstville
 1429* Martin Place to Hurstville (changed to 1448 for week 2)
 1456 Martin Place to Hurstville

T8 Up

0857 Revesby to City Circle
 0927 Revesby to City Circle
 0950 Macarthur to City Circle via Sydenham
 1012 Revesby to City Circle
 1042 Revesby to City Circle
1558 C'town to City Circle via Sydenham
1617 Leppington to City Circle
1628 C'town to City Circle via Sydenham
 1629 Leppington to City Circle
 1645 Leppington to City Circle

T8 Down

0602 Circular Quay to Leppington via Sydenham
 0617 Circular Quay to Leppington via Sydenham
 0632 Circular Quay to C'town via Sydenham
0803 Circular Quay to Revesby
0827 Circular Quay to Macarthur via Sydenham
0833 Circular Quay to Revesby
 0927 Circular Quay to Revesby via Sydenham
 0957 Circular Quay to Revesby via Sydenham
 1442 Circular Quay to C'town via Sydenham
 1512 Circular Quay to C'town via Sydenham

Additional Sydney Trains COVID-19 shoulder-peak services in June (source: Sydney Trains).

Sydney Trains disruptions

There was a significant alteration to city train services on the nights of Monday 1 to Thursday 4 June caused by track maintenance. From around 20:00, the train plan saw T1 Western Line services start/terminate at Sydney Terminal, T1 North Shore Line services start/terminate at Wynyard, T2 Leppington services only operate between Ashfield and Leppington, T3 Bankstown Line services diverted in the opposite direction within the City Circle, most T8 Airport services start/terminate from Central, and T9 Northern Line services start/terminate from Sydney Terminal. Additionally, all services in the City Circle only operated in one direction (from Central, first stop Museum).

This plan saw an additional 10 trains per hour both entering and exiting the yard at Sydney Terminal between 20:00 and 22:00. As may have been expected, significant delays were experienced from the resulting congestion within the Sydney Terminal precinct with many trains running in and out of the station's twelve platforms. Services experienced delays of up to an hour with numerous services queuing up between Redfern and Strathfield for extended periods of time to enter the yard, while on several occasions all platforms were full. From a skim of the relevant documentation, below is a list of the planned arrivals and departures each hour (including empty movements):

Sydney Terminal arrivals/departures each hour:

Hour	Arrivals	Departures
1900-1959	9 trains	8 trains
2000-2059	18 trains	18 trains
2100-2159	16 trains	17 trains
2200-2259	13 trains	12 trains
2300-2359	13 trains	12 trains

Due to these experiences, which were replicated on the second night, the Operations department made changes to the train plan in an effort to relieve this congestion to deliver increased service reliability.

For nights three and four, T1 Richmond services were amended to only operate between Olympic Park and Richmond, service frequency on the T9 Northern Line was reduced by half to every thirty minutes (for most of the night), while Intercity South Coast services were diverted to start/terminate at Central ESR.

Below is a list of the altered arrivals and departures each hour:

Sydney Terminal arrivals/departures each hour:

Hour	Arrivals	Departures
1900-1959	9 trains	8 trains
2000-2059	15 trains	15 trains
2100-2159	13 trains	13 trains
2200-2259	11 trains	10 trains
2300-2359	10 trains	9 trains

While initial minor delays (of up to ten minutes) were experienced by a handful of services around 20:30, the trains soon after caught up, with the remainder of the night seeing a reliable service. It is obvious that the initial plan was too aggressive, with the timetable unable to be maintained due to the limitations of the infrastructure and tracks available.

New L2 and L3 timetables

The CSELR timetables were again updated effective from 18 May, when 294 extra weekly services were added across both lines compared to the previous timetable. Transport Minister, Andrew Constance, said that the timetable would see services running around 38 minutes on [both lines].

Upcoming fare changes

On 19 June, the state government announced updated public transport fares for passengers from 6 July, following consideration of the recommendations made by the Independent Pricing and Regulatory Tribunal (IPART).

The regular inflation-level increase will not occur this year.

Peak periods will be extended, acknowledging the increased patronage and congestion on board these services. For fare purposes, morning peak will be 06:30-10:00 weekdays (06:00 start for NSW TrainLink stations), and afternoon peak will be 15:00 to 19:00 weekdays. This extends the total time of peak charging on each weekday from 4.5 to 7.5 out of 24 hours.

The 30 per cent off-peak discount will be extended from just trains to also include buses and light rail services (ferries remain excluded). As an added incentive, from 6 July to the end of September, this discount will be raised to 50 per cent of the peak fare, acknowledging the need to further encourage commuters to travel outside peak periods.

The Sunday Funday cap has been abolished, instead replaced by a \$8.05 all day cap applicable on both Saturdays and Sundays.

Fares for bus and light rail journeys between 0-3 kilometres will increase, which might help encourage people to walk or cycle instead.

Other conditions remain the same.

New Western Sydney Airport Metro line

Following an agreement made with the Commonwealth government for \$5.25 billion in funding, the state government announced in early June that construction for the new Airport Metro line would begin by the end of the year. The \$10.5 billion line will connect St Marys on the T1 Western Line with Sydney's upcoming second airport, with additional stations at Orchard Hills and Luddenham. The project is slated for completion in 2026.

CSELR cost surpasses \$3 billion mark

A report by the Auditor-General has found the CBD South East Light Rail project had an actual total cost of \$3.147 billion – nearly double the initial \$1.6 billion announced in 2012. The state government conceded that the final cost would be \$2.9 billion, but omitted some early works and the cost of a small business assistance package.

West of Bankstown

Transport for NSW has opened up public consultation on the "West of Bankstown" three line service options (see the front page of March's *Table Talk*).

An online survey is available (registration required) at <https://yoursay.transport.nsw.gov.au/west-of-Bankstown> until close of business on Monday 27 July.

AUSTRALIAN CAPITAL TERRITORY

New light rail stop

The ACT government had now confirmed it will press ahead building a new light rail stop in Mitchell on the existing line as part of an economic stimulus initiative.

Light rail timetable updates

On Saturday 18 July, an updated timetable will see light rail service frequencies improved on mornings to every five minutes, while services on Sundays will commence from the earlier time of 07:00. These were initially due in late April, however COVID-19 caused the implementation of these and the bus changes to be delayed.

VICTORIA

V/Line: Ballarat gates damaged

A V/Line train hit a set of historic wooden gates at the Lydiart Street level crossing in Ballarat late on Saturday 31 May. The driver and a passenger were taken to hospital with non-life threatening injuries. There were four people on board the train, including crew. Locals have expressed concerns around uncertainty over whether the 140-year-old gates will be repaired or removed. The incident is being investigated by the Road Safety Transport Authority.

V/Line: Waurn Ponds extra cars

Due to high demand and the need for social distancing, from Monday 22 June, the 04:31 Waurn Ponds to Southern Cross service has had its capacity doubled to six carriages using an empty 3VL set provided from Southern Cross to attach to the existing train.

V/Line: 9VL trials

On Sunday 21 June, V/Line conducted 9-car V/Locity train trials between Southern Cross and Wyndham Vale South. V/Line's special working document asserts that only certain V/Locity sets in the fleet can form the 9-car consist.

The Overland

Discussions continue over the fate of the 133-year-old Overland service between Journey Beyond Rail and the Victorian government following the re-opening of the South Australian border. Concerned citizens, including retired historian John Wilson, Murray Bridge councillor Mat O'Brien, Horsham Mayor Mark Radford and Nhill community leader Margaret Millington attended a meeting at the Serviceton Summit regarding support for The Overland which was attended by SA Labor politicians Clare Scriven and Tony Zappia

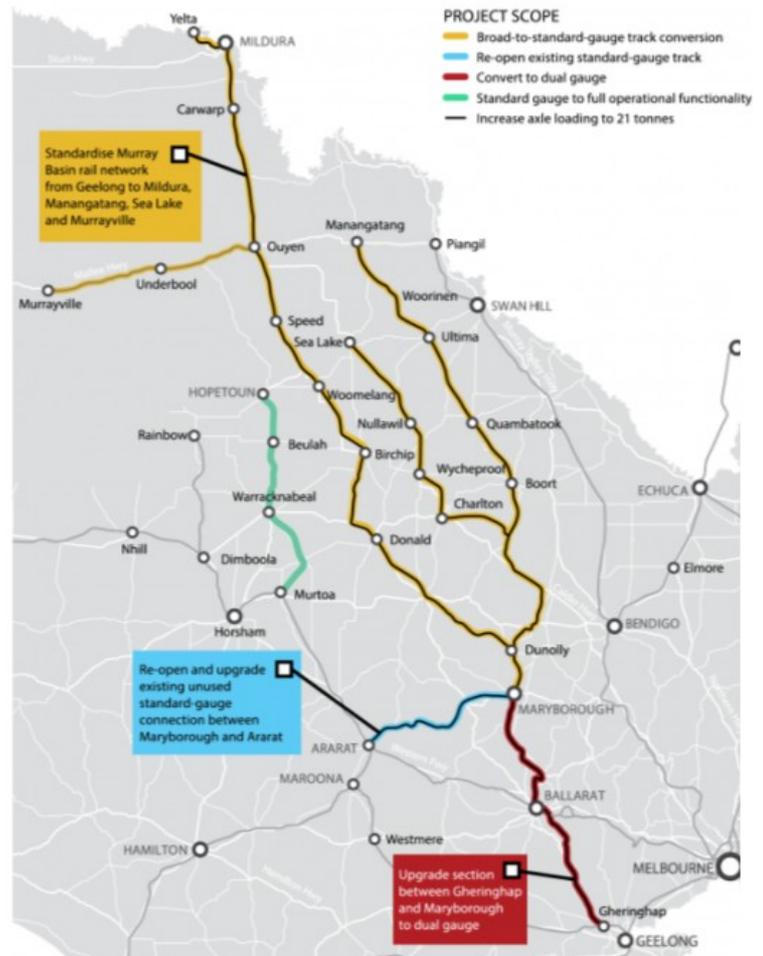
Mr O'Brien said that Murray Bridge Council had written to South Australian Liberal MP Adrian Pederick, who reiterated the state government's stance that it was not interested in funding it. South Australia removed their annual six-figure contribution to the service in 2018. Mr O'Brien also said that "The Overland is still a very highly rated service — on major trip rating sites it has around 87 per cent rating it as excellent or very good".

He also agreed that the service could be marketed "a little better to expand its reach. What we really need to do, if we can get it back on track, is get people on it, experiencing it, and get the weight of numbers to support our case".

Murray Basin rail project woes

Project mismanagement has seen the budget of stages two to four of the Murray Basin rail project blown with only half of the project completed.

Jointly funded by the state and federal governments, the project (which was awarded by V/Line to a McConnell Dowell/Martinus Rail joint venture) involved conversion of four corridors from broad to standard or dual gauge (Maryborough to Yelta, Ouyen to Murrayville, Korong Vale to Sea Lake, and Gheringhap to Warrenheip) with three of these lines to have their 19-tonne axle limit increased to 21 which would increase capacity. The project aimed to increase use of rail freight, increase competition between ports and also between rail operators from the standardisation of these lines.



Murray Basin project (source: Vic Auditor General's Office).

Upon signing the two contracts back in 2017 (worth \$275 million together), McConnell Dowell's managing director, Jim Frith, said that they were "ready to maximise the benefits of this substantial investment in Victoria's rail network, and deliver a safer, more productive rail freight network for V/Line and the people of Victoria".

As reported in the August 2017 edition of *Table Talk*, this work was due to be completed by late 2018.

In March this year, the state's Auditor-General slammed the project management, saying that it did not meet the scope, timing or cost standards expected. Issues included. V/Line had limited understanding of the dilapidated network assets, incomplete stakeholder engagement, and "optimistic" assumptions. Back in 2015, the Department of Transport (DoT) recognised that the options identified in the business case would cost more than the available funding – which were not addressed by V/Line. Project overview changed multiple times throughout the project from DoT to V/Line then to Rail Projects Victoria (RPV). The expected cost of stage two ranged from \$175-180 million by DoT and V/Line, however independent advice commissioned by RPV after works were suspended estimated the cost to complete just that stage was \$335.8 million, yet alone stages three and four. The full report is available on the website: <https://www.audit.vic.gov.au/report/freight-outcomes-regional-rail-upgrades> .

Due to the paused project works, Yelta line freight trains continue to have a longer (128 km) route to port, freight remains constrained to a 19 tonne axle limit, multiple speed restrictions (as low as 25 km/h) on lines extends freight transportation times, and reduced flexibility because over 11 kilometres of track available prior to the project (including sidings) have been removed on the Yelta line.

The state government said it is working closely with the federal government and freight industry to review the business case before any further action.

At the time of publication, the project website had a simple statement: "We are assessing options for the Murray Basin rail freight lines and other improvements to rail across Victoria's freight network. We are working with key stakeholders to progress next steps and will update this website when more information is available."

SOUTH AUSTRALIA

Updated pandemic initiatives

Following reports of widespread breaches of social distancing due to over-crowding on suburban trains, the state government had some seats on board trains removed in June to widen the aisles. The initiative sees 2x3 seating replaced with 2x2 seating. Transport Minister, Stephan Knoll, said that the state government would not put a cap on commuter numbers on individual services, while wearing masks would continue to be optional.

Further initiatives to assist with safe passenger travel within the public transport network have also been implemented. Adelaide Metro is trialling running an enhanced peak-hour timetable for the Gawler line with some additional services to extend the morning and afternoon peak periods which, if successful, would lead to implementation on other lines. The standby bus service between Mawson Lakes and the city centre

has also been extended – with buses utilised "when increased patronage warrants more services". The floors of carriages, vehicles and some platforms have also been marked with arrows to encourage unidirectional flow, while platforms and bus stops have markings to encourage waiting with recommended safe distancing. Hand sanitiser facilities have also been provided at Adelaide station.

As of late May, Adelaide's overall public transport patronage was sitting at 40 per cent of normal levels.

New Network

There will be no immediate changes to timetabled tram services from the New Network implementation.

WESTERN AUSTRALIA

Level crossing removals

The state government said that it was removing seven level crossings on the Armadale Line as part of its MetroNet project. Work has already started at Denny Avenue in Kelmscott, while Mint Road, Oats Street, Welshpool Road (these three state-funded with \$415 million), William Street, Wharf Street and Hamilton Street would also be removed. The William Street, Wharf Street and Hamilton Street level crossing works will be subject to a funding agreement between the state and federal governments.

TransWA technology update

The state government has confirmed that Kalgoorlie station will receive a passenger information upgrade with TransWA on-time running screens. Additionally, consultants will deliver a feasibility report on installing wi-fi on the Prospector, AvonLink, MerredinLink and Australind services.

NEW ZEALAND

Wellington service disruption

Services along the Kapiti and Hutt Valley lines were stopped for several hours in the morning of Monday 25 May due to a 5.8-magnitude earthquake. Services resumed with some restrictions following an infrastructure assessment. Metlink advised it was only able to arrange very limited bus replacements while services were stopped for around two hours.

On Wednesday 24 June, Kapiti and Hutt Valley line services were again disrupted due to mechanical problems with a train. Metlink advised there was a flow-on impact the next morning with Hutt Valley and Melling line services replaced by buses, while Kapiti line services operated to a reduced timetable.

Services return

KiwiRail has announced that, following a COVID-19 initiated suspension, TranzAlpine services will resume on 4 July on a temporary weekend/holiday timetable.

Auckland off-peak fares

For the month of June, Auckland Transport reduced weekday intra-peak and evening fares on AT HOP cards by 30 per cent in an effort to spread commuter loads outside peak periods and encourage increased social distancing.

Auckland light rail off-course

The Prime Minister's flagship airport to city light rail project has been shelved, at least until after the next election, following government partner NZ First's rejection of the latest proposal as not being fiscally sound nor stacking up.

Post-pandemic project acceleration

A bill is working its way through the country's parliament to accelerate approvals on at least 11 projects to stimulate the economy. Amongst these are:

- (Auckland) Upgrading Britomart East station for City Rail Link.
- (Auckland) Papakura to Pukekohe electrification.
- (Wellington) Upgrading capacity on rail between Masterton, Levin and Wellington.
- Picton Ferry Dock/Terminal upgrade.

The remaining projects currently involve various housing developments and road upgrades. With this bill, the time required for 'resource consents' would be sped-up by 50-70 per cent, with an Expert Consenting Panel setting any conditions. Environment Minister, David Parker, said that "we're also taking away the rights of individuals to submit and leaving those submissions rights in representative groups to submit on their behalf, and we wouldn't want to do that forever. While these projects are being advanced in time, environmental safeguards remain". The legislation would be active for two years, when it would "self-repeal".

Editor: The NZ Ministry of the Environment advises that a 'resource consent' involves applying to the relevant Council (or sometimes the Environment Court or a special board of inquiry) for environmental approval for a project. The Council's role is to create a plan to ensure that any environmental effects from the project are sustainably managed. It is a requirement under the Resource Management Act 1991.

INTERNATIONAL

Malay-Singapore HSR deferred

A high-speed rail (HSR) project initially announced by Singapore and Malaysia in 2013 to be constructed from Singapore to Kuala Lumpur has been deferred until the end of this year. Both countries will discuss changes in "commercial and technical aspects of the project", according to Malaysia's minister for international trade and industry.

British patronage drops

Britain's *Office of Rail and Road* has released patronage numbers for the quarter and year ended March 2020. Despite advice against unnecessary travel being announced only two weeks prior to the end of March, total patronage numbers for the quarter were down by a resounding 11 per cent, which was enough to turn the year's growth negative. For the whole year, total patronage was down by 0.8 per cent despite the first three quarters each registering positive growth.

Figure 1.3 shows the year-on-year change in passenger journeys by franchise, with only a small handful achieving positive growth.

Figure 1.4: Franchised passenger journeys, Great Britain, 1950 to 2019-20 (Table 12.5)

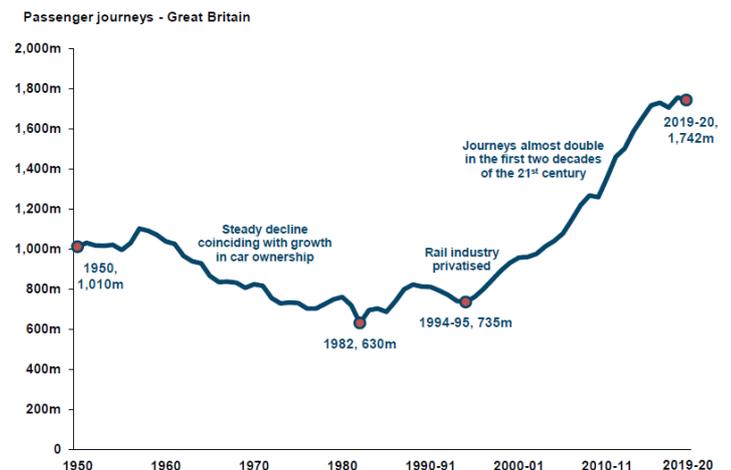
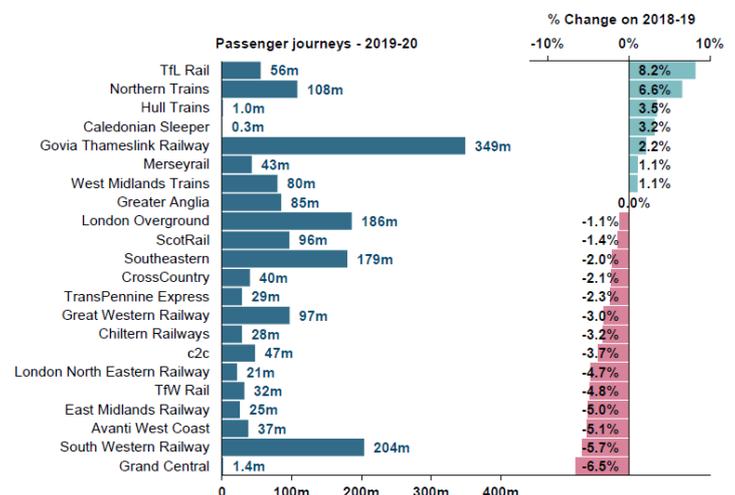


Figure 1.3: Passenger journeys by TOC and ticket type, 2019-20, and percentage change compared with 2018-19 (Table 12.12 and Table 12.7)



Patronage growth in 2020 Q4 (Jan-Mar) (to pcp)

	Journeys	Pax Km	Revenue
London & South East	-11.90%	-11.80%	-11.70%
Long Distance	-13.60%	-22.10%	-21.40%
Regional	-7.90%	-9.60%	-11.80%
Total	-11.40%	-14.90%	-15.10%

Eurostar contactless

As part of a trial, Eurostar passengers will soon be able to use a true contactless ticket – a walk-through system using facial bio-metric technology – at St Pancras International station. It is being funded by the Department of Transport through the “First Of A Kind” initiative run by Innovate UK.

Prior to boarding, passengers would scan their identification documentation into the Eurostar app, then do a facial biometric check using a patented controlled illumination for authentication (it also checks that you are a real person rather than a photo or mask and reportedly protects against deepfakes). Once the check is secured, the passenger receives a message advising this. Entering the station, you enter a “contactless travel corridor” to board the train.

Editor: Dictionary.com describes a deepfake as a video manipulated by artificial intelligence to provide an image and sound, usually of a public figure, that is fabricated but still looks real.

Italy resumes, adds cross country services

In late May, rail operators started increasing service levels. Trenitalia re-introduced 20 Frecciarossa and 16 Intercity services. Regional services were also increased to a total of 4,400 – roughly 64 per cent of the regular timetable. The operator is providing patrons with safety kits containing a mask, sanitising gel, latex gloves and disposable headset covers.

Italo-NTV returned some more of its services from 21 May, reaching sixteen cities across the country, with trains between Balzano, Trento, Verona and Rome resuming on 3 June. Trenitalia also introduced a new Frecciarossa service on 3 June with two return trips between Turin and Reggio Calabria daily.

Switzerland update

Member Samuel Rachdi has kindly provided the following Switzerland update:

The government has followed a “Trump-like” policy with reopening the economy at any cost. Visually, most people are no longer accepting social distancing, wearing masks etc. even with the daily cases of newly infected people still increasing.

Travelling by train is again possible without restrictions. All intercity and local trains operate again (until early May about 50 per cent were not operating) and a few border-crossing local trains are again operating too. Only the pure tourist railways remain shut down, but some may run again from June 15.

However, steam trains on heritage railways may at best start in August or September. These will depend on the unfolding situation with the pandemic.

Unfortunately the number of COVID-19 tests remains extremely low, at not over 1,500 per day (for a population of over 8.5 million) and on weekends often just a few dozen people are tested countrywide. Getting masks, gloves and disinfection material remains extremely difficult and the availability of some daily products like food and other essentials is variable. Sometimes shops are full and sometimes they look like they are as in former Eastern Germany (GDR).

Ecuador update

Member Samuel Rachdi has kindly provided the following Ecuador update:

The very low incomes from exports (mainly crude oil of bad quality, cocoa, bananas, coffee etc.) and the near end of tourism due to the COVID-19 pandemic led the government of Ecuador to close eight state enterprises, forever, in an effort to avoid bankruptcy.

One of these enterprises is *Ferrocarriles del Ecuador Empresa del Estado FEEP* (Railways of Ecuador State Enterprise). FEEP, which was created 10 years ago, has always operated at a loss of mostly about US\$2million a year. A total of 327 employees have lost their jobs.

It is still not known what will happen with its fleet consisting of ten diesel-locomotives, seven steam-locomotives, seven rail buses (the well-known Autoferros), 36 different coaches and four workshops. Not to speak of the infrastructure, which was officially put under National Monument rules in 2008. Maintaining all of this will cost the State about US\$8million a year, according to the current director of FEEP.

Of the 966 kilometre-long network, 506.7 km were completely rebuilt between 2010 and 2015 for US\$386.8 million.

Until the beginning of 2020 there were tourist passenger trains on the following sections: Ibarra – Salinas, Ibarra – Otavalo (withdrawn because of a short floodwater-damaged section at San Roque) and most of the Durán (Guayaquil) – Quito main line and San Lorenzo - Cachavi.

The biggest handicap that the railway had was that it was rebuilt as a purely tourist operation, including the famous but very expensive Tren Crucero. No freight traffic ran over the main-line and there was no social passenger traffic – except for the never rebuilt 45 km section in the North-west between San Lorenzo (on the coast) and the town of Cachavi with a so-called Ferrocamión, a freight truck mounted on railway bogies to transport both freight and passengers. This was only maintained because the small towns of Cachavi, El Progreso, San Javier, La Boca and

Narujunga had no good road access and had never been damaged by landslides or floods. With the closure of FEEP, this will now also be closed.

Until now, no solution has been found and the future does not look very promising - the government has not yet issued a call for privatisation or sale of the railway.

At least for the remainder of 2020, no trains will operate, including over the world-famous Devil's Nose (Nariz del diablo) between Alausí and Sibambe.

Zambia-Mozambique rail plan

An American company, Railnet, is pushing a plan for investment into an \$11 billion rail line between Zambia's Copperbelt province, Zimbabwe's capital, Harare, and Mozambique's Beira port with passenger services running at up to 160 km/h and freight trains at up to 120 km/h.

Zambia's Transport and Communication Permanent Secretary, Misheck Lungu, said the Railnet-operated line would allow mining companies to efficiently transport bulk cargo using rail instead of road. The line would be built alongside an existing line. Feasibility studies are ongoing.

India carriages become quarantine wards

As COVID-19 continues to cause havoc in Delhi, since April, hundreds of train carriages have been converted into isolation wards to help the health system cope with new cases, while many rail services remain suspended.

Thanks to Len Regan, Ross Morrison, Samuel Rachdi, ABC News, Transport for NSW, Sydney Trains, Transdev Sydney Ferries, Sydney Metro, Symes Coaches, WIN News Ballarat, V/Line, WIN News Shepparton, Rail Express, Victorian Auditor General's Office, MetroNet, WA Government, PerthNow, Auckland Transport, NZ Ministry of the Environment, *stuff.co.nz*, The Bangkok Post, UK Office of Rail and Road, BBC News, Global Railway Review, International Rail Journal and Global Construction Review for *Rail & Tram News*.

BUS & COACH NEWS

NATIONAL

Greyhound

As of 1 June, there has been no change to Greyhound's coach service levels. The only services operating are Adelaide to Darwin, Adelaide to Broome and Rockhampton to Longreach.

Firefly Express

From Thursday 28 May, Firefly Express recommenced their Melbourne to Adelaide and Melbourne to Sydney overnight services following a COVID-19 enforced suspension. Passengers travelling across the border into South Australia need to provide identification, their reason for travelling and details of their quarantine location upon arrival in South Australia.

NEW SOUTH WALES

Sydney bus region tendering

In late news following the production of the June edition of *Table Talk*, the state government announced that the tendering process for the three remaining State Transit regions would be delayed by up to one year due to COVID-19. Market sounding by the government indicated that private operators wanted the processes for each region to be more staggered to ensure private bidders could deliver competitive bids.

New regional trials

Transport for NSW has announced half-a-dozen new six-month trial regional bus services on the eve of their start. These services are listed below:

- **498 Tambar Springs to Tamworth** – Day return service every Friday operated by Fiona's Minibuses. Connect at Tamworth with NSW TrainLink Xplorer service to Sydney.
- **499 Goondiwindi (Queensland) to Inverell** – From 26 June, new day return service every Friday operated by Reynolds & Fogarty. Connect at Inverell for Grafton services.
- **599 Trunkey Creek to Bathurst** – From 24 June, day return service every Wednesday operated by Bathurst Buslines. Connect at Bathurst for NSW TrainLink services to Dubbo and Sydney.
- **899 Wyangala to Canberra (ACT)** – From 26 June, return service every Friday operated by Live Better Services. Connect at Canberra for NSW TrainLink Xplorer service to Sydney.
- **998 Tumut to Wagga Wagga** – From 24 June, day return service every Wednesday operated by Goodes Coaches. Connect at Wagga Wagga with NSW TrainLink services to Sydney and Melbourne.
- **999 Conargo to Echuca (Victoria)** – From 24 June, day return service every Wednesday operated by LC Dyson's. Connects with NSW TrainLink service to Albury or V/Line service to Melbourne.

Timetables are available at transportnsw.info.

Shire 'Turn Up and Go' bus trial

The route 980 trial service operating a “turn up and go” service between Lilli Pilli Point and Caringbah has been extended to December 2020.

North Coast route renumbering

Effective Monday 6 July, some North Coast route and school bus services will have new route numbers to comply with Transport for NSW's most recent route number standards from their Transport Connected Bus Program.

CDC Forest's route 362C (Toormina to Coffs Harbour loop via Boambee East and Sawtel) becomes 370, while route 362W (Toormina to Boambee loop) becomes 371. No change for routes 362, 363, 364 and 372. School routes will change from either two or three digits to four with a consistent 'S' for the first digit.

Busways North Coast services are also affected. Route 357R (Bowraville to Macksville via Rodeo Dr) becomes 351, 357W (Bowraville to Macksville via Wilson Rd) becomes 352, 359B (Repton to Bellingen via Mylestom) becomes 357, 360 (Macksville to Coffs Harbour) becomes 369, and 360M (Coffs Hbr. Health Campus to Park Beach Plaza) becomes simply 360. School bus route numbers are changed in line with the Transport for NSW standard referenced above.

AUSTRALIAN CAPITAL TERRITORY

Updated Canberra timetables

The territory government has now confirmed that the new bus network will be implemented on Saturday 18

July, following a recent postponement caused by the COVID-19 pandemic. See March's *Table Talk* for details of changes. School bus changes come into effect from Monday 20 July.

Transport Minister, Chris Steel, says the network will see a 17.5 per cent increase in services, while commuters travelling from Tuggeranong to the City will see journey times cut by up to 20 minutes. A further timetable update is planned for October which will see dozens of additional weekend services added.

VICTORIA

Changes to Essendon services

Changes have been made to 477, 484 and 543 route services from Sunday 14 June to improve connections to the Essendon Fields shopping precinct (adjacent to Essendon Airport) and to/from Broadmeadows railway station.

The changes include:

- **Route 477** (Moonee Ponds Interchange to Broadmeadows station) – now providing direct access to Essendon station, Essendon Fields and surrounding areas.
- **Route 484** (Broadmeadows station to Roxburgh Park station) - no longer deviating via Aitken College and Gladstone Park Secondary College (three dedicated school bus routes now service those schools).
- **Route 543** (Greenvale Gardens to Roxburgh Park station) - improved train connections.

WILLAMARIE Bus Lines		Route 477 Moonee Ponds														
		Service operates from 14.06.2020 until further notice														
		Monday to Friday														
		am	am	am	am	am	am	am	am	am	am	am	am	am	am	
Wheatchar Accessible Services																
Manning Lane / Alderman Lane																
Broadmeadows Station/Pascoe Vale Rd		6:03	6:21	6:39	6:57	7:16	7:38	8:00	8:22	8:42	9:02	9:22	9:42	10:02	10:22	10:42
Broadmeadows		6:03	6:21	6:39	6:57	7:16	7:38	8:00	8:22	8:42	9:02	9:22	9:42	10:02	10:22	10:42
Broadmeadows Station/Tandernum Way																
Broadmeadows																
Home Central Sec/Corrimboola Rd		6:04	6:22	6:40	6:58	7:17	7:39	8:01	8:23	8:43	9:03	9:23	9:43	10:03	10:23	10:43
Broadmeadows		6:04	6:22	6:40	6:58	7:17	7:39	8:01	8:23	8:43	9:03	9:23	9:43	10:03	10:23	10:43
Starrington St/Dimboola Rd		6:04	6:22	6:40	6:58	7:17	7:39	8:01	8:23	8:43	9:03	9:23	9:43	10:03	10:23	10:43
Broadmeadows		6:04	6:22	6:40	6:58	7:17	7:39	8:01	8:23	8:43	9:03	9:23	9:43	10:03	10:23	10:43
Timbon Creeks/Dimboola Rd		6:04	6:22	6:40	6:58	7:17	7:39	8:01	8:23	8:43	9:03	9:23	9:43	10:03	10:23	10:43
Broadmeadows		6:04	6:22	6:40	6:58	7:17	7:39	8:01	8:23	8:43	9:03	9:23	9:43	10:03	10:23	10:43
Valley Park Bus/Dimboola Rd		6:04	6:22	6:40	6:58	7:17	7:39	8:01	8:23	8:43	9:03	9:23	9:43	10:03	10:23	10:43
Broadmeadows		6:04	6:22	6:40	6:58	7:17	7:39	8:01	8:23	8:43	9:03	9:23	9:43	10:03	10:23	10:43
Dimboola Rd/Erimbank Cres		6:05	6:23	6:41	6:59	7:18	7:40	8:02	8:24	8:44	9:04	9:24	9:44	10:04	10:24	10:44
Westmeadows		6:05	6:23	6:41	6:59	7:18	7:40	8:02	8:24	8:44	9:04	9:24	9:44	10:04	10:24	10:44
Nilda C/Erimbank Cres		6:05	6:23	6:41	6:59	7:18	7:40	8:02	8:24	8:44	9:04	9:24	9:44	10:04	10:24	10:44
Westmeadows		6:05	6:23	6:41	6:59	7:18	7:40	8:02	8:24	8:44	9:04	9:24	9:44	10:04	10:24	10:44
Alma C/Erimbank Cres		6:06	6:24	6:42	7:00	7:19	7:41	8:03	8:25	8:45	9:05	9:25	9:45	10:05	10:25	10:45
Westmeadows		6:06	6:24	6:42	7:00	7:19	7:41	8:03	8:25	8:45	9:05	9:25	9:45	10:05	10:25	10:45
Nalya C/Erimbank Cres		6:07	6:25	6:43	7:01	7:20	7:42	8:04	8:26	8:46	9:06	9:26	9:46	10:06	10:26	10:46
Westmeadows		6:07	6:25	6:43	7:01	7:20	7:42	8:04	8:26	8:46	9:06	9:26	9:46	10:06	10:26	10:46
Erimbank Cres/Tooro Dr		6:07	6:25	6:43	7:01	7:20	7:42	8:04	8:26	8:46	9:06	9:26	9:46	10:06	10:26	10:46
Westmeadows		6:07	6:25	6:43	7:01	7:20	7:42	8:04	8:26	8:46	9:06	9:26	9:46	10:06	10:26	10:46
Rhyll C/Tooro Dr		6:08	6:26	6:44	7:02	7:21	7:43	8:05	8:27	8:47	9:07	9:27	9:47	10:07	10:27	10:47
Westmeadows		6:08	6:26	6:44	7:02	7:21	7:43	8:05	8:27	8:47	9:07	9:27	9:47	10:07	10:27	10:47
Kenny Springs St		6:08	6:26	6:44	7:02	7:21	7:43	8:05	8:27	8:47	9:07	9:27	9:47	10:07	10:27	10:47
Westmeadows		6:08	6:26	6:44	7:02	7:21	7:43	8:05	8:27	8:47	9:07	9:27	9:47	10:07	10:27	10:47
Raleigh St/Elizabeth St		6:09	6:27	6:45	7:03	7:22	7:44	8:06	8:28	8:48	9:08	9:28	9:48	10:08	10:28	10:48
Westmeadows		6:09	6:27	6:45	7:03	7:22	7:44	8:06	8:28	8:48	9:08	9:28	9:48	10:08	10:28	10:48
Riddell St/Raleigh St		6:10	6:28	6:46	7:04	7:23	7:45	8:07	8:29	8:49	9:09	9:29	9:49	10:09	10:29	10:49
Westmeadows		6:10	6:28	6:46	7:04	7:23	7:45	8:07	8:29	8:49	9:09	9:29	9:49	10:09	10:29	10:49
Wils St/Raleigh St		6:11	6:29	6:47	7:05	7:24	7:46	8:08	8:30	8:50	9:10	9:30	9:50	10:10	10:30	10:50
Westmeadows		6:11	6:29	6:47	7:05	7:24	7:46	8:08	8:30	8:50	9:10	9:30	9:50	10:10	10:30	10:50
Grundy St/Falkner St		6:13	6:31	6:49	7:07	7:26	7:48	8:10	8:32	8:52	9:12	9:32	9:52	10:12	10:32	10:52
Westmeadows		6:13	6:31	6:49	7:07	7:26	7:48	8:10	8:32	8:52	9:12	9:32	9:52	10:12	10:32	10:52
Hopetoun Cr/Middleham Rd		6:13	6:31	6:49	7:07	7:26	7:48	8:10	8:32	8:52	9:12	9:32	9:52	10:12	10:32	10:52
Westmeadows		6:13	6:31	6:49	7:07	7:26	7:48	8:10	8:32	8:52	9:12	9:32	9:52	10:12	10:32	10:52
Middleham Rd/Ryanides Dr		6:18	6:36	6:54	7:12	7:31	7:53	8:15	8:37	8:57	9:17	9:37	9:57	10:17	10:37	10:57
Gladstone Park		6:18	6:36	6:54	7:12	7:31	7:53	8:15	8:37	8:57	9:17	9:37	9:57	10:17	10:37	10:57
Ryanides Dr/North Circular Rd		6:18	6:36	6:54	7:12	7:31	7:53	8:15	8:37	8:57	9:17	9:37	9:57	10:17	10:37	10:57
Gladstone Park		6:18	6:36	6:54	7:12	7:31	7:53	8:15	8:37	8:57	9:17	9:37	9:57	10:17	10:37	10:57
Costan Cr/North Circular Rd		6:19	6:37	6:55	7:13	7:32	7:54	8:16	8:38	8:58	9:18	9:38	9:58	10:18	10:38	10:58
Gladstone Park		6:19	6:37	6:55	7:13	7:32	7:54	8:16	8:38	8:58	9:18	9:38	9:58	10:18	10:38	10:58
Clerdale Ave/Carrick Dr		6:19	6:37	6:55	7:13	7:32	7:54	8:16	8:38	8:58	9:18	9:38	9:58	10:18	10:38	10:58
Gladstone Park		6:19	6:37	6:55	7:13	7:32	7:54	8:16	8:38	8:58	9:18	9:38	9:58	10:18	10:38	10:58
Outfield Cr/Carrick Dr		6:19	6:37	6:55	7:13	7:32	7:54	8:16	8:38	8:58	9:18	9:38	9:58	10:18	10:38	10:58
Gladstone Park		6:19	6:37	6:55	7:13	7:32	7:54	8:16	8:38	8:58	9:18	9:38	9:58	10:18	10:38	10:58
Dunfield Dr/Carrick Dr		6:20	6:38	6:56	7:14	7:33	7:55	8:17	8:39	8:59	9:19	9:39	9:59	10:19	10:39	10:59
Gladstone Park		6:20	6:38	6:56	7:14	7:33	7:55	8:17	8:39	8:59	9:19	9:39	9:59	10:19	10:39	10:59
Pyke Cr/Carrick Dr		6:20	6:38	6:56	7:14	7:33	7:55	8:17	8:39	8:59	9:19	9:39	9:59	10:19	10:39	10:59
Gladstone Park		6:20	6:38	6:56	7:14	7:33	7:55	8:17	8:39	8:59	9:19	9:39	9:59	10:19	10:39	10:59
Barrington Cres/Carrick Dr		6:21	6:39	6:57	7:15	7:34	7:56	8:18	8:40	9:00	9:20	9:40	10:00	10:20	10:40	11:00
Gladstone Park		6:21	6:39	6:57	7:15	7:34	7:56	8:18	8:40	9:00	9:20	9:40	10:00	10:20	10:40	11:00
South Circular Rd/Carrick Dr		6:21	6:39	6:57	7:15	7:34	7:56	8:18	8:40	9:00	9:20	9:40	10:00	10:20	10:40	11:00
Gladstone Park		6:21	6:39	6:57	7:15	7:34	7:56	8:18	8:40	9:00	9:20	9:40	10:00	10:20	10:40	11:00
Burnleigh Dr/South Circular Rd		6:21	6:39	6:57	7:15	7:34	7:56	8:18	8:40	9:00	9:20	9:40	10:00	10:20	10:40	11:00
Gladstone Park		6:21	6:39	6:57	7:15	7:34	7:56	8:18	8:40	9:00	9:20	9:40	10:00	10:20	10:40	11:00
School of the Good Shepherd/South Circular Rd		6:21	6:39	6:57	7:15	7:34	7:56	8:18	8:40	9:00	9:20	9:40	10:00	10:20	10:40	11:00
Gladstone Park		6:21	6:39	6:57	7:15	7:34	7:56	8:18	8:40	9:00	9:20	9:40	10:00	10:20	10:40	11:00
South Circular Rd/Gladstone Park Dr		6:22	6:40	6:58	7:16	7:35	7:57	8:19	8:41	9:01	9:21	9:41	10:01	10:21	10:41	11:01
Gladstone Park		6:22	6:40	6:58	7:16	7:35	7:57	8:19	8:41	9:01	9:21	9:41	10:01	10:21	10:41	11:01
Gladstone Park SC/Gladstone Park Dr		6:23	6:41	6:59	7:17	7:36	7:58	8:20	8:42	9:02	9:22	9:42	10:02	10:22	10:42	11:02
Gladstone Park		6:23	6:41	6:59	7:17	7:36	7:58	8:20	8:42	9:02	9:22	9:42	10:02	10:22	10:42	11:02
Lackathraith Dr/Middleham Rd		6:25	6:43	7:01	7:19	7:38	8:00	8:22	8:44	9:04	9:24	9:44	10:04	10:24	10:44	11:04
Tullamarine		6:25	6:43	7:01	7:19	7:38	8:00	8:22	8:44	9:04	9:24	9:44	10:04	10:24	10:44	11:04
Scampton Cres/Middleham Rd		6:25	6:43	7:01	7:19	7:38	8:00	8:22	8:44	9:04	9:24	9:44	10:04	10:24	10:44	11:04
Tullamarine		6:25	6:43	7:01	7:19	7:38	8:00	8:22	8:44	9:04	9:24	9:44	10:04	10:24	10:44	11:04
Dawson St/Broadmeadows Rd		6:28	6:46	7:04	7:22	7:41	8:03	8:25	8:47	9:07	9:27	9:47	1			

Route 484 Roxburgh Park via Greenvale



Wheelchair Accessible Services	Sunday																Public Holidays (2)				
	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	
Morning (am) / Afternoon (pm)	8:14	8:54	9:34	10:14	10:54	11:34	12:14	12:54	1:34	2:14	2:54	3:34	4:14	4:54	5:34	6:14	6:54				
Broadmeadows Station/Pascoe Vale Rd (Broadmeadows)	8:15	8:55	9:35	10:15	10:55	11:35	12:15	12:55	1:35	2:15	2:55	3:35	4:15	4:55	5:35	6:15	6:55				
Broadmeadows SC/Tanderrum Way (Broadmeadows)																					
Dimbola Rd/Pearcedale Pde (Broadmeadows)	8:15	8:55	9:35	10:15	10:55	11:35	12:15	12:55	1:35	2:15	2:55	3:35	4:15	4:55	5:35	6:15	6:55				
Pearcedale Pde/Johnstone St (Broadmeadows)	8:16	8:56	9:36	10:16	10:56	11:36	12:16	12:56	1:36	2:16	2:56	3:36	4:16	4:56	5:36	6:16	6:56				
Lorraine Cres/Johnstone St (Broadmeadows)	8:16	8:56	9:36	10:16	10:56	11:36	12:16	12:56	1:36	2:16	2:56	3:36	4:16	4:56	5:36	6:16	6:56				
Hendricks Cres/Johnstone St (Jacana)	8:17	8:57	9:37	10:17	10:57	11:37	12:17	12:57	1:37	2:17	2:57	3:37	4:17	4:57	5:37	6:17	6:57				
Westfield Bvd/Johnstone St (Westmeadows)	8:17	8:57	9:37	10:17	10:57	11:37	12:17	12:57	1:37	2:17	2:57	3:37	4:17	4:57	5:37	6:17	6:57				
Raleigh St/Elizabeth St (Westmeadows)	8:18	8:58	9:38	10:18	10:58	11:38	12:18	12:58	1:38	2:18	2:58	3:38	4:18	4:58	5:38	6:18	6:58				
Riddell St/Raleigh St (Westmeadows)	8:19	8:59	9:39	10:19	10:59	11:39	12:19	12:59	1:39	2:19	2:59	3:39	4:19	4:59	5:39	6:19	6:59				
Wills St/Raleigh St (Westmeadows)	8:19	8:59	9:39	10:19	10:59	11:39	12:19	12:59	1:39	2:19	2:59	3:39	4:19	4:59	5:39	6:19	6:59				
Raleigh St/Ardlie St (Westmeadows)	8:22	9:02	9:42	10:22	11:02	11:42	12:22	1:02	1:42	2:22	3:02	3:42	4:22	5:02	5:42	6:22	7:02				
Tollkeepers Pde/Ardlie St (Altwood)	8:22	9:02	9:42	10:22	11:02	11:42	12:22	1:02	1:42	2:22	3:02	3:42	4:22	5:02	5:42	6:22	7:02				
Batemans Bvd/Haddon Hall Dr (Altwood)	8:25	9:05	9:45	10:25	11:05	11:45	12:25	1:05	1:45	2:25	3:05	3:45	4:25	5:05	5:45	6:25	7:05				
Agriculture Victoria/Mickleham Rd (Altwood)	8:27	9:07	9:47	10:27	11:07	11:47	12:27	1:07	1:47	2:27	3:07	3:47	4:27	5:07	5:47	6:27	7:07				
Lamarck C/Barrymore Rd (Greenvale)	8:28	9:08	9:48	10:28	11:08	11:48	12:28	1:08	1:48	2:28	3:08	3:48	4:28	5:08	5:48	6:28	7:08				
St Carlo Borromeo PSI/Drummond St (Greenvale)	8:29	9:09	9:49	10:29	11:09	11:49	12:29	1:09	1:49	2:29	3:09	3:49	4:29	5:09	5:49	6:29	7:09				
Swinton Way/Drummond St (Greenvale)	8:29	9:09	9:49	10:29	11:09	11:49	12:29	1:09	1:49	2:29	3:09	3:49	4:29	5:09	5:49	6:29	7:09				
Haddington Cres/Drummond St (Greenvale)	8:30	9:10	9:50	10:30	11:10	11:50	12:30	1:10	1:50	2:30	3:10	3:50	4:30	5:10	5:50	6:30	7:10				
Normanby Dr/Drummond St (Greenvale)	8:30	9:10	9:50	10:30	11:10	11:50	12:30	1:10	1:50	2:30	3:10	3:50	4:30	5:10	5:50	6:30	7:10				
Casablanca Ct/Normanby Dr (Greenvale)	8:31	9:11	9:51	10:31	11:11	11:51	12:31	1:11	1:51	2:31	3:11	3:51	4:31	5:11	5:51	6:31	7:11				
Dorset Dr/Normanby Dr (Greenvale)	8:31	9:11	9:51	10:31	11:11	11:51	12:31	1:11	1:51	2:31	3:11	3:51	4:31	5:11	5:51	6:31	7:11				
Manhattan Ct/Normanby Dr (Greenvale)	8:32	9:12	9:52	10:32	11:12	11:52	12:32	1:12	1:52	2:32	3:12	3:52	4:32	5:12	5:52	6:32	7:12				
MacMillan Ave/Normanby Dr (Greenvale)	8:33	9:13	9:53	10:33	11:13	11:53	12:33	1:13	1:53	2:33	3:13	3:53	4:33	5:13	5:53	6:33	7:13				
Normanby Dr/Barrymore Rd (Greenvale)	8:34	9:14	9:54	10:34	11:14	11:54	12:34	1:14	1:54	2:34	3:14	3:54	4:34	5:14	5:54	6:34	7:14				
Elgin Rd/Barrymore Rd (Greenvale)	8:35	9:15	9:55	10:35	11:15	11:55	12:35	1:15	1:55	2:35	3:15	3:55	4:35	5:15	5:55	6:35	7:15				
Barrymore Rd/Glencairn Dr (Greenvale)	8:36	9:16	9:56	10:36	11:16	11:56	12:36	1:16	1:56	2:36	3:16	3:56	4:36	5:16	5:56	6:36	7:16				
Elphinstone Bvd/Glencairn Dr (Greenvale)	8:36	9:16	9:56	10:36	11:16	11:56	12:36	1:16	1:56	2:36	3:16	3:56	4:36	5:16	5:56	6:36	7:16				
Stirling Ct/Glencairn Dr (Greenvale)	8:38	9:18	9:58	10:38	11:18	11:58	12:38	1:18	1:58	2:38	3:18	3:58	4:38	5:18	5:58	6:38	7:18				
Rudstone Bend/Greenvale Dr (Greenvale)	8:39	9:19	9:59	10:39	11:19	11:59	12:39	1:19	1:59	2:39	3:19	3:59	4:39	5:19	5:59	6:39	7:19				
Greenvale Village SC/Heversham Gr (Greenvale)	8:41	9:21	10:01	10:41	11:21	12:01	12:41	1:21	2:01	2:41	3:21	4:01	4:41	5:21	6:01	6:41	7:21				
Lytham Ct/Heversham Gr (Greenvale)	8:41	9:21	10:01	10:41	11:21	12:01	12:41	1:21	2:01	2:41	3:21	4:01	4:41	5:21	6:01	6:41	7:21				
Henshaw Ct/Heversham Gr (Greenvale)	8:41	9:21	10:01	10:41	11:21	12:01	12:41	1:21	2:01	2:41	3:21	4:01	4:41	5:21	6:01	6:41	7:21				
Thornley Ct/Fleetwood Dr (Greenvale)	8:42	9:22	10:02	10:42	11:22	12:02	12:42	1:22	2:02	2:42	3:22	4:02	4:42	5:22	6:02	6:42	7:22				
Glasson Ct/Fleetwood Dr (Greenvale)	8:42	9:22	10:02	10:42	11:22	12:02	12:42	1:22	2:02	2:42	3:22	4:02	4:42	5:22	6:02	6:42	7:22				
Ambleside Rd/Greenvale Dr (Greenvale)	8:42	9:22	10:02	10:42	11:22	12:02	12:42	1:22	2:02	2:42	3:22	4:02	4:42	5:22	6:02	6:42	7:22				
Clifton Rd/Greenvale Dr (Greenvale)	8:43	9:23	10:03	10:43	11:23	12:03	12:43	1:23	2:03	2:43	3:23	4:03	4:43	5:23	6:03	6:43	7:23				
Urquhart Ct/Kirkham Dr (Greenvale)	8:43	9:23	10:03	10:43	11:23	12:03	12:43	1:23	2:03	2:43	3:23	4:03	4:43	5:23	6:03	6:43	7:23				
Ciare Bvd/Kirkham Dr (Greenvale)	8:44	9:24	10:04	10:44	11:24	12:04	12:44	1:24	2:04	2:44	3:24	4:04	4:44	5:24	6:04	6:44	7:24				
Adderley Dr/Kirkham Dr (Greenvale)	8:45	9:25	10:05	10:45	11:25	12:05	12:45	1:25	2:05	2:45	3:25	4:05	4:45	5:25	6:05	6:45	7:25				
Kinloch Gr/Kirkham Dr (Greenvale)	8:46	9:26	10:06	10:46	11:26	12:06	12:46	1:26	2:06	2:46	3:26	4:06	4:46	5:26	6:06	6:46	7:26				
McPherson Bvd/Somerton Rd (Roxburgh Park)	8:47	9:27	10:07	10:47	11:27	12:07	12:47	1:27	2:07	2:47	3:27	4:07	4:47	5:27	6:07	6:47	7:27				
The Shankland Reserve/Somerton Rd (Meadow Heights)	8:48	9:28	10:08	10:48	11:28	12:08	12:48	1:28	2:08	2:48	3:28	4:08	4:48	5:28	6:08	6:48	7:28				
Roxburgh Park SC (Roxburgh Park)	8:53	9:33	10:13	10:53	11:33	12:13	12:53	1:33	2:13	2:53	3:33	4:13	4:53	5:33	6:13	6:53	7:33				
Roxburgh Park Station/Thomas Brunton Pde (Roxburgh Park)	8:56	9:36	10:16	10:56	11:36	12:16	12:56	1:36	2:16	2:56	3:36	4:16	4:56	5:36	6:16	6:56	7:36				

Extract of revised 484 timetable effective 14 June 2020 (source: PTV).

Route 543 Greenvale Gardens



Service operates from 17.12.2017 until 13.06.2020

Wheelchair Accessible Services	Monday to Friday																				
	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm					
Morning (am) / Afternoon (pm)	6:09	6:42	7:17	7:58	8:41	9:17	9:59	10:36	11:16	12:01	12:56	1:36	2:16	2:56	3:40	4:15	4:59				
Roxburgh Park Station/Thomas Brunton Pde (Roxburgh Park)	6:09	6:42	7:17	7:58	8:41	9:17	9:59	10:36	11:16	12:01	12:56	1:36	2:16	2:56	3:40	4:15	4:59				
Roxburgh Park SC (Roxburgh Park)																					
Magnolia Bvd/Somerton Rd (Meadow Heights)	6:10	6:43	7:18	7:59	8:42	9:18	10:00	10:37	11:17	12:02	12:57	1:37	2:17	2:57	3:41	4:16	5:00				
McPherson Bvd/Somerton Rd (Meadow Heights)	6:11	6:44	7:19	8:00	8:43	9:19	10:01	10:38	11:18	12:03	12:58	1:38	2:18	2:58	3:42	4:17	5:01				
Kinloch Gr/Kirkham Dr (Greenvale)	6:15	6:48	7:23	8:04	8:47	9:23	10:05	10:42	11:22	12:07	1:02	1:42	2:22	3:02	3:46	4:21	5:05				
Adderley Dr/Kirkham Dr (Greenvale)	6:15	6:48	7:23	8:04	8:47	9:23	10:05	10:42	11:22	12:07	1:02	1:42	2:22	3:02	3:46	4:21	5:05				
Ciare Bvd/Kirkham Dr (Greenvale)	6:15	6:48	7:23	8:04	8:47	9:23	10:05	10:42	11:22	12:07	1:02	1:42	2:22	3:02	3:46	4:21	5:05				
Urquhart Ct/Kirkham Dr (Greenvale)	6:16	6:49	7:24	8:05	8:48	9:24	10:06	10:43	11:23	12:08	1:03	1:43	2:23	3:03	3:47	4:22	5:06				
Clifton Rd/Greenvale Dr (Greenvale)	6:16	6:49	7:24	8:05	8:48	9:24	10:06	10:43	11:23	12:08	1:03	1:43	2:23	3:03	3:47	4:22	5:06				
Ambleside Rd/Greenvale Dr (Greenvale)	6:17	6:50	7:25	8:06	8:49	9:25	10:07	10:44	11:24	12:09	1:04	1:44	2:24	3:04	3:48	4:23	5:07				
Rudstone Bend/Greenvale Dr (Greenvale)	6:20	6:53	7:28	8:09	8:52	9:28	10:10	10:47	11:27	12:12	1:07	1:47	2:27	3:07	3:51	4:26	5:10				
Greenvale Village SC/Greenvale Dr (Greenvale)	6:23	6:56	7:31	8:12	8:55	9:31	10:13	10:50	11:30	12:15	1:10	1:50	2:30	3:10	3:54	4:29	5:13				
Mickleham Rd/Dellamore Bvd (Greenvale)	6:25	6:58	7:33	8:14	8:57	9:33	10:15	10:52	11:32												

Further minor changes in Dandenong

Adding to the article 'Endeavour Hills and Narre Warren North' from the previous edition of *Table Talk*, from Sunday 31 May, route 800 (Dandenong station to Chadstone Shopping Centre) also incurred a minor change with buses now travelling via Hemmings and Mason Streets with the section along Pickett and Scott Streets removed.

SOUTH AUSTRALIA

COVID-induced changes

The following changes not previously recorded have occurred due to impacts from COVID-19:

- From Friday 3 April, the J1X Airport Express service was cancelled. However, regular J1 route continues to operate.
- After end of service on Saturday 4 April, the city connector routes (98A, 98C, 99A and 99C) were suspended indefinitely.
- All 'After Midnight' routes were cancelled effective from Saturday 4 April.

Footy Express

The Footy Express service remains suspended even with limited crowds starting to return to games. On June 13, the lopsided Showdown between Adelaide and Port Adelaide saw 2,000 fans watch the match from inside the Adelaide Oval.

Transport mobile applications

The state government has confirmed that the local *metroMATE* mobile application will cease to be available from early July. In an effort to improve the customer experience, passengers wanting real-time public transport data on their phones will be able to do so on a privately-developed app, Moovit, which has been chosen by Adelaide Metro as its passenger mobility app. Moovit was recently purchased by Intel Corporation.

FEATURE STORY New Network

Consultation is now open on the proposed new Adelaide commuter bus network. On 12 June, details were made available on Adelaide Metro's website. The consultation period ends on 31 July with the New Network expected to be implemented by the end of the year.

The regions are colour-coded **blue** (East West), **maroon** (North South), **orange** (O-Bahn and Outer North East), **yellow** (Outer South), **purple** (Outer North) and **green** (Hills).

New route numbers comprise one, two and three digit numbers as follows:

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- **One Digit** - Frequent O-Bahn services (via City at all times)
- **Two Digit** - Frequent services
- **10-23** - East West and North South
- **40-41** - Outer North
- **51** - Outer North East
- **70-73** - Outer South
- **80-82** - Hills
- **Three Digit** - Connector & Local Services
- **100-200** - School Services
- **300 series** - Cross Suburban Services in Central Adelaide (East West and North South Regions)
- **400 series** - Outer North
- **500 series** - Outer North East (O-Bahn Feeders)
- **700 series** - Outer South
- **800 series** - Hills

Route Letter Prefixes:

- **X** (Express) e.g. X70
- **T** (Limited Stop) e.g. T70
- **N** (After Midnight) e.g. N72
- **S** (School) e.g. S100
- **AO** (Adelaide Oval) e.g. AO
- **OD** (On Demand) e.g. OD1

Route Classifications:

- **Go Zone** – every 10-15 minutes peak-daytime, every 30 mins weeknights and weekends.

Most Go Zone services will be found in Outer North East, North South and East West regions.

- **Connector** – every 30 mins peak-daytime, every 60 mins weeknights and weekends.

The majority of Connector services will be found in Outer North, East West and Outer South regions.

- **Local** – every 60 mins peak-daytime, 60+ mins weeknights and weekends.

The majority of Local services will be found in Outer North, Hills and Outer South regions.

- **Special** – peak-only express services and others as required.

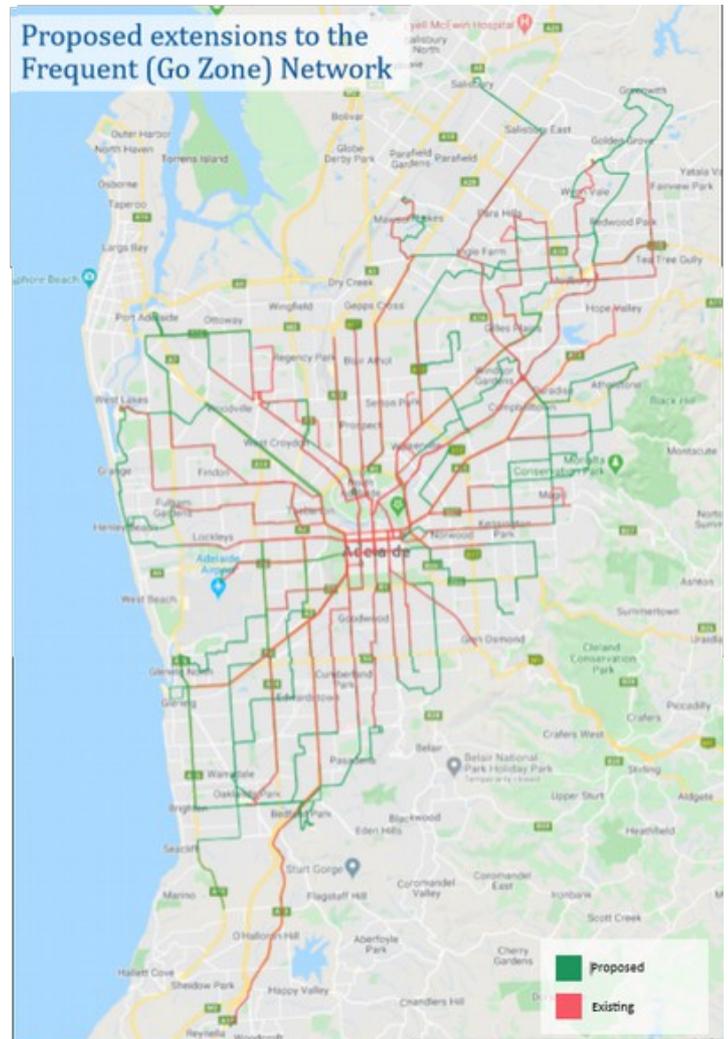
The network has been simplified by reducing duplication, amalgamating adjacent services, rolling variations back into a single route and rolling branches back into a single route.

Frequent services are as follows:

- **Route 1** - Adelaide Airport to Golden Grove via City (previously J1 central section)
- **2** – Marion to Golden Grove via Marion Rd, City & Ladywood Dr (previously M44)
- **3** – Marion to Golden Grove via Sturt Rd, Goodwood Rd, City & Greenwith (replaces G10 City-Marion, 541G City-Golden Grove & 548 Tea Tree Plaza-Golden Grove)
- **4** - West Lakes to Salisbury via Grange Rd, City & Bridge Rd (replaces 110 City-West Lakes & 502 City-Salisbury)
- **5** - West Lakes to Northgate via Port Rd, City & Hampstead Gardens (replaces 157 City-West Lakes & 208 through Hampstead Gardens)
- **10** – Beaumont to Tea Tree Plaza via City, Hampstead Rd & Milne Rd (replaces 147 City-Beaumont & 203 City-Tea Tree Plaza)
- **11** – Marion to Tea Tree Plaza via Morphett Rd, Marion Rd, City & North East Rd (replaces J8 along Morphett Rd, H20 City-Camden Park, 271 City-Tea Tree Plaza & 503 along Helen Tce)
- **12** – Kilburn to Paradise via Churchill Rd, City, Walkerville Tce & Fourth Av (replaces 235 City-Kilburn & 281 City-Paradise)
- **13** – Marion to Marden via Winston Av, City & Sixth Av (previously W90M)
- **14** - Mitcham to Paradise via Fullarton Rd, City & Payneham Rd (replaces 171 City-Mitcham & 174 City-Paradise)
- **15** - Kingswood to Paradise via Duthy St, City & Athelstone (replaces 172 City-Kingswood & 178 City-Paradise)
- **16** - Paradise to Marion via Arthur St, City, Kurralta Park & Hendrie St (replaces H30 City-Paradise, 241 through Kurralta Park & 248 along Hendrie St)
- **17** - Magill to Glenelg via Magill Rd, City & Harvey Av (replaces 106 City-Magill & 168 City-Glenelg)
- **18** - Rostrevor to Henley Beach via Reid Av, Glynburn Rd, City, Hartley Rd & Cheadle St (replaces H33 along Reid Av, H21 along Glynburn Rd & 286 City-Henley Beach)
- **19** - Paradise to West Lakes via St Bernards Rd, The Parade City & Henley Beach Rd (replaces H20 City-Paradise, H22 City-Wattle Park & H30 City-West Lakes)
- **20** - Port Adelaide to Burnside via Old Port Rd, Crittenden Rd, City & Stonyfell (replaces 118 City-Port Adelaide, 141 City-Stonyfell & 142 City-Burnside)
- **21** - Blair Athol to Mitcham via Prospect Rd, City & Unley Rd (replaces G10 City-Blair Athol & 190B City-Mitcham)
- **22** - Port Adelaide to Panorama via Addison Rd, Regency Rd, City & Clapham (replaces 230 City-Port Adelaide & 200C City-Clapham)
- **23** - Port Adelaide to Marion via Hanson Rd, Hawker St, City & Brighton Rd (replaces 254 City-Port Adelaide & 263 City-Marion)
- **X23** - City to Port Adelaide via Hanson Rd (replaces 254X City-Port Adelaide)
- **40** - City to Mawson Interchange (previously 222)
- **41** - Tea Tree Plaza to Mawson Interchange (replaces 560 Tea Tree Plaza-Ingle Farm & 565 Ingle Farm-Mawson Interchange)
- **51** - Para Hills to Tea Tree Plaza via Para Hills (previously 506)
- **70** - City to Hallett Cove Beach Stn via South Rd & Adams Rd (replaces 682 Sheidow Park-Hallett Cove Beach Stn & 734 along Adams Rd)
- **71** - City to Old Reynella Interchange via South Rd & Hallett Cove (previously 720)
- **72** - City to Noarlunga Centre via Main South Rd (previously 721)
- **T72** - City to Noarlunga Centre via Main South Rd (previously 721F)
- **X72** - City to Noarlunga Centre via Main South Rd (previously 721X)
- **73** - City to Noarlunga Centre via States Rd & Huntfield Hts (previously 722, 743 through Huntfield Heights)
- **T73** - City to Noarlunga Centre via States Rd & Huntfield Heights (previously 722F, 743 through Huntfield Hts)
- **X73** - City to Hackham (previously 722X)
- **80** - City to Glen Osmond (previously 861)
- **81** - City to Aldgate (previously 863)
- **T81** - City to Aldgate (previously 863F)
- **82** - City West to Mt Barker (previously 864)
- **X82** - City to Mt Barker (previously 840X)
- **98** - City Connector (modified route)

Overview by region:

- **East West, North South and Outer North East** – In addition to changes in routing and service simplicity, there is a 50 per cent increase in Go Zone coverage (within a 10-minute walk).
- **Outer South** – Buses will be designed to a “pulse” timetable feeding into Old Reynalla with all feeder services “arriving at the same time” so passengers can transfer between services, and an 81 per cent increase in Go Zone coverage. Based on geographic characteristics, bus routes to the west feed into the train, while routes to the East feed into a frequency City express bus route.
- **Hills** – A strong simple link between the City and Mount Barker with increased frequencies on the Nairne and Lobethal feeders, while direct access to Royal Adelaide Hospital is maintained.
- **Outer North** – Adelaide Metro advises the changes will not be implemented until the completion of the Gawler electrification project in 2021. Changes include many express routes being removed due to availability of the train service, upgrade of the Gawler On Demand service, and a 63 per cent increase in Go Zone coverage.



Green shows Go Zone route additions/extensions (source: Adelaide Metro)

Meanwhile, the state government also announced that almost 500 bus stops from Adelaide’s bus network would be removed (as widely reported in local media and by the Labor Opposition, but 1,089 new ‘Go Zone’ stops will be added with 10 new ‘Go Zone’ corridors created, and another 20 existing Go Zone corridors extended with buses running at least every 15 minutes during the day on weekdays. Part of the “New Network” plan is to have more direct bus routes with consolidation of existing routes and fewer route variations to make the system “easy to use”, while journey times on buses would be reduced and they would better integrate with trains and trams.

While school and industrial bus routes will not change, some of their route numbers will. 43 existing route services will also be converted into dedicated school/industrial services.

Adelaide Metro says that in the past decade, bus running has increased by 10 per cent, while patronage has remained relatively stable.

For in-depth information on the proposal, and to provide feedback, visit their website: https://dpti.sa.gov.au/new_public_transport_network.





Proposed City Connector map (Source: Adelaide Metro).

On Demand

Following on from the reported success of the Gawler On Demand trial service, the New Network initiative will see the creation of three new On Demand services (listed below), while the original Gawler service will also be upgraded.

- **OD1** – Blackwood (2 buses operating weekdays 06:00-19:50 and Saturdays 08:10-18:30)
- **OD2** – Seaview Downs (3 buses operating weekdays 05:30-23:30, Saturdays 07:00-23:00 and Sundays 09:00-23:00)
- **OD3** – Le Fevre Peninsula (1 bus operating weekdays 06:30-19:30)
- **OD4** – Gawler (3 buses operating weekdays 06:30-19:00 weekdays [22:00 Fridays], 09:00-22:00 Saturdays and 09:00-15:00 Sundays)

OD1 replaces routes 195, 196 and 197X, OD2 replaces routes 645 and 646, OD3 replaces routes 150 and 333, and OD4 replaces routes 491, 492 and 495.

Customers of each On Demand service will have to use the app of the respective operator.

NEW ZEALAND

Waiheke Island timetable changes

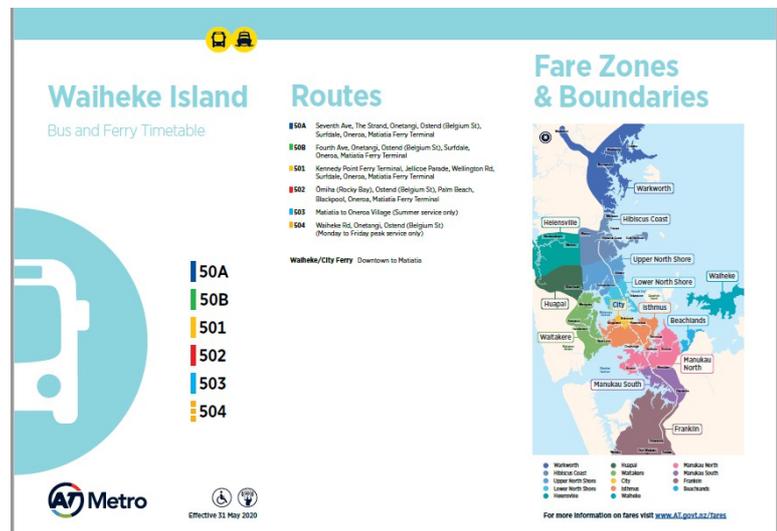
From Sunday 31 May, a new route 501 bus was introduced to operate between Kennedy Point Ferry Terminal and Matiatia Ferry Terminal. This follows the completion of a new bus stop outside Kennedy Point Ferry Terminal.

Auckland Transport advises that routes 50A, 50B and 502 only connect with the Matiatia ferry, and between the hours of 07:00 and 19:00 daily, as follows:

- **For travel to Downtown** – 50A and 502 buses arrive at Matiatia Ferry Terminal 10 minutes prior to the ferry's departure time. The 50B bus arrives 22 minutes prior to the ferry's departure time.
- **For direct travel from Downtown (not via Devonport)** – 50A and 502 buses depart Matiatia Ferry Terminal five minutes after the ferry's due arrival time. The 50B bus departs 20 minutes after the ferry's due arrival time.
- **For travel from Downtown via Devonport** – The 50B bus departs Matiatia Ferry Terminal 10 minutes after the ferry's due arrival time. The 502 bus departs five minutes after the ferry's due arrival time.

With the introduction of route 501, routes 50A, 50B and 502 had their routes altered to remove duplication. Route 50A continues to operate through Ostend Road and Wharf Road in Ostend on a trial basis.

See the back page for the updated Waiheke Island network map.



Cover of the Waiheke Island combined bus and ferry timetable (source: Auckland Transport).

Auckland fare integration

Auckland Transport plans to integrate fares between bus and ferry services in August. This will see bus trips free for passengers that connect to/from a ferry service.

Devonport 'On Demand' trial extended

Auckland Transport (AT) has extended its door-to-ferry electric 'On Demand' trial service, AT Local, at Devonport, for a further three-month period to the end of August after COVID-19 forced its suspension. The previous six-month extension, which removed availability on weekends while increasing it on Friday nights, was hampered by social restrictions and the temporary lockdown of the country from the pandemic, leading to AT's board being unable to make a decision on the \$2 million service's future.

Commuters within a three-kilometre radius of the ferry terminals at Devonport and Stanley Point can order the ride sharing service using a mobile application (app). Timetabled local bus route services have continued to operate alongside the trial. Passengers are charged \$2.50 for each trip, well south of the average \$11 cost to the operator. The AT Local fleet includes three electric cars and two electric minibuses.

New electric Auckland Airport route

Auckland Transport has revealed it will launch a new "Airport Link" bus route in the new year connecting Manukau, Puhinui Interchange and Auckland Airport. Operator Go Bus will use nine new Yutong-built buses with dedicated luggage space and modified priority seating areas on the route which will operate between 04:00 and 01:00 daily.

This new route will replace the southern section of the 380 Airporter bus. The rest of 380 will be renumbered as 38.

Auckland Transport advises that the buses' 374kWh battery pack will have a range of 380-400 kilometres, with a "plug-in opportunity" for fast-charging at Manukau Bus Station.

Wellington's AirportFlyer

Wellington's AirportFlyer, operating between the airport, Lower Hutt and the City, will soon be open to 'expressions of interest' to operate the service, with NZ Bus' contract to operate the service about to expire.

SkyBus has previously shown "a strong level of interest" in providing a service as a "new market opportunity".

In recent years, both NZ Bus and the Wellington Regional Council chairman had mooted the possibility of the AirportFlyer service to be cancelled outright due to poor viability. Hutt South MP, Chris Bishop, says this should see the service integrated into Metlink under public operation (rather than cancelled), however chairman, Daran Ponter said the council already provided an airport link between Hutt Valley and Wellington railway station, making the point moot.

Stuff Online reports that there is no real-time tracking on the service due to the Snapper Card system functionality being removed. The service has been suspended since March due to the COVID-19 lockdown, with NZ Bus suggesting it could return in

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July – dependent on airline schedules for domestic and international travel.

Wellington early bird discount

The Greater Wellington Regional Council confirmed in late May that the 'early bird discount' trial would not return. The planned four-month trial had an early end due to COVID-19 causing authorities to remove cash fares from services in March.

Metlink general manager Scott Gallacher said they were only able to secure "about two to four weeks of data, which we're not capable of using in any way to measure the success of trial". The council unanimously passed a motion to consider another trial in early 2021.

Puhinui station project update

Auckland Transport has awarded a \$47 million contract to the McConnell Dowell/Built Environs joint-venture to conduct the main works. They previously completed early works for this project (see page 4 of the December 2019 edition of *Table Talk*).

In the coming months, installation of the concourse bridge deck, stairs and the steel superstructure will be completed.

Auckland Transport also advised that completion for the entire interchange project has been delayed by up to three months to mid-2021 due to COVID-19.

INTERNATIONAL

London resumes front-door boarding

Front-door bus loading re-commenced on 30 May on 124 routes across the city, with the remainder re-commencing by the end of June. Transport for London (TfL) also implemented new passenger limits to assist with social distancing. Single-deck buses now have a capacity to carry between 6-10 passengers while double-deckers carry 20 passengers. Drivers have discretion to allow further passengers if they are travelling in groups. TfL also said reverting to pre-pandemic arrangements improves social distancing because it re-instates the traditional boarding/alighting flows. The national guidance is for people to maintain 2 metres distance from each other.

Meanwhile, England implemented compulsory face coverings on board all public transport services from Monday 15 June.

Thanks to Steven Haby, Hilaire Fraser, Richard Talbot, The Sydney Morning Herald, Bus Australia forum, Forest Coach Lines, Busways, Transport for NSW, WIN News Canberra, Adelaide Metro, South Australian Department of Planning, Transport and Infrastructure, Auckland Transport, *stuff.co.nz* and Transport for London for *Bus & Coach News*.

FERRY & SHIP NEWS

NEW SOUTH WALES

Woolwich upgrade

Woolwich wharf closed on Wednesday 10 June for a wharf refurbishment. The closure is expected to last for five months. An additional bus route, 537, is operating between the wharf and Clarke Point wharf where F8 ferry services are available.

Kurnell-La Perouse service

After almost 50 years, the state government says it is fast-tracking a plan to reinstate a ferry service on Botany Bay.

The proposal involves building new wharves at La Perouse and Kurnell which would be used by a catamaran with capacity for up to 400 passengers. \$50 million in funding had reportedly been set aside by the state government, which is working to boost the local economy, according to Cronulla MP, Liberal Mark Speakman. However, the Labor MP on the other side of the Bay, Maroubra's Michael Daley, said that locals were right to be suspicious.

Some locals are reportedly against the idea from fear it would become a commuter ferry used by Shire locals "with 10 buses lined up to take them" from the ferry towards the City along a "chock-a-bloc" Anzac Parade.

There is currently no firm date for the start of construction.

Thanks to Transport for NSW and ABC News for *Ferry & Ship News*.

AIR NEWS

DOMESTIC

Government Network Support extended

The federal government extended both the Domestic Aviation Network Support (DANS) and the Regional Aviation Network Support (RANS) packages in June. DANS will now run to 30 September, while RANS will run until 31 December or earlier (if funds run out).

Qantas/Jetstar expand service offering

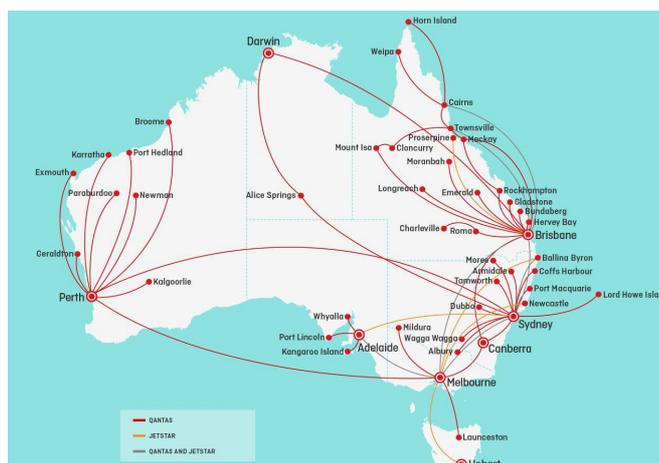
As travel restrictions ease across the country, Qantas Group tripled its domestic and regional services across June and July from the COVID-19 induced five per cent to 15 per cent of normal services, with 300 additional return flights. More flights were planned to be added in July, dependent on relaxed state border restrictions, to anywhere up to 40 per cent of normal levels.

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Qantas Group has implemented more flights on capital city routes and intra-state routes, while eight routes recommenced and the new Ballina to Sydney route has finally been launched. From 12 June, Qantas and Jetstar also implemented safety measures including contactless check-in, enhanced cleaning, and masks and sanitising wipes provided to all customers.

Chief executive officer, Alan Joyce, said "We are already seeing a big increase in customers booking and planning flights in the weeks and months ahead. We can quickly ramp up flying in time for the July school holidays if border restrictions have eased more by then. The one million people who work in tourism around Australia have been really hurting over the past few months. These additional flights are an important first step to help get more people out into communities that rely on tourism and bring a much-needed boost to local businesses."

Qantas also advised that domestic ticket holders can now change their flight date (prior to 30 June changing to any date up to 31 October) once without incurring a "change fee", while Qantas Frequent Flyers using points to book a Classic Flight Reward seat on any Qantas or Jetstar flight can change the date or cancel their booking, free of charge, until 31 October 2020.



Current Qantas and Jetstar services (source: Qantas).

Qantas acquires Cobham Aviation

Qantas purchased Cobham Aviation in late May. Cobham has been operating twenty B717-200s under the QantasLink brand since 2005 under a "wet-leasing contract". Qantas has said there will be no changes to services.

Virgin update

The Age newspaper reported on 11 June that Virgin Australia (VA) was planning to increase flights from the current six per cent of capacity (76 return flights per week) to 13 per cent of capacity (or 160 flights per week) from July. Some of VA's existing flights are being subsidised by the Federal Government's Domestic Aviation Network Program which has been extended.

The following table outlines the current restricted network:

Route	Days of operation
Adelaide – Brisbane	Mon, Wed & Fri
Adelaide – Perth	Mon, Wed & Fri
Adelaide – Melbourne	Mon, Wed & Fri
Brisbane – Adelaide	Mon, Wed & Fri
Brisbane – Canberra	Mon, Thu & Fri
Brisbane – Perth	Daily
Brisbane – Cairns	Daily
Brisbane – Melbourne	Daily
Brisbane – Mackay	Daily
Brisbane – Rockhampton	Daily
Brisbane – Sydney	Daily
Brisbane – Townsville	Daily
Broome – Perth	Tue, Wed & Fri
Cairns – Brisbane	Daily
Canberra – Brisbane	Mon, Tue & Fri
Canberra – Melbourne	Mon, Tue & Thu
Gold Coast – Sydney	Weekdays
Kalgoorlie – Perth	Tue, Wed & Thu
Karratha – Perth	Tue, Wed & Thu
Kununurra – Perth	Fridays
Mackay – Brisbane	Daily
Melbourne – Adelaide	Mon, Wed & Fri
Melbourne – Brisbane	Daily
Melbourne – Canberra	Mon, Tue & Thu
Melbourne – Perth	Daily
Melbourne – Sydney	Daily
Newman – Perth	Wed & Thu
Perth – Adelaide	Mon, Wed & Fri
Perth – Brisbane	Daily
Perth – Sydney	Daily
Perth – Broome	Tue, Wed & Fri
Perth – Kalgoorlie	Tue, Wed & Thu
Perth – Kununurra	Fridays
Perth – Karratha	Tue, Wed & Thu
Perth – Melbourne	Daily
Perth – Port Hedland	Tue & Thu
Perth – Newman	Wed & Thu
Port Hedland – Perth	Tue & Thu
Rockhampton – Brisbane	Daily
Sydney – Perth	Daily
Sydney – Brisbane	Daily
Sydney – Melbourne	Daily
Sydney – Gold Coast	Weekdays
Townsville – Brisbane	Daily



Map of Virgin's restricted network effective June 2020 (source: Virgin Australia).

Rex increases flights

On 6 June, Regional Express (Rex) increased flights on routes, set out in the table below, in response to QantasLink's increase in flights to destinations served by Rex.

Port	Route	Time	M	T	W	T	F
ALBURY	Sydney-Albury	0630-0735	•	•	•	•	•
		1535-1655			•	•	•
	Albury-Sydney	0855-1030	•	•	•	•	•
		1815-1930			•	•	•
WAGGA WAGGA	Wagga Wagga-Sydney	0630-0740	•	•	•	•	•
		1710-1820	•			•	•
	Sydney-Wagga Wagga	0845-1000	•	•	•	•	•
		1900-2015	•			•	•
DUBBO	Dubbo-Sydney	0630-0740	•		•		
		1250-1400	•		•		•
		1655-1805			•	•	•
	Sydney-Dubbo	0645-0755	•		•		•
		0905-1015	•		•	•	
		1905-2015			•	•	•
BALLINA	Sydney-Ballina	1515-1700	•			•	•
	Ballina-Sydney	1725-1915	•			•	•
ORANGE	Sydney-Orange	0750-0840	•	•	•	•	•
		1615-1705	•		•		•
	Orange-Sydney	0910-1000	•	•	•	•	•
		1725-1815	•		•		•
MILDURA	Melbourne-Mildura	0700-0820	•	•	•	•	•
	Mildura-Melbourne	1540-1700	•		•	•	•
	Mildura-Melbourne	0850-1010	•	•	•	•	•
WHYALLA	Adelaide-Whyalla	0710-0800	•	•	•	•	
	Whyalla-Adelaide	1600-1650			•	•	•
	Whyalla-Adelaide	0820-0910	•	•	•	•	
PORT LINCOLN	Adelaide-Port Lincoln	1710-1800			•	•	•
		0700-0750	•	•	•	•	•
	Port Lincoln-Adelaide	1715-1805	•	•	•	•	•
		0810-0900	•	•	•	•	•
KANGAROO ISLAND	Adelaide-Kingscote	1825-1915	•	•	•	•	•
		1500-1535	•				•
	Kingscote-Adelaide	1600-1635	•				•

As for the administrative process being undertaken at the company, in early June, from the five non-binding indicative offers received, two (Bain Capital and Cyrus Capital Partners LP) were shortlisted to make binding offers to the team of four administrators from Deloitte.

On 26 June, the administrators advised that they had entered into a sale/implementation deed with Bain Capital pending regulatory approvals. The next creditor's meeting is expected in August.

Rex's chief operating officer, Neville Howell, said that while demand certainly did not match this service offering, "QantasLink's aggressive new published schedule for July, announced with great fanfare, compels us to match this move so as not to be squeezed out of the market".

One market crying out for more flights is the Eyre Peninsula. Streaky Bay mayor, Travis Barber, said he believed the demand was there - "from what I see every time I get on the plane it's pretty much full". However with no competition there is no urgency for Rex to return more flights. Rex currently delivers two return flights a week to Ceduna, and four to Port Lincoln. He however conceded "We can write letters all day long, but at the end of the day it's a business, and if they don't think they can do it at a cost, they're not going to do it. They're not going to run flights at a loss".

Rex axes Grafton flights

Following a Clarence Valley councillor telling Rex to "pull their finger out" over a credit note, ABC News reports that Rex have used the hostility to elect not to take a Council offer of almost \$9,000 funding to maintain their flights to Grafton. The airline has said flights will cease from 3 July. Local MPs say they think the situation can be resolved if the Council apologises.

Rex gets debt relief from Orange Council

Orange City Council has given Rex funding relief for half of the landing fees it owes until June next year following a request by Rex for further assistance. In April, the council had already reduced landing fees by 70 per cent for the remainder of the financial year.

Rex currently flies twice a week to Orange with funds from the federal government.

FlyPelican

FlyPelican will start flights between Canberra Airport and Ballina Byron Gateway Airport from 3 July. There will be one flight per day each way, leaving Canberra at 08:50 to arrive at Ballina at 11:10. The return flight then departs Ballina at noon to arrive back in Canberra at 14:20.

Airnorth update

Darwin-based airline, Airnorth, suspended the following services between 28 March and 28 June due to COVID-19:

- Toowoomba to Darwin
- Toowoomba to Melbourne
- Toowoomba to Townsville

From 2 April, services were further cut back with most weekend flights cancelled.

Alliance Airlines

Flights to and from Cairns, Weipa and Groote Eylandt have been cancelled until further notice due to COVID-19 travel restrictions.

Sharp Airlines

Starting from 1 May, services recommenced on a limited basis between Essendon and Griffith, due to support received from the Regional Airline Network Support (RANS) program, for at least six weeks. RANS was introduced by the federal government to support airlines during the COVID-19 restrictions. Flights currently operate on Tuesdays and Fridays.

Skytrans

Until October, Skytrans will operate only an 'essential' service schedule. No further details were available but it is assumed that this incorporated a reduction in services.

INTERNATIONAL

The latest news from federal Trade Minister Simon Birmingham is that unrestricted international flights out of Australia are likely to be on the back burner for the remainder of the year.

Qantas update

Qantas provided a business update on 25 June which outlays its business strategy for the next three years. Along with at least 6,000 pre-COVID positions being abolished, another 15,000 employees remain stood down indefinitely due to reduced flying activity. By the end of July, 8,000 employees are expected to be at work within the business – rising to 15,000 by Christmas as the domestic market grows post-COVID.

Qantas is also retiring its six remaining 747s immediately (due to retire at the end of the year), while another hundred aircraft will be grounded for at least another twelve months (including 12 Airbus A380s for three years) in the Mojave Desert, and some leased aircraft are likely to be returned. Upcoming new aircraft deliveries including A321neo and 787-9 have been deferred.

Chief executive, Alan Joyce, said the airline has had to make itself smaller in the short-term due to several years ahead with lower activity and revenue. He said despite the cuts, the airline is "fundamentally optimistic" about its future.

Thanks to Ross Morrison, Steven Haby, Agnes Boskovitz, The Age, The Canberra Times, RiotACT, Executive Traveller, ABC News, Qantas, Virgin Australia, The Katherine Times and Ch-Aviation for *Air News*.



New Waiheke Island bus network map (source: Auckland Transport).

About *Table Talk*

Print ISSN 1038-3697, Online ISSN 2209-718X.

Table Talk is a monthly publication produced by the Australian Timetable Association Inc. (Registration No. A0043673H) as a journal of record covering recent timetable news items. The ATA also publishes **The Times** covering timetable history and analysis. Contributions are invited and very welcome. Please send these to the appropriate Editor. All times listed in *Table Talk* are in 24-hour time, unless specifically stated otherwise. ABN 74248483468.

Contributions to *Table Talk* are welcome at all times.

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