



Transport Workers' Union of Australia, NSW/QLD/VIC/TAS (Interim Governance) Branch

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Select Committee on Essential Worker Housing – Questions on Notice #1

Question:

Mr JAMES GRIFFIN: HOPE Housing also had with them the Police Bank. Essentially, members of the Police Force could use and leverage the Police Bank to assist them into purchasing a home. Is there an equivalent or a preferred bank for Transport Workers' Union members? I thought it was a good model. I want to understand if that is purely for police workers—or if you'd heard of the Police Bank?

DANIEL PERIC: Yes, I have heard of the Police Bank. I'd like to maybe take that on notice, because if there does exist a kind of bank like that for transport workers, I would like to give the accurate information. We have a preferred super fund for transport, but I don't necessarily think that's what you're looking for in this case. I'm happy to take that on notice and give you a concrete answer.

Response:

Currently, there is no bank of preference for the TWU and its members.

Select Committee on Essential Worker Housing – Questions on Notice #2

Question:

Ms LIZA BUTLER: You have no idea of the numbers that are trying to access community housing and can't?

DANIEL PERIC: I could take that on notice. Maybe our national office has information that I don't. As far as I'm aware, we don't have anything on paper. If we were to procure such information, it would take some time, but it wouldn't be impossible. I'll take it on notice to see if we have anything at the moment.

Response:

The TWU does not currently possess quantitative data on transport workers struggling with housing accessibility and affordability. Given the TWU's involvement with this inquiry and vested interest in the subject of essential worker definitions and housing, the TWU will work on procuring quantitative data for long-term prospects.

To provide some qualitative information, from TWU's perspective, housing affordability and subsequent travel factors are an omnipresent issue across the transport industry that cannot necessarily be profiled to specific dwelling locations. With that said, there do remain areas of interest.

The Northern Beaches LGA, as discussed in the Committee's hearing, remains one where essential workers across the board cannot reasonably afford to live near work. This rings true for the likes of bus drivers and waste workers. In the hearing, Mr. James Griffin rightfully raised that northern beaches bus drivers have had to be chartered down from the Central Coast – an extreme but lived example of what is occurring. The TWU understands through its delegates that the geographical relationship between home and workplace for bus drivers in the Northern Beaches is a genuine stressor, made worse by the lack of convenient rail connections.

Some specific places / workplaces include (but are not limited to):

- **Sydney Airport** – many airport workers have a commute that exceeds one hour.
- **Cleanaway Hillsdale** – waste workers servicing the City of Sydney contract are based out of a depot in the Eastern Suburbs that, similarly to the Northern Beaches, lacks convenient rail connections. Many workers at this yard have long or inconvenient commutes.
- **Transit Systems Burwood** – a TWU Organiser has shared that historically, bus drivers at this particular depot have allowed up to 2 hours for their commute to work – with some even exceeding that timeframe.

