

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 05

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Infrastructure Australia's recommendations to the Government

Proof Hansard Page: 10 (27 May 2015)

Senator Gallacher, Alex asked:

Mr Mrdak: We work very closely with Infrastructure Australia. But often project concepts, as they are refined, change, particularly in design. So we are constantly working on costings right up to the point final contracts are issued.

Senator GALLACHER: To get a bit of clarity on it, can we ask, perhaps on notice, where Infrastructure Australia have made a decision on a recommendation to government and where the government has taken further advice and made a different decision? Are there a number of projects that stand out there? Would that be a difficult thing to do?

Mr Mrdak: We can certainly provide you with advice. Essentially, we provide advice on all projects going to government in relation to that and the level of advice will vary depending on the project. But we can certainly give you an indication of areas, and they do publish a priority list. You can see that on their website, vis-a-vis the areas where the government has announced in its funding program.

Senator GALLACHER: Perhaps we could get an example of that and the value of those decisions.

Mr Mrdak: Certainly.

Answer:

Infrastructure Australia does not make decisions or recommend funding be provided by the Australian Government to particular projects. Infrastructure Australia's assessments of projects are provided to Government without a recommendation about funding, and those assessments are one piece of information considered in the decision making processes of governments.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 06

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Movement in Infrastructure Funding
Proof Hansard Page: 17-18 (27 May 2015)

Senator Bullock, Joe asked:

...

Senator BULLOCK: Midland Highway?

Ms O'Connell: Midland Highway in Tasmania.

Mr Jaggers: That was \$9.5 million. On the Brisbane to Melbourne Inland Rail preconstruction works, there was \$19.1 million less in 2014-15 than originally proposed. That is a set of examples. I would have to read through hundreds of projects to give you the full list, but my staff have pulled out the major ones.

Senator BULLOCK: We are less than halfway there.

Mr Jaggers: Yes, but there are minor movements in many, many projects.

Senator STERLE: So these are the major ones. We are trying to find the \$700 million. You have given us a run-down now where we have got to \$200 million or \$300 million.

Ms O'Connell: It is a bit more than that.

Senator STERLE: How long would it take you to spit out the other ones?

Mr Jaggers: As I said, every project in the program has had a new profile.

Senator STERLE: Have you got it there? You can table it for us.

Mr Mrdak: We will see if we can do that today for you, senator, in terms of the program. I will take that on notice and come back to you.

Senator STERLE: Mr Mrdak, we have got four hours put aside, and we are early. But take that on notice if you can bring that to us. Then if we want to raise a question and a query we have the opportunity to do it, because, you see, I am mindful, from my time as chair of the committee, that I would much rather we get answers than put the department through the pain and the cost of coming back to us with questions on notice.

Mr Mrdak: Certainly. I will seek to do that. As Mr Jaggers indicated, if you look at the range of programs in that table 2.9 you are referring to, each one of those programs has individual projects that have moved. The profiles of things like heavy vehicles or black spots and the like have changed.

Senator STERLE: Yes, and we will get to that.

Mr Mrdak: We can certainly undertake to try and get that as best we can. As I say, we have got the headlines, but we might not have the finite detail of the full amount. But I will try and do that today.

...

Mr Mrdak: So I understand the point that you are making. But I do not think you can make that validly across all of the program. There are jurisdictions and projects which are accelerating, and, where we can, we do cash manage within the program to ensure that, as states can achieve milestones, the Commonwealth funding will be available. The Pacific Highway is probably the best example where, now we have quite a large number of contractors on site and we have been able to accelerate through a period because of weather and the way New South Wales is better managing that program, we are actually accelerating funding in 2014-15. So that is an example of the counterbalance. What we do is cash manage across the program. Coming back to Mr Jaggers's evidence, if I can just reiterate, we now have a better handle on state delivery milestones, which we did not have previously as the program was being settled this time last year.

Senator BULLOCK: It just passed my mind briefly that the minister may have been playing us for mugs.

Senator STERLE: Mr Jaggers, you are going to take that on notice, and that is fine...

Answer:

In consultation with the jurisdictions, project funding has been reprofiled to reflect expected milestone payments and construction schedules.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2015 - 2016

Infrastructure and Regional Development

A project profile comparison between the 2014-15 and the 2015-16 Budgets along with total budget for each project is provided as an attachment for each state.

Attachments

A – NSW

B – VIC

C – QLD

D – WA

E – SA

F – NT

G – TAS

H – ACT

Project	14-15 Forecast			Total - 13-14 to 19-20 onwards		
	May 2014 Budget	May 2015 Budget	Variance	May 2014 Budget	May 2015 Budget	Variance
	\$m	\$m	\$m	\$m	\$m	\$m
Schedule A - Investment and Off-Network programme						
INVESTMENT PROGRAMME						
Road Projects						
Higher Mass Limits Bridges Package	0.00	0.00	0.00	12.17	12.17	0.00
Sydney Urban				0.00	0.00	0.00
M4 East	0.00	0.00	0.00	0.00	0.00	0.00
F3 - widening (Stages 2 and 3)	0.00	0.26	0.26	0.40	0.37	-0.03
M1 Productivity Package	51.50	6.50	-45.00	195.80	195.80	0.00
NorthConnex	134.00	134.00	0.00	405.00	405.00	0.00
WestConnex	250.00	250.00	0.00	1,500.00	1,500.00	0.00
Hornsby Quarry	0.00	0.00	0.00	0.00	7.33	7.33
Hume Highway						
Coolac Bypass	0.00	0.00	0.00	-0.01	-0.03	-0.02
Sheahan Bridge	0.00	0.00	0.00	0.00	0.00	0.00
F5 widening (Brooks to Narrellan)	0.00	0.00	0.00	0.07	0.05	-0.02
New England Highway						
Bolivia Hill realignment	5.00	0.00	-5.00	80.00	55.00	-25.00
Bolivia Hill reconstruction - planning	0.00	0.00	0.00	1.27	1.27	0.00
Muswellbrook Bypass - planning	0.00	0.00	0.00	0.00	0.00	0.00
Scone Level Crossing	2.00	2.00	0.00	45.00	45.00	0.00
Tenterfield Heavy Vehicle bypass - planning	0.89	0.51	-0.38	2.19	2.18	-0.01
Newell Highway						
Moree Bypass - Stage 2	6.76	6.57	-0.19	15.00	15.00	0.00
Pacific Highway	312.50	603.48	290.98	5,640.00	5,634.34	-5.66
Bulahdelah bypass	0.00	0.00	0.00	21.84	21.84	0.00
Hérons Creek to Stills Road	0.00	0.00	0.00	9.98	9.98	0.00
Warrell Creek to Urunga - planning	0.00	0.00	0.00	22.48	22.48	0.00
Sapphire to Woolgoolga	0.00	0.00	0.00	124.51	124.51	0.00
Devil's Pulpit	0.00	0.00	0.00	10.76	10.76	0.00
Ballina Bypass	0.00	0.00	0.00	0.00	0.00	0.00
Tintenbar to Ewingsdale	129.00	206.95	77.95	216.55	216.55	0.00
Banora Point deviation	0.00	1.68	1.68	0.00	0.00	0.00
Frederickton to Eungai	41.00	60.70	19.70	217.09	217.09	0.00
Oxley Highway to Kundabung	0.00	16.53	16.53	638.32	542.40	-95.92
Kundabung to Kempsey	0.00	0.00	0.00	115.00	115.00	0.00
Warrell Creek to Nambucca Heads	39.36	69.10	29.74	475.00	415.01	-59.99
Nambucca Heads to Urunga	0.00	0.00	0.00	353.25	353.25	0.00
Woolgoolga to Ballina - planning and preconstruction	0.00	0.00	0.00	127.05	127.05	0.00
Woolgoolga to Ballina - construction	103.14	248.52	145.38	3,308.17	3,458.42	150.25
Great Western Highway upgrade (sections between Katoomba and Lithgow)	40.00	26.20	-13.80	173.53	173.52	-0.01
Mt Victoria to Lithgow	0.00	0.00	0.00	0.00	0.00	0.00
Safety Upgrades Mt Victoria	0.00	0.00	0.00	0.00	0.00	0.00
Forty bends Upgrade	27.00	16.00	-11.00	88.02	88.02	0.00
Mount Victoria Village Safety Works	0.00	2.90	2.90	0.00	5.70	5.70
Hartley Valley Safety Works	0.00	7.30	7.30	0.00	56.00	56.00
Unallocated Great Western Highway funding	13.00	0.00	-13.00	85.51	23.80	-61.71
Barton Highway Safety Works Package	3.30	5.29	1.99	8.62	8.58	-0.04
Planning and land acquisition for duplication and safety works	0.00	1.34	1.34	0.00	1.66	1.66
Preconstruction	1.17	0.14	-1.03	1.17	0.38	-0.79
Gounyan Curves Realignment	0.00	0.00	0.00	0.20	-0.03	-0.23
Murrumbateman Road Intersection and Curve Improvements	0.00	-0.13	-0.13	2.50	1.82	-0.68
McIntosh Circuit Intersection Improvement	1.98	3.80	1.82	4.60	4.60	0.00
Barton Highway Improvement Strategy	0.15	0.14	-0.01	0.15	0.15	0.00
Mt Ousley Road Upgrades	1.00	0.00	-1.00	42.00	42.00	0.00

	14-15 Forecast			Total - 13-14 to 19-20 onwards		
Project	May 2014 Budget	May 2015 Budget	Variance	May 2014 Budget	May 2015 Budget	Variance
Port Botany road and rail access and handling improvements package - General Holmes Drive (Mascot), removal of level crossing.	0.00	0.00	0.00	1.25	1.25	-0.00
Total Investment Road Projects	806.95	1,034.81	227.86	8,122.28	8,098.83	-23.45
Rail Projects						
Freight Rail Upgrades between Sydney and Newcastle	309.00	254.92	-54.08	691.57	691.57	0.00
NSFC Implementation	0.00	3.04	3.04	5.64	5.66	0.02
Freight Rail Upgrades between Sydney and Newcastle - Hexham Freight Loop	0.00	0.00	0.00	0.00	0.00	0.00
Freight Rail Upgrades between Sydney and Newcastle - North Strathfield Rail Underpass	117.42	96.33	-21.09	271.94	269.22	-2.72
Freight rail upgrades between Sydney and Newcastle – Epping to Thornleigh Third Track	145.23	153.47	8.24	321.83	345.30	23.47
Freight rail upgrades between Sydney and Newcastle – Gosford Passing Loops	46.35	2.08	-44.27	92.16	71.39	-20.77
	0.00	0.00	0.00	0.00	0.00	0.00
Port Botany road and rail access and handling improvements package - Port Botany rail access [ARTC]	16.99	20.27	3.28	66.99	66.93	-0.06
	0.00	0.00	0.00	0.00	0.00	0.00
Port Botany and Sydney Airport Program - ARTC Component (Upgrade Port Botany Line Stage 3 and Metropolitan Freight Planning)	5.00	4.50	-0.50	75.00	75.00	0.00
Total Investment Rail Projects	330.99	279.69	-51.30	833.56	833.50	-0.06
Sum of Investment Project Funding	1,137.94	1,314.50	176.56	8,955.84	8,932.33	-23.51

	14-15 Forecast			Total - 13-14 to 19-20 onwards		
Project	May 2014 Budget	May 2015 Budget	Variance	May 2014 Budget	May 2015 Budget	Variance
OFF-NETWORK						
Alstonville Bypass	1.00	0.00	-1.00	1.60	1.62	0.02
Bega Bypass	1.00	0.00	-1.00	10.00	10.00	0.00
Bells Lines of Road Long Term Strategic Corridor Plan (Off-network project)	0.00	0.00	0.00	0.00	0.00	0.00
Newcastle Port – Kooragang Island Connectivity	2.00	1.98	-0.02	51.90	51.90	0.00
General Holmes Drive level crossing grade separation	0.00	0.00	0.00	40.00	40.00	0.00
Queanbeyan Bypass	0.00	0.00	0.00	0.00	25.00	25.00
Richmond Bridge and Approaches - planning and construction	6.00	6.00	0.00	18.00	18.00	0.00
The Hunter Economic Infrastructure Plan	0.00	0.00	0.00	0.00	0.00	0.00
The Northern/Sherringham Road intersection	0.00	0.00	0.00	0.00	0.00	0.00
Werrington Arterial - planning	0.00	-1.60	-1.60	2.39	0.79	-1.60
Jane Street extension	0.50	0.50	0.00	35.00	35.00	0.00
Narellan Road	10.00	10.00	0.00	53.00	53.00	0.00
Shoalhaven River Bridge planning	2.00	0.00	-2.00	10.00	10.00	0.00
Gilmore Safety Package	5.00	0.44	-4.56	5.00	5.00	0.00
Jensen Road, Wadalba	0.35	0.35	0.00	0.35	0.35	0.00
Kennedy Drive, Tweed Heads	3.30	3.00	-0.30	3.30	3.30	0.00
Langford Drive, Woy Woy	0.68	0.00	-0.68	0.68	0.68	0.00
The Ridgeway, Gosford	2.40	2.40	0.00	2.40	2.40	0.00
Riverside Drive, Nambucca Heads	3.90	3.90	0.00	5.00	5.00	0.00
Bucketts Way	8.00	7.77	-0.23	16.00	16.00	0.00
Maldon to Dombarton Rail Link Design Stage	0.00	-0.95	-0.95	10.84	9.89	-0.95
NSW Off-Network Contingencies	0.00	0.05	0.05	0.00	1.05	1.05
Sum of Off-Network Project Funding	46.13	33.84	-12.29	265.46	288.97	23.51
TOTAL PROJECT FUNDING TO NSW	1,184.07	1,348.34	164.27	9,221.30	9,221.30	-0.00
ROAD MAINTENANCE FUNDING						
Indicative Maintenance Formula Contribution 2009-10 to 2013-14	0.00	0.00	0.00	85.59	85.59	-0.00
Additional Maintenance Funding 2014-15 to 2018-19	105.89	105.89	0.00	529.45	525.65	-3.80
Indicative Sum of Road Maintenance Funding	105.89	105.89	0.00	615.04	611.24	-3.80
TOTAL INDICATIVE FUNDING TO NSW	1,289.96	1,454.23	164.27	9,836.35	9,832.54	-3.80
Schedule B - Building Australia Fund Projects						
Hunter Expressway	0.00	0.00	0.00	8.00	8.00	0.00
Schedule F - Black Spot Projects						
Programme of Works for NSW	19.20	16.66	-2.54	117.42	117.43	0.01
Schedule G - Heavy Vehicles						
Programme of Works for NSW	15.14	0.00	-15.14	77.85	78.84	0.99
Schedule I - Bridges Renewal Programme						
Programme of Works for NSW	19.05	0.00	-19.05	94.75	94.94	0.19
Schedule J- Asset Recycling Fund Projects - Infrastructure Growth Package - New Investments						
Black Spot Projects	0.00	0.00	0.00	64.00	64.00	0.00
Roads to Recovery	0.00	0.00	0.00	97.52	97.52	0.00
National Highway Upgrade Programme						
Newell Highway - Mungie Back Creek to Boggabilla heavy duty pavement construction	0.00	0.00	0.00	0.00	61.35	61.35
Western Sydney Infrastructure Plan	103.00	103.00	0.00	2,870.00	2,869.99	-0.01
Werrington Arterial Road	0.00	5.00	5.00	0.00	35.00	35.00
The Northern Road Upgrade	20.00	15.00	-5.00	1,266.00	1,228.50	-37.50
Ross Street Intersection	0.00	0.00	0.00	0.00	2.50	2.50
M7 to The Northern Road Motorway	5.00	5.00	0.00	997.00	997.00	0.00
Bringelly Road Upgrade	58.00	58.00	0.00	407.00	407.00	0.00
Local Roads Package	20.00	20.00	0.00	200.00	199.99	-0.01
Total Asset Recycling Fund Projects	103.00	103.00	0.00	3,031.51	3,092.86	61.35

	14-15 Forecast			Total - 13-14 to 19-20 onwards		
Project	May 2014 Budget	May 2015 Budget	Variance	May 2014 Budget	May 2015 Budget	Variance
Other - Programmes with funding to councils and commercial organisations						
Roads to Recovery Program	97.52	97.52	0.00	598.10	598.12	0.02
Untied Local Roads Grants	203.91	204.09	0.18	1,148.87	1,149.64	0.77
Total - Other	301.43	301.61	0.18	1,746.96	1,747.76	0.80
Total - NSW	1,747.78	1,875.70	127.92	14,915.84	14,975.37	59.53

Project	14-15 Forecast			Total - 13-14 to 19-20 onwards		
	May 2014 Budget	May 2015 Budget	Variance	May 2014 Budget	May 2015 Budget	Variance
	\$m	\$m	\$m	\$m	\$m	\$m
Schedule A - Investment and Off-Network programme						
INVESTMENT PROGRAMME						
Road Projects						
Western Ring Road Upgrade	0.00	0.00	0.00	28.32	28.32	0.00
East West Link Stage 1	100.00	0.00	-100.00	1,500.00	0.00	-1,500.00
East West Link Stage 2	0.00	0.00	0.00	500.00	0.00	-500.00
Tullamarine Freeway Widening	0.00	2.06	2.06	0.00	200.00	200.00
M80	0.00	0.00	0.00	276.18	76.18	-200.00
Managed Motorways – Monash Freeway, High Street to Warrigal Road	6.40	6.40	0.00	9.90	9.90	0.00
Managed Motorways – Warrigal Road to Clyde Road	0.00	0.00	0.00	0.00	0.00	0.00
Princes Highway East (Traralgon to Sale)	40.00	40.00	0.00	75.75	145.75	70.00
Princes Highway West - Winchelsea to Colac duplication	27.86	0.00	-27.86	185.50	185.50	0.00
Princes Highway West - Planning for Winchelsea to Colac	3.00	2.37	-0.63	7.00	7.00	0.00
Princes Highway West - Duplication from Waurn Ponds to Winchelsea	19.73	8.38	-11.35	19.73	19.73	0.00
Geelong Ring Road Stage 4A (Anglesea overpass)	0.00	0.00	0.00	0.00	0.00	0.00
Western Highway - Realignment of Anthonys Cutting between Melton and Bacchus March	0.00	0.00	0.00	0.00	0.00	0.00
Western Highway - Duplication from Ballarat to Stawell	106.72	106.72	0.00	263.44	360.74	97.30
Western Highway - Upgrade between Stawell and the South Australian border	2.50	2.31	-0.19	16.83	16.83	0.00
Nagambie Bypass (Goulburn Valley Highway)	0.00	-4.49	-4.49	0.00	-4.49	-4.49
Geelong Ring Road Stage 4A	0.00	-7.50	-7.50	0.00	-7.50	-7.50
Calder Highway - Ravenswood Interchange	5.00	5.78	0.78	45.00	45.00	0.00
Regional Freight Roads Programme (Road Freight Initiatives)	0.00	3.05	3.05	0.00	33.26	33.26
VIC Investment Contingencies	0.00	0.00	0.00	0.00	32.49	32.49
Total Investment Road Projects	311.21	165.08	-146.13	2,927.65	1,148.70	-1,778.95
Rail Projects						
Altona Intermodal Terminals Access	0.00	-3.27	-3.27	-1.97	-3.27	-1.30
Total Investment Rail Projects	0.00	-3.27	-3.27	-1.97	-3.27	-1.30
Sum of Investment Project Funding	311.21	161.81	-149.40	2,925.68	1,145.43	-1,780.25
OFF-NETWORK						
Road Projects						
Condah - Hotspur Road Upgrade	0.00	0.00	0.00	2.50	2.50	0.00
Great Ocean Road Upgrade	7.50	10.00	2.50	25.00	25.00	0.00
Metropolitan Ring Road - Edgars Road to Plenty Road	0.00	0.00	0.00	29.23	29.23	0.00
Princes Highway East - Overtaking lanes between Nowa Nowa and Orbost	0.00	2.10	2.10	5.35	5.35	0.00
	0.00	0.00	0.00	0.00	0.00	0.00
Bedford Road and Great Ryrie Street Intersection Upgrade	1.00	0.25	-0.75	1.00	1.00	0.00
Dana Street and Dawson Street Intersection Upgrade	0.12	0.00	-0.12	0.12	0.12	-0.00
Craigieburn Road and Hanson Road Intersection Upgrade	0.61	0.20	-0.41	0.61	0.61	-0.00
Indigo Shire Roads Package	1.84	1.69	-0.15	1.84	1.84	-0.00

	14-15 Forecast			Total - 13-14 to 19-20 onwards		
Project	May 2014 Budget	May 2015 Budget	Variance	May 2014 Budget	May 2015 Budget	Variance
Nepean Highway - Tower Road Intersection Upgrade	0.30	0.05	-0.25	0.30	0.40	0.10
Surrey Road and Junction Road Intersection Upgrade	0.50	0.20	-0.30	0.50	0.50	0.00
Regional Freight Roads Programme (Road Freight Initiatives)	31.39	6.71	-24.68	60.00	26.75	-33.25
St Albans Rail Grade Separation	151.00	0.00	-151.00	151.00	151.00	0.00
Springvale - Whitehorse Roads Upgrade	0.00	-8.00	-8.00	0.00	-8.00	-8.00
VIC Off-Network Contingencies	0.00	0.00	0.00	0.00	7.90	7.90
Total Off-Network Road Projects	194.27	13.20	-181.07	277.45	244.20	-33.25
Rail Projects						
Dandenong Intermodal Terminal	0.00	0.00	0.00	0.00	0.00	0.00
Western Intermodal Freight Terminal	0.00	3.50	3.50	3.50	3.50	0.00
Somerton Intermodal Terminal	0.00	0.00	0.00	0.00	0.00	0.00
Ballarat Avenue of Honour Rail Crossing Opening	0.39	0.38	-0.01	1.00	1.00	0.00
Ballarat Freight Hub	2.00	0.10	-1.90	9.10	9.10	0.00
Melbourne Metropolitan Intermodal System	5.00	0.00	-5.00	38.00	38.00	0.00
Total Off-Network Rail Projects	7.39	3.98	-3.41	51.60	51.60	0.00
Sum of Off-Network Project Funding	201.66	17.18	-184.48	329.05	295.80	-33.25
TOTAL PROJECT FUNDING TO VICTORIA	512.87	178.99	-333.88	3,254.73	1,441.22	-1,813.51
ROAD MAINTENANCE FUNDING						
Indicative Maintenance Formula Contribution 2009-10 to 2013-14	0.00	0.00	0.00	51.42	51.42	0.00
Additional Maintenance Funding 2014-15 to 2018-19	55.78	55.78	0.00	278.89	290.70	11.82
Indicative Sum of Road Maintenance Funding	55.78	55.78	0.00	330.30	342.12	11.82
TOTAL INDICATIVE FUNDING TO VICTORIA	568.64	234.77	-333.87	3,585.03	1,783.34	-1,801.69
Schedule B - Building Australia Fund Projects						
Victorian Regional Rail Link	331.00	143.50	-187.50	1,459.00	1,271.50	-187.50
Schedule E - Managed Motorways						
National Smart Managed Motorways - West Gate Freeway - Western Ring Road to Williamstown Road	0.00	0.00	0.00	9.80	9.80	0.00
Schedule F - Black Spot Projects						
Programme of Works for Vic	13.67	16.78	3.11	84.56	84.58	0.02
Schedule G - Heavy Vehicles						
Programme of Works for Vic	10.67	0.00	-10.67	55.15	55.64	0.49
Schedule I - Bridges Renewal Programme						
Programme of Works for Vic	14.91	0.00	-14.91	74.61	74.90	0.29
Schedule J- Asset Recycling Fund Projects - Infrastructure Growth Package - New Investments						
Black Spot Projects	0.00	0.00	0.00	45.55	45.56	0.01
Roads to Recovery	0.00	0.00	0.00	71.22	71.22	0.00
National Highway Upgrade Programme	0.00	0.00	0.00	0.00	35.07	35.07
East West Link Stage 2	0.00	0.00	0.00	1,000.00	0.00	-1,000.00
Total Asset Recycling Fund Projects	0.00	0.00	0.00	1,116.77	151.84	-964.93
Other - Programs with funding to councils and commercial organisations						
Off-Network Programme						
Shepparton Intermodal Terminal	0.00	0.00	0.00	2.25	0.00	-2.25
Warrnambool Intermodal Terminal	0.00	0.00	0.00	0.20	0.20	0.00
VIC Off-Network Contingencies	0.00	2.25	2.25	0.00	2.25	2.25
Roads to Recovery Program	71.22	71.22	0.00	429.12	429.13	0.01

	14-15 Forecast			Total - 13-14 to 19-20 onwards		
Project	May 2014 Budget	May 2015 Budget	Variance	May 2014 Budget	May 2015 Budget	Variance
Untied Local Roads Grants	144.90	145.02	0.12	816.37	816.91	0.54
Total - Other	216.12	218.49	2.37	1,247.95	1,248.48	0.53
Total - Victoria	1,155.01	613.54	-541.47	7,632.87	4,680.08	-2,952.79

Project	14-15 Forecast			TOTAL 13-14 to 19-20 onwards		
	Budget May 14	Budget May 15	Variance	Budget May 14	Budget May 15	Variance
	\$m	\$m	\$m	\$m	\$m	\$m
Schedule A - Investment and Off-Network programme						
INVESTMENT PROGRAMME						
Brisbane Urban / Ipswich Motorway						
Pacific Motorway upgrade Gateway to Logan	0.00	0.00	0.00	0.00	0.00	0.00
- Gateway Motorway to Springwood South	0.00	0.00	0.00	1.00	1.00	0.00
- Springwood South to Daisy Hill	0.00	0.00	0.00	-5.00	-5.00	0.00
- Daisy Hill to Logan Motorway (planning and land acquisition)	0.00	0.00	0.00	4.00	4.00	0.00
Pacific Motorway - Coomera Interchange (Exit 54)	0.00	0.00	0.00	0.00	10.00	10.00
Ipswich Motorway - Dinmore to Goodna	0.00	0.00	0.00	3.08	3.07	-0.01
Ipswich Motorway - Rocklea to Darra	0.00	0.00	0.00	279.00	279.00	0.00
Interchange at Mains and Kessels Road	16.35	0.00	-16.35	51.35	6.35	-45.00
Gateway Motorway South (Mt. Gravatt-Capalaba Road to the Pacific Motorway)	0.00	0.00	0.00	19.90	19.90	0.00
Gateway Motorway North (Nudgee Road to the Bruce Highway)	0.00	1.87	1.87	6.53	6.53	-0.00
Gateway Motorway North	0.00	0.00	0.00	929.58	929.58	0.00
Gympie four laning & upgrading (Bruce Highway)	0.00	0.00	0.00	0.14	-0.47	-0.61
Douglas Arterial duplication (Bruce Highway)	0.00	0.00	0.00	-8.80	-8.81	-0.01
Cardwell Range realignment (Bruce Highway)	0.00	-2.00	-2.00	-4.00	-6.00	-2.00
Bruce Highway	645.19	502.05	-143.14	6,694.60	6,694.60	-0.00
Warrego Highway	69.30	63.20	-6.10	1,222.69	1,222.69	0.00
Warrego Highway	49.30	38.20	-11.10	508.00	508.00	0.00
Toowoomba Second Range Crossing	20.00	25.00	5.00	700.00	700.00	0.00
Upgrade from Roma to Mitchell	0.00	0.00	0.00	7.98	7.98	0.00
Overtaking lanes	0.00	0.00	0.00	4.46	4.46	0.00
Rest areas	0.00	0.00	0.00	1.30	1.30	0.00
Mitchell township rehabilitation.	0.00	0.00	0.00	0.96	0.96	0.00
QLD Excess Contingencies	186.50	0.00	-186.50	284.42	243.69	-40.73
Sum of Investment Project Funding	917.34	565.12	-352.22	9,478.49	9,400.13	-78.36
OFF-NETWORK						
Road Projects						
D'Aguilar Highway	5.00	5.00	0.00	16.00	16.00	0.00
Dalrymple Road, Townsville	5.00	5.00	0.00	20.00	20.00	0.00
Dawson Highway - Kin Kora Roundabout	12.50	6.00	-6.50	12.50	12.50	0.00
Kirrama Range Road	0.40	0.40	0.00	1.00	1.00	0.00
Central Queensland Resources Supply Chain	0.00	0.00	0.00	0.30	0.30	0.00

Project	14-15 Forecast			TOTAL 13-14 to 19-20 onwards		
	Budget May 14	Budget May 15	Variance	Budget May 14	Budget May 15	Variance
Central Queensland Resources Supply Chain – Central Queensland Planning and Infrastructure Framework	0.00	0.00	0.00	0.30	0.00	-0.30
Central Queensland Resources Supply Chain – Central Queensland Planning and Infrastructure Framework (RIF)	0.00	0.00	0.00	0.00	0.00	0.00
North Queensland Supply Chain	0.00	0.00	0.00	0.41	0.00	-0.41
North Queensland Supply Chain – Operationalising the 50 Year Infrastructure Plan	0.00	0.00	0.00	0.41	0.00	-0.41
North Queensland Supply Chain – Operationalising the 50 Year Infrastructure Plan (RIF)	0.00	0.00	0.00	0.00	0.00	0.00
Gladstone Port Access Road	2.00	0.00	-2.00	48.17	2.00	-46.17
Gladstone Port Access Road	2.00	0.00	-2.00	48.17	0.00	-48.17
Gladstone Port Access Road (RIF)	0.00	0.00	0.00	0.00	0.00	0.00
Peak Downs Highway	16.20	30.00	13.80	112.63	158.80	46.17
Peak Downs Highway	16.20	0.00	-16.20	111.50	0.00	-111.50
Peak Downs Highway (RIF)	0.00	0.00	0.00	1.13	0.00	-1.13
Cape York Region Package	18.40	59.80	41.40	208.40	208.40	0.00
Outback Way - Queensland	3.67	5.00	1.33	11.00	11.00	0.00
Woolloowin and Milton Intersections, Brisbane	1.00	0.50	-0.50	1.00	0.50	-0.50
Old Toogoom Road, Maryborough	1.00	1.00	0.00	1.00	1.00	0.00
River Heads Road, Maryborough	3.75	3.75	0.00	3.75	3.75	0.00
Total Off-Network Road Projects	68.92	116.45	47.53	436.16	435.25	-0.91
Rail Projects						
Moreton Bay Rail Link	108.00	248.00	140.00	518.38	518.38	0.00
Total Off-Network Rail Projects	108.00	248.00	140.00	518.38	518.38	0.00
Sum of Off-Network Project Funding	176.92	364.45	187.53	954.54	953.63	-0.91
TOTAL PROJECT FUNDING TO QUEENSLAND	1,094.26	929.57	-164.69	10,433.03	10,353.76	-79.26
ROAD MAINTENANCE FUNDING						
Indicative Maintenance Formula Contribution 2009-10 to 2013-14	0.00	0.00	0.00	73.07	73.06	-0.01
- Sarina to Cairns section maintenance	0.00	0.00	0.00	22.50	22.50	0.00
- Childers to Sarina strengthening and widening	0.00	2.00	2.00	19.17	20.16	0.99
- Curra to Childers strengthening and widening	0.00	-2.00	-2.00	5.82	4.82	-1.00
- Curra to Sarina section maintenance	0.00	0.00	0.00	11.25	11.25	0.00
- Nambour Pavement Reconstruction	0.00	0.00	0.00	0.10	0.10	0.00
- Caboolture/Sunshine Coast section	0.00	0.00	0.00	3.00	3.00	0.00
- Additional Maintenance Funding 2009-10 to 2013-14	0.00	0.00	0.00	11.23	11.23	0.00
Additional Maintenance Funding 2014-15 to 2016-17	89.36	89.36	0.00	446.78	430.08	-16.70
Indicative Sum of Road Maintenance Funding	89.36	89.36	0.00	519.85	503.14	-16.71
TOTAL INDICATIVE FUNDING TO QLD	1,183.61	1,018.93	-164.68	10,952.87	10,856.90	-95.97

	14-15 Forecast			TOTAL 13-14 to 19-20 onwards		
Project	Budget May 14	Budget May 15	Variance	Budget May 14	Budget May 15	Variance
Schedule E - Managed Motorways						
Gateway Motorway to Caboolture	9.42	9.42	0.00	17.42	17.42	0.00
Schedule F - Black Spot Projects						
Programme of Works for Qld	12.18	9.95	-2.23	73.09	73.10	0.01
Schedule G - Heavy Vehicles						
Programme of Works for Qld	8.75	0.11	-8.64	44.81	46.48	1.68
Schedule I - Bridges renewal programme						
Programme of Works for Qld	12.13	0.00	-12.13	60.82	60.50	-0.32
Schedule J- Asset Recycling Fund Projects - Infrastructure Growth Package - New Investments						
Black Spot Projects	0.00	0.00	0.00	40.59	40.60	0.01
Roads to Recovery	0.00	0.00	0.00	71.20	71.20	0.00
National Highway Upgrade Programme	0.00	1.40	1.40	0.00	49.30	49.30
Toowoomba Second Range Crossing	0.00	0.00	0.00	585.00	585.00	0.00
Total - Asset Recycling Fund Projects	0.00	1.40	1.40	696.79	746.10	49.31
Other - Programmes with funding to councils and commercial organisations						
Off-Network Programme						
Legacy Way [Northern Link Tunnel]	100.00	100.00	0.00	400.00	400.00	0.00
Cloncurry Heavy Vehicle Bypass	4.00	4.00	0.00	4.00	4.00	0.00
Roads to Recovery Program	71.20	71.20	0.00	434.27	434.18	-0.09
Untied Local Roads Grants	131.68	131.80	0.12	741.92	742.43	0.50
Total - Other	306.88	307.00	0.12	1,580.20	1,580.61	0.41
Total - Queensland	1,532.97	1,346.81	-186.16	13,426.00	13,381.11	-44.88

Project	14-15 Forecast			TOTAL 13-14 to 19-20 onwards		
	Budget May 14	Budget May 15	Variance	Budget May 14	Budget May 15	Variance
Schedule A - Investment and Off-Network programme						
INVESTMENT PROGRAMME						
Abernethy Road – Tonkin Highway Onramp	0.00	0.00	0.00	0.46	0.46	0.00
Bunbury Port Access Road (Stage 2) and Bunbury Outer Ring Road (Stage 1)	0.00	0.00	0.00	15.14	15.14	-0.00
Duplication of Dampier Highway	0.00	0.00	0.00	-1.41	-1.41	0.00
High Street (Leach Highway) Upgrade	0.00	0.00	0.00	4.00	4.00	0.00
Port Hedland Improvements Project (Stage 2 - Realignment of Great Northern Highway)	0.00	-0.99	-0.99	39.78	39.78	-0.00
Big McPhee Creek Bridge	0.00	0.00	0.00	-3.41	-3.45	-0.04
Great Eastern Highway - Widening	29.60	24.59	-5.01	29.60	29.60	0.00
Great Northern Highway, Muchea to Wubin, Bindí Bindí to Lyons	9.30	8.49	-0.81	24.84	24.84	-0.00
Kwinana Freeway - Roe Highway to Armadale Road widening (southbound)	24.30	21.35	-2.95	31.30	38.75	7.45
Leach Highway (High St)	2.90	0.00	-2.90	59.00	0.00	-59.00
Perth Freight Link - Investment (also refer to funding under Asset Recycling Fund)	0.00	0.00	0.00	0.00	59.00	59.00
Perth Airport Gateway WA	300.00	336.80	36.80	610.93	611.89	0.96
Swan Valley Bypass	0.00	16.00	16.00	589.70	589.70	0.00
NorthLink WA - Swan Valley Bypass	0.00	16.00	16.00	589.70	589.70	0.00
Swan Valley Bypass	0.00	0.00	0.00	0.00	0.00	0.00
NorthLink WA - Tonkin Highway Grade Separations	0.00	0.00	0.00	0.00	140.60	140.60
Great Northern Highway - Muchea to Wubin	71.00	33.70	-37.30	307.80	307.80	0.00
Kewdale Intermodal Rail Supply Chain	0.00	0.00	0.00	17.20	17.10	-0.10
Roe Highway - Berkshire Road Grade Separation	3.20	19.00	15.80	27.20	27.20	0.00
Great Eastern Highway, Kooyong Road to Tonkin Highway	0.00	-10.40	-10.40	-10.40	-10.40	0.00
WA Excess Contingencies	6.73	0.00	-6.73	13.79	0.00	-13.79
Sum of Investment Project Funding	447.03	448.54	1.51	1,755.52	1,890.59	135.07
OFF-NETWORK						
Road Projects						
Albany Ring Road planning study	0.00	0.00	0.00	0.50	0.50	0.00
NorthLink WA - Tonkin Highway Grade Separations	0.00	0.00	0.00	140.60	0.00	-140.60
North West Coastal Highway - Minilya to Barradale	60.00	34.06	-25.94	174.00	172.72	-1.28
Nicholson Road Grade Separation	0.00	0.00	0.00	18.00	18.00	0.00
Outback Way - Western Australia	3.67	2.19	-1.48	11.00	11.00	0.00
Lloyd Street upgrade	0.00	10.00	10.00	0.00	10.00	10.00
Total Off-Network Road Projects	63.67	46.25	-17.42	344.10	212.22	-131.88
Rail Projects						
Perth Light Rail Study	0.00	0.00	0.00	1.83	1.83	0.00
Portlink Inland Freight Corridor Concept Plan	0.50	0.00	-0.50	0.94	0.94	0.00
Trial of low profile Concrete Sleepers on the WA Grain Line	0.00	0.00	0.00	2.94	2.94	-0.00
WA Grain Rail	0.00	-4.31	-4.31	-1.41	-3.59	-2.18
Total Off-Network Rail Projects	0.50	-4.31	-4.81	4.30	2.11	-2.19
Sum of Off-Network Project Funding	64.17	41.93	-22.23	348.40	214.33	-134.07
TOTAL PROJECT FUNDING TO WA	511.20	490.47	-20.72	2,103.92	2,104.92	1.00
ROAD MAINTENANCE FUNDING						
Indicative Maintenance Formula Contribution 2009-10 to 2013-14	0.00	0.00	0.00	45.80	45.80	0.00
Additional Maintenance Funding 2014-15 to 2018-19	46.43	46.43	0.00	232.15	239.39	7.24
Indicative Sum of Road Maintenance Funding	46.43	46.43	0.00	277.95	285.19	7.24
TOTAL INDICATIVE FUNDING TO WA	557.63	536.90	-20.72	2,381.87	2,390.11	8.24
Schedule B - Building Australia Fund Projects						
Oakajee Port Common User Facilities, Geraldton [equity]	0.00	0.00	0.00	339.00	339.00	0.00
Schedule F - Black Spot Projects						
Programme of Works for WA	6.59	6.50	-0.09	39.07	39.10	0.03
Schedule G - Heavy Vehicles						

Project	14-15 Forecast			TOTAL 13-14 to 19-20 onwards		
	Budget May 14	Budget May 15	Variance	Budget May 14	Budget May 15	Variance
Programme of Works for WA	5.31	0.40	-4.91	27.14	28.22	1.08
Schedule I - Bridges Renewal Programme						
Programme of Works for WA	6.77	0.00	-6.77	34.51	34.48	-0.03
Schedule J- Asset Recycling Fund Projects - Infrastructure Growth Package - New Investments						
Black Spot Projects	0.00	0.00	0.00	21.95	21.96	0.01
Roads to Recovery	0.00	0.00	0.00	51.20	51.20	0.00
National Highway Upgrade Programme	0.00	0.00	0.00	0.00	32.20	32.20
Perth Freight Link	74.00	0.00	-74.00	866.00	866.00	0.00
Total Asset Recycling Fund Projects	74.00	0.00	-74.00	939.15	971.36	32.21
Other - Programmes with funding to councils and commercial organisations						
Off-Network Programme						
Lloyd Street upgrade	10.00	0.00	-10.00	10.00	0.00	-10.00
Roads to Recovery Program	51.20	51.20	0.00	312.87	312.72	-0.15
Untied Local Roads Grants	107.46	107.56	0.10	605.46	605.87	0.41
Total - Other	168.66	158.76	-9.90	928.33	918.59	-9.74
Total - Western Australia	818.95	702.56	-116.38	4,689.06	4,720.86	31.80

Project	14-15 Forecast			TOTAL 13-14 to 19-20 onwards		
	Budget May 14	Budget May 15	Variance	Budget May 14	Budget May 15	Variance
Schedule A - Investment and Off-Network programme						
INVESTMENT PROGRAMME						
South Road Upgrade (Darlington)	0.00	-0.56	-0.56	0.01	-0.00	-0.01
South Road Planning	0.00	6.35	6.35	17.64	17.64	-0.00
South Road Planning Study - Regency Road to Anzac Highway	0.00	0.00	0.00	0.13	0.13	-0.00
South Road Planning Study - Anzac Highway to Darlington	0.00	6.35	6.35	8.50	8.50	-0.00
South Road Upgrade (Darlington) Planning	0.00	0.00	0.00	0.11	0.11	0.00
Other projects	0.00	0.00	0.00	8.90	8.90	0.00
Dukes Highway Upgrade	0.00	0.09	0.09	8.79	8.79	-0.01
Dukes Highway Upgrade - Phase 2 Roadside Rest Areas	0.00	0.00	0.00	-0.01	-0.01	-0.00
Dukes Highway Pavement Rehabilitation	0.00	-0.00	-0.00	0.17	0.17	-0.00
Dukes Highway Roadside Hazard Mitigation	0.00	0.09	0.09	4.85	4.85	0.00
Dukes Highway - Overtaking Lanes	0.00	0.00	0.00	0.00	0.00	0.00
Dukes Highway Dividing Treatment Strategy	0.00	-0.00	-0.00	3.78	3.78	-0.00
ATMS on South Eastern Freeway	0.00	0.00	0.00	0.00	0.00	0.00
Managed Motorways on South Eastern Freeway	0.30	0.00	-0.30	4.50	4.50	0.00
North-South Corridor Adelaide	108.70	55.50	-53.20	530.20	530.20	0.00
North-South Corridor Adelaide - Planning and Delivery	2.30	0.00	-2.30	8.00	8.00	0.00
Northern Expressway	0.00	-12.80	-12.80	-12.80	-12.80	0.00
South Eastern Freeway - Mount Barker Interchange	5.00	5.00	0.00	16.00	16.00	0.00
Preparation for Sentencing and Archival of Plans and Records which are residual from the sale of the Australian National Railways Commission	0.25	0.22	-0.03	0.82	0.82	0.00
SA Excess Contingencies	0.01	0.00	-0.01	0.01	0.02	0.01
Sum of Investment Project Funding	116.56	53.79	-62.76	573.17	573.16	-0.00
OFF-NETWORK						
Regional Mining and Infrastructure Plans	0.00	0.00	0.00	0.30	0.30	0.00
Anangu Pitjanjatjara Yankunytjatjara (APY) Lands	5.00	0.00	-5.00	85.00	85.00	0.00
Sum of Off-Network Project Funding	5.00	0.00	-5.00	85.30	85.30	0.00
TOTAL PROJECT FUNDING TO SA	121.56	53.79	-67.76	658.47	658.47	-0.00
ROAD MAINTENANCE FUNDING						
Indicative Maintenance Formula Contribution 2009-10 to 2013-14	0.00	0.00	0.00	27.23	27.23	0.00
Additional Maintenance Funding 2014-15 to 2018-19	27.91	27.91	0.00	139.54	141.19	1.65
Indicative Sum of Road Maintenance Funding	27.91	27.91	0.00	166.77	168.42	1.65
TOTAL INDICATIVE FUNDING TO SA	149.46	81.70	-67.76	825.23	826.88	1.65
Schedule B - Building Australia Fund Projects						
Goodwood and Torrens Junction	0.00	0.00	0.00	232.10	232.10	0.00
Schedule F - Black Spot Projects						
Programme of Works for SA	4.80	5.87	1.07	28.83	28.84	0.01
Schedule G - Heavy Vehicles						
Programme of Works for SA	3.53	0.23	-3.30	17.83	18.14	0.31
Schedule I - Bridges Renewal Programme						
Programme of Works for SA	4.25	0.00	-4.25	21.02	20.90	-0.11
Schedule J- Asset Recycling Fund Projects - Infrastructure Growth Package - New Investments						
Black Spot Projects	0.00	0.00	0.00	16.00	16.00	0.00
Roads to Recovery	0.00	0.00	0.00	31.48	31.48	0.00

	14-15 Forecast			TOTAL 13-14 to 19-20 onwards		
Project	Budget May 14	Budget May 15	Variance	Budget May 14	Budget May 15	Variance
National Highway Upgrade Programme	0.00	0.00	0.00	0.00	19.89	19.89
North-South Corridor Adelaide	50.00	12.00	-38.00	393.80	393.80	0.00
Total Asset Recycling Fund Projects	50.00	12.00	-38.00	441.28	461.17	19.89
Other - Programmes with funding to councils and commercial organisations						
Roads to Recovery Program	31.48	31.48	0.00	188.48	188.41	-0.07
Untied Local Roads Grants	0.00	0.00	0.00	0.00	0.00	0.00
Untied Local Roads Grants	38.63	38.66	0.03	217.62	217.76	0.14
Additional funding to SA	0.00	0.00	0.00	17.82	17.82	0.00
Total Untied Local Roads Grants	38.63	38.66	0.03	235.43	235.58	0.15
Total - Other	70.11	70.14	0.03	423.92	423.99	0.08
Total - South Australia	282.14	169.93	-112.21	1,990.21	2,012.03	21.82

Project	14-15 Forecast			TOTAL 13-14 to 19-20 onwards		
	Budget May 14	Budget May 15	Variance	Budget May 14	Budget May 15	Variance
Schedule A - Investment and Off-Network programme						
INVESTMENT PROGRAMME						
Improve flood immunity, road safety and productivity on NT highways	19.29	11.68	-7.61	49.63	49.63	0.00
<i>Overtaking Opportunities - Stuart Highway between Katherine and Darwin</i>	0.21	0.00	-0.21	1.44	0.52	-0.92
<i>National Highways Strengthening and Widening</i>	0.00	0.00	0.00	10.92	9.76	-1.16
<i>Network Infrastructure Road Safety Initiatives Including Fatigue Management</i>	0.00	0.00	0.00	6.19	5.56	-0.63
<i>Stuart and Victoria Highways Flood Immunity Works Highway.</i>	5.58	0.83	-4.75	8.08	3.37	-4.71
<i>Katherine Heavy Vehicle Bypass</i>	7.50	2.50	-5.00	10.00	6.29	-3.71
<i>Rail Overpass South of Alice Springs</i>	6.00	8.35	2.35	13.00	24.14	11.14
<i>New High Level Bridge over the Cullen River</i>	0.00	0.00	0.00	0.00	0.00	0.00
Sum of Investment Funding	19.29	11.67	-7.62	49.63	49.62	-0.01
OFF-NETWORK						
NT Community, Beef and Mining Roads Package	0.00	0.00	0.00	7.75	7.75	0.00
<i>Upgrade of the Plenty Highway</i>	0.00	0.00	0.00	0.08	0.08	0.00
<i>Upgrade of the Central Arnhem Road</i>	0.00	0.00	0.00	7.66	7.66	0.00
<i>Upgrade of the Maryvale Road and Hughes Stock Route</i>	0.00	0.00	0.00	0.01	0.01	0.00
Outback Way - Northern Territory	3.67	6.57	2.90	11.00	20.00	9.00
Tiger Brennan Drive Duplication - Darwin CBD to Berrimah Road	25.00	33.87	8.87	70.00	70.00	0.00
Northern Territory Roads Productivity Package	26.45	19.28	-7.17	90.00	90.00	0.00
Sum of Off-Network Project Funding	55.12	59.72	4.60	178.75	187.75	9.00
TOTAL PROJECT FUNDING TO NT	74.41	71.39	-3.02	228.38	237.38	9.00
ROAD MAINTENANCE FUNDING						
Indicative Maintenance Formula Contribution 2009-10 to 2013-14	0.00	0.00	0.00	14.98	14.98	0.00
Additional Maintenance Funding 2014-15 to 2018-19	16.77	16.77	0.00	83.84	83.77	-0.06
Indicative Sum of Road Maintenance Funding	16.77	16.77	0.00	98.81	98.75	-0.06
TOTAL INDICATIVE FUNDING TO NT	91.17	88.15	-3.02	327.19	336.11	8.92
Schedule F - Black Spot Projects						
Programme of Works for the NT	1.00	1.27	0.27	5.79	5.79	-0.00
Schedule G - Heavy Vehicles						
Programme of Works for the NT	2.41	0.15	-2.26	10.28	10.44	0.16
Schedule I - Bridges Renewal Programme						
Programme of Works for the NT	0.62	0.00	-0.62	3.11	3.16	0.05
Schedule J- Asset Recycling Fund Projects - Infrastructure Growth Package - New Investments						
Black Spot Projects	0.00	0.00	0.00	3.33	3.34	0.01
Roads to Recovery	0.00	0.00	0.00	10.20	10.20	0.00
Victoria Highway - New Bridges over Little Horse and Big Horse Creeks	0.00	0.00	0.00	0.00	20.01	20.01
Northern Territory Roads Package	27.00	18.57	-8.43	77.00	77.00	0.00
Total Asset Recycling Fund Projects	27.00	18.57	-8.43	90.53	110.55	20.02
Other - Programmes with funding to councils and commercial organisations						
Roads to Recovery Program	10.20	10.20	0.00	64.03	63.35	-0.68
Untied Local Roads Grants	16.46	16.48	0.02	92.76	92.83	0.07
Total - Other	26.66	26.68	0.02	156.79	156.17	-0.62
Total - Northern Territory	148.86	134.83	-14.03	593.69	622.22	28.53

Project	14-15 Forecast			TOTAL 13-14 to 19-20 onwards		
	Budget May 14	Budget May 15	Variance	Budget May 14	Budget May 15	Variance
Schedule A - Investment and Off-Network programme						
INVESTMENT PROGRAMME						
Road Projects						
Brooker Highway - Elwick-Goodwood to Howard Road	2.50	2.30	-0.20	25.60	25.60	0.00
Midland Highway	0.00	0.00	0.00	0.00	0.00	0.00
Midland Highway	25.00	20.54	-4.46	400.00	360.00	-40.00
Midland Highway - Bridgewater Bridge Development	0.00	0.00	0.00	3.20	3.20	0.00
Midland Highway - Brighton Bypass	0.00	0.00	0.00	-0.49	-0.49	-0.00
Tasman Highway	10.00	1.01	-8.99	13.00	13.00	0.00
TAS Excess Contingencies	0.30	0.00	-0.30	0.61	30.41	29.80
Total Investment Road Projects	37.80	23.85	-13.95	441.92	431.72	-10.20
Rail Projects						
Rail capacity improvements at Rhyndaston	0.00	0.00	0.00	13.30	13.30	-0.00
Freight Rail Revitalisation Network	22.50	0.00	-22.50	119.60	30.10	-89.50
Improvement of Bell Bay Intermodal Terminal	2.00	4.52	2.52	4.92	4.91	-0.01
Main North-South Line rail capacity improvements	3.00	0.00	-3.00	20.10	20.10	-0.00
Total Investment Rail Projects	27.50	4.52	-22.98	157.92	68.41	-89.51
Sum of Investment Project Funding	65.30	28.37	-36.93	599.84	500.13	-99.71
OFF-NETWORK						
Huon Highway/Summerleas Road Intersection Upgrade	2.00	0.56	-1.44	17.50	17.50	0.00
Domain Highway Planning	1.50	0.00	-1.50	4.00	4.00	0.00
Upgrade of North East Freight Roads	5.00	6.11	1.11	26.90	26.91	0.01
Upgrade of Port Sorell Road	0.00	0.00	0.00	0.99	0.99	0.00
Upgrade of Illawarra Link Road	0.00	0.00	0.00	0.12	0.12	0.00
Westbury Road Traffic Management, Launceston	0.50	0.50	0.00	0.50	0.50	0.00
Freight Rail Revitalisation Off-Network	0.00	0.00	0.00	0.00	15.70	15.70
Sum of Off-Network Project Funding	9.00	7.17	-1.83	50.01	65.72	15.71
TOTAL PROJECT FUNDING TO TASMANIA	74.30	35.54	-38.76	649.85	565.85	-84.00
ROAD MAINTENANCE FUNDING						
Indicative Maintenance Formula Contribution 2009-10 to 2013-14	0.00	0.00	0.00	5.45	5.45	-0.00
Additional Maintenance Funding 2014-15 to 2018-19	7.30	7.30	-0.00	36.52	29.20	-7.32
Indicative Sum of Road Maintenance Funding	7.30	7.30	-0.00	41.97	34.65	-7.32
TOTAL INDICATIVE FUNDING TO TASMANIA	81.61	42.84	-38.77	691.83	600.50	-91.33
Schedule F - Black Spot Projects						
Programme of Works for Tasmania	1.61	2.19	0.58	10.13	8.54	-1.59
Schedule G - Heavy Vehicles						
Programme of Works for Tasmania	1.40	0.00	-1.40	6.60	5.61	-0.99
Schedule I - Bridges Renewal Programme						
Programme of Works for Tasmania	1.28	0.00	-1.28	6.27	4.79	-1.48
Schedule J- Asset Recycling Fund Projects - Infrastructure Growth Package - New Investments						
Black Spot Projects	0.00	0.00	0.00	5.35	5.36	0.01
Roads to Recovery	0.00	0.00	0.00	11.40	11.40	0.00
National Highway Upgrade Programme						
Bass Highway – Duplication between Birralees Road and Exton	0.00	0.20	0.20	0.00	7.68	7.68
Total Asset Recycling Fund Projects	0.00	0.20	0.20	16.75	24.44	7.69

Project	14-15 Forecast			TOTAL 13-14 to 19-20 onwards		
	Budget May 14	Budget May 15	Variance	Budget May 14	Budget May 15	Variance
Other - Programmes with funding to councils and commercial organisations						
Brighton Intermodal	0.00	0.00	0.00	0.36	0.00	-0.36
Roads to Recovery Program	11.40	11.40	0.00	67.33	55.93	-11.40
Untied Local Roads Grants	37.25	37.28	0.04	209.84	169.47	-40.37
Total - Other	48.65	48.68	0.04	277.18	225.40	-51.78
Total - Tasmania	134.54	93.91	-40.63	1,008.75	869.28	-139.47

Project	14-15 Forecast			TOTAL 13-14 to 19-20 onwards		
	Budget May 14	Budget May 15	Variance	Budget May 14	Budget May 15	Variance
	\$m	\$m	\$m	\$m	\$m	\$m
Schedule A - Investment and Off-Network programme						
PROJECTS						
OFF-NETWORK						
Ramp Metering	0.30	0.00	-0.30	0.30	0.30	0.00
Sum of Off-Network Funding	0.30	0.00	-0.30	0.30	0.30	0.00
TOTAL PROJECT FUNDING TO ACT	0.30	0.00	-0.30	0.30	0.30	0.00
ROAD MAINTENANCE FUNDING						
Indicative Maintenance Formula Contribution 2009-10 to 2013-14	0.00	0.00	0.00	0.34	0.34	0.00
Additional Maintenance Funding 2014-15 to 2018-19	0.57	0.57	0.00	2.84	2.85	0.01
Indicative Sum of Road Maintenance Funding	0.57	0.57	0.00	3.18	3.19	0.01
TOTAL INDICATIVE FUNDING TO ACT	0.87	0.57	-0.30	3.48	3.49	0.01
Schedule B - Building Australia Fund Projects						
Majura Parkway	48.10	41.18	-6.92	111.09	111.09	0.00
Schedule F - Black Spot Projects						
Programme of Works for the ACT	0.97	0.80	-0.17	5.60	5.62	0.02
Schedule G - Heavy Vehicles						
Programme of Works for the ACT	0.80	0.00	-0.80	3.76	3.82	0.06
Schedule I - Bridges Renewal Programme						
Programme of Works for the ACT	0.99	0.00	-0.99	4.95	4.90	-0.05
Schedule J- Asset Recycling Fund Projects - Infrastructure Growth Package - New Investments						
Black Spot Projects	0.00	0.00	0.00	3.22	3.22	-0.00
Roads to Recovery	0.00	0.00	0.00	5.60	5.60	0.00
National Highway Upgrade Programme	0.00	0.00	0.00	0.00	3.20	3.20
Total Asset Recycling Fund Projects	0.00	0.00	0.00	8.82	12.02	3.20
Other - Programmes with funding to councils and commercial organisations						
Roads to Recovery Program	5.60	5.60	0.00	28.03	28.03	0.00
Untied Local Roads Grants	22.54	22.56	0.02	126.97	127.07	0.10
Total - Other	28.14	28.16	0.02	155.00	155.10	0.10
Total - Australian Capital Territory	79.86	70.71	-9.15	292.70	296.04	3.34

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 07

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Regional Rail Link project savings
Proof Hansard Page: 22 (27 May 2015)

Senator Sterle, Glenn asked:

...

Senator STERLE: How much is that figure?

Ms O'Connell: Regional Rail Link's successful additional payment, I think, was a half a billion dollars. I will get that checked but, because they were ahead of schedule—and there are examples of projects that run ahead and behind. That was a particularly good one that was done ahead of schedule and therefore there was money left for it in 2014-15 in last year's budget but it was actually paid a year earlier. So that is why.

Answer:

Compared to the funding profile in the Pre-election Fiscal Outlook, \$250 million was brought forward from 2014-15 to 2013-14 as a result of work proceeding ahead of schedule.

In addition, a total of \$506.5 million of Australian Government funding was able to be reallocated to other projects as a result of savings achieved in the delivery of the project.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 08

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Major infrastructure budget differences between the 2014 and 2015 Budgets

Proof Hansard Page: 22 (27 May 2015)

Senator Sterle, Glenn asked:

Senator STERLE: I do want to move on but I just want to know: there is a difference of \$800 million. I wanted to know where it actually all went, and you have got the electronic copy of last year's budget. Have you got the electronic copy of Mr Jagers—what do you call it—milestone based?

Ms O'Connell: No, milestone based.

Senator STERLE: Are fingers not that quick down there in Northbourne Avenue? You have not got that for me yet?

Mr Mrdak: We are working on that; we will get you that.

Senator STERLE: Okay.

Ms O'Connell: We will get you the major differences between the two budget papers.

Answer:

In consultation with the jurisdictions project funding has been re-profiled to reflect expected milestone payments and construction schedules.

Attachment A provides a comparison of major infrastructure differences between the 2014 and 2015 Budgets along with total budgets for each project.

Funding comparison- 14-15 May Budget vs 15-16 May Budget [Major Project Variance]

Attachment A

	14-15 Forecast			Total 13-14 to 19-20		
	May 2014 Budget	May 2015 Budget	Variance	May 2014 Budget	May 2015 Budget	Variance
	\$m	\$m	\$m	\$m	\$m	\$m
NSW						
Pacific Highway	312.50	603.48	290.98	5,640.00	5,634.34	-5.66
Freight Rail Upgrades between Sydney and Newcastle	309.00	254.92	-54.08	691.57	691.57	0.00
M1 Productivity Package	51.50	6.50	-45.00	195.80	195.80	0.00
QLD						
Bruce Highway	645.19	502.05	-143.14	6,694.60	6,694.60	-0.00
Cape York Region Package	18.40	59.80	41.40	208.40	208.40	0.00
Moreton Bay Rail Link	108.00	248.00	140.00	518.38	518.38	0.00
QLD - Contingencies	186.50	0.00	-186.50	284.42	243.69	-40.73
SA						
North- South Corridor Adelaide (Investment)	108.70	55.50	-53.20	530.20	530.20	0.00
North- South Corridor Adelaide (ARF)	50.00	12.00	-38.00	393.80	393.80	0.00
VIC						
East West Link Stage 1 (Investment)	100.00	0.00	-100.00	1,500.00	0.00	-1,500.00
St Albans Rail Grade Separation	151.00	0.00	-151.00	151.00	151.00	0.00
Victorian Regional Rail Link (BAF)	331.00	143.50	-187.50	1,459.00	1,271.50	-187.50
WA						
Great Northern Highway - Muchea to Wubin	71.00	33.70	-37.30	307.80	307.80	0.00
Perth Freight Link (ARF)	74.00	0.00	-74.00	866.00	866.00	0.00
			-597.34			
Other Programme						
Heavy Vehicles Programme	48.00	0.88	-47.12	248.00	248.00	-0.00
Bridges Renewal Programme	60.00	0.00	-60.00	300.00	300.00	0.00
National Highway Upgrade Programme	50.70	1.60	-49.10	228.70	228.70	0.00
Total			-753.56	-1,733.89		

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 09

Program: Bridges Renewal Programme

Division/Agency: Infrastructure Investment

Topic: Successful Round One Bridges Renewal Programme Projects

Proof Hansard Page: 25 (27 May 2015)

Senator Sterle, Glenn asked:

...

Senator STERLE: Take this on notice—could you table all the successful projects and how much money they are getting and where they are?

Mr Pittar: The successful projects are on the department's website as part of the Prime Minister's announcement.

Senator STERLE: The whole lot?

Ms O'Connell: The whole lot from this round.

Senator STERLE: With the cost next to them?

Mr Mrdak: I believe the cost—

Mr Pittar: I think they were part of the announcements. In essence \$115 million has been allocated in round one.

Senator STERLE: How much? **Mr Pittar:** \$115 million.

Ms O'Connell: Of the \$300. Round two will then open—

Senator STERLE: That does not flow until next year?

Ms O'Connell: It starts in July, yes, because bridges have to start construction, enter into contracts and then payments will be made.

Senator STERLE: Does your website show when the construction starts on certain projects?

Mr Pittar: It does not go to that level of detail but it does show the total amount and the contribution from the Australian government.

Senator STERLE: Could you provide to the committee information on when these project actually start? **Mr**

Pittar: We will need to take that on notice.

Mr Jagers: We will be contracting and tendering for the proponents of these projects so they will not have actual construction start dates until that process has happened. Some of them will be able to start sooner than others. So what we would be able to provide is those that we have and estimates for others.

Mr Pittar: It might be on a quarter-by-quarter basis.

Senator STERLE: That is alright as long as you can provide it and we can actually see what is going on. That clears it—this is the beauty of the Senate estimates process because we saw \$60 million in 2014-15 and the actual spend was zero, and then we see the \$3 million, to use Senator Gallacher's terminology, kicked down the road. Now you have explained.

...

Answer:

Please refer to [Attachment A](#) for information (as at 25 June 2015) on the expected construction start date for Round One projects.

[Attachment A](#) – Bridges Renewal Programme Project Listing.

Attachment A - Bridges Renewal Programme Project Listing

State	Project Name	Expected Construction Start Date 2015-16
ACT	Fairburn Avenue and Monaro Highway (2) Bridges, Canberra	TBD
NSW	Bombala C - Parsonage Creek Bridge, Bombala	Q1
NSW	Cabonne SC - Hanover Bridge, Orange	Q1
NSW	Carrathool Bridge, Carrathool	TBD
NSW	Corowa SC - Hopefield Rd Bridge, Corowa	Q1
NSW	Dungog SC - Woerdens Rd Bridge, Dungog	Q1
NSW	Eurobodalla SC - Candlagan Creek Bridge, Broulee	TBD
NSW	Glen Innes Severn SC - Severn River Bridge, Glen Innes	Q1
NSW	Goulburn Mulwaree C - Kippilaw Bridge, Goulburn	Q3
NSW	Greater Taree CC - Potts Bridge, Wingham	Q1
NSW	Gundagai SC - Gobarralong Bridge, Coolac	Q1
NSW	Lansdowne Bridge, Goulburn	TBD
NSW	Lismore CC - Wilson St Bridge link, Lismore	TBD
NSW	Mid-Western RC - Butter Factory Bridge, Mudgee	Q1
NSW	Mid-Western RC - Stoney Creek Bridge, Mudgee	Q1
NSW	Mid-Western RC - Green Gully Bridge, Mudgee	Q1
NSW	Narrabri SC - Harparary Bridge, Narrabri	Q1
NSW	Newcastle CC - Cottage Creek Bridge, Newcastle	Q1
NSW	Tenterfield SC - Bookookoorara Creek Bridge, Tenterfield	Q1
NSW	Tweed C - Anthonys Bridge, Murwillumbah	Q1
NSW	Upper Hunter SC - Starrs Crossing Bridge, Scone	Q1
NSW	Upper Lachlan SC - Abercrombie River Bridge	Q1
NSW	Uralla SC - Abington Creek Bridge, Uralla	Q1
NSW	Warrumbungle SC - Orana Rd Bridge, Coolah	Q1
NSW	Warrumbungle SC - Mow Creek Bridge, Coonabarabran	Q1
NSW	Weddin SC - Beazleys Lane Bridge, Cowra	Q1
NSW	Wingecarribee SC - Caalong St Bridge, Robertson	Q1
NSW	Wingecarribee SC - Kirkland Rd Bridge, Robertson	Q1
NSW	Young SC - Burrangong Creek Bridge, Young	Q2
NT	Tablelands Highway - Six Bridges (Package 1)	TBD
QLD	Banana SC - Lonesome Creek Bridge, Theodore Moura Rd	Q1
QLD	Caboolture River Bridge, Morayfield Road, (Southbound), Caboolture	TBD
QLD	Four Bridges on Peak Downs Highway	TBD
QLD	Kogan Creek Bridge, Dalby	TBD
QLD	Lockyer Valley RC - Middleton's Bridge, Gatton	Q1
QLD	Logan CC - Darcy Edmunds Bridge, Jimboomba	Q1
QLD	Mareeba SC - Groves Creek Bridge, Speewah	Q1
QLD	Murweh SC - Langlo River Bridge, Charleville	Q1
QLD	Murweh SC - Nive River Bridge, Augathella	Q1
QLD	Somerset RC - Jenkinsons Bridge, Kilcoy	Q1
QLD	Somerset RC - Scrubby Creek Bridge, Villeneuve	Q1
QLD	Somerset RC - Taylors Bridge, Biarra	Q1
QLD	Southern Downs RC - Sandy Creek Bridge, Warwick	Q1
SA	Light RC - Gomersal Rd Bridge, Tanunda	Q1
SA	Naracoorte Lucindale Moy Hall Rd Bridge Culverts, Naracoorte	Q1
SA	Tatiara Council - Winter Rd Bridge Bordertown	Q1
TAS	Huon Valley C - Kent Beach Rd, Dover	Q1
TAS	Northern Midlands C - Westmoor Bridge, Launceston	Q1

Attachment A - Bridges Renewal Programme Project Listing

TAS	Two Bridges on Esk Main Road, Avoca	Q2
VIC	Ballarat CC - Lofven Street Culvert renewal, Ballarat.	Q2
VIC	Baw Baw SC - Labertouche Rd Bridge, Tango River.	Q1
VIC	Cardinia SC - Eleven Mile Bridge, Cora Lynn	Q1
VIC	Corangamite SC - Carey Rd Bridge, Camperdown	Q1
VIC	Greater Dandenong CC - Abbotts Rd Bridge, Dandenong South	Q2
VIC	Kananook Creek Bridge, Seaford Rd, Seaford	Q1
VIC	Kyabram-Rochester Rd Bridge, Girgarre	Q1
VIC	Mahers Creek Bridge, Euclea	Q1
VIC	Melton Main Rd Bridge, Melbourne	Q1
VIC	Moorabool SC - Halletts Way Bridge, Bacchus Marsh	Q2
VIC	South Gippsland SC - Allambee Estate Rd Bridge, Hallston	Q1
VIC	Strathbogie SC – Kellys Bridge on Creightons Creek Road, Euroa	Q1
VIC	Strathbogie SC - Kirwans Bridge, Shepparton	Q2
VIC	Wallen Rd Bridge, Melbourne	Q1
VIC	Wantirna Road Bridge Over Dandenong Creek, Wantirna	Q1
WA	Collie River Bridges on the South West Highway	Q1
WA	Two Bridges on South Western Highway, Byford	Q1

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 10

Program: Heavy Vehicle Safety and Productivity Programme – Round Four

Division/Agency: Infrastructure Investment

Topic: Construction of Truck Stops

Proof Hansard Page: 27 (27 May 2015)

Senator Sterle, Glenn asked:

Senator STERLE: I get all that. How many truck stops have been built since 2014-15 and up to now?

Mr Pittar: I do not have the information on all of the truck stops that have been built, but there were 53 proposals that were approved in round 4, which was the most recent round.

Senator STERLE: When did round 4 close?

Mr Pittar: Round 4 closed in late 2014. The successful proposals were announced in February of this year.

Senator STERLE: How many were successful?

Mr Pittar: As I mentioned, 53 proposals were successful and 142 proposals were received.

Senator STERLE: I do not expect you to have it there, but you can take it on notice. I would like to know where they all are.

Mr Pittar: That again is all up on the department's website.

Senator STERLE: How many have been built? How many graders have gone out there, cleared the scrub and levelled it out so the truckies can pull in?

Ms O'Connell: The program itself has delivered a lot of rest stops.

Senator STERLE: From when?

Ms O'Connell: Since its beginning—

Senator STERLE: From 2009?

Ms O'Connell: Yes. It has been very successful.

Mr Mrdak: We can give you the details of how many projects have been completed.

Senator STERLE: Fantastic! I did not ask that. I said very early what a fantastic announcement it was. Thirty years too late for me, but a fantastic announcement. How many have been built since the new government came in?

Ms O'Connell: We will have to take that on notice.

Mr Pittar: We will have to take that on notice, because you are talking about the program as a whole.

Senator STERLE: I want to know how many truck stops have been built for the last financial year and this financial year.

Mr Mrdak: We will get you that information.

...

Senator BULLOCK: I would be really interested in the number of truck stops constructed for \$900,000, because that is all that has been spent.

Mr Jagers: I am lost.

Senator BULLOCK: In that current budget you have got \$0.9 million. You were going to spend \$47 million. You have spent \$0.9 million. I cannot imagine a whole lot has been achieved. **Senator STERLE:** So you will come back to us with that information?

Mr Mrdak: We will come back with details.

Answer:

Successful projects under round four of the Heavy Vehicle Safety and Productivity Programme were announced in February 2015. Construction is commencing on these projects.

	2013-14		2014-15	
	Upgrades	New	Upgrades	New
Completed truck stops by financial year	13	3	15	12

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 11

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Infrastructure project cutbacks since 2014 Budget

Proof Hansard Page: 28-30 (27 May 2015)

Senator Sterle, Glenn asked:

Senator STERLE: We see that there has been a cut of \$170 million from the so-called new investments for 2014-15. Can you tell us the projects in the new investments category that have been cut back since last year?

Ms O'Connell: Senator, just to give context, you are reading a heading under the Infrastructure Growth Package?

Senator STERLE: Yes.

Ms O'Connell: That was the package announced last budget, in 2014, which comprised the Asset Recycling Initiative, the Western Sydney Infrastructure Plan and some other new investments. We are just refreshing our memory as to what those were from the previous budget.

Senator STERLE: Okay. We will wait.

Mr Jaggers: I might have to check that and come back to you.

Senator STERLE: Sure. How long do you need? We can move on.

Mr Jaggers: I can come back after the recess if you like.

Ms O'Connell: Yes, we will come back after morning tea.

Senator STERLE: That is fine. I will wait for you to come back on that...

...

Ms O'Connell: Senator Sterle, we have an answer for you if that is a useful place to start. In terms of budget paper No 3, page 51, Senator Sterle asked what made up the new investments line. Mr Jaggers will tell you the projects that were in that new investment line. This is on page 51 of budget paper 3.

Senator STERLE: Thank you.

Mr Jaggers: There was a National Highway Upgrade Program, which was a new program that was part of those new investments. There was funding for an additional project in the North South Corridor in Adelaide. For the Perth Freight Link there was additional funding.

Senator STERLE: How much was the Adelaide one? Do you have the figures?

Mr Jaggers: I do not have—I can provide the figures. We might provide you with a table with all of this on it, if you like. We can have that produced today.

Senator STERLE: I am fine to wait for that, Ms O'Connell. Can you give us all of that so that we do not come back and annoy you for another round of information.

Mr Jaggers: Yes.

Answer:

A table showing the breakdown of the New Investments was tabled by the Department during the hearing.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 12

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Budget underspend on infrastructure projects

Proof Hansard Page: 31 (27 May 2015)

Senator Bullock, Joe asked:

...

Mr Mrdak: I do not think that is totally accurate. The funding decision for additional roads in Western Australia is additional to what was previously in the program announcements. So it would not have factored, obviously, into the 2014-15 budget; it is additional expenditure in the State of Western Australia to the program.

Senator BULLOCK: I get that—that is extra expenditure. So, if that extra expenditure had not been pumped in, the \$800 million—so we have some extra money and we put it in. If that extra expenditure had not been put in, the \$800 million that we are short, without the \$500 million of extra money, would have been \$1.3 billion.

Mr Mrdak: I do not think I would agree with that in the sense that the re-profiling of money from 2014-15 and 2015-16 that we discussed takes place, but this is an additional \$499 million coming on top of—

Senator BULLOCK: But isn't that counted in the \$800 million underspend?

Mr Mrdak: No.

Senator BULLOCK: I might be a bit thick, but the Parliamentary Library says that it is.

Mr Mrdak: We would be happy to clarify that on notice for you.

Senator BULLOCK: All right. I would like to do that because obviously your sums and their sums are conflicted at the moment.

Mr Mrdak: The additional money for Western Australia is coming from the budget and has been provisioned in the budget, but it was not obviously provisioned in the 2014-15 budget. It is additional to what was announced in the program.

Senator BULLOCK: Yes, your point about additional—I have got it in spades.

Mr Mrdak: I am very happy to see if we can reconcile my understanding with that of the Parliamentary Library.

Senator BULLOCK: Okay.

Ms O'Connell: In fact, just to break that down a bit, I think the global figures need to be broken down. When we are talking about road spend under the investment program then in this year's budget—the 2014-15 figure—is \$3,025.7 billion. In last year's budget paper for 2014-15 it was \$3,005 billion. So the spend actually between one year and the other for that road spend component very slightly increases, but it basically remains the same.

...

Answer:

As a result of consultations with jurisdictions, there has been a movement of Investment road funding (investment and off-network projects) to reflect construction schedules and milestones.

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Question no.: 13

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Major Infrastructure Projects 2014-15

Proof Hansard Page: 33 (27 May 2015)

Senator Rice, Janet asked:

Senator RICE: I have a few questions in general about the overall budget. I apologise if I am covering ground that you have already covered. In the glossy budget overview brochure, on page 22, we have the statement: ... work start on 19 new major projects in 2014. Another 55 will start construction in 2015.

Just to clarify what those are, can we get a list of those major projects?

Mr Mrdak: Certainly, we will provide that to the committee.

Answer:

The 19 new major projects started in 2014 are set out in the table below.

State	Project
NSW	Jensen Road, Wadalba
NSW	Kennedy Drive Upgrade – Tweed Heads
NSW	Moree Bypass Stage 2
NSW	Narellan Road
NSW	The Ridgeway Upgrade – Tumbi Umbi
QLD	Dawson Highway – Kin Kora Intersection Upgrade
TAS	Midland Highway Safety Works Package – Kings Meadows Roundabout
TAS	Midland Highway Safety Works Package – North of Spring Hill
TAS	Midland Highway Safety Works Package – South of Kempton
TAS	Midland Highway Safety Works Package – South of Spring Hill
TAS	Midland Highway Safety Works Package – South of Tunbridge Upgrade
TAS	Westbury Road Upgrade
VIC	Great Ocean Road Upgrade
VIC	Henty Highway Upgrade – Horsham to Warracknabeal
VIC	Indigo Shire Roads Package
VIC	Princes Highway East – Overtaking Lanes between Nowa Nowa and Orbost
VIC	South Gippsland Highway – Koonwarra Realignment Planning
VIC	Western Highway – Beaufort and Ararat Bypass Planning
WA	Roe Highway – Berkshire Road Grade Separation

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The 55 projects that will start construction in 2015 are set out in the table below.

State	Project
NSW	Argyle Street/Camden Valley Way Corridor Upgrade – Macarthur Rd Intersection Scoping – Camden Council
NSW	Argyle Street/Camden Valley Way Corridor Upgrade Stage 1 – Camden Council
NSW	Argyle Street/Camden Valley Way Corridor Upgrade Stage 2 – Camden Council
NSW	Bringelly Road
NSW	Cumberland Highway Intersection Upgrades – Fairfield City Council
NSW	Eagle Vale Drive Upgrade – Campbelltown City Council
NSW	Gilmore Safety Package
NSW	Riverside Drive – Nambucca Heads
NSW	Shoalhaven River Bridge Planning
NSW	The Bucketts Way Upgrade
NSW	The Northern Road
NSW	The Northern Road and Erskine Park Road Intersection Upgrades – Penrith City Council
NSW	Werrington Arterial Road
NSW	Wetherill Street Upgrade – Fairfield City Council
NT	Northern Territory Roads Package – National Network Fatigue Management and Safety Initiatives
NT	Northern Territory Roads Package – National Network Flood Immunity Improvements
NT	Northern Territory Roads Package – National Network Strengthening and Widening
NT	Outback Way – Northern Territory Section
QLD	Bruce Highway – Pavement Widening – Caboolture to St Lawrence
QLD	Bruce Highway – Pavement Widening – Ingham to Cairns
QLD	D'Aguilar Highway Safety Project
QLD	Dalrymple Road
QLD	Milton Road and Hale Street Intersection Upgrade – Brisbane
QLD	Old Toogoom Road – Hervey Bay
QLD	Outback Way – Queensland Section
QLD	Pacific Motorway – Coomera Interchange (Exit 54) – Stage 2
QLD	River Heads Road – Hervey Bay
QLD	Toowoomba Second Range Crossing
SA	North-South Corridor – Darlington Interchange
SA	South Eastern Freeway – Mount Barker (Bald Hills Road) Interchange
TAS	Bass Highway – Duplication between Birralelee Road and Exton
TAS	Midland Highway Safety Works Package – Conara to Cleveland Stage 1
TAS	Midland Highway Safety Works Package – Mud Walls Road Junction Upgrade
VIC	Bedford Road and Great Ryrie Street Intersection Upgrade
VIC	Calder Highway – Overtaking Lane at Nowingi, North of Hattah
VIC	Calder Highway – Ravenswood Interchange

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VIC	Calder Highway – Ravenswood Rest Area Upgrade
VIC	Calder Highway – Station Road Upgrades
VIC	Condah – Hotspur Road Upgrade
VIC	Craigieburn Road and Hanson Road Intersection Upgrade
VIC	Dana Street and Dawson Street Intersection Upgrade
VIC	Hume Freeway – Glenrowan Truck Stop Upgrade
VIC	Midland Highway – Doyles Road Intersection Upgrade
VIC	Nepean Highway – Mount Eliza – Road Safety Improvements
VIC	Port of Geelong Access Improvement Package
VIC	Princes Freeway East – Sand Road Interchange
VIC	Princes Highway East – Murrungowar Rest Area Upgrade
VIC	Princes Highway West – Terang Intersection Upgrades
VIC	Princes Highway West – Winchelsea to Colac Duplication
VIC	South Gippsland Highway – Leongatha Heavy Vehicle Alternate Route
VIC	St Albans Rail Grade Separation
VIC	Strzelecki Highway – Overtaking Lane South of Driffield
VIC	Surrey Road and Junction Road Intersection Upgrade
VIC	Tullamarine Freeway Widening
WA	Nicholson Road Grade Separation

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Question no.: 14

Program: n/a

Division/Agency: Infrastructure Investment

Topic: Asset Recycling Initiative

Proof Hansard Page: 33-34 (27 May 2015)

Senator Rice, Janet asked:

...

Senator RICE: What is the process for determining how that asset recycling fund is allocated?

Mr Mrdak: Jurisdictions were invited to put forward projects of new investment and also assets that they would lease or sell to provide returns to their state budgets. The Commonwealth has made a commitment to provide 15 per cent of the sale price as a top-up incentive drawn from the \$5 billion for new economic infrastructure that is agreed with the Commonwealth. Two jurisdictions to date have signed agreements with the Commonwealth or indicated their inclination to sign—that is, the ACT and New South Wales.

Senator RICE: What is the process for determining which projects get funded under that asset recycling fund?

Mr Mrdak: In the case of those two jurisdictions the states put forward lists of projects. The Commonwealth then has an assessment process internally. It is handled by the Treasury, but they seek advice from this portfolio and other portfolios.

Senator RICE: Can we get the details of that assessment process?

Mr Mrdak: We can certainly provide that for you and also the projects that have thus far been agreed, which are set out in the agreements that have been put in place with the two jurisdictions.

Senator RICE: And it is a Treasury assessment process, not a—

Mr Mrdak: It is a Treasury assessment process and they seek advice from ourselves and other departments.

Mr Jagers: The process is outlined in a national partnership agreement that was agreed with all jurisdictions and it is on the Treasury website. We can get a copy of that for you.

Ms O'Connell: Also, the projects agreed in the MOU, say, with New South Wales is publicly available on that same site. So it lists the projects and the investment and so on.

Senator RICE: If we can get a copy of the internal assessment process that would be appreciated too.

Mr Mrdak: We can provide you with the description of the process but not the advice that was provided.

Senator RICE: As much as you can give us about that assessment process would be appreciated...

Answer:

The Asset Recycling Initiative is the responsibility of the Department of the Treasury.

From publicly available information, the answer to the Senator's question is:

Assessment process

- The assessment process for proposals under the Asset Recycling Initiative (ARI) is set out in the National Partnership Agreement on Asset Recycling (NPA) with further guidance contained in Implementation Guidelines.
- The assessment process involves two key steps:
 - Assessing whether a proposal (both asset sales and new infrastructure) meets the eligibility criteria in the NPA; and
 - Determining whether a jurisdiction has met either of two milestones in an agreed schedule.

Assessing a proposal

- For asset sales the relevant jurisdiction must provide information demonstrating that:
 - the sale has been significantly influenced by the Asset Recycling Initiative; and

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- a significant interest in the asset is being sold or funding is being unlocked by some other means (for example, a long-term lease).
- For infrastructure projects, the relevant jurisdiction must provide information demonstrating that the project:
 - provides a clear net positive benefit;
 - enhances long-term productive capacity of the economy; and
 - where possible, provides for enhanced private sector involvement in both the funding and financing of the infrastructure.
- The project must also be shown to be additional to what would have otherwise occurred in the absence of the Asset Recycling Initiative.
- The Treasurer seeks input from relevant Ministers on whether he/she considers a proposal meets the eligibility criteria contained in the NPA.
- It is also a condition of any agreement that Infrastructure Australia review projects that will receive more than \$100 million in incentive payments from the Commonwealth.
- Based on the advice from the relevant agency, Treasury makes a recommendation to the Treasurer as to whether to enter into a schedule with a jurisdiction.

Consideration of achievement of milestones

- Treasury is also responsible for assessing whether a jurisdiction has met a milestone contained in an agreed schedule:
 - Milestone 1 – involves the commencement of the tender process to sell the asset; commencement of other government processes ahead of the sale; and the commencement of planning and approvals for the additional infrastructure projects.
 - Milestone 2 – involves the completion of the sale of the asset and the commencement of the construction of the agreed infrastructure project.
- In assessing a milestone payment, Treasury reviews information provided by a jurisdiction to demonstrate whether the required elements of the milestone have been met and makes a recommendation to the Treasurer as to whether or not a payment should be made.
- Funding under the Initiative is allocated on a first-come, first-served basis.
- States are responsible for selecting the assets to be sold and the new infrastructure projects that are to be put forward under the Initiative.
- States and territories have until 30 June 2016 to have their asset sales and infrastructure projects agreed. The sale of the assets must also be completed and the construction of the additional infrastructure must commence on or before 30 June 2019.
- The NPA and the schedules that have been agreed with NSW and ACT are available on the Federal Financial Relations website: <http://www.federalfinancialrelations.gov.au/content/npa/infrastructure.aspx>.

Projects contained in agreed schedules

The infrastructure projects contained in the ACT and NSW schedules are shown below.

The Australian Capital Territory approved schedule includes the following project:

- Capital Metro (light rail project)

The New South Wales approved schedule includes the following projects and programmes:

- Sydney Rapid Transit (project)
- Western Sydney Rail Upgrade (programme)
- Parramatta Light Rail (project)
- Pinch Points and Clearways (programme)
- Smart Motorways (programme)
- Gateway to the South (project)
- Regional Road Freight Corridor (programme)
- Regional Growth Roads (programme)

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- Fixing Country Roads (programme)
- Fixing Country Rail (programme)

The website address for the announcement of the Initiative is provided below:

<http://www.budget.gov.au/2014-15/content/glossy/infrastructure/html/infrastructure_04.htm>

The website addresses for the National Partnership Agreement and Schedules :

- National Partnership Agreement on Asset Recycling:
<http://www.budget.gov.au/2014-15/content/glossy/infrastructure/html/infrastructure_04.htm>
- National Partnership Agreement on Asset Recycling (Schedule A – ACT):
<http://federalfinancialrelations.gov.au/content/npa/infrastructure/asset_recycling/ACT.pdf>
- National Partnership Agreement on Asset Recycling (Schedule B – NSW):
<http://federalfinancialrelations.gov.au/content/npa/infrastructure/asset_recycling/NSW.pdf>

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Question no.: 15

Program: n/a

Division/Agency: Infrastructure Investment

Topic: Asset Recycling Initiative

Proof Hansard Page: 36-37 (27 May 2015)

Senator Ludlam, Scott asked:

...

Senator LUDLAM: No, I was not asking for your view. I wanted to know whether it has made any material difference to the assessment process—the fact that a key piece of legislation did not end up clearing the House of Representatives.

Mr Mrdak: The short answer is no. The assessment process has been undertaken as I described to Senator Rice.

Senator LUDLAM: What was the point of the bill then? I guess now I am asking for a view. Maybe Senator Cash might be able to help us out. Why detain the Senate for legislation that, even though it did not pass the chamber, appears to have made no difference at all in the way that infrastructure assessment is conducted?

Senator Cash: I think, as the secretary said, the government remains committed to the asset recycling process. Any further comment I would need to take on notice and get it from the relevant minister.

Senator LUDLAM: If you could. I can chase it to Treasury, although to me it opens up the question of Balkanisation of a really important portfolio that the officers at the table are not able to assist. Beside the Infrastructure Australia process, where most of the assessment is done of specific projects, what visibility does the department have of specific projects, particularly ones where government support was declared before the assessment process had been conducted? Is any assessment of infrastructure decisions made outside of IA?

...

Answer:

The assessment process conducted by Treasury for the Asset Recycling Initiative has not been impacted by the Asset Recycling Fund bills not proceeding.

The Government remains committed to placing the proceeds of the Medibank Private sale and uncommitted funds in the Building Australia Fund and the Education Investment Fund in a new Asset Recycling Fund.

In relation to the question about the visibility of project assessments in the Asset Recycling Initiative, please refer to Question on Notice number 14.

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Question no.: 16

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Perth Freight Link - modelling
Proof Hansard Page: 38 (27 May 2015)

Senator Ludlam, Scott asked:

Senator LUDLAM: There was article that ran in *The Sunday Times* in Perth on the weekend just past entitled 'Cottesloe joins freight fight'. 'The Perth Freight Link will have significant impacts on the western suburbs of Cottesloe'—that is the Premier's own electorate and obviously the foreign minister's federal electorate. How were these impacts modelled or considered? Mostly we focused on the destruction of the Beeliar Wetlands, but obviously this is a pretty extensive proposal from end to end. What modelling has been done on traffic impacts into Cottesloe and the western suburbs?

Mr Jaggers: As part of the business case process the Western Australian government modelled the traffic flow and the impacts of the proposed Perth Freight Link. The consideration of Fremantle on the port itself and on the connections in and around Stock Road, High Street and Leach Highway and through to the port have been considered in the modelling. As Ms O'Connell said, there has also been discussion of a number of alternatives. As you would be aware, the current tendering process has sought applicants or those who wish to lodge a tender to look at an alternative option as well—a tunnelling option. So the Western Australian government has modelled the impact of the tunnelling options but also on the existing alignment, including the impact on surrounding suburbs.

Senator LUDLAM: Can you provide us with that modelling, please, Mr Jaggers, so that we can maybe give some comfort to residents of Cottesloe, North Fremantle and all the way down that corridor that this project is not going to be as disruptive as perhaps they are anticipating?

Mr Jaggers: The Western Australian government has released some details of the project and is undertaking significant community consultations at the moment. They have not released the modelling.

Senator LUDLAM: They haven't?

Mr Jaggers: They have not released the modelling.

Senator LUDLAM: Are you able to release that for us today? It is really difficult to form an independent view on this thing if the modelling is secret.

Mr Jaggers: That is something we would need to discuss with the Western Australians. We will take that on notice.

Answer:

Traffic modelling undertaken for the Perth Freight Link project considered traffic impacts across the project area. This traffic modelling has been used to inform the Project Business Case and is considered commercial in confidence. There is currently a tender process underway for the project and it is usual practice to not make this sort of data publicly available, including to tenderers. Value for money for the Government's significant investment will only be achieved if tenderers put in their best bids based on their own commercial calculations of what they can deliver.

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Question no.: 17

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Perth Freight Link – business case
Proof Hansard Page: 39-40 (27 May 2015)

Senator Ludlam, Scott asked:

...

Senator Cash: you remain consistently opposed to this project, but I am sure that Senator Back, Senator Sterle and Senator Bullock would be very interested to know what the major benefits of this project are because there are some significant benefits that this project is going to bring to the people of Western Australia. I appreciate that during your time you are not going to want to hear them, but I am quite sure that there might be an opportunity later.

Senator LUDLAM: Senator Cash, could you release the business case? If the benefits are so widespread, why are you keeping them secret?

Senator Cash: I will take that on notice.

Senator LUDLAM: Thank you...

Answer:

Benefits of the Perth Freight Link project, such as cost savings and time savings, are set out in the Business Case Executive Summary. There is currently a tender process underway for this project. A decision has been made not to release the full business case, including detailed traffic modelling data and work on estimating cost and benefits. Value for money for the Government's significant investment will only be achieved if tenderers put in their best bids based on their own commercial calculations of what they can deliver.

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Attachment A

Question no.: 18

Program: Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Status of Tasmanian projects
Proof Hansard Page: 41-42 (27 May 2015)

Senator Urquhart, Anne asked:

...

Senator URQUHART: Just in terms of time, can you put on notice all of the updates in construction start dates for all of the Tasmanian projects and funding profiles. I am happy to take them on notice. In the 2014 October estimates, it was noted that the government was hopeful of a start in 2015 on a project to construct the new interchange at the Huon Highway and Summerleas Road intersection in southern Tasmania. Can you give me an update on the status of that, because it does not seem that any visible work has been commenced on that site at all. I travel these roads regularly and I do—in the ones you have outlined I have been going through 40-kilometre limits for quite some time, so I know that they are under construction. But with this one there does not look like there is anything happening.

...

Answer:

1. A list of Tasmanian projects is at Attachment A.
2. The Tasmanian Department of State growth has advised that planning and stakeholder consultation are continuing and construction of the Huon Highway/Summerleas Road Intersection Upgrade project is expected to commence in mid to late 2016.

Attachment A – List of Tasmanian projects.

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Attachment A

Projects	Construction		Estimated Australian Government Contributions					
	Start	Finish	14-15	15-16	16-17	17-18	18-19	19-20 onwards
			\$m	\$m	\$m	\$m	\$m	\$m
Road								
Midland Highway Upgrade								
Perth to Breadalbane Duplication	Early 2016	Mid 2018	2.16	16.96	12.80	1.84	0	0
Conara to Cleveland Stage 1	5 Jan 2015	19 May 2015	1.85	0.10	0	0	0	0
South of Tunbridge	10 Dec 2014	Mid 2016	1.13	2.11	0.18	0	0	0
South of Kempton	12 Dec 2014	Late 2015	3.66	0.19	0	0	0	0
South of Spring Hill	10 Dec 2014	Mid 2015	4.43	0.23	0	0	0	0
North of Spring Hill	8 Dec 2014	20 May 2015	3.46	0.18	0	0	0	0
Mud Walls Junction Upgrade	2 Mar 2015	15 Apr 2015	0.77	0.04	0	0	0	0
Kings Meadows Roundabout	28 Nov 2014	18 Mar 2015	1.12	0.37	0	0	0	0
White Lagoon to Mona Vale Road	Late 2015	Early 2017	0.65	18.72	0.80	0	0	0
Unallocated Midland Highway Upgrade Funding			0	14.68	38.62	28.16	40.00	200.00
Brooker Highway – Elwick Road to Howard Road	Late 2015	Mid 2017	2.30	8.90	14.40	0	0	0
Midland Highway – Bridgewater Bridge Development	1 Mar 2013	Mid 2015	0	0	0	0	0	0
Tasman Highway Ramps	10 Mar 2015	Early 2016	1.01	10.62	1.37	0	0	0
Huon Highway/Summerleas Road Intersection Upgrade	Late 2016	Mid 2017	0.56	3.70	13.24	0	0	0
Domain Highway Planning	Unknown	Unknown	0	1.00	3.00	0	0	0
Upgrade of North East Freight Roads	1 May 2009	Mid 2016	6.11	0.63	0	0	0	0
Upgrade of Port Sorell Road	7 Oct 2013	23 May 2014	0	0.25	0	0	0	0
Westbury Road Upgrade	27 Aug 2014	17 Dec 2014	0.50	0	0	0	0	0
Bass Highway – Duplication between Birralees Road and Exton	Late 2015	Mid 2016	0.20	6.60	0.88	0	0	0
Rail								
Freight Rail Revitalisation - Network	Mid 2015	Mid 2019	0	10.84	9.86	9.40	9.20	0
Freight Rail Revitalisation – Off-Network	Mid 2015	Mid 2019	0	5.66	5.14	4.90	4.80	0
Improvement of Bell Bay Intermodal Terminal	Late 2014	Mid 2015	4.52	0.1	0	0	0	0

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Question no.: 19

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Toowoomba Second Range Crossing – Conflicts of Interest

Proof Hansard Page: 43 (27 May 2015)

Senator Lazarus, Glenn asked:

...

Senator LAZARUS: Because you have said we have three shortlisted—

Mr Pittar: Three shortlisted consortia.

Senator LAZARUS: And if there was any conflict of interest, we would certainly know about them, wouldn't we?

Mr Pittar: Any conflicts would be managed within that process.

Senator LAZARUS: Wouldn't that be something we would sort out first before we consider their proposal?

Mr Pittar: Any conflicts would be dealt with within that process in the normal course of events. So they are not—and if they were material they would be dealt with in advance. From our understanding there is no evidence and there is nothing that has come forward that would necessarily suggest to us that there are material conflicts of interest, but that would be dealt with in final decision making as the process reached a conclusion.

Ms O'Connell: There has been a process run by the Queensland government to date that has got down to the three shortlisted proponents. Earlier people had expressed interest—

Senator LAZARUS: This was with the previous government, was it? I do not think this current government has had much to do it, have they.

Ms O'Connell: No. Certainly throughout the tendering phase there were more tenderers. As they have got down to the shortlist of three tenderers, if there was a conflict of interest it would have knocked one of them out. That would have been dealt with prior to the announced shortlisting.

Senator LAZARUS: So you are suggesting that they have not found any conflicts of interest?

Ms O'Connell: It has not been sufficient for them to stop any of the consortia going through to that shortlisting process—to that final stage. So, if there has been anything raised, it has obviously been considered and dealt with. We can certainly check, because the probity adviser in all of these projects keeps a record of any conflicts and deals with it in terms of whether that conflict is real, material, perception or whatever it is. We can certainly take that on board to find out more about that.

Senator LAZARUS: I would appreciate that—thank you.

Ms O'Connell: We can do that.

Answer:

The Toowoomba Second Range Crossing procurement process has been undertaken with the oversight of a probity advisor engaged by Queensland, Argyle Corporate Advisors. The Probity Advisor has developed a probity framework to govern the conduct of the procurement process. Under this framework all participants in the procurement process, including participants in the three shortlisted consortia (sponsors and advisors) and participants from the Commonwealth, State and Local Governments and their advisors have executed confidentiality and conflict of interest declarations. The Department has been advised that any actual or perceived conflicts of interest have been declared through this process, and where appropriate addressed by the Probity Advisor.

Queensland Treasury has advised that the conduct of the Request for Proposal process and any interaction between the State, its advisors and the three shortlisted consortia has been undertaken in accordance with a Process and Probity Deed that sets out the strict probity requirements that all participants must adhere to in participating in the procurement process.

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The State's Probity Advisor has provided reports to the Project Board at specific milestones in the procurement process. This occurred at the conclusion of the Expression of Interest stage when the three consortia were shortlisted to participate in the Request for Proposal process. Queensland Treasury has advised that similar reports will be provided at the conclusion of the Request for Proposal evaluation and financial close of the transaction.

Queensland Treasury has advised that, to date no material conflicts of interest have been identified that would impact on the conduct or outcome of the procurement process.

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Question no.: 20

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Toowoomba Second Range Crossing – Heavy Vehicle Forecast

Proof Hansard Page: 44 (27 May 2015)

Senator Lazarus, Glenn asked:

...

Senator LAZARUS: Did it confirm that it would remove a lot of heavy trucks and transport from the Toowoomba CBD?

Ms O'Connell: Yes.

Mr Pittar: It is certainly the intention that it would remove heavy vehicles from the centre of Toowoomba and provide that second-range option so that vehicles could move—if you are moving from west to east—from Warrego west to Warrego east out of the CBD, and including also from the Gore Highway further to the west again, moving through Cecil Plains. It is essentially a 42-kilometre bypass stretching from the Gore Highway through the Warrego west highway and down to Warrego east, bypassing Toowoomba.

Ms O'Connell: There is the current traffic that will move on that new route, but the projected increase freight traffic would also use that new route. We can give you that information on both the current and the projected traffic. We do not have it on us now, but we are happy to provide it. It produced a positive cost benefit on that basis.

...

Answer:

The construction of the Toowoomba Second Range Crossing project is expected to cater for the forecast growth in the number of heavy vehicles using the road network around Toowoomba. Queensland Treasury estimates indicate that almost 80 percent of heavy and super heavy commercial vehicles will be redirected away from the existing crossing onto the new bypass, which equates to approximately 4,000 vehicles per day being redirected away from the Toowoomba CBD.

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Question no.: 21

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Infrastructure Investment Programme Profile

Proof Hansard Page: 53 (27 May 2015)

Senator Bullock, Joe asked:

...

Senator BULLOCK: Of course not. Senator Edwards would have me believe that I should not worry about the fact that we are \$2 billion light over this year and next year because it will all be made up in the long run. But, when I look at the long run, I am \$2.1 billion short.

Ms O'Connell: No. The program runs over a fixed five-year period, so the commitments that are made are for the program in that fixed five-year period. It should be a comparison always of the spend and projection of that single period, and that has maintained the same projection of a \$50 billion spend.

Senator BULLOCK: I understand there is a way you can slice it where it comes out square. I understand that. But I was looking at the 'Infrastructure' Prime Minister's commitment to infrastructure, and it did seem to me that we were short at the front and, over the long haul, that commitment is not being sustained. Unless I have done the adding up wrong—and you could tell me—

Mr Mrdak: We would be happy to give you a breakdown, year by year, of the investment program if that would assist...

Answer:

The Australian Government will provide \$42.1 billion through the Infrastructure Investment Programme from 2013-14.

\$m	13-14	14-15	15-16	16-17	17-18	18-19	19-20 Onwards	Total
Infrastructure Investment Programme Funding	7,240.43	5,063.66	5,017.90	8,811.53	6,788.86	4,443.11	4,736.80	42,102.30

A further \$9.5 billion is available for infrastructure investment through:

- East West Link contingent liability;
- Asset Recycling Initiative;
- Northern Australia Road Transport;
- Western Australia Infrastructure Projects; and
- Fuel-excite linked Roads to Recovery extra funding.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 22

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: WA Programme of Works
Proof Hansard Page: 54 (27 May 2015)

Senator Bullock, Joe asked:

...

Senator BULLOCK: I thought you might have jumped the gun on it. That is why I asked. But you have not, so that is fine. I want to go back, as we have been doing this morning, and look at the budget papers for last year and this year. Between 2014 and now, you propose to spend, I believe, \$377 million more on Western Australian projects than you foreshadowed last year. But that is with the \$499 million tipped in. As you said this morning, Mr Mrdak, that is new money. So you put that new money in and the proposed expenditure rises by \$377 million. What happened to the other \$122 million?

Mr Mrdak: Well, I anticipate that it reflects, as we discussed this morning, the re-profiling. I will just get my officers to give you those numbers.

Mr Jagers: I will provide you with the funding profile for Western Australia under the investment program. In the period from 2013-14 to 2018-19, there is a total investment of \$4.642 billion allocated for Western Australia. I will see if I can get the year by year breakdown of that. I may not have that with me for every jurisdiction.

Mr Mrdak: We can get that for you, though, Senator.

...

Answer:

Provided at [Attachment A](#) is the Programme of Works for WA that was sent to WA on Budget Night. Note that this table does not include the additional funding provided for road infrastructure in Western Australia as a result of the GST shortfall nor the money to be available for infrastructure in Western Australian through the Northern Australia White Paper.

Western Australia - 2015-16 Programme of Works

Attachment A

National Partnership Agreement on Land Transport Infrastructure Projects

[illegible]

Western Australia - 2015-16 Programme of Works

National Partnership Agreement on Land Transport Infrastructure Projects

National Partnership Agreement on Land Transport Infrastructure Projects						Estimated Australian Government Contributions						Conditions
Project	Total Project Cost	Total State Contribution	Total Other Contributions	Total Australian Government Committed Funding	Australian Government Contributions up to and including 2013-14 (actual)	14-15 Forecast	15-16 Forecast	16-17 Forecast	17-18 Forecast	18-19 Forecast	19-20 onwards	
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	
Kewdale Intermodal Rail Supply Chain	38.00	19.00	0.00	19.00	19.00	0.00	0.00	0.00	0.00	0.00	0.00	Australian Government funding contribution is capped at \$19.0 million.
Sum of Network Project Funding	3,642.56	911.23	10.33	2,550.22	885.01	448.54	352.40	356.97	237.50	191.50	78.30	
OFF-NETWORK												
Road Projects												
Albany Ring Road planning study	1.00	0.50	0.00	0.50	0.50	0.00	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is 50% capped at \$0.5 million. WA will meet remaining costs.
North West Coastal Highway - Minilya to Barradale	216.68	43.96	0.00	172.72	0.00	34.06	51.27	14.82	72.57	0.00	0.00	Australian Government contribution is 80% capped at \$172.72 million. WA will meet remaining costs.
Nicholson Road Grade Separation	36.00	18.00	0.00	18.00	0.00	0.00	8.00	10.00	0.00	0.00	0.00	Australian Government contribution is 50% capped at \$18 million with \$4.31million being transferred from funds held by WA for the WA Grain Rail project. WA will meet remaining costs.
Outback Way - Western Australia	22.00	11.00	0.00	11.000	0.00	2.186	2.780	6.034	0.000	0.00	0.00	Australian Government contribution is 50% capped at \$11 million. WA will meet remaining costs.
Lloyd Street upgrade	86.00	73.00	3.00	10.00	0.00	10.00	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$10 million.
Total Off-Network Road Projects	361.68	146.46	3.00	212.22	0.50	46.25	62.05	30.85	72.57	0.00	0.00	
Rail Projects												
Perth Light Rail Study	15.80	11.80	0.00	4.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	Australian Government funding is capped at \$4.0 million.
Portlink Inland Freight Corridor Concept Plan	7.00	5.00	0.00	2.00	1.50	0.00	0.50	0.00	0.00	0.00	0.00	Australian Government funding is capped at \$2.0 million.
Trial of low profile Concrete Sleepers on the WA Grain Line	9.40	4.62	0.82	3.96	2.94	0.00	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$3.96 million which includes \$1.02 million of savings held by the WA Government from the previous program's Eastern Goldfields Railway projects.
WA Grain Rail	257.17	144.03	0.00	113.15	117.46	-4.31	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$115.33 million. Any savings held by the WA Government are to be transferred to the Nicholson Road Grade Separation project.
Total Off-Network Rail Projects	289.37	165.45	0.82	123.11	125.90	-4.31	0.50	0.00	0.00	0.00	0.00	
Sum of Off-Network Project Funding	651.05	311.91	3.82	335.33	126.40	41.93	62.55	30.85	72.57	0.00	0.00	
TOTAL PROJECT FUNDING TO WA	4,293.61	1,223.14	14.15	2,885.54	1,011.41	490.47	414.95	387.82	310.07	191.50	78.30	
ROAD MAINTENANCE FUNDING												
Indicative Maintenance Formula Contribution 2009-10 to 2013-14	290.67	0.00	0.00	290.67	290.67	0.00	0.00	0.00	0.00	0.00	0.00	Based on formula allocations subject to revision in the light of revised data each year, including adjustments to the National Land Transport Network.
Additional Maintenance Funding 2014-15 to 2018-19	239.39	0.00	0.00	239.39	0.00	46.43	48.24	48.24	48.24	48.24	0.00	Based on formula allocations subject to revision in the light of revised data each year, including adjustments to the National Land Transport Network.
Indicative Sum of Road Maintenance Funding	530.06	0.00	0.00	530.06	290.67	46.43	48.24	48.24	48.24	48.24	0.00	
TOTAL INDICATIVE FUNDING TO WA	4,823.67	1,223.14	14.15	3,415.60	1,302.08	536.90	463.19	436.06	358.31	239.74	78.30	

Western Australia - 2015-16 Programme of Works

National Partnership Agreement on Land Transport Infrastructure Projects						Estimated Australian Government Contributions						Conditions
Project	Total Project Cost	Total State Contribution	Total Other Contributions	Total Australian Government Committed Funding	Australian Government Contributions up to and including 2013-14 (actual)	14-15 Forecast	15-16 Forecast	16-17 Forecast	17-18 Forecast	18-19 Forecast	19-20 onwards	
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	
Building Australia Fund Projects												
Oakajee Port Common User Facilities, Geraldton [equity]	4,000.00	0.00	3,661.00	339.00	0.00	0.00	0.00	339.00	0.00	0.00	0.00	Australian Government contribution will be in the form of equity.
Black Spot Projects												
Programme of Works for WA	N/A	N/A	N/A	39.08	N/A	6.50	6.59	6.59	6.59	6.59	0.00	
Heavy Vehicles Safety and Productivity Programme												
Programme of Works for WA	TBD	TBD	TBD	28.21	N/A	0.40	7.36	7.39	5.80	4.64	0.00	For 14-15 to 18-19 allocations have been made on a notional population basis with final amounts to be determined after a competitive process to select projects.
Bridges Renewal Programme												
Programme of Works for WA	TBD	TBD	TBD	34.48	N/A	0.00	6.78	9.16	10.43	8.11	0.00	Allocations have been made on a notional population basis with final amounts to be determined after a competitive process to select projects.
Asset Recycling Fund Projects - Infrastructure Growth Package - New Investments												
Black Spot Projects	N/A	N/A	N/A	21.95	0.00	0.00	10.98	10.98	0.00	0.00	0.00	
Roads to Recovery	N/A	N/A	N/A	51.20	0.00	0.00	51.20	0.00	0.00	0.00	0.00	
National Highway Upgrade Programme	N/A	N/A	N/A	32.20	0.00	0.00	14.80	12.50	4.90	0.00	0.00	
Perth Freight Link - Asset Recycling Fund (also refer to funding under Investment Programme)	1,457.00	216.50	374.50	866.00	0.00	0.00	87.90	280.00	300.00	198.10	0.00	Australian Government contribution to the Perth Freight Link project is capped at \$925 million.
Total Asset Recycling Fund Projects	1,457.00	216.50	374.50	971.35	0.00	0.00	164.88	303.48	304.90	198.10	0.00	
Other - Programmes with funding to councils and commercial organisations												
Roads to Recovery Program	N/A	N/A	N/A	312.72	56.72	51.20	51.20	51.20	51.20	51.20	0.00	
Untied Local Roads Grants	N/A	N/A	N/A	605.86	54.14	107.56	107.56	107.56	112.14	116.91	0.00	
Total - Other	0.00	0.00	0.00	918.58	110.86	158.76	158.76	158.76	163.34	168.11	0.00	
Total - Western Australia	10,280.67	1,439.64	4,049.65	5,746.30	1,412.94	702.55	807.54	1,260.43	849.36	625.29	78.30	

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2015 - 2016

Infrastructure and Regional Development

Question no.: 23

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Perth Freight Link

Proof Hansard Page: 56-57 (27 May 2015)

Senator Sterle, Glenn asked:

...

Senator STERLE: I am a Western Australian. You mob in the eastern states are ripping our GST off us. We want millions and millions and millions more money sent back to where we are. Do not worry about that; I am not having a crack at you. I want to see a proper freight road. Let me clear this up quickly. Senator Back is not here at the moment. Senator Back said that there is massive support from the trucking industry for this Perth freight link.

Ms O'Connell: Yes. There has been support from the trucking industry.

Senator STERLE: That is great. I want to clarify one thing. Who did you speak to in the trucking industry?

CHAIR: Are you declaring an interest, Senator Sterle?

Senator STERLE: I declare an interest, yes.

Mr Pittar: Our understanding is that the Western Australian government has been talking to the Western Australian trucking industry.

Senator STERLE: So who did they talk to?

Mr Pittar: I do not have that information.

Senator STERLE: How do we find that out?

Ms O'Connell: We can take it on notice and ask them and give you that information.

Senator STERLE: Yes. Please do...

Answer:

In the course of developing the Perth Freight Link project, Main Roads Western Australia met with the WA Road Transport Association and the WA Local Government Association. Since 27 May 2015 Main Roads Western Australia has also met with Fremantle Ports, Indian Ocean Shipping Ports, Livestock and Rural Transport Association WA and the Freight and Logistics Council.

Furthermore, a Heavy Vehicle Charge Stakeholder Reference Group (coordinated by the Freight and Logistic Council) has been established. Membership includes Main Roads Western Australia, WA Road Transport Association, the WA Local Government Association, Motor Trades Association of Western Australia, Linfox Transport Group, Fremantle Port, Patrick Logistics and Superscoop Transport.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 24

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: VIC infrastructure budget
Proof Hansard Page: 57-59 (27 May 2015)

Senator Conroy, Stephen asked:

...

Senator CONROY: That is a very generous introduction, Senator Heffernan. I want to move to Victoria. That might surprise you. I live in Victoria. This budget suggests a \$555 million reduction for Victorian infrastructure for 2014-15 as compared with last year. I am just comparing last year's and this year's number. This suggests that the government has already taken away infrastructure funding for Victorians. Is this figure accurate?

Mr Jagers: Would you mind repeating the number?

Senator CONROY: It is \$555 million.

Ms O'Connell: In the 2014-15 financial year?

Senator CONROY: Yes, 2014-15.

Ms O'Connell: One hundred million dollars is for the East West tunnel route.

Senator CONROY: One hundred million dollars of this money is attributed to East West. The next question is: where is the rest of the money going?

Mr Jagers: I think we agreed to take on notice questions from Senator Sterle project by project for the difference in profile in 2014-15 to the current year.

Senator CONROY: Mr Jagers, you are a human computer. Your spreadsheets have us all in awe. There is no way you can convince me that you do not have a spreadsheet that can answer my question.

Mr Jagers: No. We do not have that information with us, Senator.

Ms O'Connell: We have what the commitments are for 2014-15 from this budget for all of Victoria.

Senator CONROY: As I said, I want to know where the government has reallocated the money. There is \$100 million for East West, which leaves \$455 million less. So what has vanished?

Ms O'Connell: In 2014-15?

Senator CONROY: Yes. Where did the money go? Has it been absorbed back into consolidated revenue? You must know this. Has it been reallocated into infrastructure projects in other states? You must know.

Ms O'Connell: No. Excluding the funding for East West, which is held in contingent reserve for the project, the rest of the funding remains the same in terms of last budget and this budget for Victoria except for the fact that we have had to move funds according to the project delivery schedules for the different projects. We will get that information for you.

...

Senator CONROY: I asked at the beginning. It is a \$555 million reduction in 2014-15 and you are saying that, putting aside the \$100 million, the \$455 million is still allocated to Victoria in the forward estimates?

Ms O'Connell: The only thing that has changed has been the removal of the East West Link money.

Mr Mrdak: We will endeavour to give you project by project the movement of funds out of 2014-15. We will take that on notice, if you do not mind, Senator.

Senator CONROY: We are here for a long time, Mr Mrdak.

Mr Mrdak: We will endeavour to do that as quickly as we can.

...

Senator CONROY: Excepting East West. So it should not be that hard to be able to look at a project. Last year it might have had \$10 in it. This year it has, in the 2014-15 number, \$5. The other \$5 is somewhere in three years. I do not know how many projects we are talking about. How many projects are we talking about?

Mr Jagers: There are probably about 100 or so lines.

Ms O'Connell: A hundred lines.

Mr Jagers: We will get that information for you.

Senator CONROY: Just to help you here, I did the itemisations for you. The bridging program is \$15 million. The heavy vehicle program is \$12 million. New investments is \$13 million. Rail regional link savings are \$188

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2015 - 2016

Infrastructure and Regional Development

million. Road cuts are \$330 million, which includes the East West. There are a few other minor changes. We are looking for five projects for an explanation of where they have gone to in the forwards. It cannot be a lengthy process that requires a three-month question on notice, Mr Mrdak.

Mr Mrdak: We have the team looking at those numbers now. We will have them to you as soon as we can.

Senator CONROY: You are a champion, as always.

...

Answer:

Attachment A shows the reprofiling of the Victorian Programme of Works from the 2014 Budget along with total project budgets.

Project	14-15 Forecast			Total - 13-14 to 19-20 onwards		
	May 2014 Budget	May 2015 Budget	Variance	May 2014 Budget	May 2015 Budget	Variance
	\$m	\$m	\$m	\$m	\$m	\$m
Schedule A - Investment and Off-Network programme						
INVESTMENT PROGRAMME						
Road Projects						
Western Ring Road Upgrade	0.00	0.00	0.00	28.32	28.32	0.00
East West Link Stage 1	100.00	0.00	-100.00	1,500.00	0.00	-1,500.00
East West Link Stage 2	0.00	0.00	0.00	500.00	0.00	-500.00
Tullamarine Freeway Widening	0.00	2.06	2.06	0.00	200.00	200.00
M80	0.00	0.00	0.00	276.18	76.18	-200.00
Managed Motorways – Monash Freeway, High Street to Warrigal Road	6.40	6.40	0.00	9.90	9.90	0.00
Managed Motorways – Warrigal Road to Clyde Road	0.00	0.00	0.00	0.00	0.00	0.00
Princes Highway East (Traralgon to Sale)	40.00	40.00	0.00	75.75	145.75	70.00
Princes Highway West - Winchelsea to Colac duplication	27.86	0.00	-27.86	185.50	185.50	0.00
Princes Highway West - Planning for Winchelsea to Colac	3.00	2.37	-0.63	7.00	7.00	0.00
Princes Highway West - Duplication from Waurn Ponds to Winchelsea	19.73	8.38	-11.35	19.73	19.73	0.00
Geelong Ring Road Stage 4A (Anglesea overpass)	0.00	0.00	0.00	0.00	0.00	0.00
Western Highway - Realignment of Anthonys Cutting between Melton and Bacchus March	0.00	0.00	0.00	0.00	0.00	0.00
Western Highway - Duplication from Ballarat to Stawell	106.72	106.72	0.00	263.44	360.74	97.30
Western Highway - Upgrade between Stawell and the South Australian border	2.50	2.31	-0.19	16.83	16.83	0.00
Nagambie Bypass (Goulburn Valley Highway)	0.00	-4.49	-4.49	0.00	-4.49	-4.49
Geelong Ring Road Stage 4A	0.00	-7.50	-7.50	0.00	-7.50	-7.50
Calder Highway - Ravenswood Interchange	5.00	5.78	0.78	45.00	45.00	0.00
Regional Freight Roads Programme (Road Freight Initiatives)	0.00	3.05	3.05	0.00	33.26	33.26
VIC Investment Contingencies	0.00	0.00	0.00	0.00	32.49	32.49
Total Investment Road Projects	311.21	165.08	-146.13	2,927.65	1,148.70	-1,778.95
Rail Projects						
Altona Intermodal Terminals Access	0.00	-3.27	-3.27	-1.97	-3.27	-1.30
Total Investment Rail Projects	0.00	-3.27	-3.27	-1.97	-3.27	-1.30
Sum of Investment Project Funding	311.21	161.81	-149.40	2,925.68	1,145.43	-1,780.25
OFF-NETWORK						
Road Projects						
Condah - Hotspur Road Upgrade	0.00	0.00	0.00	2.50	2.50	0.00
Great Ocean Road Upgrade	7.50	10.00	2.50	25.00	25.00	0.00
Metropolitan Ring Road - Edgars Road to Plenty Road	0.00	0.00	0.00	29.23	29.23	0.00
Princes Highway East - Overtaking lanes between Nowa Nowa and Orbost	0.00	2.10	2.10	5.35	5.35	0.00
	0.00	0.00	0.00	0.00	0.00	0.00
Bedford Road and Great Ryrie Street Intersection Upgrade	1.00	0.25	-0.75	1.00	1.00	0.00
Dana Street and Dawson Street Intersection Upgrade	0.12	0.00	-0.12	0.12	0.12	-0.00
Craigieburn Road and Hanson Road Intersection Upgrade	0.61	0.20	-0.41	0.61	0.61	-0.00
Indigo Shire Roads Package	1.84	1.69	-0.15	1.84	1.84	-0.00

	14-15 Forecast			Total - 13-14 to 19-20 onwards		
Project	May 2014 Budget	May 2015 Budget	Variance	May 2014 Budget	May 2015 Budget	Variance
Nepean Highway - Tower Road Intersection Upgrade	0.30	0.05	-0.25	0.30	0.40	0.10
Surrey Road and Junction Road Intersection Upgrade	0.50	0.20	-0.30	0.50	0.50	0.00
Regional Freight Roads Programme (Road Freight Initiatives)	31.39	6.71	-24.68	60.00	26.75	-33.25
St Albans Rail Grade Separation	151.00	0.00	-151.00	151.00	151.00	0.00
Springvale - Whitehorse Roads Upgrade	0.00	-8.00	-8.00	0.00	-8.00	-8.00
VIC Off-Network Contingencies	0.00	0.00	0.00	0.00	7.90	7.90
Total Off-Network Road Projects	194.27	13.20	-181.07	277.45	244.20	-33.25
Rail Projects						
Dandenong Intermodal Terminal	0.00	0.00	0.00	0.00	0.00	0.00
Western Intermodal Freight Terminal	0.00	3.50	3.50	3.50	3.50	0.00
Somerton Intermodal Terminal	0.00	0.00	0.00	0.00	0.00	0.00
Ballarat Avenue of Honour Rail Crossing Opening	0.39	0.38	-0.01	1.00	1.00	0.00
Ballarat Freight Hub	2.00	0.10	-1.90	9.10	9.10	0.00
Melbourne Metropolitan Intermodal System	5.00	0.00	-5.00	38.00	38.00	0.00
Total Off-Network Rail Projects	7.39	3.98	-3.41	51.60	51.60	0.00
Sum of Off-Network Project Funding	201.66	17.18	-184.48	329.05	295.80	-33.25
TOTAL PROJECT FUNDING TO VICTORIA	512.87	178.99	-333.88	3,254.73	1,441.22	-1,813.51
ROAD MAINTENANCE FUNDING						
Indicative Maintenance Formula Contribution 2009-10 to 2013-14	0.00	0.00	0.00	51.42	51.42	0.00
Additional Maintenance Funding 2014-15 to 2018-19	55.78	55.78	0.00	278.89	290.70	11.82
Indicative Sum of Road Maintenance Funding	55.78	55.78	0.00	330.30	342.12	11.82
TOTAL INDICATIVE FUNDING TO VICTORIA	568.64	234.77	-333.87	3,585.03	1,783.34	-1,801.69
Schedule B - Building Australia Fund Projects						
Victorian Regional Rail Link	331.00	143.50	-187.50	1,459.00	1,271.50	-187.50
Schedule E - Managed Motorways						
National Smart Managed Motorways - West Gate Freeway - Western Ring Road to Williamstown Road	0.00	0.00	0.00	9.80	9.80	0.00
Schedule F - Black Spot Projects						
Programme of Works for Vic	13.67	16.78	3.11	84.56	84.58	0.02
Schedule G - Heavy Vehicles						
Programme of Works for Vic	10.67	0.00	-10.67	55.15	55.64	0.49
Schedule I - Bridges Renewal Programme						
Programme of Works for Vic	14.91	0.00	-14.91	74.61	74.90	0.29
Schedule J- Asset Recycling Fund Projects - Infrastructure Growth Package - New Investments						
Black Spot Projects	0.00	0.00	0.00	45.55	45.56	0.01
Roads to Recovery	0.00	0.00	0.00	71.22	71.22	0.00
National Highway Upgrade Programme	0.00	0.00	0.00	0.00	35.07	35.07
East West Link Stage 2	0.00	0.00	0.00	1,000.00	0.00	-1,000.00
Total Asset Recycling Fund Projects	0.00	0.00	0.00	1,116.77	151.84	-964.93
Other - Programs with funding to councils and commercial organisations						
Off-Network Programme						
Shepparton Intermodal Terminal	0.00	0.00	0.00	2.25	0.00	-2.25
Warrnambool Intermodal Terminal	0.00	0.00	0.00	0.20	0.20	0.00
VIC Off-Network Contingencies	0.00	2.25	2.25	0.00	2.25	2.25
Roads to Recovery Program	71.22	71.22	0.00	429.12	429.13	0.01

	14-15 Forecast			Total - 13-14 to 19-20 onwards		
Project	May 2014 Budget	May 2015 Budget	Variance	May 2014 Budget	May 2015 Budget	Variance
Untied Local Roads Grants	144.90	145.02	0.12	816.37	816.91	0.54
Total - Other	216.12	218.49	2.37	1,247.95	1,248.48	0.53
Total - Victoria	1,155.01	613.54	-541.47	7,632.87	4,680.08	-2,952.79

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2015 - 2016

Infrastructure and Regional Development

Question no.: 25

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: East West Link Interest

Proof Hansard Page: 59 (27 May 2015)

Senator Heffernan, Bill asked:

...

CHAIR: Of the \$1½ million given to the government for the East West project, is there some guarantee on how that is held in quarantine and invested? Is it in a fixed deposit? Where is it? Do we know where the money is?

Mr Mrdak: There are requirements around it. Victoria has to hold it. It cannot expend that money on other projects. Interest earned on that money has to be applied—

CHAIR: Could we get the details of where it is and what interest is attaching to it?

Mr Mrdak: I can do that. Essentially, the Victorian government, I presume, would invest it in accordance with their normal Treasury practice.

CHAIR: Well, you would think so, but you never know.

Mr Mrdak: As I said, there are provisions in the agreement whereby interest earned on that money has to be applied to projects agreed with the Commonwealth.

CHAIR: We also have in that agreement that the money has to be returned if they do not do the job.

Mr Mrdak: That is right.

Ms O'Connell: That is correct.

CHAIR: I would be interested to know where it is, what interest rate it earns and who is getting lollies out of it. Back to you, Senator.

Answer:

The Australian Government paid \$1.5 billion to the Victorian Government in June 2014 for the East West Link project. This funding is being held by the Victorian Department of Treasury and Finance.

Under the Memorandum of Understanding (MoU) in relation to the East West Link project, this funding can only be used for the East West Link project. The MoU also requires the Victorian Government to return all Australian Government funding to the Commonwealth should the project be cancelled. On 12 May 2015, the Deputy Prime Minister, the Hon Warren Truss MP, wrote to the Victorian Minister for Public Transport, the Hon Jacinta Allan MP, and Minister for Roads and Road Safety, the Hon Luke Donnellan MP, seeking the return of all funding previously paid to the Victorian Government for the East West Link in the 2015-16 financial year.

Under the MoU, all interest earned on Commonwealth funding must be separately identified and used on the project. Alternatively, interest earned may be redistributed to other or new projects within Victoria as negotiated and agreed between the Commonwealth and the responsible State Minister.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 26

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Victoria Funding
Proof Hansard Page: 60 (27 May 2015)

Senator Conroy, Stephen asked:

...

Senator CONROY: How much are we talking about? How much is East West, if it is reallocated?

Mr Mrdak: It is \$3 billion that the Commonwealth has moved.

Senator CONROY: So that still leaves us well below \$9 billion, even assuming magically all \$3 billion gets stuck in on top of the \$2.1 billion.

Mr Mrdak: I would have to have a look at the state split.

Senator CONROY: Mr Mrdak, \$5.1 billion is less than \$9 billion. Do you want to confirm that?

Mr Mrdak: Let me confirm that. I will do that.

Senator CONROY: So \$5.1 billion is a lower number than \$9 billion. You need to confirm that?

Ms O'Connell: Yes. That is right.

Senator CONROY: My understanding is that Victoria has roughly 25 per cent of Australia's population. So 25 per cent of Australia's population at the moment is only allocated eight per cent of transport infrastructure funding.

Senator BULLOCK: Shame.

Senator CONROY: Hear, hear! I am beginning to feel like a Western Australian, Senator Bullock.

Mr Jaggers: Senator, I do not believe that eight per cent is the correct percentage, but I can confirm.

Senator CONROY: We are working off the \$2.1 billion number, not the \$5 billion, which does not exist yet. But I am happy for you to do some maths.

Mr Mrdak: We will do some calculations quickly.

Senator CONROY: Even if the East West Link funding had not been withdrawn, Victorian projects would only represent 14 per cent of the total transport infrastructure allocation. So why is Victoria getting such a raw deal? It has 25 per cent of the population. Put East West back in and it is 14 per cent. That is a pretty significant disparity.

Mr Mrdak: Again, Senator, I will have to check the numbers. I am not sure that equates to your understanding.

Ms O'Connell: I think there are differences in what has been counted in and not in. When we refer to the infrastructure spend for Victoria, the figures do not include asset recycling numbers. I think the overall figure of \$50 billion for the program does include the asset recycling figure number. So we have a difference there. And not all states yet have signed an agreement on asset recycling and got their share. So what we would say is that of the current program, 2013-14 to 2018-19, Victoria is receiving \$4.617 billion excluding the \$3 billion for East West. So you would add another three to that \$4.6 billion.

Senator CONROY: Where does the extra \$2.5 billion come from if you exclude the East West calculation in that?

Ms O'Connell: We can tell you what makes up the \$4.617 billion.

Senator CONROY: I am looking at the state by state infrastructure table after table 2.9 in Budget Paper No. 3. I am just doing some maths.

Ms O'Connell: After table 2.9?

Senator CONROY: Yes. Allocations in Victoria in the state by state infrastructure tables after table 2.9 in Budget Paper No. 3.

Ms O'Connell: It goes program by program up to 2.9. Then it goes into the black spots by each state.

...

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2015 - 2016

Infrastructure and Regional Development

Answer:

The Australian Government has committed \$4.7 billion (over 11 percent) of its Infrastructure Investment Programme funding to Victoria. Should the \$3 billion contingent liability for East West Link be required for that project, the total amount committed is \$7.7 billion or approximately 17 percent of the infrastructure programme.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 27

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Infrastructure funds allocated to jurisdictions

Proof Hansard Page: 61 (27 May 2015)

Senator Conroy, Stephen asked:

...

Senator CONROY: Not including that. I am confused. Ms O'Connell said that the \$4.6 billion did include asset recycling.

Ms O'Connell: No. It did not include asset recycling. The \$4.6 billion does not. That is \$4.6 billion out of an equivalent share across all the states, if you like, of \$37 billion. So it is \$4.6 billion over \$37 billion. They are rough numbers. But it does exclude East West. So if the East West were back in, that \$4.6 billion would be an additional \$3 billion. So it is \$7.6 billion out of \$37 billion.

Mr Mrdak: Our rough estimate, which I will confirm for you in writing, is that without the East West money, Victoria, on that allocation—as you know, we fund projects rather than state splits by head of population—has a bit over 12 per cent of the program. If East West is included, it rises to about 18.8 per cent. I will confirm those numbers for you.

Senator CONROY: We possibly have a disagreement around classification, but I will come back to that. Could you do a calculation on New South Wales and Victoria from page 54, road component investment programs 2015-16 papers? New South Wales is across all forwards.

Mr Mrdak: We can certainly do that. Our calculations are that from the period 2013-14 to 2018-19 under the program, New South Wales, under current allocations, receives \$13.77 billion.

Ms O'Connell: Of the \$37 billion in total.

Senator CONROY: Can you do those calculations?

Mr Mrdak: We can give you the calculations and the percentages of the program that are allocated to each jurisdiction.

Senator CONROY: Thank you...

Answer:

The Australian Government has committed \$37.4 billion to infrastructure investment for the period 2013-14 to 2018-19. The table below shows the split by jurisdiction.

State	Total	Percentage
NSW	13,777.98	36.9%
VIC	4,617.36	12.4%
QLD	10,182.60	27.3%
WA	4,642.50	12.4%
SA	2,012.01	5.4%
TAS	786.29	2.1%
NT	622.22	1.7%
ACT	295.99	0.8%
National	428.55	1.1%
Total	37,365.50	100.0%

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 28

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Updated 2014-15 Budget Glossy
Proof Hansard Page: 62 (27 May 2015)

Senator Conroy, Stephen asked:

...

Senator CONROY: They cancelled it. A request was made by Senator Sterle in advance of today to rework the page at the back of the 2014-15 glossy budget brochure to reflect the changes in the 2015-16 budget. Has the government agreed to that?

Mr Mrdak: We have not. That is a Treasury calculation and publication. We can certainly provide you with the program numbers that are administered by our program.

...

Answer:

Updated Infrastructure Investment numbers are provided at [Attachment A](#).

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2015 - 2016

Infrastructure and Regional Development

Attachment A

	2013-14 to 2018-19 (\$ billion)	Beyond 2019-20 (\$ billion)	Total
State			
New South Wales			
Pacific Highway	5.6	-	5.6
WestConnex	1.5	-	1.5
Western Sydney Transport Infrastructure Package	1.7	1.2	2.9
Freight Rail Upgrades between Sydney and Newcastle	0.7	-	0.7
NorthConnex	0.4	-	0.4
Sub total of smaller projects	3.9	0.0	3.9
Total	13.8	1.2	15.0
Victoria			
Victorian Regional Rail Link	1.3	-	1.3
Western Highway - Duplication from Ballarat to Stawell	0.4	-	0.4
Tullamarine Freeway Widening	0.2	-	0.2
St Albans Rail Grade Separation	0.2	-	0.2
Sub total of smaller projects	2.6	0.1	2.7
Total	4.6	0.1	4.7
Queensland			
Bruce Highway	3.6	3.1	6.7
Toowoomba Second Range Crossing	1.3	-	1.3
Gateway Motorway North	0.9	0.1	0.9
Warrego Highway	0.5	-	0.5
Moreton Bay Rail Link	0.5	-	0.5
Legacy Way	0.4	-	0.4
Sub total of smaller projects	3.0	0.1	3.0
Total	10.2	3.2	13.4
Western Australia			
Perth Freight Link	0.9	-	0.9
Gateway WA	0.6	-	0.6
Northlink WA - Swan Valley Bypass	0.5	0.1	0.6
Great Northern Highway - Muchea to Wubin	0.3	-	0.3
North West Coastal Highway - Minilya to Barradale	0.2	-	0.2
Sub total of smaller projects	2.1	-	2.1
Total	4.6	0.1	4.7
South Australia			
North-South Corridor Adelaide	0.9	-	0.9
Goodwood and Torrens Junction	0.2	-	0.2
Sub total of smaller projects	0.9	-	0.9
Total	2.0	-	2.0
Tasmania			
Midland Highway	0.2	0.2	0.4
Sub total of smaller projects	0.6	-	0.6
Total	0.8	0.2	1.0
Northern Territory			
Northern Territory Roads Productivity Package	0.1	-	0.1
Tiger Brennan Drive Duplication - Darwin CBD to Berrimah Road	0.1	-	0.1
Northern Territory Roads Package	0.1	-	0.1
Sub total of smaller projects	0.4	-	0.4
Total	0.6	-	0.6
ACT			
Majura Parkway	0.1	-	0.1
Sub total of smaller projects	0.2	-	0.2
Total	0.3	-	0.3
Unallocated			
Inland Rail Pre-Construction	0.3	-	0.3
Implementation for the Advanced Train Management System	0.1	-	0.1
Other projects	0.1	-	0.1
Total	0.4	-	0.4
Commonwealth Investment Expenditure	37.4	4.7	42.1

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 29

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Infrastructure Funding in Victoria
Proof Hansard Page: 62 (27 May 2015)

Senator Conroy, Stephen asked:

...

Senator CONROY: On what basis did the government decide to abandon rail infrastructure funding in Victoria?

Mr Mrdak: Senator, the government has not abandoned rail infrastructure funding in Victoria. In fact, the government has made clear that it is open to the state of Victoria to use the asset recycling program funding to fund rail, including projects such as metro rail, if that is their choice.

Senator CONROY: Then why is the government failing to engage with Premier Andrews in the Victorian government to develop vital infrastructure projects? That is more a question for you, Senator Cash, than Mr Mrdak. Mr Andrews has been in the paper saying, 'They don't return my phone calls.'

Senator Cash: Unfortunately, given I am not the relevant minister, I would need to take that on notice. Certainly my understanding is that we continue to engage with Premier Andrews and, in particular, in relation to the return of the money for the East West Link. At least, if they do not want to return the money for the East West Link, they could find us some other projects of national significance that may be considered for funding. My understanding is that we are completing the regional rail link in Victoria. But in terms of discussions with Premier Daniel Andrews, given it is Minister Truss who would have those discussions, I will take that on notice.

Senator CONROY: Thank you.

...

Answer:

The Australian Government engages regularly with the Victorian Government on a range of infrastructure related matters – including the Asset Recycling Initiative (ARI). The Victorian Government is showing keen interest in how the ARI could benefit their state's infrastructure needs.

The Victorian Premier, Mr Andrews, has described conversations with the Federal Government as constructive.

Although the Australian Government remains committed to the East West Link project, the Government is willing to consider investing in other major infrastructure projects of national significance in Victoria should the Victorian government come forward with options for assessment.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 30

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: East West Link Audit

Proof Hansard Page: 63 (27 May 2015)

Senator Conroy, Stephen asked:

Senator CONROY: In relation to the Auditor-General's investigation into the federal government's decision to pay advance payments to the former Victorian government for the failed East West Link proposal, has the department been interviewed by the Auditor-General as part of this investigation?

Mr Mrdak: Yes. The Auditor-General has officers in our department.

Senator CONROY: As we speak?

Mr Mrdak: I think they may have completed their analysis. They are still there as we speak.

Senator CONROY: As we speak. Have they got a desk? Have you set them up with a desk?

Mr Mrdak: Yes. We do.

Senator CONROY: Excellent. Has the minister been interviewed by the Auditor-General as part of the investigation?

Senator Cash: I would need to take that on notice.

Answer:

No.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 31

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: QLD Programme of Works
Proof Hansard Page: 64 (27 May 2015)

Senator McLucas, Jan asked:

...

Mr Jagers: For example, as mentioned earlier, all the profiles for projects have been changed to match the milestones for projects. For the Bruce Highway, in 2015-16, about \$93 million was moved out of 2015-16 into 2016-17. There was money for Gateway Motorway north. About \$50 million was moved. It is the same for the Toowoomba Second Range Crossing. So these profiles are now designed to match the construction schedules for those projects.

Senator McLUCAS: Is it possible, Mr Jagers, to get the program as expected for all of the major projects?

Mr Jagers: Yes. We took that on notice earlier.

...

Answer:

Provided at [Attachment A](#) is the Queensland Programme of Works which was sent to Queensland on Budget night.

Queensland - 2015-16 Programme of Works

National Partnership Agreement on Land Transport Infrastructure Projects

Project	Total Project Cost	Total State Contribution	Total Other Contributions	Total Australian Government Committed Funding	Australian Government Contributions up to and including 2013-14 (actual)	Estimated Australian Government Contributions						Conditions
						14-15 Forecast	15-16 Forecast	16-17 Forecast	17-18 Forecast	18-19 Forecast	19-20 onwards	
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	
Investment Programme												
NETWORK												
Brisbane Urban / Ipswich Motorway												
Pacific Motorway upgrade Gateway to Logan	490.00	245.00	0.00	245.00	245.00	0.00	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is 50% capped at \$245m. Queensland will meet remaining costs.
- Gateway Motorway to Springwood South	77.00	38.50	0.00	38.50	38.50	0.00	0.00	0.00	0.00	0.00	0.00	
- Springwood South to Daisy Hill	355.00	177.50	0.00	177.50	177.50	0.00	0.00	0.00	0.00	0.00	0.00	
- Daisy Hill to Logan Motorway (planning and land acquisition)	58.00	29.00	0.00	29.00	29.00	0.00	0.00	0.00	0.00	0.00	0.00	
Pacific Motorway - Coomera Interchange (Exit 54)	74.70	47.40	17.30	10.00	0.00	0.00	10.00	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$10m.
Ipswich Motorway - Dinmore to Goodna	822.60	0.00	0.00	822.60	803.38	0.00	19.22	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$822.6m. Additional Australian Government funding of \$750m being provided from the Building Australia Fund.
Ipswich Motorway - Rocklea to Darra	558.00	279.00	0.00	279.00	0.00	0.00	0.00	25.00	105.00	80.00	69.00	Australian Government contribution is capped at 50% of the total project cost to a maximum of \$279m. The Queensland Government is to contribute a minimum of 50% of the total project cost.
Interchange at Mains and Kessels Road	235.00	0.00	0.00	235.00	228.65	0.00	6.35	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$235m.
Gateway Motorway South (Mt. Gravatt-Capalaba Road to the Pacific Motorway)	140.00	70.00	0.00	70.00	70.00	0.00	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$70m.
Gateway Motorway North (Nudgee Road to the Bruce Highway)	125.00	0.00	0.00	125.00	123.13	1.87	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$125m.
Gateway Motorway North	1,162.00	232.42	0.00	929.58	250.00	0.00	50.00	250.00	200.00	120.00	59.58	Australian Government funding is capped at \$929.58m. Interest accrued on any prepayments must be accounted for and applied to the project unless jointly agreed otherwise.
Gympie four laning & upgrading (Bruce Highway)	27.85	0.00	0.00	27.85	27.85	0.00	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$27.85m.
Douglas Arterial duplication (Bruce Highway)	92.43	51.24	0.00	41.19	41.19	0.00	0.00	0.00	0.00	0.00	0.00	Australian Government will provide 50% of project costs up to a contribution level of \$41.2m.
Cardwell Range realignment (Bruce Highway)	192.00	38.50	31.00	122.50	124.50	-2.00	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$122.5m.
Bruce Highway	8,806.15	1,674.49	0.00	7,704.47	1,297.89	502.05	500.01	819.65	841.00	674.00	3,069.87	
Sarina to Cairns Section:	664.70	47.70	0.00	617.00	464.17	69.92	40.41	42.50	0.00	0.00	0.00	
Black Spots	105.40	0.00	0.00	105.40	60.68	25.00	19.72	0.00	0.00	0.00	0.00	Australian Government contribution capped at \$105.4m.
Rest areas	5.00	0.00	0.00	5.00	5.00	0.00	0.00	0.00	0.00	0.00	0.00	Australian Government contribution capped at \$5m.
Overtaking lanes	67.80	0.00	0.00	67.80	58.67	5.00	4.13	0.00	0.00	0.00	0.00	Australian Government contribution capped at \$67.8m.
Upgrade southern approach to Cairns	150.00	0.00	0.00	150.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00	Australian Government contribution capped at \$150m.

Queensland - 2015-16 Programme of Works

National Partnership Agreement on Land Transport Infrastructure Projects

National Partnership Agreement on Land Transport Infrastructure Projects						Estimated Australian Government Contributions						Conditions
Project	Total Project Cost	Total State Contribution	Total Other Contributions	Total Australian Government Committed Funding	Australian Government Contributions up to and including 2013-14 (actual)	14-15 Forecast	15-16 Forecast	16-17 Forecast	17-18 Forecast	18-19 Forecast	19-20 onwards	
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	
Duplication from Vantassel Street to Flinders Highway	137.50	27.50	0.00	110.00	69.44	35.00	5.56	0.00	0.00	0.00	0.00	Australian Government will provide 80% of project costs up to a contribution level of \$110m, subject to Queensland providing 20% of project costs up to a contribution level of \$27.5m.
Improved flood immunity at Gairloch Floodway	40.00	0.00	0.00	40.00	0.00	0.00	3.00	37.00	0.00	0.00	0.00	Australian Government contribution capped at \$40m.
Upgrade the southern approach to Mackay	49.00	0.00	0.00	49.00	49.00	0.00	0.00	0.00	0.00	0.00	0.00	Australian Government contribution capped at \$49m.
Realign and raise Highway from Sandy Corner to Collinsons Lagoon	50.00	10.00	0.00	40.00	40.00	0.00	0.00	0.00	0.00	0.00	0.00	Australian Government will provide 80% of project costs up to a contribution level of \$40m, subject to Queensland providing 20% of project costs up to a contribution level of \$10m.
Upgrade Burdekin River Bridge	25.00	0.00	0.00	25.00	14.58	4.92	0.00	5.50	0.00	0.00	0.00	Australian Government contribution capped at \$25m.
Burdekin Road Safety Audit projects	25.00	8.20	0.00	16.80	16.80	0.00	0.00	0.00	0.00	0.00	0.00	Australian Government contribution capped at \$16.8m.
Amot Creek Bridge Upgrade	10.00	2.00	0.00	8.00	0.00	0.00	8.00	0.00	0.00	0.00	0.00	The Australian Government will provide 80 per cent of the project cost up to \$8 million, subject to the Queensland Government providing 20 per cent of project costs.
Curra to Sarina Section:	394.35	11.75	0.00	382.60	364.61	1.14	14.96	1.88	0.00	0.00	0.00	
Black Spots	106.40	0.00	0.00	106.40	76.44	20.00	9.96	0.00	0.00	0.00	0.00	Australian Government contribution capped at \$106.4m.
Rest areas	20.00	0.00	0.00	20.00	20.00	0.00	0.00	0.00	0.00	0.00	0.00	Australian Government contribution capped at \$20m.
Overtaking Lanes	107.20	0.00	0.00	107.20	95.32	5.00	5.00	1.88	0.00	0.00	0.00	Australian Government contribution is capped at \$107.2m.
Calliope Crossroads	85.00	0.00	0.00	85.00	96.97	-11.97	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$85m.
Cabbage Tree Creek to Carman Road and Back Creek Range section upgrade	58.75	11.75	0.00	47.00	58.39	-11.39	0.00	0.00	0.00	0.00	0.00	Australian Government will provide 80% of project costs up to a contribution level of \$47m, subject to Queensland providing 20% of project costs up to a contribution level of \$11.75m.
Upgrading of southern approaches to Gin Gin	17.00	0.00	0.00	17.00	17.50	-0.50	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$17 million.
Caboolture to Curra:	1,644.30	390.90	0.00	1,253.40	381.30	196.99	152.24	242.47	180.00	100.40	0.00	
Cooroy to Curra project	200.00	0.00	0.00	200.00	153.63	33.00	10.00	3.37	0.00	0.00	0.00	Australian Government contribution is capped at \$200m.
Cooroy to Curra project (Section A)	490.00	245.00	0.00	245.00	94.00	66.90	55.00	29.10	0.00	0.00	0.00	Australian Government will provide 50% of project costs up to a contribution level of \$245m.
Cooroy to Curra project (Section C)	624.30	124.90	0.00	499.40	0.00	9.00	40.00	170.00	180.00	100.40	0.00	Australian Government will provide 80% project costs capped up to a contribution of \$499.4m subject to Queensland providing 20% of project costs.
Upgrade of Caboolture to Caloundra	195.00	0.00	0.00	195.00	106.91	78.09	10.00	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$195m.
Bruce Highway - Boundary Road Interchange	105.00	21.00	0.00	84.00	0.00	10.00	34.00	40.00	0.00	0.00	0.00	The Australian Government will provide 80 per cent of the project cost up to \$84 million, subject to the Queensland Government providing 20 per cent of project costs.
Black Spots	30.00	0.00	0.00	30.00	26.76	0.00	3.24	0.00	0.00	0.00	0.00	Australian Government contribution capped at \$30m.

Queensland - 2015-16 Programme of Works

National Partnership Agreement on Land Transport Infrastructure Projects

[illegible]

Queensland - 2015-16 Programme of Works

National Partnership Agreement on Land Transport Infrastructure Projects

						Estimated Australian Government Contributions						Conditions
Project	Total Project Cost	Total State Contribution	Total Other Contributions	Total Australian Government Committed Funding	Australian Government Contributions up to and including 2013-14 (actual)	14-15 Forecast	15-16 Forecast	16-17 Forecast	17-18 Forecast	18-19 Forecast	19-20 onwards	
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	
Bruce Highway - Additional /other funding (Election 2013 adjustment)	2,143.60	428.94	0.00	1,714.66	0.00	0.00	0.00	0.00	0.00	0.00	1,714.66	The Australian Government contribution to individual projects is 80% of the project cost, with the Queensland Government to provide a 20% contribution. Funding profiles for individual projects is to be determined in consultation with the Queensland Government. Funding is committed to the following projects: Additional funding for black spots, rest areas & safety upgrades \$175.2m, Edmonton to Gordonvale Duplication \$384.8m, Maroochydhore Road Interchange upgrade - Stage 1 \$149.6m, Cairns Southern Access Corridor - Stage 3 \$108m, Rockhampton Northern Access Upgrade - Stage 1 \$96.8m, Tiaro flood immunity upgrade \$85.6m, Saltwater Creek upgrade \$82.4m, Townsville Northern Access intersections upgrade \$57.6m, Rockhampton Bypass - plan and preserve \$52m, Cooroy to Curra - Section D - planning and design \$40m, Ingham to Cardwell Range deviation - plan and preserve corridor \$38.4m, Burdekin Deviation - plan and preserve corridor \$38.4m, Jumper Creek upgrade \$18.4m, Goorganga Plains upgrade - plan and preserve \$12m, Dallachy Road flood immunity upgrade \$8.8m, Innisfail bypass - plan and preserve corridor \$7.2m, Childers bypass plan and preserve \$6.4m, Knobels Road intersection upgrade \$5.6m, Ash and Pine Street intersection upgrade \$5.6m, Babinda intersection upgrade \$3.2m., Additional targeted safety improvement \$128.8m. Additional funding for overtaking lanes \$165m, Road operations improvement projects \$44.8 m, and Bruce Highway - Unallocated funding \$37.8m
Bruce Highway - Contingencies	N/A	0.00	0.00	572.81	0.00	0.00	0.00	0.00	50.00	100.00	422.81	
Warrego Highway	1,737.81	462.06	0.00	1,275.75	67.75	63.20	251.15	651.55	150.10	92.00	0.00	
Warrego Highway - Toowoomba to Miles	635.00	127.00	0.00	508.00	0.00	38.20	101.50	132.10	144.20	92.00	0.00	
- Acland Intersection Upgrade	6.00	1.20	0.00	4.80	0.00	0.00	0.00	2.00	2.80	0.00	0.00	Australian Government will provide 80% project costs capped up to a contribution of \$4.8m subject to Queensland providing 20% of project costs.
- Brigalow to Chinchilla Upgrade	36.00	7.20	0.00	28.80	0.00	10.00	15.00	3.80	0.00	0.00	0.00	Australian Government will provide 80% project costs capped up to a contribution of \$28.8m subject to Queensland providing 20% of project costs.
- Chinchilla Bypass Planning	1.00	0.20	0.00	0.80	0.00	0.00	0.50	0.30	0.00	0.00	0.00	Australian Government will provide 80% project costs capped up to a contribution of \$0.8m subject to Queensland providing 20% of project costs.
- Chinchilla Rail Crossing Upgrade	16.00	3.20	0.00	12.80	0.00	0.00	2.00	5.00	5.80	0.00	0.00	Australian Government will provide 80% project costs capped up to a contribution of \$12.8m subject to Queensland providing 20% of project costs.
- Dalby to Miles Overtaking Lanes	35.00	7.00	0.00	28.00	0.00	0.00	2.00	5.00	15.00	6.00	0.00	Australian Government will provide 80% project costs capped up to a contribution of \$28m subject to Queensland providing 20% of project costs.
- Dalby Eastern Access Upgrade	56.00	11.20	0.00	44.80	0.00	0.00	2.00	5.00	20.00	17.80	0.00	Australian Government will provide 80% project costs capped up to a contribution of \$44.8m subject to Queensland providing 20% of project costs.
- Dalby Western Access Upgrade Stage 1 (Condamine St to Watt St)	59.00	11.80	0.00	47.20	0.00	0.00	5.00	16.00	20.00	6.20	0.00	Australian Government will provide 80% project costs capped up to a contribution of \$47.2m subject to Queensland providing 20% of project costs.
- Drillham to Palardo Upgrade	11.00	2.20	0.00	8.80	0.00	0.00	0.00	0.00	2.00	6.80	0.00	Australian Government will provide 80% project costs capped up to a contribution of \$8.8m subject to Queensland providing 20% of project costs.
- Jingi Jingi Creek Upgrade	35.00	7.00	0.00	28.00	0.00	5.00	10.00	10.00	3.00	0.00	0.00	Australian Government will provide 80% project costs capped up to a contribution of \$28m subject to Queensland providing 20% of project costs.

Queensland - 2015-16 Programme of Works

National Partnership Agreement on Land Transport Infrastructure Projects

[illegible]

Queensland - 2015-16 Programme of Works

National Partnership Agreement on Land Transport Infrastructure Projects

						Estimated Australian Government Contributions						Conditions
Project	Total Project Cost	Total State Contribution	Total Other Contributions	Total Australian Government Committed Funding	Australian Government Contributions up to and including 2013-14 (actual)	14-15 Forecast	15-16 Forecast	16-17 Forecast	17-18 Forecast	18-19 Forecast	19-20 onwards	
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	
Central Queensland Resources Supply Chain	2.00	0.50	0.00	1.50	1.50	0.00	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$1.5m.
Gladstone Port Access Road	3.83	0.00	0.00	3.83	1.83	0.00	2.00	0.00	0.00	0.00	0.00	Total Australian Government Contribution is \$3.83m.
Peak Downs Highway	166.17	0.00	0.00	166.17	8.50	30.00	30.00	60.00	37.67	0.00	0.00	Australian Government contribution is capped at \$166.17m.
Cape York Region Package	260.50	52.10	0.00	208.40	0.00	59.80	48.00	50.00	50.00	0.60	0.00	Australian Government contribution is capped at \$208.4m.
Outback Way - Queensland	13.75	1.75	1.00	11.00	0.00	5.00	5.00	1.00	0.00	0.00	0.00	Australian Government funding contribution is capped at \$11m. Funding is conditional on Queensland providing \$10 million to upgrade key roads in Central Western Queensland.
Milton Road and Hale Street Intersection Upgrade - Brisbane	0.50	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$0.5m.
Old Toogum Road, Hervey Bay	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$1m.
River Heads Road, Hervey Bay	6.95	0.00	3.20	3.75	0.00	3.75	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is capped at \$3.75m.
Total Off-Network Road Projects	540.47	69.35	25.47	445.65	12.43	116.45	109.50	119.00	87.67	0.60	0.00	
Rail Projects												
Moreton Bay Rail Link	988.00	300.00	105.00	583.00	133.00	248.00	102.00	100.00	0.00	0.00	0.00	Australian Government contribution is capped at \$583m.
Total Off-Network Rail Projects	988.00	300.00	105.00	583.00	133.00	248.00	102.00	100.00	0.00	0.00	0.00	
Sum of Off-Network Project Funding	1,528.47	369.35	130.47	1,028.65	145.43	364.45	211.50	219.00	87.67	0.60	0.00	
TOTAL PROJECT FUNDING TO QUEENSLAND	15,992.00	3,469.46	178.77	13,160.28	3,424.77	929.58	1,048.23	1,965.20	1,603.77	990.29	3,198.45	
ROAD MAINTENANCE FUNDING												
Indicative Maintenance Formula Contribution 2009-10 to 2013-14	448.31	0.00	0.00	448.31	448.31	0.00	0.00	0.00	0.00	0.00	0.00	Queensland's maintenance funding for 2009-10 to 2013-14 includes the following maintenance upgrades on the Bruce Highway: \$150m for maintenance of the Sarina to Cairns section; \$70.6m for strengthening and widening of the Childers to Sarina section; \$26m for strengthening and widening of the Curra to Childers section; \$75m for maintenance of the Curra to Sarina section; \$35m for the Nambour Bypass pavement upgrade; and \$20m for Maintenance on the Caboolture/Sunshine Coast section.
- Sarina to Cairns section maintenance	150.00	0.00	0.00	150.00	150.00	0.00	0.00	0.00	0.00	0.00	0.00	
- Childers to Sarina strengthening and widening	72.60	0.00	0.00	72.60	70.60	2.00	0.00	0.00	0.00	0.00	0.00	
- Curra to Childers strengthening and widening	24.00	0.00	0.00	24.00	26.00	-2.00	0.00	0.00	0.00	0.00	0.00	
- Curra to Sarina section maintenance	75.00	0.00	0.00	75.00	75.00	0.00	0.00	0.00	0.00	0.00	0.00	

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National Partnership Agreement on Land Transport Infrastructure Projects

						Estimated Australian Government Contributions						Conditions
Project	Total Project Cost	Total State Contribution	Total Other Contributions	Total Australian Government Committed Funding	Australian Government Contributions up to and including 2013-14 (actual)	14-15 Forecast	15-16 Forecast	16-17 Forecast	17-18 Forecast	18-19 Forecast	19-20 onwards	
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	
- Nambour Pavement Reconstruction	35.00	0.00	0.00	35.00	35.00	0.00	0.00	0.00	0.00	0.00	0.00	
- Caboolture/Sunshine Coast section	20.00	0.00	0.00	20.00	20.00	0.00	0.00	0.00	0.00	0.00	0.00	
- Additional Maintenance Funding 2009-10 to 2013-14	71.71	0.00	0.00	71.71	71.71	0.00	0.00	0.00	0.00	0.00	0.00	
Additional Maintenance Funding 2014-15 to 2018-19	430.06	0.00	0.00	430.06	0.00	89.36	85.18	85.18	85.18	85.18	0.00	Based on formula allocations subject to revision in the light of revised data each year, including adjustments to the National Land Transport Network.
Indicative Sum of Road Maintenance Funding	878.37	0.00	0.00	878.37	448.31	89.36	85.18	85.18	85.18	85.18	0.00	
TOTAL INDICATIVE FUNDING TO QLD	16,870.37	3,469.46	178.77	14,038.65	3,873.08	1,018.93	1,133.40	2,050.38	1,688.95	1,075.47	3,198.45	
National Smart Managed Motorways												
Gateway Motorway to Caboolture	34.83	17.42	0.00	17.42	8.00	9.42	0.00	0.00	0.00	0.00	0.00	Australian Government contribution is 50% of total project cost capped at \$17.4m. Queensland will meet remaining costs.
Black Spot Projects												
Programme of Works for Qld	N/A	N/A	N/A	73.09	N/A	9.95	12.18	12.18	12.18	12.18	0.00	
Heavy Vehicles Safety and Productivity Programme												
Programme of Works for Qld	TBD	TBD	TBD	46.48	N/A	0.11	11.09	13.02	10.09	8.07	0.00	For 14-15 to 18-19 allocations have been made on a notional population basis with final amounts to be determined after a competitive process to select projects.
Bridges Renewal Programme												
Programme of Works for Qld	TBD	TBD	TBD	60.49	N/A	0.00	12.09	16.13	18.16	14.12	0.00	Allocations have been made on a notional population basis with final amounts to be determined after a competitive process to select projects.
Asset Recycling Fund Projects - Infrastructure Growth Package - New Investments												
Black Spot Projects	N/A	N/A	N/A	40.59	0.00	0.00	20.30	20.30	0.00	0.00	0.00	
Roads to Recovery	N/A	N/A	N/A	71.20	0.00	0.00	71.20	0.00	0.00	0.00	0.00	
National Highway Upgrade Programme	61.63	12.33	0.00	49.30	0.00	1.40	12.00	23.00	12.90	0.00	0.00	
New England Highway - safety works package	11.63	2.33	0.00	9.30	0.00	0.30	3.00	3.00	3.00	0.00	0.00	The Australian Government will provide 80 per cent of the project cost up to \$9.3 million, subject to the Queensland Government providing 20 per cent of project costs.
Flinders Highway - Hughenden to Cloncurry pavement widening and strengthening	25.00	5.00	0.00	20.00	0.00	0.80	7.00	7.00	5.20	0.00	0.00	
Landsborough Highway - Morven to Kynuna upgrade	12.50	2.50	0.00	10.00	0.00	0.30	0.50	6.00	3.20	0.00	0.00	The Australian Government will provide 80 per cent of the project cost up to \$10 million, subject to the Queensland Government providing 20 per cent of project costs.
Cunningham Highway - Mutdapilly to Warrill View pavement rehabilitation	12.50	2.50	0.00	10.00	0.00	0.00	1.50	7.00	1.50	0.00	0.00	

Queensland - 2015-16 Programme of Works

National Partnership Agreement on Land Transport Infrastructure Projects

						Estimated Australian Government Contributions						Conditions
Project	Total Project Cost	Total State Contribution	Total Other Contributions	Total Australian Government Committed Funding	Australian Government Contributions up to and including 2013-14 (actual)	14-15 Forecast	15-16 Forecast	16-17 Forecast	17-18 Forecast	18-19 Forecast	19-20 onwards	
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	
Toowoomba Second Range Crossing	585.00	0.00	0.00	585.00	0.00	0.00	167.00	185.00	233.00	0.00	0.00	The Australian Government will provide 80% construction costs up to \$1,285 million subject to Queensland providing 20% pending outcomes from private sector engagement. Please also refer to Toowoomba Second Range Crossing project details under the Investment Programme.
Total Asset Recycling Fund Projects	646.63	12.33	0.00	746.09	0.00	1.40	270.50	228.30	245.90	0.00	0.00	
Other - Programmes with funding to councils and commercial organisations												
Off-Network Programme												
Legacy Way [Northern Link Tunnel]	1,536.00	0.00	1,036.00	500.00	400.00	100.00	0.00	0.00	0.00	0.00	0.00	This funding will be provided to Brisbane City Council. The Australian Government contribution is capped at \$400m in the period 2009-10 to 2013-14. The Australian Government will make a further \$100m (capped) available in 2014-15.
Cloncurry Heavy Vehicle Bypass	13.40	0.00	5.20	8.20	4.20	4.00	0.00	0.00	0.00	0.00	0.00	
Roads to Recovery Program	N/A	N/A	N/A	434.18	78.18	71.20	71.20	71.20	71.20	71.20	0.00	
Untied Local Roads Grants	N/A	N/A	N/A	742.42	66.35	131.80	131.80	131.80	137.41	143.27	0.00	
Total - Other	1,549.40	0.00	1,041.20	1,684.79	548.72	307.00	203.00	203.00	208.61	214.47	0.00	
Total - Queensland	19,101.23	3,499.20	1,219.97	16,667.01	4,429.80	1,346.80	1,642.25	2,523.00	2,183.88	1,324.30	3,198.45	

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 32

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Definition of a Beef Road
Proof Hansard Page: 68-69 (27 May 2015)

Senator McLucas, Jan asked:

...

Senator McLUCAS: On notice, because I am running out of time, can you provide me a definition of a beef road? Which roads in Queensland would meet that definition?

Mr Pittar: I can probably provide that very briefly. One of the inputs to identifying beef roads is from a CSIRO model called the transit model. That is a system to define what routes and what roads would meet that definition.

Senator McLUCAS: Would you mind taking on notice to give me a fulsome definition of a beef road? The language of a beef road from the 1960s, I think, is now being made larger to capture other roads that people are thinking are beef roads. The Hann was not a beef road in the 1960s.

Mr Pittar: We will take it on notice.

Answer:

The Australian Government's \$100 million Northern Australia Beef Roads Fund is aimed at providing funding for projects that improve the resilience of the cattle supply chain in northern Australia. Funding priorities will be identified through close stakeholder consultation to identify investment and reform priorities for the northern beef industry.

The work will also be informed by the CSIRO's Transport Network Strategic Investment Tool (TRANSIT) model, which is able to evaluate investments in the supply chain through analysis of road transport routes. This process will help identify which roads that best support the cattle supply chain would be considered for funding through the Northern Australia Beef Roads Fund.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 33

Program: n/a

Division/Agency: Infrastructure Investment

Topic: Southern Rail Freight Corridor

Proof Hansard Page: 73 (27 May 2015)

Senator Williams, John asked:

...

Senator WILLIAMS: Let us hope they are on board. I want to go to the section of line between Rosewood and Kagaru in Queensland. How much of that section is owned by the Queensland government or the ARTC? Are there any sections still to be acquired?

Mr Wood: That part of the alignment is known as the Southern Freight Rail Bypass. It is a project that the Queensland government was separately pursuing and has been for a number of years. It has purchased a number of properties along that alignment. I am not sure of the exact number. From memory, I think it was about 32 properties, but we would have to check with Queensland officials. That is something the Queensland government has been undertaking for its own purposes. The ARTC has undertaken no land acquisition in support of inland rail at this time.

...

Answer:

The Southern Freight Rail Corridor was identified by the Queensland Government as a future route connecting the Western Rail line near Rosewood to the interstate railway north of Beaudesert. This freight connection also forms part of the proposed Inland Rail line connecting Melbourne and Brisbane.

Queensland officials have advised that as of 24 June 2015, 35 properties between Rosewood and Kagaru have been acquired, with 52 properties remaining.

Rural & Regional Affairs and Transport Legislation Committee
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Question no.: 34

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Cap distance based tolling
Proof Hansard Page: 74 (27 May 2015)

Senator Bullock, Joe asked:

...

Senator BULLOCK: What does that cap distance based tolling give you?

Mr Jaggers: I will ask Mr Danks if he wants to answer.

Mr Danks: The cap is around \$7.30 in 2013 dollars. They can escalate it at four per cent, which is similar, as Mr Jaggers said, to toll roads on the M2 and Eastern Distributor.

Senator BULLOCK: That is each way?

Mr Danks: Yes. It is a per trip cap.

Senator BULLOCK: So \$7.30?

Mr Danks: I believe it is \$7.30, but I have to check.

Senator BULLOCK: In 2013 dollars with a four per cent escalator?

Mr Danks: That is correct.

...

Answer:

The NSW Government advises that the WestConnex toll cap is \$7.35 (\$ 2013 including GST).

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
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Infrastructure and Regional Development

Question no.: 35

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: WestConnex – commuter time savings
Proof Hansard Page: 75 (27 May 2015)

Senator Bullock, Joe asked:

...

Senator BULLOCK: Do you know about how much time will be saved for the commuter as a result of the widening on the road?

Ms O'Connell: We do have that and it is publicly available because it was part of the initial announcement. Whether we have it on us in a readily findable form—

Senator BULLOCK: We will give him a few seconds to find it. What I am trying to do, from the point of view of a motorist, is do a bit of a value for money assessment of the \$3 average toll against the time saved.

Mr Danks: I do not have that material, unfortunately, but I could take it on notice. We could probably find that pretty quickly this afternoon.

Senator BULLOCK: Pretty quickly will be good enough. That will do on that...

Answer:

When completed, the widened M4 Motorway would save motorists up to nine minutes in a morning peak eastbound journey and around one minute on an evening peak westbound journey.

When WestConnex is completed it will cut morning eastbound travel times on the M4 Widening section by up to 74 percent, from 19 minutes down to five minutes. It will also cut evening westbound travel times on the M4 Widening section from 15 minutes down to nine minutes.

Rural & Regional Affairs and Transport Legislation Committee
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Infrastructure and Regional Development

Question no.: 36

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Moorebank Intermodal – Financial Contribution

Proof Hansard Page: 77 (27 May 2015)

Senator Dastyari, Sam asked:

Senator DASTYARI: I have a series of questions. I am going to try to keep this fairly brief. Some, I appreciate, will probably go directly to matters regarding the Moorebank Intermodal Company, so they may have to get taken on notice. Answer what you can answer. What is more specific will be taken by them. I note that they are not here today, and they were not asked to be here; I note that too. Is there a figure for the government's financial contribution to the development of the Moorebank intermodal project as a whole?

Mr Mrdak: Yes. There is a figure on the work that the Commonwealth has undertaken to date, which is the relocation of the School of Military Engineering and the other military base elements on that site. We can get that for you. There is a separate component, which is the clean-up of the site and the contractual commitments which are proposed to be entered into once the current negotiations are completed.

Senator DASTYARI: I could not find them in the PBS, but it might not be broken down. Is that a figure you have here with you, or is that something to take on notice?

Mr Mrdak: Well, we do not have the figures at this point in relation to the contractual commitment because those negotiations are still underway and to be settled in terms of what the Commonwealth commitment would be vis-a-vis the private sector developer...

Answer:

The Australian Government's total financial contribution to the Moorebank Intermodal Terminal precinct development is \$370 million plus \$95.4 million of unremediated land for development. The contribution will be paid as equity in return for 370 million ordinary shares in Moorebank Intermodal Company.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
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Infrastructure and Regional Development

Question no.: 37

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Moorebank Intermodal Company – Agreement

Proof Hansard Page: 78 (27 May 2015)

Senator Dastyari, Sam asked:

...

Senator DASTYARI: Sorry, just so this is on the record, SIMTA is the Qube and Aurizon consortium?

Mr Mrdak: That is correct.

Ms O'Connell: Correct.

Mr Mrdak: The final documentation, which is currently under negotiation, we hope will be settled in the next two weeks. That will enable the government to get the final advice when negotiations have been concluded.

Senator DASTYARI: You are saying in the next two weeks that negotiation is sorted, finished?

Mr Mrdak: And all of the contractual documentation will be completed.

Ms O'Connell: Certainly by the end of the financial year.

Senator DASTYARI: And once the contract is signed, it will become public?

Mr Mrdak: The details, as we understand. I would have to take on notice the extent of that. But the nature of the commercial relationship and the details, on my understanding, would be available. I will take on notice the extent of it.

Senator DASTYARI: Sure. If you can...

Answer:

The Moorebank Intermodal Company is preparing a Transaction Summary which will include details of its agreement with the Sydney Intermodal Terminal Alliance for the development of the Moorebank Intermodal Terminal Precinct. This Summary will be published on its website: <www.micl.com.au>.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 38

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Moorebank Intermodal – Government Funding and Business Case

Proof Hansard Page: 79 (27 May 2015)

Senator Dastyari, Sam asked:

...

Senator DASTYARI: There are two questions. What kind of financial support is the government providing SIMTA to develop the Moorebank intermodal project? You are telling me that is currently part of negotiations?

Mr Mrdak: There are two elements to the support. One is the relocation of Defence and to free up the site.

There is that considerable investment, as Mr Woods said.

Senator DASTYARI: The \$500 million?

Mr Mrdak: That is the \$500 million. Additional to that as part of the negotiations is additional support, if any, beyond the land and the way in which the land will operate that the Commonwealth would provide for the development of common use infrastructure—road, rail—to the site to enable the private sector investment in the intermodal terminal.

Senator DASTYARI: I will give you the list. I am talking about infrastructure support, land remediation, donated land, facilitation of approvals and all of that. Do you have a figure of a price having been put on that? You have made reference to the \$500 million. That is on the public record. You have also made reference to the fact that any additional financial contribution is part of negotiation at the moment or a few weeks away; I can wait two weeks or a month or however long it takes. Has a calculation been done for all the other benefits as well, being the land remediation and all these other things?

Mr Mrdak: Yes. The Commonwealth's assessment of the benefits and costs to the Commonwealth does include the land valuation that would come into the joint venture.

Senator DASTYARI: That \$500 million figure is not just the—

Mr Mrdak: The \$500 million is simply the relocation cost.

Senator DASTYARI: Have you got a figure for everything else?

Mr Mrdak: I do not have that with me today. We can certainly take it on notice. Certainly what I can sketch out to you is the business case; the Commonwealth's consideration, including costs to the Commonwealth, in relation to any remediation costs over and above the current site removal of Defence; issues such as the land valuation and what the Commonwealth is bringing to the party through the application of its landholding; and any additional cost the Commonwealth would bear in terms of the outcomes—that is, providing common use infrastructure to this site.

Ms O'Connell: Which might involve something like the rail spur from the southern freight line to the site, for example.

Senator DASTYARI: And what you can get us on notice you will get us on notice?

Mr Mrdak: Yes, certainly. Some of it may not be available until such time as the deal is concluded.

...

Answer:

\$517.1 million was provided to the Department of Defence to fund part of the \$870 million Moorebank Units Relocation (MUR) Project, which relocated 13 Defence units and 4 Defence facilities previously occupying the Steele Barracks at Moorebank. In its submission to the Parliamentary Public Works Committee in mid-2012, Defence indicated that the relocation of the units will provide contemporary facilities to replace existing old and obsolescent buildings that are only marginally capable of supporting current training and operational outcomes. The move also consolidates and rationalises multiple existing facilities to a deliberately planned precinct at Holsworthy Barracks. The Committee concluded the project “*signifies value for money for the Commonwealth and constitutes a project which is fit for purpose, having regard to the established need*”.

Rural & Regional Affairs and Transport Legislation Committee

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The MUR Project is distinct from the Moorebank Intermodal Terminal project, for which the Australian Government's total financial contribution is \$370 million plus \$95.4 million of unremediated land for development. The amount includes all equity funding provided by the Company since its establishment in December 2012. It also includes funding for land preparation and the remediation of existing contamination on Commonwealth land and for the construction of the rail spur that will link the intermodal terminal to the Southern Sydney Freight Line.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
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Infrastructure and Regional Development

Question no.: 39

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: National Stronger Regions Fund projects recommended but not funded

Proof Hansard Page: 82 (27 May 2015)

Senator Gallacher, Alex asked:

...

Senator GALLACHER: I think that is a yes. You did follow all your procedures. How many projects did you recommend for funding and how many were deemed suitable? Were there any projects that were deemed suitable for funding in the department's advice but the ministerial panel—

Ms O'Connell: We did not use that categorisation. The relevant number is that there were 405 applications for projects. Of those 405, 272 were assessed as eligible. They were then—

Senator GALLACHER: Sorry, how many?

Ms O'Connell: Two hundred and seventy-two were assessed as eligible. We then, based on the assessment of those 272 projects, ranked them, as Mr McCormick said, from the highest ranking project right down to the lowest.

Senator GALLACHER: So were there projects in your advice to the ministerial panel that did not receive funding? Out of that 272, did you have some that you put up that did not get funded?

Mr Mrdak: We undertook a ranking of the whole 272. We did provide advice to ministers, given the funding profile, and this being the first round of the program, as to where we thought the cut-off line might be and the mix of projects that fell above and below that line. Ministers considered that advice in reaching their decision to fund the 51 projects that they did. There were some projects that ministers did identify above a certain point which they decided not to proceed with based on their examination of the project.

Senator GALLACHER: Do we know how many projects were like this?

Mr Mrdak: I would have to take that on notice.

Senator GALLACHER: If you are going to take it on notice, perhaps you could tell us how many of those projects fell into that criteria and what they were.

Mr Mrdak: I will take that on notice. As I said, we do not usually discuss our advice to government. I would need to get advice from the minister as to his willingness to provide that information to the committee.

...

Answer:

The Senator's question relates to advice provided by the Department as input to the Government's considerations and decisions on projects to be funded under Round One of the National Stronger Regions Fund. Departmental officials do not as a matter of course discuss or disclose the advice that the Department provides to Government beyond the factual and technical background to policies and their administration.

Rural & Regional Affairs and Transport Legislation Committee
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Infrastructure and Regional Development

Question no.: 40

Program: Murray-Darling Basin Regional Economic Diversification Programme
Division/Agency: Infrastructure Investment
Topic: Selected projects under the Murray-Darling Basin Regional Economic Diversification Programme (MDBREDP) Project Agreement execution and selected projects
Proof Hansard Page: 89 (27 May 2015)

Senator Edwards , Sean asked:

...

Senator EDWARDS: So when did Victoria, New South Wales and Queensland get their money?

Mr McCormick: The New South Wales government is implementing the project agreement now. An initial payment of \$5 million is scheduled for this month.

Senator EDWARDS: So when was it agreed? You are rolling out the money. You are dealing with it on milestones—I get all that.

Mr McCormick: As the states identify the projects and come to us, we will make payments.

Senator EDWARDS: But they have signed up to them, except South Australia?

Ms O'Connell: That is correct. The other states have signed up. The funding is starting to flow as the projects are happening. South Australia has not.

Mr Mrdak: We will get you the dates of the agreements when they were signed.

Senator EDWARDS: You can take this on notice. Can you provide a list of the projects which are already underway in those other states?

Mr Mrdak: Certainly.

Senator EDWARDS: Is that something that is readily available?

Mr Mrdak: Yes.

Senator EDWARDS: That would be good...

Rural & Regional Affairs and Transport Legislation Committee
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Answer:

The NSW MDBREDP Project Agreement was executed on 17 December 2014 and the following projects have been selected for funding:

Proponent	Description	AG Contribution	State/Other Contribution	Total Cost	Ref
AgriAustralis	Increase electricity capacity to hazelnut nursery to bring forward new drying and cracking facilities	\$1,500,000	\$57,249,000	\$58,749,000	NSW - 1
Corowa Distilling Co Pty Ltd	Establish an interactive whiskey distillery – production, educational tours and restaurant/function centre	\$268,750	\$479,653	\$748,403	NSW - 2
Forestry Corporation of NSW - Western branch	Remote and digital sensing to provide yield modelling of red gum timber from standing timber volumes over a 200 year period	\$110,400	\$156,600	\$267,000	NSW - 3
Frauenfelder Gates Unit Trust	Bringing forward expansion planned for 2017 to manufacture a different type of barbed wire to meet increasing demand	\$619,560	\$1,088,662	\$1,708,222	NSW - 4
McCormacks Cabinets Pty Ltd	Construct and fit out of new showroom and purchase of new equipment to increase production capacity	\$235,000	\$294,566	\$529,566	NSW - 5
MON Natural Foods	Expansion of manufacturing facilities to introduce condiment products	\$100,000	\$55,000	\$155,000	NSW - 6
Caccaviello Family Trust	Expansion of fruit packing shed , installation of cool room, a 6 lane blemish sorter and conveyor systems	\$2,243,070	\$228,000	\$2,471,070	NSW - 7

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Rabar Pty Ltd	Expansion of manufacturing facility of animal nutritional products – automated silos & unloading bins and computerised batch tracking system	\$100,000	\$602,877	\$702,877	NSW - 8
Batlow Fruit Co Operative	Diversification into hops as a new agricultural industry for the Batlow region	\$65,000	\$54,400	\$119,400	NSW - 9
Compost Carbon Fertiliser	Construction of a composting and despatch facility to treat and despatch waste from large wine producers	\$852,000	\$1,000,000	\$1,852,000	NSW - 10
Coolamon Cheese Company Pty Ltd	Purchase and refurbish, and install factory in main street of Coolamon for cheese production and a tourism enterprise	\$487,000	\$853,193	\$1,340,193	NSW - 11
Kotzur Pty Ltd	Supply of business grade high bandwidth through fibre optic cable to Walla Walla to facilitate domestic and international expansion	\$194,000	\$16,800	\$210,800	NSW - 12
MC Croker Pty Ltd	Expansion of export grain storage and processing facility to meet international demand; and commencement of value adding services to crops	\$1,500,000	\$3,666,000	\$5,166,000	NSW - 13
Tocumwal Pumps Pty Ltd	Investment in new electronic technology to improve manufacturing efficiency and to enable the company to diversify into new markets	\$141,000	\$139,000	\$280,000	NSW - 14
Fresh Technique	Diversification from vineyard to greenhouse and nursery for intensive cultivation of leafy greens	\$2,885,000	\$978,575	\$3,863,575	NSW - 15
Rivcott Pty Ltd	Power infrastructure upgrade to Carrathool substation and the Rivcott cotton gin site (across Murrumbidgee & Carrathool LGAs)	\$2,555,022	\$1,000,000	\$3,555,022	NSW - 16

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Charlie Carp Ltd	Purchase of drying equipment for carp by-product to diversify into production of pelletised fertiliser (resulting in nil waste from plant)	\$157,390	\$118,636	\$276,026	NSW - 17
Riverina Aquaculture	Diversification from broad acre farming into Murray cod production	\$656,000	\$276,236	\$932,236	NSW - 18
ProTen Ltd	Electricity supply to the establishment of 64 broiler meat chicken sheds	\$2,000,000	\$55,000,000	\$57,000,000	NSW - 19
Newtecpoly Pty Ltd	Establishment of plastic products manufacturing facility	\$800,000	\$2,695,000	\$3,495,000	NSW - 20
Pyrocal	Establishment of a facility that utilises waste to manufacture bio-char	\$495,000	\$1,405,000	\$1,900,000	NSW - 21

The NSW Government are working toward committing remaining Project Agreement funding in the coming months.

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The Victorian MDBREDP Project Agreement was executed on 26 June 2014 and the following projects have been selected for funding:

Project	Proponent	Description	AG Contribution	State/Other Contribution	Total Cost	Ref
Accelerating Change	Murray Dairy	Monitoring of 412 dairy farms across the Murray region to increase pasture growth by 25% and increase feed efficiencies leading to improved profitability	\$971,938	\$1,929,469	\$2,901,407	VIC - 1
Port of Echuca Revitalisation Stage 2	Shire of Campaspe	Precinct improvements to provide event and festival opportunities, and pedestrian accessibility and amenity	\$2,600,000	\$2,300,000	\$4,900,000	VIC - 2
Koondrook Wharf Development	Gannawarra Shire Council	Development of a wharf on the Murray River at Koondrook	\$1,000,000	\$1,000,000	\$2,000,000	VIC - 3
Heartbeat of Murray	Swan Hill Rural City Council	Improvements and upgrades to the Swan Hill Pioneer Settlement	\$1,866,667	\$1,983,333	\$3,850,000	VIC - 4
Upgrade of Longerenong College Student Residences	WORKCO Limited	Providing improved education and training facilities, increase the number of agricultural and metal manufacturing graduates across the region	\$1,333,333	\$3,140,796	4,474,129	VIC - 5
Natural Gas Project	Regional Development Victoria	Provision of natural gas to a number of communities in Victoria's MDB region	\$15,000,000	\$15,000,000	\$30,000,000	VIC - 6

The Victorian Government are working toward committing remaining Project Agreement funding in the coming months.

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The Queensland MDBREDP Project Agreement was executed on 16 July 2014 and the following projects have been selected for funding:

Proponent (s)	Description	AG Contribution	State/Other Contribution	Total Cost	Ref
Balonne Shire Council Goondiwindi Regional Council Border Rivers St George and District Chamber of Commerce	Placement of industry development officers in the Lower Balonne and Border Rivers areas to facilitate investment and economic diversification	\$748,000	\$385,000	\$1,133,000	QLD - 1
Trade and Investment Queensland, University of Southern Queensland	A project to identify 'best bet' industry opportunities for further development in high value horticulture	\$2,660,000	\$1,949,912	\$4,609,912	QLD - 2
Dirranbandi Cotton Growers Association Macintyre Valley Cotton Growers Association Mungindi Cotton Growers and Water Users Association St George Cotton Growers Association	A project to improve economic productivity from irrigated agriculture through benchmarking, extension and new technology and best practice activities based in St George and Goondiwindi	\$2,199,942	\$1,071,281	\$3,271,223	QLD - 3
Goondiwindi SILO Inc t/a Gateway To Training	A business case review and development of a community engagement strategy for employment and labour supply placement	\$378,000	\$19,000	\$397,000	QLD - 4
Balonne Shire Council Goondiwindi Regional Council	Business support for impacted off-farm businesses through supply chain development in the resources sector and mentoring for growth, to be run in conjunction with Project 1	\$394,000 \$384,000	\$180,000 \$80,000	\$574,000 \$464,000	QLD - 5

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Goondiwindi Regional Council	Assessment of the feasibility of three catalytic projects to enhance the overall tourism industry to the Western Downs – Border Rivers region	\$150,000	\$10,500	\$160,500	QLD - 6
Balonne Shire Council, Maranoa Regional Council Kamilaroi Land Trust Gunggari Aboriginal Property Association Inc Kooma Traditional Owners Association Inc Mandandanji Aboriginal Corporation	A business plan to facilitate Indigenous economic development	\$1,687,000	\$36,400	\$1,723,400	QLD - 7
Office of Groundwater Impact Assessment Central Downs Irrigators Limited, Toowoomba Regional Council, Western Downs Regional Council, Arrow Energy, Queensland Farmers Federation, Origin, University of Queensland	Alluvium injection trials to secure the long-term viability of the Central Condamine Alluvium aquifer	\$4,900,000	\$100,000	\$5,000,000	QLD - 8

The Queensland Government has advised the final apportionment of Project Agreement funds will be determined at a mid-term review appropriate to each project.

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Question no.: 41

Program: Murray-Darling Basin Regional Economic Diversification Programme
Division/Agency: Infrastructure Investment
Topic: Letters to SA regarding the Murray-Darling Basin Regional Economic Diversification Programme (MDBREDP)
Proof Hansard Page: 89 (27 May 2015)

Senator Edwards , Sean asked:

...

Mr Mrdak: The minister wrote to them asking that they confirm that they wanted to continue with this program. They were asked to provide that advice by budget night.

Senator EDWARDS: So did he write to them once or twice, or did he give them a call?

Mr Mrdak: All of that has happened. I think there has certainly been a number of letters.

Mr McCormick: Yes. There has been a number of letters.

Senator EDWARDS: Can you give me the dates of those letters? I presume they went to the minister for regions or the Treasurer?

Mr Mrdak: I will check. I think they have gone to the minister for regions. I think there might have been correspondence to the premier.

Senator EDWARDS: So that is Minister Brock in South Australia. Did Minister Brock respond with a reason? Did he quantify this issue with the GST when the minister wrote to him on how many occasions?

Mr McCormick: At least twice that I am aware of.

...

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Answer:

Correspondence relating to signing the MDBREDP Project Agreement which was sent to the South Australian Government is set out below.

Date of correspondence	To	From	Purpose of Correspondence
30 April 2015	The Hon. Geoff Brock MP, Minister for Regional Development Minister for Local Government	The Hon. Jamie Briggs MP, Assistant Minister for Infrastructure and Regional Development	Requesting the South Australian Government sign the MDBREDP Project Agreement by the 2015 Federal Budget for the second time or funding would be reallocated to South Australian communities that need it most.
30 March 2015	The Hon. Geoff Brock MP, Minister for Regional Development Minister for Local Government	The Hon. Jamie Briggs MP, Assistant Minister for Infrastructure and Regional Development	Requesting the South Australian Government sign the MDBREDP Project Agreement by the 2015 Federal Budget or funding would be reallocated to South Australian communities that need it most.
31 October 2014	The Hon. Jay Weatherill MP, Premier of South Australia	The Hon. Tony Abbott MP, Prime Minister	Advising the Australian Government would not be directing the Commonwealth Grants Commission to exempt SA from GST exemptions and noting other Basin States had not made this request.
15 August 2014	The Hon. Geoff Brock MP, Minister for Regional Development Minister for Local Government	The Hon. Jamie Briggs MP, Assistant Minister for Infrastructure and Regional Development	Requesting the South Australian Government sign the MDBREDP Project Agreement.
19 June 2014	The Hon. Geoff Brock MP, Minister for Regional Development Minister for Local Government	The Hon. Warren Truss MP, Minister for Infrastructure and Regional Development	Requesting the South Australia Government respond to the 14 April 2014 letter and execute a Project Agreement under the MDBREDP.
14 April 2014	The Hon. Geoff Brock MP, Minister for Regional Development Minister for Local Government	The Hon. Warren Truss MP, Minister for Infrastructure and Regional Development	Requesting confirmation of project proposals for inclusion in the South Australian MDBREDP Project Agreement.

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8 August 2013	The Hon. Jay Weatherill MP, Premier of South Australia	The Hon. Catherine King MP, Minister for Regional Australia, Local Government and Territories	Agreement to fund 21 projects identified by South Australian Government under the MDBREDP and requesting advice on which projects would attract partner funding contributions from the South Australian Government.
6 June 2013	The Hon. Jay Weatherill MP, Premier of South Australia	The Hon. Anthony Albanese MP, Minister for Regional Development and Local Government	Requesting expedition of identified project list with offer of assistance from Department and Regional Development Australia Committees and sign the Intergovernmental Agreement on Implementation of the Basin Plan.
21 March 2013	The Hon. Jay Weatherill MP, Premier of South Australia	The Hon. Simon Crean MP, Minister for Regional Australia, Regional Development and Local Government	Requesting the South Australia Government identify projects for funding under the MDBREDP and sign the Intergovernmental Agreement on Implementation of the Basin Plan.

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Infrastructure and Regional Development

Question no.: 42

Program: n/a

Division/Agency: Infrastructure Investment

Topic: Northern Australia Infrastructure Facility

Proof Hansard Page: 96 (27 May 2015)

Senator McLucas, Jan asked:

...

Senator McLUCAS: I am even learning the language; this is outrageous! When was the department initially consulted around the policy of a northern Australia infrastructure facility?

Mr Mrdak: Discussions were commenced during the budget process. Clearly, we have been heavily involved through our work with the northern Australia white paper process.

Senator McLUCAS: That is not the question I am asking, Mr Mrdak. When was the department initially consulted about the establishment of the Northern Australia Infrastructure Facility?

Mr Mrdak: It was during the preparation of the 2015 budget.

Senator McLUCAS: Can you be more specific?

Mr Mrdak: Not at the moment. I can take it on notice.

Senator McLUCAS: Take that on notice. Thanks, Chair.

Answer:

The Department was initially consulted about the establishment of the Northern Australia Infrastructure Facility by the Department of the Treasury in March 2015.

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Question no.: 43

Program: n/a

Division/Agency: Infrastructure Investment

Topic: Ten Year Schedule for Delivery of Inland Rail

Proof Hansard Page: 106-107 (27 May 2015)

Senator Rice, Janet asked:

Senator RICE: The 2010 inland rail alignment study had a construction timeline of five years, with up to three years allowed for preparation. I have the timeline here in front of me that maps out all of your activities in that three years of preparation. In terms of that preparation, I want to know how far we are from year zero.

Mr Fullerton: Our latest brief for the project which kicked off last year was to develop a 10-year construction program, which we have completed, to identify early start works that were approved by the inland rail implementation group six months ago. Those early start works were the three pieces of work that I mentioned a bit earlier—Narromine to Parkes; Narrabri to North Star; and Toowoomba to Kagaru.

Senator RICE: So that timeline of three years of preparation plus five years, which was identified in the 2010 study, you have now stretched out to 10 years? That was an eight-year period.

Mr Fullerton: I think that 2010 work is no longer relevant. In kicking off this latest work, we were asked to put together a 10-year construction program to complete the project by 2020.

Senator RICE: So why has that eight years gone out to 10 years?

Mr Wood: It was in the election of the current government that the project be delivered as a 10-year program. The reality is it is a very long and detailed construction program that needs to be developed and implemented. It is obviously dependent on funds being made available and planning processes which are not entirely in the control of the Commonwealth or the ARTC.

Senator RICE: You cannot give me a definitive reason, though, why the eight-year period which was identified in the 2010 study has now gone out to 10?

Mr Wood: The ARTC is delivering a construction schedule based on what they were asked to do by government.

Senator RICE: Perhaps it is a question for government, then. We had a 2010 study that said it was going to be an eight-year period, with three years of preconstruction and five years of construction. What is being delivered now is 10 years. I am interested to know why it has blown out by an extra two years.

Senator Cash: My understanding is also that the previous government let it languish. We have had to step in.

Senator RICE: I do not know how much the previous government did and how much this government did. That may be the answer.

Mr Wood: I think it is also fair to say that the current work is at a far greater level of detail than the 2010 study was. It was effectively a prefeasibility study.

Senator RICE: You can tell me that it is more complicated because we have since identified that we need to do X amount more work, so it is going to take an extra two years.

Mr Mrdak: It is more complicated and requires more work. One thing, as Mr Fullerton has indicated on the sections which he has priority work on, for instance, is that we made some assumptions in 2010 about the condition of that track and it operating at higher axle loads. That has proven to be not as accurate as we feared.

Senator RICE: Could you take on notice, then, to put together some information about why what was seen to be an eight-year project in 2010 is now a 10-year project?

Mr Mrdak: Certainly.

Answer:

Recognising the complexity of Inland Rail, the Australian Rail Track Corporation (ARTC) was asked in December 2013 by the Deputy Prime Minister, the Hon Warren Truss MP, to develop a ten year schedule for the delivery of Inland Rail. The delivery schedule provides for a shorter construction schedule as an option, subject to the availability of construction resources and funding.

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ANSWERS TO QUESTIONS ON NOTICE
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Question no.: 44

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Perth Freight Link - modelling
Proof Hansard Page: 133 (27 May 2015)

Senator Ludlam, Scott asked:

...

Mr Jagers: I think I indicated this morning that there has been modelling of the impact on all of the roads surrounding the Perth Freight Link, including—

Senator LUDLAM: Please can you release any of that to the residents?

Mr Jagers: That information has not been made publicly available.

Senator LUDLAM: I am well aware of that. I am asking you—

Mr Jagers: I would need to check with the Western Australia government before we would release any modelling information.

Senator LUDLAM: They are refusing to do so—but you are proposing to fund it. The project will not go ahead without Commonwealth funding because the Western Australia government has basically run our finances off a cliff. So, for residents who are concerned about, for example, diesel particulates, which are carcinogenic, and elevated loads on East Fremantle, North Fremantle and the surrounding areas, it is certainly not going to be forthcoming from the state government. They are asking you, and I am asking you on their behalf, to provide that modelling, particularly for things like air quality, noise and truck congestion.

Mr Jagers: We will have to take that on notice.

Answer:

Traffic modelling undertaken for the Perth Freight Link project considered traffic impacts across the project area. This traffic modelling has been used to inform the Project Business Case and is considered commercial in confidence. There is currently a tender process underway for the project and it is usual practice to not make this sort of data publicly available, including to tenderers. Value for money for the Government's significant investment will only be achieved if tenderers put in their best bids based on their own commercial calculations of what they can deliver.

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ANSWERS TO QUESTIONS ON NOTICE
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Question no.: 45

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Rail funding
Proof Hansard Page: 108 (28 May 2015)

Senator Edwards, Sean asked:

...

Senator EDWARDS: The budget also contains funding to complete a number of rail projects. What are they? I think those figures might not be reflected in what you just gave me.

Senator GALLACHER: Maybe they can find where the \$2 billion is.

Senator EDWARDS: I am only interested in the truth, Senator Gallacher. That is what I am interested in. I am interested in where the investment is. I can refer you to it. My office has just told me it is page 5-41 in Budget Paper No. 1.

CHAIR: Do you want to take it on notice?

Senator EDWARDS: Take it on notice.

CHAIR: Take it on notice.

Senator EDWARDS: It is okay. We have Western Sydney out the back. We will do it.

Ms O'Connell: This is where I mentioned there were two figures involved and the addition of them. The rail transport figure for 2014-15 is \$740 million. For 2015-16, it is \$1,079 million. For 2016-17, it is \$1.3 billion.

Senator EDWARDS: So, in 2015-16, it is \$1.079 billion?

Ms O'Connell: Correct.

...

Answer:

The Projects that make up the rail transport budget estimates in Table 15 on page 5-41 of Budget Paper No. 1 include projects from the Infrastructure Investment Programme administered by the Department of Infrastructure and Regional Development, and the Asset Recycling Initiative that is managed by the Treasury.

The table below provides a breakdown of the estimates by project.

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Infrastructure and Regional Development

Rail Infrastructure Investment Programme	Budget 14-15 (m)	Budget 15-16 (m)	Budget 16-17 (m)	Budget 17-18 (m)	Budget 18-19 (m)
NSW					
Freight rail upgrades between Sydney and Newcastle – Epping to Thornleigh Third Track	153	80	-	-	-
Freight rail upgrades between Sydney and Newcastle – Gosford Passing Loops	2	-	-	-	-
Freight Rail Upgrades between Sydney and Newcastle - North Strathfield Rail Underpass	96	21	-	-	-
Northern Sydney Freight Corridor Implementation	3	-	-	-	-
Port Botany Rail Line Upgrade – Stage 3	5	15	25	30	-
Port Botany Road and Rail Access and Handling Improvements Package - Port Botany Rail Link	20	1	-	-	-
NSW Total	280	118	25	30	-
VIC					
Avenue of Honour Rail Crossing - City of Ballarat	0	-	-	-	-
Ballarat Freight Hub	0	2	7	-	-
Metropolitan Intermodal Systems	-	5	15	15	3
Western Interstate Freight Terminal Scoping and Pre-feasibility Study -Stage 1	4	-	-	-	-
VIC Off-Network Contingencies	2	-	-	-	-
Vic - Regional Rail Link	144	-	-	-	-
VIC Total	150	7	22	15	3
QLD					
Qld - Moreton Bay Rail Link	248	102	100	-	-
QLD Total	248	102	100	-	-
WA					
PortLink Inland Freight Corridor Concept Plan	-	1	-	-	-
WA Total	-	1	-	-	-
SA					
Goodwood and Torrens Junctions	-	102	130	-	-
Preparation for Sentencing, Processing and Archival of Plans and Records which are residual from	0	0	-	-	-
SA Total	0	102	130	-	-
TAS					
Freight Rail Revitalisation	-	11	10	9	9
Improvement of Bell Bay Intermodal Terminal	5	0	-	-	-
Tasmanian Freight Rail Revitalisation – Off Network	-	6	5	5	5
TAS Total	5	17	15	14	14
Cross-Jurisdiction					
Implementation of the Advanced Train Management System	14	17	20	-	-
Melbourne – Brisbane Inland Rail Preconstruction Works	30	100	100	69	-
Cross-Jurisdiction Total	43	117	120	69	-
Total Infrastructure Investment Programme	725	462	412	128	17
Asset Recycling Initiative (ARI) budget	15	617	891	826	657
Total (including ARI budget)	740	1079	1303	954	674
Profile - as per Budget paper 1 (page 5-41)	740	1,079	1,303	954	674
Variance	0	0	0	0	0

Two National Partnership Agreements on Asset Recycling have been signed and include funding for the following projects:

NSW

- Sydney Rapid Transit;
- Western Sydney Rail Upgrade;
- Parramatta Light Rail; and
- Fixing Country Rail Programme – to be funded from this initiative if funds are available.

ACT

- Capital Metro light rail.

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Budget Estimates 2015 - 2016
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Question no.: 46

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: WestConnex – improvement in travel times
Proof Hansard Page: 109 (28 May 2015)

Senator Gallacher, Alex asked:

Senator GALLACHER: I will start with one question. It reverts back to the discussion yesterday about tolling, particularly about the 40-minute saving on the toll road.

Mr Mrdak: On WestConnex?

Senator GALLACHER: Yes. I left not quite sure when the improvement in travel time will start. I heard 2023 and then I heard 2031. Is the 40 minutes going to come in in 2023?

Mr Mrdak: I think the 40 minutes is available when the complete network is available in 2031. But I will check that for you.

Senator GALLACHER: So it is 2031. I will accept that. When does the motorist start paying the toll?

Mr Mrdak: My understanding is that as sections are completed, such as the M4 widening and then M4 stage 2, tolls will come into effect.

Senator GALLACHER: So the longsuffering motorist looking for improvement promised a 40-minute reduction in their journey will start paying tolls in 2017 or have to be patient until 2031 to get the improvement in travel times. Is that how it works?

Mr Mrdak: No. They will achieve the improvement in travel time before the toll is applied to the M4. So they will achieve that benefit. The WestConnex project is divided into three stages. There is the M4 widening.

Senator GALLACHER: So is the improvement in time divided in three stages?

Mr Mrdak: Yes. That is the information I will provide to you in terms of the analysis. As individual stages are brought into completion, the motorist will achieve the benefits of those legs. The first section is the existing M4 widening and then the M4 extension to take the missing link of the M4. Stage 2 we have brought forward. It will work in concurrence with M4 stage 2. It is stage 2 of WestConnex, which is the M5 extension. The final stage is the linking of the M4 extension with the M5 extension. That is stage 3. That gives you the whole WestConnex project. But as individual stages are completed, they will open and the travel time savings will be available from them.

...

Answer:

1. When completed, WestConnex will save 40 minutes on a typical journey between Parramatta and Sydney Airport, bypassing up to 52 sets of traffic signals.
2. Improvements in travel time have been divided into sections along the WestConnex route including the M4 Widening, M4 East, New M5 and the M4-M5 Link. The full benefits and travel time savings will come into effect when all three stages of WestConnex are complete. Estimated travel time savings for WestConnex sections include:
 - M4 Widening – the widened M4 Motorway would save motorists up to nine minutes in a morning peak eastbound journey from Church Street, Parramatta to Homebush Bay Drive, Homebush. When WestConnex is completed, this will convert to a saving of 14 minutes during the morning peak on an eastbound journey from Church Street to Homebush Bay Drive, cutting future travel times from 19 minutes to only five minutes. This equates to a travel time saving of 74 percent.
 - M4 East – a saving of ten minutes and 13 sets of traffic lights avoided.
 - New M5 including the King Georges Road Interchange Upgrade – cut 25 minutes on a typical journey between King Georges Road, Beverly Hills and the CBD and bypass up to 12 sets of traffic lights.
 - M4-M5 Link – Further work is being carried out to develop the route and delivery strategy. Travel time data will be available at the completion of this work later this year.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
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Infrastructure and Regional Development

Question no.: 47

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Road Spending 2014 and 2015 Budgets
Proof Hansard Page: Written

Senator Sterle, Glenn asked:

The Department said in Estimates that the road spending for 2014-5 was “close to the same figure” between the 2014 and 2015 Budget papers. Does the Department acknowledge that the Investment – Road element (including combined network and off-network in 2014) figure is in fact over \$530 million less in 2015 than 2014?

Answer:

Investment – Road (including network and off-network road) funding in Table 2.9 in the 2014-15 Budget Paper No. 3 is \$3,562.3 million, and in the 2015-16 Budget Paper No. 3 is \$3,025.7 million.

This funding was reprofiled to other financial years within the Budget forecast in consultation with the jurisdictions to reflect construction schedules and milestones.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 48

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Rail Spending 2014 and 2015
Proof Hansard Page: Written

Senator Sterle, Glenn asked:

The Department said in Estimates that the rail spending for 2014-5 had gone up between the 2014 and 2015 Budget papers. Does the Department acknowledge that the Investment – Rail element (including combined network and off-network in 2014) and BAF figures show in fact over \$143 million less in 2015 than 2014?

Answer:

Overall, Budget Paper No. 1, pages 5-41, shows an increase in rail transport spending for 2014-15 (\$740 million) to 2015-16 (\$1.08 billion).

The \$143 million decrease in investment programme spending relate to:

- i. Payments to the Freight Rail Upgrade projects between Sydney and Newcastle being brought forward to 2013-14 due to quicker than expected completion of work; and
- ii. Savings from the Victorian Regional Rail Link project.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2015 - 2016

Infrastructure and Regional Development

Question no.: 49

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: WestConnex – Stage 1A

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. Can you indicate what the travel time savings from the M4 widening will drivers will see when it opens in 2017?
2. What new route options will commuters have when the M4 widening opens in 2017?
3. Does the Department know how much income is estimated to be raised by the new toll to be imposed on M4 Widening (Stage 1A) of Westconnex?
4. Given Stage 1A is scheduled to open in early 2017 – what toll income is generated in the part year of operation in 2016-7? In the first full year 2017-18?

Answer:

1. When completed, the widened M4 Motorway would save motorists up to nine minutes in a morning peak eastbound journey and around one minute on an evening peak westbound journey.
When WestConnex is completed it will cut morning eastbound travel times on the M4 Widening section by up to 74 percent, from 19 minutes down to five minutes. It will also cut evening westbound travel times on the M4 Widening section from 15 minutes down to nine minutes.
2. After the M4 Widening is complete, it is expected that some drivers will prefer to use the enhanced capacity of the motorway, while others will avoid the toll and prefer to use Parramatta Road.
A detailed survey of traffic volumes and impacts on the motorway and local road network will be carried out 12 months after the widening project is completed to assess the actual impacts.
- 3 & 4. The WestConnex business case, which includes information on tolling, is currently being updated by WestConnex Delivery Authority.
As confirmed by the NSW Government, any non-commercial in confidence information from the business case will be released after the update is completed.

Rural & Regional Affairs and Transport Legislation Committee
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Infrastructure and Regional Development

Question no.: 50

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Pacific Highway Funding

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

Can you indicate which of the following projects has been reduced in 2015-6 (spending now \$542M) as against the allocation in the 2014 Budget of \$672M – and by how much in each case:

- a. Tintenbar to Ewingsdale?
- b. Ballina to Woolgoolga?
- c. Fredrickton to Eungai?
- d. Oxley Hwy to Kundabung?
- e. Warrell Creek to Nambucca Heads?

Answer:

- a. Tintenbar to Ewingsdale funding in 2015-16 was decreased by \$83.3 million. Funding was moved forward and paid in 2014-15 due to the early achievement of milestones.
- b. Woolgoolga to Ballina funding in 2015-16 was increased by \$66.4 million. Funding was moved forward for this project in consultation with the state to better align with construction schedules.
- c. Fredrickton to Eungai funding in 2015-16 was decreased by \$32.0 million:
 - o \$19.7 million was moved forward and paid in 2014-15 due to the early achievement of milestones; and
 - o \$12.3 million was moved out to 2016-17 in consultation with the state to better align with construction schedules.
- d. Oxley Hwy to Kundabung funding in 2015-16 was decreased by \$90.5 million. This project was reprofiled as a result of an overall decrease of \$95.9 million in the total project cost due to tender prices being better than anticipated. The \$95.9 million was allocated to the Woolgoolga to Ballina (construction) project.
- e. Warrell Creek to Nambucca Heads funding in 2015-16 was increased by \$7.9 million. Funding was brought forward for this project in consultation with the state to better align with construction schedules.

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ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 51

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Bruce Highway
Proof Hansard Page: Written

Senator Sterle, Glenn asked:

Can you indicate which Bruce Highway projects has been reduced in 2015-6 (spending now \$500M) as against the allocation in the 2014 Budget of \$593M – and by how much in each case.

Answer:

Attachment A provides a comparison of the Bruce Highway project profiles in the 2015-16 Budget compared to the 2014-15 Budget along with the total budget for each project.

Project funding was reprofiled to reflect construction schedules and milestones.

Bruce Highway Funding comparison - 14-15 May Budget vs 15-16 May Budget

Attachment A

Project	14-15 Forecast			Total 13-14 to 19-20 onwards		
	May 2014 Budget	May 2015 Budget	Variance	May 2014 Budget	May 2015 Budget	Variance
	\$m	\$m	\$m	\$m	\$m	\$m
Bruce Highway	645.19	502.05	-143.14	6,694.60	6,694.60	0.00
Sarina to Cairns Section:	116.64	69.92	-46.72	288.44	305.43	17.00
Black Spots	32.99	25.00	-7.99	48.26	59.46	11.20
Rest areas	0.00	0.00	0.00	0.34	0.34	0.00
Overtaking lanes	18.80	5.00	-13.80	38.17	35.97	-2.20
Upgrade southern approach to Cairns	6.91	0.00	-6.91	36.91	36.91	-0.00
Duplication from Vantassel Street to Flinders Highway	48.50	35.00	-13.50	97.60	97.60	0.00
Improved flood immunity at Gairloch Floodway	0.00	0.00	0.00	40.00	40.00	0.00
Upgrade the southern approach to Mackay	0.00	0.00	0.00	2.48	2.48	-0.00
Realign and raise Highway from Sandy Corner to Collinsons Lagoon	4.74	0.00	-4.74	13.26	13.26	-0.00
Upgrade Burdekin River Bridge	4.70	4.92	0.22	11.20	11.20	-0.00
Burdekin Road Safety Audit projects	0.00	0.00	0.00	0.22	0.22	0.00
Arnot Creek Bridge Upgrade	0.00	0.00	0.00	0.00	8.00	8.00
Curra to Sarina Section:	74.55	1.14	-73.41	123.57	78.57	-45.00
Black Spots	41.13	20.00	-21.13	50.61	39.41	-11.20
Rest areas	3.34	0.00	-3.34	5.15	5.15	0.00
Overtaking Lanes	12.15	5.00	-7.15	29.79	31.99	2.20
Calliope Crossroads	8.03	-11.97	-20.00	8.03	-11.97	-20.00
Cabbage Tree Creek to Carman Road and Back Creek Range section upgrade	9.90	-11.39	-21.29	22.75	9.75	-13.00
Upgrading of southern approaches to Gin Gin	0.00	-0.50	-0.50	7.24	4.24	-3.00
Caboolture to Curra:	223.80	196.99	-26.81	899.93	933.93	34.00
Cooroy to Curra project	20.00	33.00	13.00	49.39	49.40	0.00
Cooroy to Curra project (Section A)	96.90	66.90	-30.00	201.00	151.00	-50.00
Cooroy to Curra project (Section C)	0.00	9.00	9.00	499.40	499.40	0.00
Upgrade of Caboolture to Caloundra	103.90	78.09	-25.81	137.34	137.34	0.00
Bruce Highway - Boundary Road Interchange	0.00	10.00	10.00	0.00	84.00	84.00
Black Spots	3.00	0.00	-3.00	12.80	12.79	-0.01
				0.00		
Bruce Highway: Yeppen Floodplain Upgrade	68.50	50.00	-18.50	186.00	86.00	-100.00
Townsville Ring Road	79.20	79.20	0.00	135.20	135.20	0.00
Managed Motorways - Gateway Motorway to Caboolture	0.00	0.00	0.00	84.00	84.00	0.00
Pine River to Caloundra interchange - planning	1.00	0.00	-1.00	6.40	6.40	0.00
Caloundra Road to Sunshine Motorway - Stage 1	14.80	20.80	6.00	272.80	907.20	634.40
Caloundra Road to Sunshine Motorway - Stage 2	4.80	0.00	-4.80	634.40	0.00	-634.40
Mackay Ring Road - plan and preserve corridor	10.00	0.00	-10.00	20.00	0.00	-20.00
Mackay Ring Road - Stage 1	1.60	12.00	10.40	428.00	448.00	20.00
Mackay Intersection Upgrade - Stage 2	0.00	0.00	0.00	7.20	7.20	0.00
Mackay Northern Access upgrade	0.00	0.00	0.00	64.00	64.00	0.00
Sarina Northern Access upgrade	0.00	0.00	0.00	8.80	8.80	-0.00
Sandy Gully Bridge upgrade	2.50	5.00	2.50	46.00	46.00	0.00

	14-15 Forecast			Total 13-14 to 19-20 onwards		
Project	May 2014 Budget	May 2015 Budget	Variance	May 2014 Budget	May 2015 Budget	Variance
Yellow Gin Creek upgrade	4.00	5.00	1.00	36.00	36.00	0.00
Cairns Southern Access Corridor - Stage 2 (Robert Road to Foster Road)	6.80	6.80	0.00	46.40	46.40	0.00
Cattle and Frances Creeks upgrade	0.00	0.00	0.00	139.20	139.20	0.00
Haughton River and Pink Lily Lagoon upgrade	0.00	0.00	0.00	412.00	412.00	0.00
Tinana Interchange	12.00	4.00	-8.00	30.40	30.40	0.00
Bruce Highway Safety Package	15.00	13.20	-1.80	320.00	320.00	0.00
Bruce Highway - Overtaking lanes	10.00	15.00	5.00	110.00	110.00	0.00
Bruce Highway - Pavement Widening - Caboolture to St Lawrence	0.00	10.00	10.00	0.00	86.40	86.40
Bruce Highway - Pavement Widening - Ingham to Cairns	0.00	4.00	4.00	0.00	40.00	40.00
Bruce Highway - Pavement Widening - South of Home Hill to North Ingham	0.00	4.00	4.00	0.00	66.40	66.40
Bruce Highway - Pavement Widening - St Lawrence to Bowen	0.00	5.00	5.00	0.00	9.60	9.60
Bruce Highway - Additional /other funding	0.00	0.00	0.00	1,917.06	1,714.66	-202.40
Bruce Highway - Excess Contingencies	0.00	0.00	0.00	478.80	572.81	94.01

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Infrastructure and Regional Development

Question no.: 52

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: Warrego Highway
Proof Hansard Page: Written

Senator Sterle, Glenn asked:

What are the currently funded Warrego Highway projects, and their funding allocation in 2015-6?

Answer:

The table below shows the currently funded Warrego Highway projects and their funding allocation in 2015-16.

Project	AG total funding	15-16 Forecast
	\$m	\$m
<i>Acland Intersection Upgrade</i>	4.80	0.00
<i>Brigalow to Chinchilla Upgrade</i>	28.80	15.00
<i>Chinchilla Bypass Planning</i>	0.80	0.50
<i>Chinchilla Rail Crossing Upgrade</i>	12.80	2.00
<i>Dalby to Miles Overtaking Lanes</i>	28.00	2.00
<i>Dalby Eastern Access Upgrade</i>	44.80	2.00
<i>Dalby Western Access Upgrade Stage 1(Condamine St to Watt St)</i>	47.20	5.00
<i>Drillham to Palardo Upgrade</i>	8.80	0.00
<i>Jingi Jingi Creek Upgrade</i>	28.00	10.00
<i>Miles Western Access Upgrade</i>	19.20	0.00
<i>Oakey to Dalby Overtaking Lanes</i>	35.20	5.00
<i>Oakey to Miles Safety Upgrade</i>	32.00	0.00
<i>Toowoomba to Oakey Stage 1(Nugent Pinch to Charlton)</i>	88.00	50.00
<i>Toowoomba to Oakey Duplication Stage 2 (Charlton to Kingsthorpe)</i>	128.00	10.00
<i>Toowoomba to Oakey Duplication Planning Stage 3 (Kingsthorpe to Oakey)</i>	1.60	0.00
<i>Toowoomba Second Range Crossing</i>	1,285	316.65

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Infrastructure and Regional Development

Question no.: 53

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: WA Projects

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

Can the Department indicate any change from the October 2014 National Partnership Agreement in the funding profiles for:

- a. Perth Freight Link
- b. Gateway WA Perth Airport
- c. NorthLink WA Swan Bypass
- d. NorthLink WA Tonkin Highway
- e. Great Northern Highway, Muchea to Wubin
- f. Northwest Coastal Highway, Minilya to Barradale

Answer:

The table below shows the movement in profile for the above mentioned projects.

	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20 Onwards	Total
Perth Freight Link							
October 2014 NPA Profile	76.9	175.9	449.2	223.0	0.0	0.0	925.0
Budget 2015 Profile	0.0	87.9	280.0	300.0	257.1	0.0	925.0
Movement	-76.9	-88.0	-169.2	77.0	257.1	0.0	0.0
Gateway WA Perth Airport							
October 2014 NPA Profile	301.3	123.0	51.9	0.0	0.0	0.0	476.3
Budget 2015 Profile	336.8	139.5	0.0	0.0	0.0	0.0	476.3
Movement	35.5	16.5	-51.9	0.0	0.0	0.0	0.0
NorthLink WA Swan Bypass							
October 2014 NPA Profile	0	40	230	150	169.7	0	589.7
Budget 2015 Profile	16	66.4	190.6	105.9	132.5	78.3	589.7
Movement	16.0	26.4	-39.4	-44.1	-37.2	78.3	0.0
NorthLink WA Tonkin Highway							
October 2014 NPA Profile	0	0	40	70.3	30.3	0	140.6
Budget 2015 Profile	0	42	75	23.6	0	0	140.6
Movement	0	42	35	-46.7	-30.3	0	0
Great Northern Highway, Muchea to Wubin							
October 2014 NPA Profile	71	75	93.8	68	0	0	307.8
Budget 2015 Profile	33.7	77.1	89	108	0	0	307.8
Movement	-37.3	2.1	-4.8	40	0	0	0
Northwest Coastal Highway, Minilya to Barradale							
October 2014 NPA Profile	62.7	60	32	19.3	0	0	174.0
Budget 2015 Profile	34.06	51.27	14.82	72.57	0	0	172.72
Movement	-28.64	-8.73	-17.18	53.27	0	0	-1.28

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ANSWERS TO QUESTIONS ON NOTICE

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Infrastructure and Regional Development

Question no.: 54

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Perth Freight Link

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. The WA Government Budget papers indicate that only \$12.7 million was spent on Perth Freight Link in 2014-15, well below the \$74 million forecast in the Federal 2014-15 Budget. Can the Department advise what work was done in 2014-15 and their contribution to the \$12.7 million?
2. Was the Government aware that residents in Palmyra may have their properties compulsorily acquired to make way for this project? Was this recommended by the Department? If so, when and on what basis? If not, who made the recommendation?
3. Is the Department aware that the WA Minister for Transport has acknowledged that the project will require the bringing forward of the expansion of the Stirling Traffic Bridge in order to prevent the Perth Freight Link bottlenecking in Fremantle? Why was this not realised when the project was being planned?
4. Is the Department aware that the WA Minister for Transport now says he is not convinced the proposed route is not the best option and he is looking at alternatives?
5. In light these questions, what work is the Department doing to determine the true cost and timelines for this project?
6. What sum was spent by the department on this project in (i) 2013 14; and (ii) 2014 15?
7. Has the department received advice from the Western Australian Government on the need for an outer harbour development; if so, (i) on what date, and (ii) what advice was received.

Answer:

1. Work completed in 2014-15 included development of the business case and instigation of the procurement process. The Australian Government made no contribution to the \$12.7 million referred to in the Western Australian Government Budget papers.
2. The final design of the Perth Freight Link for the section between Stock Road and the intersection of Stirling Highway and Marmion Street is being determined through the procurement process. The Australian Government has made no recommendations on the acquisition of properties. Any acquisition of properties will be a matter for the Western Australian Government.
- 3, 4 & 5. It is a normal part of any procurement process to consider options and design innovations that lead to enhanced outcomes with the benefit of private sector innovation.
6. In 2013-14 the Department spent \$190,999.70 on due diligence activities, and in 2014-15 the Department spent \$213,486.71 on due diligence activities related to the Perth Freight Link project.
7. The issue of future port developments is addressed in the Perth Freight Link Business Case Executive Summary under "Current Challenges". Future activity and capacity at Western Australian ports will be one of a number of factors informing the approach of the Perth Freight Link project.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

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Infrastructure and Regional Development

Question no.: 55

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: NT Funding

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

Comparing the 2014 Budget papers with 2015 Budget papers – 2014 Budget Paper 3 table 2.9 (p60) AND 2015 Budget Paper 3 table 2.9 (p51) and the pages after that divide up by State - just what is allocated for the year 2014-5. There is now \$12 M less for road projects for NT in the 2015 Budget than was promised in 2014.

1. What has the Government done with those cuts?
2. Most of these cuts (\$9M) seem to have come from the New Investments Program. Why has the Government cut its NT roads package from last year? Which projects have been stopped or delayed?
3. Despite the hype about the Beef Roads, in fact the Federal Government will be spending less this year than it promised last year.
4. Will any project savings be available for infrastructure spending elsewhere in the Territory?

Answer:

The Australian Government has committed \$622.22 million to the Northern Territory for the period 2013-14 to 2018-19 through the Infrastructure Investment Programme. This is an extra \$28.53 million compared to the 2014 Budget. This further funding includes \$20.01 million for the Victoria Highway and further funding for the Outback Way. Additionally, more infrastructure funding will flow to the Northern Territory as a result of the Northern Australia White Paper.

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Infrastructure and Regional Development

Question no.: 56

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Managed Motorways

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. Would you agree that Managed Motorways initiatives tend to have a high benefit-cost ratio because of the small relative cost and significant benefits achieved?
2. Why have no new projects been added by the current Federal Government?
3. Why did the Government cut \$69M from the Managed Motorways initiative on the Monash Freeway in Melbourne - Warrigal Road to Clyde Road (Infrastructure Australia assessed BCR of 5.2)?
What is now proposed for this project?

Answer:

1. Yes.
2. The Managed Motorways programme was a trial programme that has since lapsed. The Australian Government is not funding any further trials as Intelligent Transport Systems technology is now being incorporated into the construction of new projects funded under the Infrastructure Investment Programme.
3. In April 2014, the Victorian Government requested that the \$68.55 million committed towards Managed Motorways – Warrigal Road to Clyde Road be reallocated other priority projects. This section will now be undertaken at a later date. The Victorian Government is continuing planning work on this section.

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Question no.: 57

Program: 1.1 Infrastructure Investment
Division/Agency: Infrastructure Investment
Topic: National Land Transport Network
Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. Has the Government made changes to the National Land Transport Network since the 2014 Budget?
2. Does this involve any sections being deleted? Or are there only additions?
3. Can you provide a full list of the additions (and deletions)?
4. Can you list, separately for road and rail, the additions (and deletions) for each State and Territory in kilometres and by percentage change on previous?
5. As a percentage – what is the overall change from the previous Network Determination? Does it add 2% more kilometres, for instance?

Answer:

1. Yes.
2. Sections of the Network were both added and deleted.
3. The variation to the National Land Transport Network provides a list of the additions and deletions, and is available from <<https://www.comlaw.gov.au/Details/F2015L00313>> .
4. & 5. For road links on the Network, it is not possible to provide the requested information at this time. This is because:
 - a. there are road sections which have been added to the Network which are under construction or not yet completed; and
 - b. for new sections of existing road added to the Network, States and Territories will provide both formula and condition data as part of its maintenance reporting which will contain the following information:
 - i. formula data will contain information on road kilometres added to the Network since 21 March 2015 (this data is expected to be received in December 2015 or January 2016); and
 - ii. condition reports will provide data which the Department can use to calculate the percentage changes requested for a comparison of road kilometres between roads on the previous Network and new roads added to the Network (this data is expected to be received in mid-2016).

For rail links on the Network, the change to the rail network determination primarily involves the addition of existing railways. The alignment for the proposed Inland rail has not been finalised so it is not possible to determine the percentage change that may result from its construction. Consequently, approximate kilometre changes only for relevant sections are listed below.

Additions to the National Land Transport Rail Network:

Actual/Existing track

Brisbane - Cairns

Narrow gauge railway from the junction at Stuart (Townsville) to Portsmouth (Cairns)
Approximately 349 kilometres

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Brisbane (urban)

Dual gauge railway from Acacia Ridge to Roma

Approximately 16 kilometres

Narrow gauge railway from Yeerongpilly to Corinda, Corinda to Roma St

Approximately 10.6 kilometres

Adelaide - Perth

Standard gauge railway from West Kalgoorlie West to and within Esperance Port

Approximately 372 kilometres

Sydney - Wollongong

Standard gauge railway from Marrickville Junction to and within Port Kembla

Approximately 85 kilometres

Proposed new track

Sydney (urban)

Standard gauge railway to and within the proposed Moorebank intermodal terminal from the Strathfield to Campbelltown line

Approximately 1.5 kilometres

Sydney – Brisbane

The proposed Inland rail connection through central New South Wales and Toowoomba

Approximately 1,700 kilometres

(noting final alignment is yet to be determined)

Deletions to the National Land Transport Rail Network:

Actual/Existing track

Port of Hobart to Brighton Hub – The Brighton Hub is now the southern freight destination

Approximately 30 kilometres

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Question no.: 58

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Regional Rail Link Savings – Victorian Contingency

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

How much of these savings is in the Victorian “contingency”?

Answer:

\$20.2 million of Regional Rail Link savings were moved to the Victorian contingency.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

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Question no.: 59

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Budget Table 2.9 Budget Paper 3

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

Does Mr Mrdak now agree that table 2.9 in the 2015 Budget includes the extra \$499M for WA roads in 2014-5, and that without that allocation, the difference between the 2014-5 allocations between the 2014 and 2015 Budgets must otherwise have shown over \$1.3 billion less without the \$499M GST allocation to WA?

Answer:

Table 2.9 in the 2015-16 Budget Paper No. 3 includes the \$499.1 million for Western Australia infrastructure projects in 2014-15. Changes in the allocation for 2014-15 between the 2014-15 Budget and the 2015-16 Budget relates to a number of Budget decisions and reprofiling of project funding in consultation with the jurisdictions to reflect expected milestone payments and construction schedules.

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Question no.: 60

Program: n/a

Division/Agency: Infrastructure Investment

Topic: Infrastructure Australia Audit and 15 Infrastructure Year Plan

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

Which portfolio agency or departmental division is responsible for:

- a. The Infrastructure Audit;
- b. The fifteen year plan;
- c. The project “pipeline”;
- d. Priority lists?

And for each, how does each relate to the other?

Answer:

Responsible agency:

- a. Infrastructure Australia;
- b. Infrastructure Australia;
- c. Department of Infrastructure and Regional Development; and
- d. Infrastructure Australia.

Relationship:

- a. & b. The Australian Infrastructure Audit is the foundation for the 15 Year Infrastructure Plan (the Infrastructure Plan). The Infrastructure Plan will set out Australia’s priorities in roads, transportation, energy, water and telecommunications at national and state levels.
- c. A northern Australia infrastructure projects pipeline was announced as part of the Northern Australia White Paper.
- d. The Infrastructure Priority List will come forward from the Australian Infrastructure Audit and 15 Year Infrastructure Plan.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 61

Program: 1.1 Infrastructure Investment

Division/Agency: Infrastructure Investment

Topic: Wire Rope Barriers across Australia

Proof Hansard Page: Written

Senator Rice, Janet asked:

What, if any, federal money goes into wire rope barriers across Australia?

Answer:

The Department does not have the data available to provide funding information for wire rope barriers included in the scope of major projects, as such major projects may include wire rope barriers where appropriate.

Under the Black Spot Programme the Australian Government provided \$4 million in 2013-14, \$4.9 million in 2014-15 and committed \$7.1 million in 2015-16 towards projects that include wire rope barriers.