

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

Question no.: 138

Program: n/a

Division/Agency: Infrastructure Australia

Topic: Toll on Roe 8

Proof Hansard Page: 81-82 (8 February 2016)

Senator Sterle, Glenn asked:

Senator STERLE: I can look stupid because we do not have toll roads in Western Australia and everyone said that they are not going to have toll roads, but now the premier has changed his mind. I do not know how they work so I will ask you one more time. No, I will ask you a couple of times. As part of your business case review now for the Perth Freight Link is Roe 8 going to be a toll road? Am I missing something?

Mr Parkinson: I understand there is a tolling arrangement applicable to heavy vehicles.

Senator STERLE: I am sorry, but I am really struggling to hear.

Mr Parkinson: I can certainly speak louder as well. There is a tolling arrangement applicable to heavy vehicles. That is the extent of our understanding of it.

Senator STERLE: On the actual Roe 8 that has not been built yet?

Mr Parkinson: We would have to take that on notice.

Senator STERLE: You can take it on notice. So, if it is not and there is now, or there will be, then the business case review would have to be reviewed. Is that right?

Mr Davies: If there was any significant change to the business case, yes, we would expect to review it.

Answer:

The Perth Freight Link Business Case assessed by Infrastructure Australia provided for a Heavy Vehicle User Charge along the proposed Roe 8 section of the route.

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Question no.: 139

Program: n/a

Division/Agency: Infrastructure Australia

Topic: 15 year plan and priority list

Proof Hansard Page: 83 (8 February 2016)

Senator Sterle, Glenn asked:

Senator STERLE: Can you tell me what is the split between in-house costs and outsourced costs of the plan and list to date?

Mr Davies: Our staff of 16 have largely done the work on the plan in terms of the update to the priority list that I just mentioned and before that it was substantially supported by using external contractors and consultants.

Senator STERLE: Are you able to break those costs up for us at this stage? You can take that on notice.

Mr Davies: I would not be able to do that today but I am happy to take it on notice.

Answer:

The costs* for outsourced services are expected to be approximately:

- \$1.3 million for development of the Australian Infrastructure Plan;
- \$1.5 million for initiative and project assessments in the development of the Infrastructure Priority List published in February 2016.

Infrastructure Australia has not attributed internal staff costs to delivering the plan as they were accommodated in the overall corporate budget for salaries.

* The above costs are estimates as final invoices have not been received from all suppliers.

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Question no.: 140

Program: n/a

Division/Agency: Infrastructure Australia

Topic: Infrastructure Australia's interaction with Infrastructure Tasmania

Proof Hansard Page: Written

Senator Brown, Carol asked:

1. How many times have officials from Infrastructure Australia and Infrastructure Tasmania met since the establishment of Infrastructure of Tasmania?
2. Is there a formal structure or process for consultation between Infrastructure Tasmanian and Infrastructure Australia?
3. How many funding submission have Infrastructure Australia received from or via Infrastructure Tasmania? Please provide a list of submissions?

Answer:

1. The CEOs of Infrastructure Australia and Infrastructure Tasmania have met in person to discuss Tasmanian infrastructure on at least three occasions since July 2015.
In addition, there have been at least five organised phone discussions in the same period.
2. Infrastructure Australia has a close working relationship with Infrastructure Tasmania. The formal structure for Infrastructure Tasmania is the same as our regular process for receiving formal submissions, which applies to all States and Territories.
Infrastructure Australia convenes regular meetings of relevant officials both directly and as a group.
3. Infrastructure Australia does not receive funding submissions.

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Question no.: 141

Program: n/a

Division/Agency: Infrastructure Australia

Topic: Infrastructure Ministers' interactions with Tasmanian Ministers

Proof Hansard Page: Written

Senator Brown, Carol asked:

The below questions for Senator Brown are for submission to both Infrastructure Australia and Department of Infrastructure and Regional Development:

1. Since April 2014, how many times has the Commonwealth Minister for Infrastructure met with the Tasmanian Minister for Infrastructure? Please provide a list of event and meeting briefs (brief title and date of event/meeting) prepared by the Department or any agencies for any meetings?
2. Since April 2014, how many times has the Commonwealth Minister for Infrastructure met with the Tasmanian Minister for State Growth? Please provide a list of event and meeting briefs (brief title and date of event/meeting) prepared by the Department or any agencies for any meetings?
3. Since April 2014, how many times has the Commonwealth Minister for Territories, Local Government and Major Projects met with the Tasmanian Minister for Infrastructure? Please provide a list of event and meeting briefs (brief title and date of event/meeting) prepared by the Department or any agencies for any meetings?
4. Since April 2014, how many times has the Commonwealth Minister for Territories, Local Government and Major Projects met with the Tasmanian Minister for State Growth? Please provide a list of event and meeting briefs (brief title and date of event/meeting) prepared by the Department or any agencies for any meetings?
5. Has the Commonwealth Minister for Infrastructure or the Minister for Territories, Local Government and Major Projects met with the CEO of Infrastructure Tasmania, Allan Garcia ? Please provide a list of event and meeting briefs (brief title and date of event/meeting) prepared by the Department or any agencies for any meetings?

Answer:

These questions have been answered by the Department of Infrastructure and Regional Development. Please refer to Question on Notice 116.

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Question no.: 142

Program: n/a

Division/Agency: Infrastructure Australia

Topic: Discrepancy in congestion data

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

What is the reason for the different figures for congestion:

- a) BITRE estimates traffic congestion in cities will cost \$37 billion in 2030;
- b) Infrastructure Australia estimates it to be \$53 billion by 2031?
- c) Are different measurement methods being used?

Answer:

Infrastructure Australia and BITRE use different methods to estimate the future cost of congestion. Both methods offer useful insight into congestion.

BITRE estimates are made on the basis that investment in infrastructure will continue in line with historical levels. This provides an estimate of the likely cost of congestion in the future.

Infrastructure Australia estimates do not assume any ongoing investment other than what is already committed. This gives Infrastructure Australia visibility of where congestion is projected to grow in the absence of appropriate treatment. This assists us in understanding the priority of investments targeted towards addressing congestion.

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Question no.: 143

Program: n/a

Division/Agency: Infrastructure Australia

Topic: Infrastructure Australia Project Assessment Framework

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. How does the revised Detailed Technical Guidance change from the previous version?
2. How does the guidance evaluate land value uplift from proximity to transport infrastructure when considering project benefits? How does this differ between:
 - a. roads,
 - b. dedicated bus lanes,
 - c. light rail and
 - d. heavy rail?

Answer:

1. The revised Detailed Technical Guidance has been updated to take account of the revised National Guidelines for Transport System Management released in April 2015, and the Australian Infrastructure Audit released in May 2015. It has also been re-drafted in places to improve clarity. The associated templates have been updated and simplified.
2. The guidance acknowledges the relevance of land value change in the context of infrastructure investment.

It encourages proponents to take account of all impacts of a proposed project in developing the cost benefit analysis for the proposal, including impacts on land use and land value.

The guidance does not prescribe a single approach to quantify impacts on land use or value, as the appropriate method will vary from case to case.

As part of its business case assessment, Infrastructure Australia critically assesses the method of quantification used by the proponent, along with the inputs used in quantifying the benefits and the outputs resulting from the calculations.

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Question no.: 144

Program: n/a

Division/Agency: Infrastructure Australia

Topic: Revised Priority List

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. The updated Infrastructure Priority List will list initiatives and projects. Given that the definition of “project” is:
“Projects are potential infrastructure solutions for which a full business case has been completed and positively assessed by the IA Board. Most projects are first identified as initiatives, and subsequently developed into full business cases”.
2. What does “positively assessed” mean in the definition?
3. That is does PFL:
 - a. have a completed full business case
 - b. that has been positively assessed by the IA Board
4. That is does Westconnex:
 - a. have a completed full business case
 - b. that has been positively assessed by the IA Board

Answer:

2. “Positively assessed” means that Infrastructure Australia has assessed the business case as meeting its requirements for inclusion on the Infrastructure Priority List.
- 3a. Yes.
- 3b. Yes.
4. Infrastructure Australia assessed the 2013 WestConnex (stages 1 and 2) business case in 2014, and published that assessment.

The NSW Government has subsequently submitted a revised full business case, which includes updated details for WestConnex Stage 3 and the Sydney Gateway.

This is currently being assessed by Infrastructure Australia.

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Question no.: 145

Program: n/a

Division/Agency: Infrastructure Australia

Topic: Future work

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. What is the IA forward workplan following the release of the 15 Year Plan and Priority List?
2. Apart from project assessments, please list what other projects are underway or planned?

Answer:

Infrastructure Australia's workplan focuses on ongoing assessment of business case submissions received from state and territory governments. The Infrastructure Australia work plan also focuses on key areas identified in the Australian Infrastructure Plan.

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Question no.: 146

Program: n/a

Division/Agency: Infrastructure Australia

Topic: Infrastructure Australia – Section 6 directions

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. Has IA received any section 6 directions from the Minister in the past year?
2. If yes, please indicate when, which Minister and the nature of the direction.

Answer:

No.