

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2014
Infrastructure and Regional Development

Question no.: 169

Program: Programme 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: East West Link – Stage 1

Proof Hansard Page: 21 (26 May 2014)

Senator Conroy, Stephen asked:

Senator CONROY: Has IA done any independent calculation of a BCR for any part of East West stage 1?

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

Answer:

Infrastructure Australia has undertaken an initial review of the CBA submitted to Infrastructure Australia in the short form business case and submission material.

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Question no.: 170

Program: Programme 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: East West Link

Proof Hansard Pages: 29-30 (26 May 2014)

Senator Conroy, Stephen asked:

Senator CONROY: I am now asking about Infrastructure Australia. You say you have only been there a few weeks. Can you reassure the public that alternatives were considered by Infrastructure Australia—you probably were not here; you may not be able to do this so Mr Roe might be able to help—and that the East West Link is the best option to address the problems it solves? Were there other alternatives, Mr Roe?

...

Senator CONROY: You did or you did not consider alternatives to building the East West Link—not user charges, but you did or did not consider whether this was the best or the only option to solve the traffic problem that Mr Fitzgerald identified?

Mr Roe: Yes, alternative options would have been considered as part of it.

...

Mr Roe: A range of options would have been considered as part of that project analysis. I was not directly involved in that project analysis, so I would need to come back.

Senator CONROY: Okay. I am happy to come back.

Answer:

Sir Rod Eddington's East West Link Needs Assessment (EWLNA) commissioned by the Victorian Government considered the problem of east-west connectivity and ways to improve this. As part of this study, a set of packages was developed and tested against economic/financial, environmental, social and transport criteria. The strategic options assessment in the EWLNA study recommended the East West Link.

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Program: Programme 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: East West Link Stage 1

Proof Hansard Page: 33 (26 May 2014)

Senator Conroy, Stephen asked:

Senator CONROY: ... What advice, if any, did Infrastructure Australia give the government in relation to the \$1.5 billion allocated to stage 1 in the budget? Did you give the government any advice about the \$1.5 billion?

Mr Mrdak: Sorry, are you referring to stage 1 or stage 2?

Senator CONROY: Stage 1 at this stage.

Ms O'Connell: In stage 1 there was a commitment from the government in terms of its election commitments; so not in the context of this budget. So stage 1 was committed to as part of election commitments.

Senator CONROY: In relation to the government's election commitment, have you given them any advice on stage 1 other than it is in its 'real potential' stage?

Mr Fitzgerald: I am not aware that IA has provided any advice to the government.

...

Senator CONROY: So we will not try to torture you with your in-depth understanding yet. But thank you. You said no, Mr Roe?

Mr Roe: I am not aware of Infrastructure Australia providing any advice except for what is publicly available on the infrastructure—

Senator CONROY: Sure. Other than you, would anybody else proffer the advice? I appreciate you say 'I am not aware', which is all true, but would it come from someone else other than you, advice to the government? Mr Fitzgerald is not in a position to give us a comment. Would someone else in IA have been responsible for that?

Mr Roe: Normally within the office it is the infrastructure coordinator that deals with the office and provides information.

Senator CONROY: If you can take it on notice and see whether any information—

Mr Roe: The Infrastructure Australia council as well.

Senator CONROY: Other than you, if there is anyone else—Mr Deegan previously or anyone?

Mr Roe: Yes.

Answer:

Infrastructure Australia has been publishing its assessments of projects in the East West Link Stage 1 in addition to what is publicly available on the infrastructure priority list.

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Question no.: 172

Program: Programme 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: East West Link Stage 2 – Business Case

Proof Hansard Page: 35 (26 May 2014)

Senator Conroy, Stephen asked:

Senator CONROY: When did you receive it, the stage 2 business proposal, shall we call it, because I do not think 'case' really meets it? It may have been before you arrived so you may not know—

Mr Fitzgerald: No, since I arrived.

Senator CONROY: Oh, since you arrived, okay.

Mr Fitzgerald: Approximately two weeks ago.

Senator CONROY: Excellent. So that was what, days before the budget?

Mr Fitzgerald: I would have to take that on notice. I cannot remember exactly the date.

Senator CONROY: How many pages was it?

Mr Fitzgerald: Again, I would have to take it on notice.

Answer:

The Draft Interim Business Case for the East West Link Stage 2 was provided to Infrastructure Australia on 28 April 2014. The Draft Interim Business Case for the East West Link Stage 2 is 103 pages.

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Question no.: 173

Program: Programme 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: East West Link - BCR

Proof Hansard Page: 36 (26 May 2014)

Senator Conroy, Stephen asked:

Senator CONROY: Mr Roe, I want to ask you about 0.5 versus 0.8. You indicated that 0.5 was on the broader east-west corridor. I think those were your words. ...

Mr Roe: I recall that there was a 0.5 number in an earlier submission when there was a discussion—so it was at a very high level.

Senator CONROY: You were indicating to me that was on the full project rather than either stage.

Mr Roe: That is my understanding. I can take it on notice to check those facts and get back to you.

Answer:

The 0.5 number relates to 2008 material on preliminary and incomplete plans for parts of the East West Link.

The majority of infrastructure projects considered in 2008 by IA in its first year of operation generally had little supporting economic analysis and information provided was preliminary. This is clearly explained in Infrastructure Australia's December 2008 report to COAG.

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Question no.: 174

Program: Programme 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: Melbourne Rail Crossing Project

Proof Hansard Page: 47 (26 May 2014)

Senator Conroy, Stephen asked:

Mr Roe: For the Melbourne rail crossing project that Senator Conroy mentioned, could I just take on notice whether we have received a submission on that?

Senator CONROY: Sure. If you are able to come back to us before you finish today, that would be great.

Mr Roe: I will.

Answer:

The St Albans Rail Grade Separation was included in an August 2012 Victorian Government submission to Infrastructure Australia.

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Question no.: 175

Program: Programme 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: Perth Freight Link Project

Proof Hansard Page: 52 (26 May 2014)

Senator Lines, Sue asked:

Senator LINES: Mr Roe, you have indicated that you have seen some of the business case for the Perth Freight Link project. You said Leach Highway, is that Leach Highway to Stock Road?

Mr Roe: That is right. ...

Senator LINES: How many pages is that business case?

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

Answer:

The Western Australian Leach Highway/High Street upgrade submission to Infrastructure Australia was 102 pages, not including supporting documentation.

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Question no.: 176

Program: Programme 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: Perth Freight Link Project

Proof Hansard Page: 54 (26 May 2014)

Senator Lines, Sue asked:

Senator LINES: Did Infrastructure Australia calculate the BCR?

Mr Roe: No, we assessed the benefit-cost ratio.

Senator LINES: That someone else gave you? That the department gave you?

Mr Roe: The Western Australian government provided it, yes.

Senator LINES: Was that their own work? Did they use consultants?

Mr Roe: I am not sure. I can ask the Western Australian government.

Senator LINES: Do you do any analysis of the BCR or do you just accept what you are given?

Mr Roe: We undertake analysis of cost-benefit analysis and information presented.

Senator LINES: To make sure that there are no errors?

Mr Roe: Yes, to check its robustness. We do that at quite a detailed level.

Senator LINES: Is that work that IA does itself?

Mr Roe: That is work that we conduct with the use of consultants.

Senator LINES: Who do you use for those consultants?

Mr Roe: I need to take that on notice, for which consultant was used for this project.

Senator LINES: Could you get back to us today?

Mr Roe: I can ask, but otherwise I will take it on notice.

Answer:

PricewaterhouseCoopers.

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Question no.: 177

Program: Programme 1.1, Infrastructure Investment
Division/Agency: Infrastructure Australia
Topic: Toowoomba Second Range Crossing Rail
Proof Hansard Page: 109 (26 May 2014)

Senator McLucas, Jan asked:

Senator McLUCAS: Whilst Mr Jagers is finding that, was the BCR calculated at an amount, a figure? Are you at that point yet?

Mr Roe: I understand that the BCR in the August 2012 submission was above one to one. I am not sure of the precise figure.

Senator McLUCAS: So 2012 BCR was one to one?

Mr Roe: It was above. I wish I could be exact but it was above, so for each dollar you invest in the project there was an economic return of above \$1.

Senator McLUCAS: If you could be more specific on notice, Mr Roe, that would be helpful.

Mr Roe: On notice I can give you the BCR.

Answer:

The BCR as stated by the Queensland Government in its December 2012 Business Case for the Toowoomba Second Range Crossing project is 1.27:1.

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Question no.: 178

Program: Programme 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: Infrastructure Projects being Evaluated

Proof Hansard Pages: 122-123 (26 May 2014)

Senator Sterle, Glenn asked:

Senator STERLE: Can you tell us how many infrastructure projects Infrastructure Australia is currently evaluating?

Mr Fitzgerald: No, I cannot. I am happy to take that on notice.

...

Senator STERLE: Could you take that away and also put a costing to what they are worth as well? I might as well put it all on notice: what projects there are if there is a list available, a state-by-state breakdown and the value. ...

...

ACTING CHAIR: Just before you do, if you could let me know which projects had cost-benefit analyses next to them when you put the list together, I would appreciate it.

Answer:

Infrastructure Australia has been in ongoing discussions with States and Territories regarding the assessment of projects. WestConnex and East West Link, for which business cases have been provided since 26 May 2014, are also being assessed.

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Question no.: 179

Program: 1.1, Infrastructure Investment
Division/Agency: Infrastructure Australia
Topic: Benefit-Cost Ratios
Proof Hansard Page: 30 (26 May 2014)

Senator Rhiannon, Lee asked:

Senator RHIANNON: Mr Mrdak, in previous answers you have confirmed that the Victorian government has stated that the benefit-cost ratio of the East West Link if the so-called wider economic benefits are not included is 0.8 to one. Has IA ever recommended funding for a project with a benefit-cost ratio of 0.8 to one or even lower?

Mr Mrdak: I would have to look at the IA categorisation. I am not as familiar with all of the projects. I would have to take that on notice.

Senator RHIANNON: Can anybody else help us here? It is one of the things that is obviously surprising—that something that has such a low ratio is still on the books.

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

Senator RHIANNON: Can anybody else pick it up? Mr Fitzgerald?

Mr Fitzgerald: No, I cannot.

Senator RHIANNON: Mr Roe?

Mr Fitzgerald: I think we should take that on notice, if it involves projects.

Mr Roe: So the question—

Mr Fitzgerald: No, we will take it on notice.

Answer:

Infrastructure Australia does not make funding recommendations.

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Question no.: 180

Program: Programme 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: Categories of Projects and Funding

Proof Hansard Page: Written

Senator Rhiannon, Lee asked:

1. Can it be confirmed the Brisbane Cross-River Rail Project was listed as “ready to proceed” under the Infrastructure Australia priority list and the Melbourne Metro was in the “threshold category”?
2. Do these categories reflect that these projects were assessed by Infrastructure Australia to be in a more advanced stage and more worthy of federal government assistance at this stage, than projects in the “early stage” and “real potential” categories?
3. Can it be confirmed that the East-West Link was in the “Real potential” category and the WestConnex project was in “early stage”?
 - a. If this is incorrect may I have confirmation of what category they are in?
4. Prior to this federal budget how many projects from either of those two categories, “Real Potential” and “Early stage” had gone on to receive federal assistance?
5. Can it be confirmed the only project in Infrastructure Australia’s “Ready to proceed list” to receive federal government financial assistance in this recent federal budget was the Pacific Highway Corridor Upgrade?
6. In Infrastructure Australia’s priority list is included the Benefit Cost Ratio for in the summary for all projects in the “Threshold” and “Ready to proceed categories”, this would indicate the importance of that figure in terms of the projects viability. Does the Department agree that these are important figures in terms of determining which projects the federal government should financially assist?
 - a. If not, why not?
7. Can you provide any other scenario where the federal government has previously given some financial assistance for a project that has been recommended as “ready to proceed” by Infrastructure Australia, but then scrapped funding?

Answer:

1. Yes.
2. Infrastructure Australia provides advice on national infrastructure priorities on the basis of the initiative’s merit. “Ready to proceed” and “Threshold” categories do mean a project is more advanced in consideration of its merit rather than whether or not the proposal actually has merit. However, Infrastructure Australia does not provide advice on which projects should be funded.
3. Yes.
4. The following is a list of projects assessed by Infrastructure Australia as having either “Real Potential” or “Early Stage” and have received Commonwealth Government funding:

State	Project Name
ARTC	Implementation of the Advanced Train Management System
NSW	Freight Rail Upgrades between Sydney and Newcastle
NSW	General Holmes Drive Level Crossing Grade Separation
NSW	Moorebank Intermodal Freight Terminal
NSW	NorthConnex (F3-M2)
NSW	NSW National Managed Motorway Program*
NSW	Scone Level Crossing
NSW	West Metro*
NSW	WestConnex
QLD	Bruce Highway Corridor (multiple projects within the corridor)

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QLD	Gateway Motorway Upgrade North
QLD	Legacy Way
QLD	Moreton Bay Rail Link
QLD	Queensland Managed Motorways SE Queensland
QLD	Warrego Highway
SA	Anangu Pitjantjatjara Yankunytjatjara Lands
SA	North South corridor (Torrens Road to River Torrens)
SA	South Australia National Managed Motorway Program
TAS	Macquarie Point Railyards Precinct Remediation Project
VIC	EastWest Link Stage 1 – Planning
VIC	Melbourne Metro (stage 1)*
VIC	Victorian National Managed Motorway Program
WA	Gateway WA Perth Airport and Freight Access
WA	Northlink WA/ Tonkin Highway Grade Separation
WA	Northlink WA/Swan Valley Bypass
WA	Perth Citylink
WA	Perth Light Rail*

*Funding provided was for planning work.

5. Projects funded in the 2014-15 Commonwealth Budget that have been assessed by Infrastructure Australia as 'Ready to Proceed' are as follows:

State	Project Name
ACT	Majura Parkway
NSW	Pacific Highway Corridor (multiple projects within the corridor)
SA	Goodwood and Torrens Junction
VIC	Regional Rail Link
VIC	Victorian National Managed Motorways – Monash Freeway – High St to Warrigal Rd

6. Yes.
7. The Melbourne Metro Project, Stage 1, received Commonwealth Government funding for planning purposes.
The Brisbane Cross River Rail project received Commonwealth Government funding for planning purposes.
Commonwealth Government funding for the Gawler Line Modernisation project was withdrawn after the project was indefinitely postponed by the state.
Commonwealth Government funding for the Victorian National Managed Motorways – Monash Freeway –Warrigal Rd to Clyde Rd project was withdrawn after a request by the state for funding to be reallocated.

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Question no.: 181

Program: 1.1, Infrastructure Investment
Division/Agency: Infrastructure Australia
Topic: BCRs
Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. Please outline the Department's preferred method for calculating a project BCR.
2. Please list the 22 or 23 factors taken into account, and show how they are weighted (transcript May 26, p45). Is a BCR template able to be provided?
3. Are alternative BCR methods employed? Please outline these methods.
4. Please list all projects that have had a BCR assessed by IA. Please list the preferred BCRs for each.
5. Please list the projects that are currently having BCRs assessed by IA.
6. How does IA standardise its processes to assess project merit – does it have a standard method for deriving and comparing BCRs?
7. How does IA calculate “productivity-enhancing” for infrastructure?

Answer:

1. Infrastructure Australia seeks to understand an initiative's intrinsic lifetime merits, that is, the initiative's lifetime benefits set against the lifetime costs and uses the following equation to derive the benefit cost ratio:
$$BCR = \text{Benefits} / (\text{Construction costs} + \text{Operating costs})$$

The benefit and cost measures are incremental to the Base Case and discounted over the evaluation period.
2. IA's assessment of the Cost Benefit Analysis (CBA) prepared by project proponent includes detailed analysis across a range of factors contributing to the calculation of costs and benefits. These factors are listed in the CBA analysis template on the IA website at http://www.infrastructureaustralia.gov.au/priority_list/
3. For a discussion of BCR methods please see Infrastructure Australia Submission template for stage 7 at http://www.infrastructureaustralia.gov.au/priority_list/submissions.aspx
4. Please see the below table provided in response to question on notice number 55 of the Supplementary Budget Estimates November 2013 which provides a list of projects and their benefit-costs ratios, as well as the most recent year in which the benefit-cost ratio was published in one of Infrastructure Australia's reports to the Council of Australian Governments. The table also includes the project's classification in the relevant year's infrastructure priority list.

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Project	Benefit-Cost Ratio	Publication Year	Project Classification
Victorian National Managed Motorways – Monash Freeway, High Street to Warrigal Road	10.5	2013	Ready to Proceed
Victorian National Managed Motorways – Warrigal Road to Clyde Road	5.2	2013	Ready to Proceed
Brisbane Cross River Rail – core project	1.34	2013	Ready to Proceed
Pacific Highway corridor upgrades	1.5	2013	Ready to Proceed
Melbourne Metro	1.2	2013	Threshold
Brisbane Transitways – Northern and Eastern	1.8	2013	Threshold
Ipswich Motorway	3.2	2013	Threshold
Adelaide East-West Bus Corridor	1.7	2013	Threshold
Gateway Motorway Upgrade North, Brisbane	4.9	2013	Threshold
Northern Connector, Adelaide	8.5	2013	Threshold
Oakajee Port	1.2	2013	Threshold
Darwin East Arm Port Expansion	2.2	2013	Threshold
F3 Widening – Tuggerah to Doyalson	2.1	2013	Threshold
M80 Ring Road Upgrade, Melbourne	2.2	2013	Threshold
North West Coastal Highway – Minilya to Barradale, Western Australia	1.8	2013	Threshold
Leach Highway/High Street Upgrade	1.6	2013	Threshold
Great Northern Highway, Muchea to Wubin, Western Australia	1.3	2013	Threshold
Integrated Transit Corridor Development – Route 86 Demonstration Project, Melbourne	4.0	2011	Ready to Proceed
National Managed Motorways Program, proposals from Queensland, NSW, Victoria, South Australia and Western Australia	3.0 – 10.0	2011	Ready to Proceed
Adelaide Rail Freight – Goodwood and Torrens Junctions	1.3	2011	Ready to Proceed
Federal Highway Link to Monaro Highway – Majura Parkway, Canberra	3.3	2011	Ready to Proceed

5. Refer to answer 178.
6. IA uses a standardised approach to project assessment when analysing projects. All completed evaluations are referred to an internal project evaluation committee to ensure consistency of approach.
7. Productivity is taken into account in the assessment of submission against IA's seven strategic priorities at Step 1 of the Reform and Investment Framework and in the calculation of the cost benefit analysis at stages 6 and 7 of the framework. IA is contributing to current analysis in the context of the update of the national transport guidelines to measure productivity metrics by isolating the components of a cost benefit analysis that contribute directly to GDP and broadening the analysis to consider wider economic benefits.

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Question no.: 182

Program: n/a

Division/Agency: Infrastructure Australia

Topic: WestConnex

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

Has IA independently satisfied itself that the project will reduce car travel times by 40 minutes between Parramatta and Sydney Airport? If so, can you indicate when road users will see that benefit?

Answer:

The Business Case Reference Scheme indicates that WestConnex will reduce the typical motorist's travel time between Parramatta and Sydney's Kingsford Smith Airport by up to 40 minutes.

The Business Case Reference Scheme indicates that road users are expected to see this benefit on completion of the project.

Infrastructure Australia is currently assessing the WestConnex business case.

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Question no.: 183

Program: 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: Hobart Airport – Runway Extension

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. Infrastructure Australia said in previous Estimates hearings that a prior proposal for the Hobart Airport project was rejected by Infrastructure Australia because there were unresolved issues with other federal agencies, including the research agencies attached to Antarctica. What were these issues? Have they been resolved?
2. If they're unresolved, could the outcome impact on the provision of the \$38m? When are you expecting these issues to be resolved?

Answer:

1. Infrastructure Australia has previously received a project submission from the Tasmanian Government titled "Hobart – A World Class, Liveable, Waterfront City" which included a proposal for the further development of airport facilities to support the seagoing and airlink operations of Antarctic research programmes. The submission was primarily focused on a request for funding for the further development of the inner Hobart Port, including remediation of the Port's railway site, to support the Antarctic research programme. The project was included in the 'early stage' category on the infrastructure priority list in June 2010. The proposal, was subject to further analysis to determine the relationship between Hobart Port and other ports involved in providing assistance to Australia's polar research programmes, including Fremantle.

The project was not included in the June 2013 update of the infrastructure priority list because the Tasmanian Government requested that the project be withdrawn from the list as the former Australian Government provided a grant of \$50 million for remediation of Hobart Port railyards site.

2. Infrastructure Australia provides advice on national infrastructure priorities on the basis of the initiative's merit. However, Infrastructure Australia does not provide advice on which projects should be funded.

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Program: n/a

Division/Agency: Infrastructure Australia

Topic: Pakenham – Cranbourne Rail Link (Vic)

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. Has IA seen a full business case for the Pakenham-Cranbourne Line yet? If yes, has it been properly assessed yet?
2. Has IA assessed a BCR for the Pakenham-Cranbourne Line yet? If yes, what is the BCR?

Answer:

1. No.
2. No.

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Question no.: 185

Program: n/a

Division/Agency: Infrastructure Australia

Topic: Priority List

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

The IA website currently indicates the following:

“Following the implementation of the tax loss incentive for designated infrastructure projects, the priority list will now be updated in March, July and November each year. This heralds the next step in the accountability of infrastructure assessment in Australia”.

1. Is IA committed to publishing regular updates of the priority list?
2. When will the next priority list be published?
3. Is the current version December 2013?

Answer:

- 1-3. Infrastructure Australia is focussing on a 15 year strategic infrastructure plan which will identify the infrastructure priorities Australia requires. Projects that are proposed by States, Territories and other proponents will be assessed against this plan.

The *Infrastructure Australia Act 2008* (Section 5A (4)), now requires Infrastructure Australia to make a summary of each proposal evaluated during the quarter available on its website.

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Question no.: 186

Program: Programme 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: Reporting

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

If IA is restructured according to the Government's Bill, then IA will need to provide separate accounts under the CAC Act. Is that correct?

Answer:

Yes.

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Question no.: 187

Program: n/a

Division/Agency: Infrastructure Australia

Topic: Resourcing

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. What is the Budget for IA in 2014-5?
2. What additional allocations will be made if IA is established as a CAC Act entity?
3. Has IA requested additional resources?
4. If so, what is the response?

The Explanatory Memorandum to the IA Amendment Bill indicates the following allocations to IA after restructure – can you confirm these allocations:

- 2014-5: \$12.126M
- 2015-6: \$12.224M
- 2016-7: \$12.303M

These are increases of less than 1% a year.

5. Do you believe that IA can achieve its proposed new mission within this resourcing?

Answer:

1. The indicative budget for 2014-15 has been set as \$11.953 million.
2. Nil.
3. Not at this time.
4. Not applicable.
5. Yes

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Question no.: 188

Program: Programme 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: Asset Recycling Fund

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. Has Infrastructure Australia met or had any correspondence with any WA minister or agency to discuss which WA assets may be sold off for the Asset Recycling Fund program?
2. If so, when, and which WA assets were discussed?

Answer:

1. No.
2. N/A

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Question no.: 189

Program: n/a

Division/Agency: Infrastructure Australia

Topic: Asset Recycling Initiative

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. What involvement has IA had in the development of this initiative?
2. Was IA consulted?
3. What role does IA expect to have in this Initiative?

Answer:

1. None.
2. No.
3. Treasury will consult with Infrastructure Australia as part of considering projects put forward by states and territories as part of the Asset Recycling Initiative.

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Question no.: 190

Program: Programme 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: AICL Allen Consulting Audit

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

Can you advise on progress with the ACIL Allen Consulting audit of nationally significant infrastructure? Is this work complete? When does IA expect to publish it?

Answer:

ACIL Allen Consulting is continuing with its work on the audit of nationally significant infrastructure. Data has been collected on Australia's infrastructure, including from State and Territory governments and private sector parties. Initial estimates of the contribution of infrastructure to Gross Domestic Product have been prepared. Projections of potential demand for infrastructure to 2031 are being prepared.

This work will inform development of a 15 year national infrastructure plan.

Infrastructure Australia proposes to publish the audit results by the end of 2014.

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Question no.: 191

Program: Programme 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: GHD Audit of Infrastructure in Northern Australia

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

Can you advise on progress with the GHD audit of infrastructure in Northern Australia? Is this work complete? When does IA expect to publish it?

Answer:

GHD, in conjunction with Pricewaterhouse Coopers (PWC), is continuing with its work on the audit of infrastructure in Northern Australia. Data has been collected on existing infrastructure in northern Australia. Population projections under a number of scenarios have been prepared. Consultation with stakeholders is under way. Assessments of the infrastructure required to meet demand and foster economic growth in the north are being prepared.

A final report will be submitted to the Government for consideration in preparing a White Paper on the development of Northern Australia. Government will determine when and how publication of the report will occur.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2014
Infrastructure and Regional Development

Question no.: 192

Program: Programme 1.1, Infrastructure Investment

Division/Agency: Infrastructure Australia

Topic: Freedom of Information

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

I note the IA FOI disclosure log is vacant.

1. Is this correct?
2. Is it the case that IA has so far released no documents in 2013-4?
3. How many FOI requests has IA received in 2013-4 so far?
4. How many have resulted in full or part release of material?
5. Does the Department handle FOI currently?
6. Who will handle FOI if IA is corporatised?

Answer:

1. Infrastructure Australia's website hosts the disclosure log for the 2013/14 financial year.
2. No.
3. Infrastructure Australia received 11 freedom of information (FOI) requests in 2013/14.
4. One FOI request resulted in full release, one FOI request resulted in partial release, four FOI requests are still being processed, two FOI requests were withdrawn, two FOI requests were declined, and one FOI request is under appeal with the Office of the Australian Information Commissioner.
5. No. Infrastructure Australia manages FOI requests internally.
6. Under the new structure, it is anticipated that Infrastructure Australia will manage FOI requests for which it is legally accountable.