

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.:** 49

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** Budget outcomes  
**Proof Hansard Page:** 5 (17 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: Welcome. I refer to the 2015-16 final budget outcomes. You are familiar with those of course. Why is the final outcome for spending on infrastructure 20 per cent less than the forecast in the 2015-16 budget?

Mr Mrdak: It reflects the actual spend by jurisdictions on the program. As you know, we do estimates at the start of each financial year based on what projected spends are by the states and territories on investment projects, and then—

Senator FARRELL: Can you tell me what that figure was?

Mr Mrdak: I will get that for you, if I may, on notice. Through the course of the year we pay on milestones of achievement—under the projects, each of them has set milestones which have to be achieved in terms of construction starts and construction points. And then at the end of the year we seek to reconcile that with any final payments that are claimed. So the spend in any one year is the amount claimed by the jurisdictions on projects and reflects milestones achieved in actual projects. The changes reflect the movement of funds required relating to the actual expenditure. Senator FARRELL: But why are you predicting one figure when invariably it comes out at a lower figure? Is that a problem with your projections?

Mr Mrdak: It reflects actual achievements by the jurisdictions.

Senator FARRELL: I understand what you are saying: they are spending less than what you had predicted. But why are those predictions wrong? Why can't you get it right?

Mr Mrdak: In previous years we have been much closer. This year I think it reflected a very large profile of expenditure. At the start of each year we seek advice from the jurisdictions about what they are likely to spend, and each month we get those updated. It simply reflected, I suspect, some large cap ex which was not achieved. There were some delays in some projects, such as projections for projects in Western Australia and some projects in Queensland. But it predominantly reflected the changes through the year of the state profiles of spend. I can take on notice to give you some areas where that took place.

**Answer:**

The Department's response was tabled at 16:37 17 October 2016, refer Hansard proof copy page 76.

**Rural & Regional Affairs and Transport Legislation Committee**  
**ANSWERS TO QUESTIONS ON NOTICE**  
**Supplementary Budget Estimates 2016 - 2017**  
**Infrastructure and Regional Development**

**Australian Government Infrastructure Investment Funding - paid through Treasury**

\$ million	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
<b>Prior Year Estimate</b>	-	4,023	4,823	3,888	4,275	5,179	6,143	5,359	5,177	8,022
<b>Budget Year Estimate</b>	3,552	4,516	3,492	5,088	3,888	5,663	3,659	5,026	5,702	6,823
<b>Final Budget Outcome</b>	2,723	3,787	6,160	5,789	3,735	7,754	3,636	6,910	4,874	5,540
<b>Variance from Prior Year Estimate</b>	-	-236	+1,337	+1,901	-540	+2,575	-2,507	+1,551	-303	-2,482
<b>Variance from Budget Year Estimate</b>	-829	-729	+2,668	+701	-153	+2,091	-23	+1,884	-828	-1,283

Data sourced from relevant Budget papers. Budget papers for 2006-07 and 2007-08 present data in a different format from the following years.

**Attachment:**

Attachment A – Explanation of Major Variances by Project: 2015-16 Estimate @ 2014-15 Budget to 2015-16 Final Budget

**Explanation of major variances by project: 2015-16 Estimate @ 2014-15 Budget to 2015-16 Final Budget C**

	<b>2014-15 Budget Estimate</b>	<b>2015-16 Outcome</b>	<b>Variance</b>
<b>Table 1: Investment Rail</b>			
North Sydney Freight Corridor	101.0	79.0	-22.0
Moreton Bay Rail Link	200.0	102.0	-98.0
Freight Rail Revitalisation (TAS)	23.2	11.3	-12.0
<b>Total</b>	<b>324.2</b>	<b>192.2</b>	<b>-132.0</b>

	<b>2014-15 Budget Estimate</b>	<b>2015-16 Outcome</b>	<b>Variance</b>
<b>Table 2: Investment Road</b>			
Pacific Highway	671.5	536.5	-135.0
Great Western Highway Upgrade	86.0	17.3	-68.7
East West Link	300.0	0.0	-300.0
M80	129.1	1.4	-127.7
Western Highway Duplication - Ballarat to Stawell	106.7	0.0	-106.7
Bruce Highway	593.7	479.6	-114.1
Gateway Motorway	100.0	15.0	-85.0
Toowoomba Second Range Crossing	200.0	149.7	-50.4
Ipswich Motorway	20.0	0.0	-20.0
Perth Airport Gateway	123.0	90.8	-32.2
Swan Valley Bypass	40.0	6.5	-33.5
North West Coastal Highway	60.0	43.6	-16.4
North-South Corridor	92.3	111.4	19.1
Midland Highway	50.0	35.5	-14.5
<b>Total</b>	<b>2,572.3</b>	<b>1,487.1</b>	<b>-1,085.2</b>

**Infrastructure Growth Package - Asset Recycling**

	<b>2014-15 Budget Estimate</b>	<b>2015-16 Outcome</b>	<b>Variance</b>
<b>Table 3: New Investments</b>			
Perth Freight Link	156.0	0.0	-156.0
North-South Corridor	163.8	50.0	-113.8
<b>Total</b>	<b>319.8</b>	<b>50.0</b>	<b>-269.8</b>

**Table 4: Western Sydney Infrastructure Plan**

	<b>2014-15 Budget Estimate</b>	<b>2015-16 Outcome</b>	<b>Variance</b>
The Northern Road Upgrade	86.2	43.1	-43.1
M7 to The Northern Motorway	7.0	0.0	-7.0
Local Roads Package	20.0	6.2	-13.8
<b>Total</b>	<b>113.2</b>	<b>49.3</b>	<b>-63.9</b>

**Building Australia's Future**

	<b>2014-15 Budget Estimate</b>	<b>2015-16 Outcome</b>	<b>Variance</b>
<b>Table 5: Rail</b>			
Goodwood to Torrens Junction	232.1	0.0	-232.1
<b>Total</b>	<b>232.1</b>	<b>0.0</b>	<b>-232.1</b>

**Payments to support State Infrastructure Services: 2015-16**

	2015-16 Estimate at 2014-15 Budget <sup>1</sup>	2015-16 Estimate at 2016-17 Budget <sup>2</sup>	2015-16 Final Budget Outcome <sup>3</sup>	Variance 2014-15 Estimate to FBO
Infrastructure Investment Programme				
Black spot projects	60.0	26.5	26.5	-33.5
Bridge renewal programme	60.0	60.0	35.7	-24.3
Heavy vehicle safety and productivity program	40.0	59.5	13.9	-26.1
Improving the national network	0.0	0.0	0.0	0.0
Investment				
Rail (Refer Table 1)	343.2	192.3	192.3	-150.9
Road (Refer Table 2)	4,327.7	3,148.9	3,123.6	-1,204.1
Supplementary	0.0	3.0	0.0	0.0
Roads to Recovery	349.8	652.4	652.4	302.6
Infrastructure Growth Package				
Asset Recycling Fund				
Asset Recycling Initiative (Treasury)	1,278.0	1,331.7	3.9	-1,274.1
New investments (Refer Table 3)	1,010.1	749.5	738.1	-272.0
Western Sydney Infrastructure Plan (Refer Table 4)	210.2	153.4	141.7	-68.5
Building Australia Fund				
Rail (Refer Table 5)	232.1	0.0	0.0	-232.1
Road	0.0	6.9	6.9	6.9
Centenary of Canberra 2013 - a gift to the national capital	0.0	8.0	8.0	8.0
Infrastructure projects in Western Australia (Treasury)	0.0	490.0	490.0	490.0
Interstate road transport	77.0	71.0	70.0	-7.0
Latrobe Valley economic diversification	3.1	6.1	6.1	3.0
Murray-Darling Basin regional economic diversification programme	30.5	27.5	27.5	-3.0
Supporting drought-affected communities	0.0	12.0	3.7	3.7
<b>Total</b>	<b>8,021.7</b>	<b>6,998.7</b>	<b>5,540.3</b>	<b>-2,481.4</b>

Notes:

- 1: Refer 2014-15, Budget Paper 3, page 60.
- 2: Refer 2016-17, Budget Paper 3, page 48.
- 3: Refer 2015-16 Final Budget Outcome, page 73.

Senate Rural and Regional Affairs and Transport  
Legislation Committee

Tabled Document No 3

By: Secretary Mr Dale

Time/Date: 4.37pm 17/10/16

**Rural & Regional Affairs and Transport Legislation Committee**  
**ANSWERS TO QUESTIONS ON NOTICE**  
**Supplementary Budget Estimates 2016 - 2017**  
**Infrastructure and Regional Development**

**Question no.: 50**

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** Project budget outcomes  
**Proof Hansard Page:** 5 (17 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: And other projects? What about Victoria?

Mr Mrdak: I would have to take on notice Victoria. I think on the whole the Victorian project has spent quite reasonably. I think there were delays in other projects. I know there were delays in some of the projects in Queensland—on the Bruce Highway and the like and the start of the Toowoomba range crossing. I could take on notice to give you the exact numbers by jurisdiction of the differences.

**Answer:**

A table identifying projects and jurisdictions associated with the major variances tabled at 16:37 follows:

**Major variances by project and jurisdiction: 2015-16 Estimate @ 2014-15 Budget to 2015-16 Final Budget Outcome**

	<b>2014-15 Budget Estimate</b>	<b>2015-16 Outcome</b>	<b>Variance</b>
<b>Table 1: Investment Rail</b>			
<b>NSW</b>			
North Sydney Freight Corridor	101.0	79.0	-22.0
<b>VIC</b>			
Melbourne Metropolitan Intermodal System	15.0	0.0	-15.0
<b>QLD</b>			
Moreton Bay Rail Link	200.0	102.0	-98.0
<b>TAS</b>			
Freight Rail Revitalisation (TAS)	23.2	11.3	-12.0
Variances <\$5m			-3.9
<b>Total</b>	<b>339.2</b>	<b>192.2</b>	<b>-150.9</b>
<b>Table 2: Investment Road</b>			
<b>NSW</b>			
M1 Productivity Package	18.0	28.4	10.4
NorthConnex	143.0	150.3	7.3
Pacific Highway	671.5	536.6	-134.9
Great Western Highway Upgrade	86.0	61.0	-25.0

**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2016 - 2017

**Infrastructure and Regional Development**

Mt Ousley Road Upgrades	7.0	0.0	-7.0
Narellan Road	20.0	0.0	-20.0
<b>VIC</b>			
East West Link	300.0	0.0	-300.0
Tullamarine Freeway Widening	0.0	46.5	46.5
M80	156.0	1.4	-154.6
Princes Highway East - Traralgon to Sale	20.0	28.9	8.9
Princes Freeway East - Sand Road Interchange	0.0	7.5	7.5
Princes Highway West - Winchelsea to Colac Duplication	39.1	17.4	-21.7
Western Highway - Realignment of Anthonys Cutting between Melton and Bacchus Marsh	0.0	-13.0	-13.0
Western Highway Duplication - Ballarat to Stawell	106.7	0.0	-106.7
Calder Highway - Ravenswood Interchange	20.0	8.6	-11.4
Regional Freight Roads Programme	14.6	0.0	-14.6
<b>QLD</b>			
Ipswich Motorway	20.0	0.0	-20.0
Interchange at Mains and Kessels Road	35.0	0.0	-35.0
Gateway Motorway	100.0	15.0	-85.0
Bruce Highway	593.7	479.6	-114.1
Warrego Highway	94.2	101.7	7.5
Toowoomba Second Range Crossing	200.0	149.7	-50.4
Peak Downs Highway	56.2	30.0	-26.2
Cape York Region Package	50.0	56.9	6.9
<b>WA</b>			
Leach Highway (High St)	19.9	0.0	-19.9
Perth Airport Gateway	123.0	90.8	-32.2
Swan Valley Bypass	40.0	6.5	-33.5
NorthLink - Tonkin Highway Grade Separations	0.0	13.1	13.1
Great Northern Highway - Muchea to Wubin	75.0	25.8	-49.2
Roe Highway - Berkshire Road Grade Separation	24.0	7.0	-17.0
North West Coastal Highway	60.0	43.6	-16.4
Nicholson Road Grade Separation	8.0	0.0	-8.0
<b>SA</b>			
North-South Corridor	92.3	111.4	19.1
South Eastern Freeway - Mount Barker Interchange	11.0	5.0	-6.0
<b>TAS</b>			
Brooker Highway - Elwick-Goodwood to Howard Road	7.5	16.1	8.6
Midland Highway	50.0	35.5	-14.5
Tasman Highway Ramps	3.0	10.5	7.5
Variances <\$5m			6.7
<b>Total</b>	<b>3,103.7</b>	<b>1,893.0</b>	<b>-1,204.1</b>

**Rural & Regional Affairs and Transport Legislation Committee**  
**ANSWERS TO QUESTIONS ON NOTICE**  
**Supplementary Budget Estimates 2016 - 2017**  
**Infrastructure and Regional Development**

<b>Infrastructure Growth Package - Asset Recycling</b>			
<b>Table 3: New Investments</b>			
Perth Freight Link	156.0	0.0	-156.0
North-South Corridor	163.8	50.0	-113.8
Variances <\$5m			-2.2
<b>Total</b>	<b>319.8</b>	<b>50.0</b>	<b>-272.0</b>
<b>Table 4: Western Sydney Infrastructure Plan</b>			
The Northern Road Upgrade	86.2	43.2	-43.0
M7 to The Northern Motorway	9.0	0.0	-9.0
Bringelly Road Upgrade	95.0	92.3	-2.7
Local Roads Package	20.0	6.2	-13.8
<b>Total</b>	<b>210.2</b>	<b>141.7</b>	<b>-68.5</b>
<b>Building Australia's Future</b>			
<b>Table 5: Rail</b>			
<b>SA</b>			
Goodwood to Torrens Junction	232.1	0.0	-232.1
<b>Total</b>	<b>232.1</b>	<b>0.0</b>	<b>-232.1</b>

Notes:

Refer 2014-15, Budget paper 3, page 60.

Refer 2015-16 Final Budget Outcome, page 73.

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.: 51**

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic: Projected budget 2015-16**  
**Proof Hansard Page:** 7 (17 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: For 2015-16.

Mr Thomann: Yes.

Senator FARRELL: Mr Mrdak, in ballpark figures, can you recall the promised figure for that financial year was?

Mr Mrdak: I think it came in pretty close to that but I will check that.

Senator FARRELL: No, we are talking about the start figure, not the couple of weeks before the cut-off.

Mr Mrdak: I am getting that for you on notice, Senator.

**Answer:**

Refer to response for 49.



**Explanation of major variances by project: 2015-16 Estimate @ 2014-15 Budget to 2015-16 Final Budget C**

	<b>2014-15 Budget Estimate</b>	<b>2015-16 Outcome</b>	<b>Variance</b>
<b>Table 1: Investment Rail</b>			
North Sydney Freight Corridor	101.0	79.0	-22.0
Moreton Bay Rail Link	200.0	102.0	-98.0
Freight Rail Revitalisation (TAS)	23.2	11.3	-12.0
<b>Total</b>	<b>324.2</b>	<b>192.2</b>	<b>-132.0</b>

<b>Table 2: Investment Road</b>			
Pacific Highway	671.5	536.5	-135.0
Great Western Highway Upgrade	86.0	17.3	-68.7
East West Link	300.0	0.0	-300.0
M80	129.1	1.4	-127.7
Western Highway Duplication - Ballarat to Stawell	106.7	0.0	-106.7
Bruce Highway	593.7	479.6	-114.1
Gateway Motorway	100.0	15.0	-85.0
Toowoomba Second Range Crossing	200.0	149.7	-50.4
Ipswich Motorway	20.0	0.0	-20.0
Perth Airport Gateway	123.0	90.8	-32.2
Swan Valley Bypass	40.0	6.5	-33.5
North West Coastal Highway	60.0	43.6	-16.4
North-South Corridor	92.3	111.4	19.1
Midland Highway	50.0	35.5	-14.5
<b>Total</b>	<b>2,572.3</b>	<b>1,487.1</b>	<b>-1,085.2</b>

**Infrastructure Growth Package - Asset Recycling**

<b>Table 3: New Investments</b>			
Perth Freight Link	156.0	0.0	-156.0
North-South Corridor	163.8	50.0	-113.8
<b>Total</b>	<b>319.8</b>	<b>50.0</b>	<b>-269.8</b>

**Table 4: Western Sydney Infrastructure Plan**

The Northern Road Upgrade	86.2	43.1	-43.1
M7 to The Northern Motorway	7.0	0.0	-7.0
Local Roads Package	20.0	6.2	-13.8
<b>Total</b>	<b>113.2</b>	<b>49.3</b>	<b>-63.9</b>

**Building Australia's Future**

<b>Table 5: Rail</b>			
Goodwood to Torrens Junction	232.1	0.0	-232.1
<b>Total</b>	<b>232.1</b>	<b>0.0</b>	<b>-232.1</b>

**Payments to support State Infrastructure Services: 2015-16**

	2015-16 Estimate at 2014-15 Budget <sup>1</sup>	2015-16 Estimate at 2016-17 Budget <sup>2</sup>	2015-16 Final Budget Outcome <sup>3</sup>	Variance 2014-15 Estimate to FBO
Infrastructure Investment Programme				
Black spot projects	60.0	26.5	26.5	-33.5
Bridge renewal programme	60.0	60.0	35.7	-24.3
Heavy vehicle safety and productivity program	40.0	59.5	13.9	-26.1
Improving the national network	0.0	0.0	0.0	0.0
Investment				
Rail (Refer Table 1)	343.2	192.3	192.3	-150.9
Road (Refer Table 2)	4,327.7	3,148.9	3,123.6	-1,204.1
Supplementary	0.0	3.0	0.0	0.0
Roads to Recovery	349.8	652.4	652.4	302.6
Infrastructure Growth Package				
Asset Recycling Fund				
Asset Recycling Initiative (Treasury)	1,278.0	1,331.7	3.9	-1,274.1
New investments (Refer Table 3)	1,010.1	749.5	738.1	-272.0
Western Sydney Infrastructure Plan (Refer Table 4)	210.2	153.4	141.7	-68.5
Building Australia Fund				
Rail (Refer Table 5)	232.1	0.0	0.0	-232.1
Road	0.0	6.9	6.9	6.9
Centenary of Canberra 2013 - a gift to the national capital	0.0	8.0	8.0	8.0
Infrastructure projects in Western Australia (Treasury)	0.0	490.0	490.0	490.0
Interstate road transport	77.0	71.0	70.0	-7.0
Latrobe Valley economic diversification	3.1	6.1	6.1	3.0
Murray-Darling Basin regional economic diversification programme	30.5	27.5	27.5	-3.0
Supporting drought-affected communities	0.0	12.0	3.7	3.7
<b>Total</b>	<b>8,021.7</b>	<b>6,998.7</b>	<b>5,540.3</b>	<b>-2,481.4</b>

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- 1: Refer 2014-15, Budget Paper 3, page 60.
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Senate Rural and Regional Affairs and Transport  
Legislation Committee

Tabled Document No 3

By: Secretary Mr Dale

Time/Date: 4.37pm 17/10/16

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.: 52**

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic: Budget Outcomes 2015-16**  
**Proof Hansard Page:** 6 (17 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: So what are those figures?

Mr Mrdak: I will get those for you. The projected in 2015-16 and the actual.

Mr Thomann: If you refer to the financial budget outcome, in there is table 42—

Senator FARRELL: I am just asking you to tell me the figure.

Mr Thomann: The figure in that table—the infrastructure spending quoted there—is \$5.54 billion.

Senator FARRELL: Can you tell us what the promised figure was?

Mr Thomann: I do not have the—

Mr Mrdak: We will get that for you as quickly as possible.

Senator FARRELL: Why don't you have that figure?

Mr Thomann: I apologise, Senator.

Mr Mrdak: We will get that for you.

**Answer:**

Refer to response for 49.

**Explanation of major variances by project: 2015-16 Estimate @ 2014-15 Budget to 2015-16 Final Budget C**

	<b>2014-15 Budget Estimate</b>	<b>2015-16 Outcome</b>	<b>Variance</b>
<b>Table 1: Investment Rail</b>			
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Gateway Motorway	100.0	15.0	-85.0
Toowoomba Second Range Crossing	200.0	149.7	-50.4
Ipswich Motorway	20.0	0.0	-20.0
Perth Airport Gateway	123.0	90.8	-32.2
Swan Valley Bypass	40.0	6.5	-33.5
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<b>Total</b>	<b>2,572.3</b>	<b>1,487.1</b>	<b>-1,085.2</b>

**Infrastructure Growth Package - Asset Recycling**

<b>Table 3: New Investments</b>			
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North-South Corridor	163.8	50.0	-113.8
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<b>Table 4: Western Sydney Infrastructure Plan</b>			
The Northern Road Upgrade	86.2	43.1	-43.1
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<b>Total</b>	<b>113.2</b>	<b>49.3</b>	<b>-63.9</b>

**Building Australia's Future**

<b>Table 5: Rail</b>			
Goodwood to Torrens Junction	232.1	0.0	-232.1
<b>Total</b>	<b>232.1</b>	<b>0.0</b>	<b>-232.1</b>



**Payments to support State Infrastructure Services: 2015-16**

	2015-16 Estimate at 2014-15 Budget <sup>1</sup>	2015-16 Estimate at 2016-17 Budget <sup>2</sup>	2015-16 Final Budget Outcome <sup>3</sup>	Variance 2014-15 Estimate to FBO
Infrastructure Investment Programme				
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Heavy vehicle safety and productivity program	40.0	59.5	13.9	-26.1
Improving the national network	0.0	0.0	0.0	0.0
Investment				
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Road	0.0	6.9	6.9	6.9
Centenary of Canberra 2013 - a gift to the national capital	0.0	8.0	8.0	8.0
Infrastructure projects in Western Australia (Treasury)	0.0	490.0	490.0	490.0
Interstate road transport	77.0	71.0	70.0	-7.0
Latrobe Valley economic diversification	3.1	6.1	6.1	3.0
Murray-Darling Basin regional economic diversification programme	30.5	27.5	27.5	-3.0
Supporting drought-affected communities	0.0	12.0	3.7	3.7
<b>Total</b>	<b>8,021.7</b>	<b>6,998.7</b>	<b>5,540.3</b>	<b>-2,481.4</b>

Notes:

- 1: Refer 2014-15, Budget Paper 3, page 60.
- 2: Refer 2016-17, Budget Paper 3, page 48.
- 3: Refer 2015-16 Final Budget Outcome, page 73.

Senate Rural and Regional Affairs and Transport  
Legislation Committee

Tabled Document No 3

By: Secretary Mr Dale

Time/Date: 4.37pm 17/10/16

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.: 53**

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic: Budget Outcome 2014-15**  
**Proof Hansard Page:** 7 (17 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: Can we turn to the 2014-2015 budget. Can you tell us what the figure was at the start of the process and what you ended up spending?

Mr Thomann: I can tell you what—

Mr Mrdak: Again, I will get that, Senator. We are just getting that for you now

**Answer:**

Refer to response for 49.

**Explanation of major variances by project: 2015-16 Estimate @ 2014-15 Budget to 2015-16 Final Budget C**

	<b>2014-15 Budget Estimate</b>	<b>2015-16 Outcome</b>	<b>Variance</b>
<b>Table 1: Investment Rail</b>			
North Sydney Freight Corridor	101.0	79.0	-22.0
Moreton Bay Rail Link	200.0	102.0	-98.0
Freight Rail Revitalisation (TAS)	23.2	11.3	-12.0
<b>Total</b>	<b>324.2</b>	<b>192.2</b>	<b>-132.0</b>

<b>Table 2: Investment Road</b>			
Pacific Highway	671.5	536.5	-135.0
Great Western Highway Upgrade	86.0	17.3	-68.7
East West Link	300.0	0.0	-300.0
M80	129.1	1.4	-127.7
Western Highway Duplication - Ballarat to Stawell	106.7	0.0	-106.7
Bruce Highway	593.7	479.6	-114.1
Gateway Motorway	100.0	15.0	-85.0
Toowoomba Second Range Crossing	200.0	149.7	-50.4
Ipswich Motorway	20.0	0.0	-20.0
Perth Airport Gateway	123.0	90.8	-32.2
Swan Valley Bypass	40.0	6.5	-33.5
North West Coastal Highway	60.0	43.6	-16.4
North-South Corridor	92.3	111.4	19.1
Midland Highway	50.0	35.5	-14.5
<b>Total</b>	<b>2,572.3</b>	<b>1,487.1</b>	<b>-1,085.2</b>

**Infrastructure Growth Package - Asset Recycling**

<b>Table 3: New Investments</b>			
Perth Freight Link	156.0	0.0	-156.0
North-South Corridor	163.8	50.0	-113.8
<b>Total</b>	<b>319.8</b>	<b>50.0</b>	<b>-269.8</b>

**Table 4: Western Sydney Infrastructure Plan**

The Northern Road Upgrade	86.2	43.1	-43.1
M7 to The Northern Motorway	7.0	0.0	-7.0
Local Roads Package	20.0	6.2	-13.8
<b>Total</b>	<b>113.2</b>	<b>49.3</b>	<b>-63.9</b>

**Building Australia's Future**

<b>Table 5: Rail</b>			
Goodwood to Torrens Junction	232.1	0.0	-232.1
<b>Total</b>	<b>232.1</b>	<b>0.0</b>	<b>-232.1</b>

**Payments to support State Infrastructure Services: 2015-16**

	2015-16 Estimate at 2014-15 Budget <sup>1</sup>	2015-16 Estimate at 2016-17 Budget <sup>2</sup>	2015-16 Final Budget Outcome <sup>3</sup>	Variance 2014-15 Estimate to FBO
Infrastructure Investment Programme				
Black spot projects	60.0	26.5	26.5	-33.5
Bridge renewal programme	60.0	60.0	35.7	-24.3
Heavy vehicle safety and productivity program	40.0	59.5	13.9	-26.1
Improving the national network	0.0	0.0	0.0	0.0
Investment				
Rail (Refer Table 1)	343.2	192.3	192.3	-150.9
Road (Refer Table 2)	4,327.7	3,148.9	3,123.6	-1,204.1
Supplementary	0.0	3.0	0.0	0.0
Roads to Recovery	349.8	652.4	652.4	302.6
Infrastructure Growth Package				
Asset Recycling Fund				
Asset Recycling Initiative (Treasury)	1,278.0	1,331.7	3.9	-1,274.1
New investments (Refer Table 3)	1,010.1	749.5	738.1	-272.0
Western Sydney Infrastructure Plan (Refer Table 4)	210.2	153.4	141.7	-68.5
Building Australia Fund				
Rail (Refer Table 5)	232.1	0.0	0.0	-232.1
Road	0.0	6.9	6.9	6.9
Centenary of Canberra 2013 - a gift to the national capital	0.0	8.0	8.0	8.0
Infrastructure projects in Western Australia (Treasury)	0.0	490.0	490.0	490.0
Interstate road transport	77.0	71.0	70.0	-7.0
Latrobe Valley economic diversification	3.1	6.1	6.1	3.0
Murray-Darling Basin regional economic diversification programme	30.5	27.5	27.5	-3.0
Supporting drought-affected communities	0.0	12.0	3.7	3.7
<b>Total</b>	<b>8,021.7</b>	<b>6,998.7</b>	<b>5,540.3</b>	<b>-2,481.4</b>

Notes:

- 1: Refer 2014-15, Budget Paper 3, page 60.
- 2: Refer 2016-17, Budget Paper 3, page 48.
- 3: Refer 2015-16 Final Budget Outcome, page 73.

Senate Rural and Regional Affairs and Transport  
Legislation Committee

Tabled Document No 3

By: Secretary Mr Dale

Time/Date: 4.37pm 17/10/16



**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.: 54**

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic: Budget Reconciliation 2015-16**  
**Proof Hansard Page:** 8 (17 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: Can you give me a like-for-line figure on what you actually spent? So that is the estimated figure?

Mr Mrdak: Yes, and we will have that reconciliation for you this morning.

Senator BACK: For 2015-16.

**Answer:**

Refer to response for 49.

**Explanation of major variances by project: 2015-16 Estimate @ 2014-15 Budget to 2015-16 Final Budget C**

	<b>2014-15 Budget Estimate</b>	<b>2015-16 Outcome</b>	<b>Variance</b>
<b>Table 1: Investment Rail</b>			
North Sydney Freight Corridor	101.0	79.0	-22.0
Moreton Bay Rail Link	200.0	102.0	-98.0
Freight Rail Revitalisation (TAS)	23.2	11.3	-12.0
<b>Total</b>	<b>324.2</b>	<b>192.2</b>	<b>-132.0</b>

<b>Table 2: Investment Road</b>			
Pacific Highway	671.5	536.5	-135.0
Great Western Highway Upgrade	86.0	17.3	-68.7
East West Link	300.0	0.0	-300.0
M80	129.1	1.4	-127.7
Western Highway Duplication - Ballarat to Stawell	106.7	0.0	-106.7
Bruce Highway	593.7	479.6	-114.1
Gateway Motorway	100.0	15.0	-85.0
Toowoomba Second Range Crossing	200.0	149.7	-50.4
Ipswich Motorway	20.0	0.0	-20.0
Perth Airport Gateway	123.0	90.8	-32.2
Swan Valley Bypass	40.0	6.5	-33.5
North West Coastal Highway	60.0	43.6	-16.4
North-South Corridor	92.3	111.4	19.1
Midland Highway	50.0	35.5	-14.5
<b>Total</b>	<b>2,572.3</b>	<b>1,487.1</b>	<b>-1,085.2</b>

**Infrastructure Growth Package - Asset Recycling**

<b>Table 3: New Investments</b>			
Perth Freight Link	156.0	0.0	-156.0
North-South Corridor	163.8	50.0	-113.8
<b>Total</b>	<b>319.8</b>	<b>50.0</b>	<b>-269.8</b>

**Table 4: Western Sydney Infrastructure Plan**

The Northern Road Upgrade	86.2	43.1	-43.1
M7 to The Northern Motorway	7.0	0.0	-7.0
Local Roads Package	20.0	6.2	-13.8
<b>Total</b>	<b>113.2</b>	<b>49.3</b>	<b>-63.9</b>

**Building Australia's Future**

<b>Table 5: Rail</b>			
Goodwood to Torrens Junction	232.1	0.0	-232.1
<b>Total</b>	<b>232.1</b>	<b>0.0</b>	<b>-232.1</b>

**Payments to support State Infrastructure Services: 2015-16**

	2015-16 Estimate at 2014-15 Budget <sup>1</sup>	2015-16 Estimate at 2016-17 Budget <sup>2</sup>	2015-16 Final Budget Outcome <sup>3</sup>	Variance 2014-15 Estimate to FBO
Infrastructure Investment Programme				
Black spot projects	60.0	26.5	26.5	-33.5
Bridge renewal programme	60.0	60.0	35.7	-24.3
Heavy vehicle safety and productivity program	40.0	59.5	13.9	-26.1
Improving the national network	0.0	0.0	0.0	0.0
Investment				
Rail (Refer Table 1)	343.2	192.3	192.3	-150.9
Road (Refer Table 2)	4,327.7	3,148.9	3,123.6	-1,204.1
Supplementary	0.0	3.0	0.0	0.0
Roads to Recovery	349.8	652.4	652.4	302.6
Infrastructure Growth Package				
Asset Recycling Fund				
Asset Recycling Initiative (Treasury)	1,278.0	1,331.7	3.9	-1,274.1
New investments (Refer Table 3)	1,010.1	749.5	738.1	-272.0
Western Sydney Infrastructure Plan (Refer Table 4)	210.2	153.4	141.7	-68.5
Building Australia Fund				
Rail (Refer Table 5)	232.1	0.0	0.0	-232.1
Road	0.0	6.9	6.9	6.9
Centenary of Canberra 2013 - a gift to the national capital	0.0	8.0	8.0	8.0
Infrastructure projects in Western Australia (Treasury)	0.0	490.0	490.0	490.0
Interstate road transport	77.0	71.0	70.0	-7.0
Latrobe Valley economic diversification	3.1	6.1	6.1	3.0
Murray-Darling Basin regional economic diversification programme	30.5	27.5	27.5	-3.0
Supporting drought-affected communities	0.0	12.0	3.7	3.7
<b>Total</b>	<b>8,021.7</b>	<b>6,998.7</b>	<b>5,540.3</b>	<b>-2,481.4</b>

Notes:

- 1: Refer 2014-15, Budget Paper 3, page 60.
- 2: Refer 2016-17, Budget Paper 3, page 48.
- 3: Refer 2015-16 Final Budget Outcome, page 73.

Senate Rural and Regional Affairs and Transport  
Legislation Committee

Tabled Document No 3

By: Secretary Mr Dale

Time/Date: 4.37pm 17/10/16

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.: 55**

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Budget outcome breakdown 2014-15

**Proof Hansard Page:** 9 (17 October 2016)

**Senator Sterle, Glenn asked:**

Senator STERLE: Following on from Senator Farrell's line of questioning, the promise was about \$8 billion and the spend was about \$5.7 billion, and you can argue that a few million here and there. Can you break it down to how there can be a \$2.3 billion difference? That is all we want to know—where there might be money not spent or whatever.

Mr Mrdak: In relation to 2014-15 I think some of that was payments of asset recycling, but I will get that information for you this morning.

**Answer:**

Refer to response for 49.

**Explanation of major variances by project: 2015-16 Estimate @ 2014-15 Budget to 2015-16 Final Budget C**

	<b>2014-15 Budget Estimate</b>	<b>2015-16 Outcome</b>	<b>Variance</b>
<b>Table 1: Investment Rail</b>			
North Sydney Freight Corridor	101.0	79.0	-22.0
Moreton Bay Rail Link	200.0	102.0	-98.0
Freight Rail Revitalisation (TAS)	23.2	11.3	-12.0
<b>Total</b>	<b>324.2</b>	<b>192.2</b>	<b>-132.0</b>

<b>Table 2: Investment Road</b>			
Pacific Highway	671.5	536.5	-135.0
Great Western Highway Upgrade	86.0	17.3	-68.7
East West Link	300.0	0.0	-300.0
M80	129.1	1.4	-127.7
Western Highway Duplication - Ballarat to Stawell	106.7	0.0	-106.7
Bruce Highway	593.7	479.6	-114.1
Gateway Motorway	100.0	15.0	-85.0
Toowoomba Second Range Crossing	200.0	149.7	-50.4
Ipswich Motorway	20.0	0.0	-20.0
Perth Airport Gateway	123.0	90.8	-32.2
Swan Valley Bypass	40.0	6.5	-33.5
North West Coastal Highway	60.0	43.6	-16.4
North-South Corridor	92.3	111.4	19.1
Midland Highway	50.0	35.5	-14.5
<b>Total</b>	<b>2,572.3</b>	<b>1,487.1</b>	<b>-1,085.2</b>

**Infrastructure Growth Package - Asset Recycling**

<b>Table 3: New Investments</b>			
Perth Freight Link	156.0	0.0	-156.0
North-South Corridor	163.8	50.0	-113.8
<b>Total</b>	<b>319.8</b>	<b>50.0</b>	<b>-269.8</b>

**Table 4: Western Sydney Infrastructure Plan**

The Northern Road Upgrade	86.2	43.1	-43.1
M7 to The Northern Motorway	7.0	0.0	-7.0
Local Roads Package	20.0	6.2	-13.8
<b>Total</b>	<b>113.2</b>	<b>49.3</b>	<b>-63.9</b>

**Building Australia's Future**

<b>Table 5: Rail</b>			
Goodwood to Torrens Junction	232.1	0.0	-232.1
<b>Total</b>	<b>232.1</b>	<b>0.0</b>	<b>-232.1</b>



**Payments to support State Infrastructure Services: 2015-16**

	2015-16 Estimate at 2014-15 Budget <sup>1</sup>	2015-16 Estimate at 2016-17 Budget <sup>2</sup>	2015-16 Final Budget Outcome <sup>3</sup>	Variance 2014-15 Estimate to FBO
Infrastructure Investment Programme				
Black spot projects	60.0	26.5	26.5	-33.5
Bridge renewal programme	60.0	60.0	35.7	-24.3
Heavy vehicle safety and productivity program	40.0	59.5	13.9	-26.1
Improving the national network	0.0	0.0	0.0	0.0
Investment				
Rail (Refer Table 1)	343.2	192.3	192.3	-150.9
Road (Refer Table 2)	4,327.7	3,148.9	3,123.6	-1,204.1
Supplementary	0.0	3.0	0.0	0.0
Roads to Recovery	349.8	652.4	652.4	302.6
Infrastructure Growth Package				
Asset Recycling Fund				
Asset Recycling Initiative (Treasury)	1,278.0	1,331.7	3.9	-1,274.1
New investments (Refer Table 3)	1,010.1	749.5	738.1	-272.0
Western Sydney Infrastructure Plan (Refer Table 4)	210.2	153.4	141.7	-68.5
Building Australia Fund				
Rail (Refer Table 5)	232.1	0.0	0.0	-232.1
Road	0.0	6.9	6.9	6.9
Centenary of Canberra 2013 - a gift to the national capital	0.0	8.0	8.0	8.0
Infrastructure projects in Western Australia (Treasury)	0.0	490.0	490.0	490.0
Interstate road transport	77.0	71.0	70.0	-7.0
Latrobe Valley economic diversification	3.1	6.1	6.1	3.0
Murray-Darling Basin regional economic diversification programme	30.5	27.5	27.5	-3.0
Supporting drought-affected communities	0.0	12.0	3.7	3.7
<b>Total</b>	<b>8,021.7</b>	<b>6,998.7</b>	<b>5,540.3</b>	<b>-2,481.4</b>

Notes:

1: Refer 2014-15, Budget Paper 3, page 60.

2: Refer 2016-17, Budget Paper 3, page 48.

3: Refer 2015-16 Final Budget Outcome, page 73.

Senate Rural and Regional Affairs and Transport  
Legislation Committee

Tabled Document No 3

By: Secretary Mr Dale

Time/Date: 4.37pm 17/10/16

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.: 56**

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** 2012 Oaklands Park Grade Separation Planning Study

**Proof Hansard Page:** Written (17 October 2016)

**Senator Gallacher, Alex asked:**

Senator GALLACHER: Isn't it the case that the Premier, Jay Weatherill, has committed to redirecting South Australia's portion of the savings identified in the project?

Mr Mrdak: He certainly has done that, but he is also seeking the Commonwealth make an additional commitment to that project from Commonwealth savings on the Northern Connector. We do not have the information as yet as to whether those savings are available and how they are available, which would give us the confidence to advise the government that that is an available option to them.

Senator GALLACHER: Are you saying that you have not seen a copy of the 2012 SKM Oaklands Park grade separation study?

Mr Mrdak: I would have to check. I am not personally familiar with that, but I will check with my officers.

Senator GALLACHER: Perhaps someone can let us know today.

Mr Mrdak: Certainly. When we come to the next item, which is Infrastructure Investment Division, I will have my officers here who are more acquainted with the project.

**Answer:**

The Department has received a copy of the 2012 SKM Oaklands Park Grade Separation Planning Study. South Australia will provide the Australian Government with a finalised project business case with updated costs and project design, and specific detailed information on savings available from construction projects on the North South Corridor.

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.: 57**

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** Maldon-Dombarton Rail Link  
**Proof Hansard Page:** 24-25 (17 October 2016)

**Senator Sterle, Glenn asked:**

Senator STERLE: What is the value of that project?

Mr Parkinson: I would have to take that on notice. I expect the department has great details on that.

Mr Mrdak: If I may, I will get that for you on notice, but I think it is in the order of \$750 million or thereabouts

**Answer:**

Construction of the Maldon-Dombarton Rail Link has an estimated P90 cost of \$701.4 million (in 2013-14 dollars) and would require an additional upgrade to the Coniston Junction, on the Moss Vale to Unanderra Line, which is estimated to cost \$104.6 million (in 2013-14 dollars).



**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.: 58**

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic: Regional Jobs and Investment Package**  
**Proof Hansard Page:** 27 (17 October 2016)

**Senator Lambie, Jacqui asked:**

Senator LAMBIE: Are you aware of the joint-venture between Tasmanian based paper manufacturer Norske Skog and Circa, a small Australian research based company, to produce Cyrene, which is an environmentally friendly solvent used in pharmaceutical and agricultural industries?

Mr Mrdak: I am aware of it from media coverage of the firms' proposals. I have not seen details of the proposal.

Senator LAMBIE: Does this come under your department?

Mr Mrdak: Yes, it does. It falls under the regional development part of the portfolio.

Senator LAMBIE: How long has the department known about this request for the allocated money—the \$960,000, give or take?

Mr Mrdak: I will check that if I may during the morning tea break and come back to you if that is okay.

**Answer:**

Answer provided on page 28, paragraph 14 of the Proof Hansard. Excerpt below.

**Mr Mrdak:** Chair, while we are waiting for Infrastructure Australia, can I just respond to a question on notice that Senator Lambie, before the break, asked in relation to Tasmanian regional development programs? I can confirm there was \$25 million which has been committed by the Australian Government for the Regional Tasmania Jobs and Investment Package. I think that might be the amount she was referring to. That is an election commitment by the government for a new regional jobs and investment package. Secondly, I can confirm that my advice is that we have no proposal from the Norska Group that has been put to us yet for an investment program along the lines that she was describing.

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.: 59**

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic: Regional Jobs and Investment Package 2**  
**Proof Hansard Page:** 28 (17 October 2016)

**Senator Lambie, Jacqui asked:**

Senator LAMBIE: Are you aware that if the Cyrene project is successful it could provide up to 30 direct jobs and generate export revenue of around \$50 million per year for Tasmania?

Mr Mrdak: Again, I will check that. I am not familiar with the project in any depth or detail. I will see if my officers can assist after the break.

**Answer:**

Answer provided on page 28, paragraph 14 of the Proof Hansard. Excerpt below.

**Mr Mrdak:** Chair, while we are waiting for Infrastructure Australia, can I just respond to a question on notice that Senator Lambie, before the break, asked in relation to Tasmanian regional development programs? I can confirm there was \$25 million which has been committed by the Australian government for the Regional Tasmania Jobs and Investment Package. I think that might be the amount she was referring to. That is an election commitment by the government for a new regional jobs and investment package. Secondly, I can confirm that my advice is that we have no proposal from the Norska Group that has been put to us yet for an investment program along the lines that she was describing.

**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Question no.:** 60

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic: Regional Jobs and Investment Package 3**

**Proof Hansard Page:** 28 (17 October 2016)

**Senator Lambie, Jacqui asked:**

Senator LAMBIE: I would like to clear this up: is there \$20 million sitting around or not? Which is it?

Mr Mrdak: I am going to take that on notice and check for you

**Answer:**

Answer provided on page 28, paragraph 14 of the Proof Hansard. Excerpt below.

**Mr Mrdak:** Chair, while we are waiting for Infrastructure Australia, can I just respond to a question on notice that Senator Lambie, before the break, asked in relation to Tasmanian regional development programs? I can confirm there was \$25 million which has been committed by the Australian government for the Regional Tasmania Jobs and Investment Package. I think that might be the amount she was referring to. That is an election commitment by the government for a new regional jobs and investment package. Secondly, I can confirm that my advice is that we have no proposal from the Norska Group that has been put to us yet for an investment program along the lines that she was describing.

**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Question no.: 61**

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Infrastructure funding for Tasmania

**Proof Hansard Page:** 28 (17 October 2016)

**Senator Lambie, Jacqui asked:**

Senator LAMBIE: Senator Abetz was in here earlier on, and you gave him a list of money that was spent or going to be spent in Tasmania.

Mr Mrdak: Yes, I gave the senator a list of our current commitments of \$923 million over the program for Tasmania.

Senator LAMBIE: Could you please let me know when all those projects were agreed to and when they will actually start rolling out?

Mr Mrdak: I can certainly give you that on notice, if that is okay. I provided Senator Abetz with a list of some \$45.3 million of land transport infrastructure projects, which were commitments in the federal election this year. We have written to Tasmania seeking advice in relation to the timing of the delivery of those road projects. In relation to the other projects I outlined to Senator Abetz, Midland Highway is well underway. We have a large number of projects under construction there. The Tasmanian rail revitalisation program is also well underway. I can give you on notice details of those.

Senator LAMBIE: I just want to know how long it will take, because I know some of this was Labor stuff. Is that correct? The Midland Highway has been going for quite some time, and you guys have just propped it up. If I could get some dates, times, where it came from and where it is in the mix. Can you give me time lines?

Mr Mrdak: Yes, certainly.

Senator LAMBIE: And where we are heading?

**Answer:**

In September 2013, the Australian Government committed \$400 million (capped) to upgrade the Midland Highway from 2014-15 to 2024-25. The Tasmanian Government has committed \$100 million. In May 2015, the Midland Highway 10 Year Action Plan was announced by the Australian and Tasmanian governments. The Plan sets out the key priorities for investing \$500 million over 10 years to upgrade the highway.

As of 31 October 2016, 18 projects have been developed with seven complete, five under construction and six in planning. These projects are listed at [Attachment A](#).

In addition, details of the Tasmanian Freight Rail Revitalisation and the 2016 Election Commitments for Tasmania are on Page 24 of the Proof Hansard.

**Attachments**

[Attachment A](#) - Midland Highway Upgrade Project List

**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

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**Infrastructure and Regional Development**

**Attachment A**

**Midland Highway Upgrade Project List**

***Completed- Midland Highway Upgrade***

<b>Project Name</b>	<b>Status</b>	<b>Description</b>
<b>Kings Meadows Roundabout</b> Total: \$1.86 million AG: \$1.49 million TG: \$0.37 million	Start: 28 November 2014 End: 18 March 2015	Design and construction of a roundabout at the junction of the Midland Highway (southbound) slip roads and the Kings Meadows Connector.
<b>Mud Walls Road Junction</b> Total: \$1.01 million AG: \$0.81 million TG: \$0.20 million	Start: 2 March 2015 End: 15 April 2015	Upgrade the junction of the Midland Highway at Mud Walls Road by extending the left turn deceleration lane, providing traffic islands and making improvements to the school bus zone.
<b>Conara to Cleveland Stage 1</b> Total: \$2.43 million AG: \$1.95 million TG: \$0.49 million	Start: 5 January 2015 End: 19 May 2015	Widening of the Midland Highway at Conara between Esk Main Road and Panec Street to provide for a northbound slow vehicle turn out lane and allow for installation of median and safety barriers.
<b>North of Spring Hill</b> Total: \$4.55 million AG: \$3.64 million TG: \$0.91 million	Start: 8 December 2014 End: 20 May 2015	Widening the Midland Highway and provision of median and safety barriers for an existing 3 lane section of the highway north of Spring Hill.
<b>South of Spring Hill</b> Total: \$5.83 million AG: \$4.66 million TG: \$1.17 million	Start: 10 December 2014 End: 24 July 2015	Widening the Midland Highway and provision of median and safety barriers for an existing 3 lane section of the highway south of Spring Hill.
<b>South of Kempton</b> Total: \$4.81 million AG: \$3.85 million TG: \$0.96 million	Start: 12 December 2014 End: 21 January 2016	Widening the Midland Highway and provision of median and safety barriers for an existing 3 lane section of the highway south of Kempton.
<b>South of Tunbridge</b> Total: \$5.91 million AG: \$4.73 million TG: \$1.18 million	Start: 10 December 2014 End: 6 April 2016	Curve improvements on the Midland Highway south of Tunbridge and the installation of an overtaking lane including a wire rope safety barrier median for a 2.5 kilometre section of the highway, widening of the sealed shoulders and treatment of roadside hazards.
<b><i>Under Constructions - Midland Highway Upgrade</i></b>		
<b>Kempton to Melton Mowbray Stage 1</b> Total: \$11.59 million AG: \$9.27 million TG: \$2.32 million	Start: 2 February 2016 End: Early 2017	Upgrade a 4.4 kilometre section with a new overtaking lane, median with wire rope safety barrier, junction layouts and property accesses, safe turning facilities and treatment of roadside hazards.
<b>Mangalore to Bagdad Stage 1</b> Total: \$9.93 million AG: \$7.94 million TG: \$1.99 million	Start: 15 March 2016 End: Early 2017	Upgrade a 3.1 kilometre section through Bagdad including central median incorporating a turning lane, wire rope safety barrier, shoulder widening, property accesses and treatment of roadside hazards.
<b>White Lagoon to Mona Vale Road</b> Total: \$28.60 million AG: \$22.88 million TG: \$5.72 million	Start: 29 February 2016 End: Mid 2017	Curve alignment improvements, turning facilities and 2+1 treatment between White Lagoon and Mona Vale Road and a junction upgrade.

**Rural & Regional Affairs and Transport Legislation Committee**

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<p><b>Kempton to Melton Mowbray Stage 2</b> Total: \$12.50 million AG: \$10.00 million TG: \$2.50 million</p>	<p>Start: 13 June 2016 End: Mid 2017</p>	<p>Upgrade a 5.7 kilometre section south of the southern entrance to Kempton to the northern entrance to Kempton.</p>
<p><b>Perth to Breadalbane Duplication</b> Total: \$42.50 million AG: \$34.00 million TG: \$8.50 million</p>	<p>Start: 11 February 2016 End: Early 2018</p>	<p>Duplicate a 4.5 kilometre section between Perth and Breadalbane.</p>
<p><b><i>In Planning - Midland Highway Upgrade</i></b></p>		
<p><b>Preconstruction for overall Midland Highway</b> Total: \$6.00 million AG: \$4.80 million TG: \$1.20 million</p>	<p>Start: 17 March 2015 End: Late 2016</p>	<p>Undertake project identification, planning and preconstruction activities for development and delivery of the Midland Highway Upgrade programme.</p>
<p><b>Symmons Plains to South of Perth</b> Total: \$17.40 million AG: \$13.92 million TG: \$3.48 million</p>	<p>Start: 1 November 2016 End: Early 2018</p>	<p>Upgrade a 7.23 kilometre section from Symmons Plains to south of Perth including alternating 2+1 lane arrangements, improving horizontal and vertical alignments and upgrades to road junctions.</p>
<p><b>Epping Forest to Powranna</b> Total: \$36.65 million AG: \$29.32 million TG: \$7.33 million</p>	<p>Start: Mid 2017 End: Early 2019</p>	<p>Upgrade a 11.5 kilometre section from Barton Road to Powranna Road include construction of additional sections of 2 + 1 lane arrangements to provide overtaking facilities, widening of the highway to include a central median incorporating flexible safety barrier, provision of turning facilities and treatment of roadside hazards.</p>
<p><b>Mangalore to Bagdad Stage 2</b> Total: \$31.04 million AG: \$24.83 million TG: \$6.21million</p>	<p>Start: Mid 2017 End: Early 2019</p>	<p>Upgrade a 7 kilometre section from Eddington Road, Mangalore to the Pontville Roundabout at Brighton Road, Bagdad including installation of flexible safety barriers, construct a new acceleration lane, widen existing shoulders and provide new turning facilities and local service roads.</p>
<p><b>St Peters Pass to South of Tunbridge</b> Total: \$24.46 million AG: \$19.57 million TG: \$4.89 million</p>	<p>Start: Late 2017 End: Early 2019</p>	<p>Upgrade a 10.7 kilometre section from the St Peters Pass Rest Area to south of Tunbridge.</p>
<p><b>Turning Facilities</b> Total: \$1.78 million AG: \$1.43 million TG: \$0.36 million</p>	<p>Start: TBA End: TBA</p>	<p>Construct three turning facilities so that properties can be accessed from both the north and south. The turning facilities will be located at the 'Lovely Banks' property entrance, north of Melton Mowbray; the junction with Lower Marshes Road, near Jericho; and the junction with Bridge Road at Ross.</p>

Planning to identify the next tranche of projects to be rolled out under the \$500 million Midland Highway upgrade programme is continuing.

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
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**Question no.:** 62

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic: Movement of funds**  
**Proof Hansard Page:** 31-32 (17 October 2016)

**Senator Gallacher, Alex asked:**

Mr Thomann: These are all movements into the following financial year. For the Black Spot Program it is \$33.5 million; for the Bridges Renewal Program it is \$24.3 million; for the Heavy Vehicle Safety and Productivity Program, it was a difference of \$26.1 million, which had to be moved out to the next financial year. The big numbers are, as you would expect, in the rail and road investments. So, in relation to rail, there was a movement of \$150.9 million, which was for the North Sydney freight corridor, which was a payment milestone which was realised earlier. Milestone payments do not always move to the right; they can always occur earlier. So that was an earlier payment. Then, in terms of the road investments, there are a number—the total difference was \$1.2 billion, and that is made up of a number of projects where milestones have slipped from the 2015-16 financial year into the 2016-17 financial year, and that can occur because the milestone is sitting in May or June, and for a whole range of reasons projects get delayed—for any number of reasons—and the payment then occurs in the next financial year, in July or August. So that includes the Pacific Highway—that was a movement of about \$129 million; the Bruce Highway, a movement of about \$94 million; the Gateway Motorway north, \$50 million—

Senator GALLACHER: You are obviously reading from a script?

Mr Thomann: We have basically written a whole bunch—

Senator GALLACHER: So there is \$1.1 billion in asset recycling which we have to go and talk to someone else about, and you have a list of the other \$1.4 billion?

Mr Thomann: Because we manage the Infrastructure Investment Program, so we have gone through—

Senator GALLACHER: Can we table that list? It would save me writing it down.

Mr Mrdak: It is a handwritten note, but we can provide it to the committee.

Senator GALLACHER: Mine was going to be handwritten too.

Mr Thomann: We can provide you with a—

Mr Mrdak: A cleaned up version.

Mr Thomann: a cleaned up version.

Senator GALLACHER: Before we depart?

Mr Mrdak: We will do that today.

Senator GALLACHER: Excellent.

**Answer:**

Refer to response for 49.

**Explanation of major variances by project: 2015-16 Estimate @ 2014-15 Budget to 2015-16 Final Budget C**

	<b>2014-15 Budget Estimate</b>	<b>2015-16 Outcome</b>	<b>Variance</b>
<b>Table 1: Investment Rail</b>			
North Sydney Freight Corridor	101.0	79.0	-22.0
Moreton Bay Rail Link	200.0	102.0	-98.0
Freight Rail Revitalisation (TAS)	23.2	11.3	-12.0
<b>Total</b>	<b>324.2</b>	<b>192.2</b>	<b>-132.0</b>

<b>Table 2: Investment Road</b>			
Pacific Highway	671.5	536.5	-135.0
Great Western Highway Upgrade	86.0	17.3	-68.7
East West Link	300.0	0.0	-300.0
M80	129.1	1.4	-127.7
Western Highway Duplication - Ballarat to Stawell	106.7	0.0	-106.7
Bruce Highway	593.7	479.6	-114.1
Gateway Motorway	100.0	15.0	-85.0
Toowoomba Second Range Crossing	200.0	149.7	-50.4
Ipswich Motorway	20.0	0.0	-20.0
Perth Airport Gateway	123.0	90.8	-32.2
Swan Valley Bypass	40.0	6.5	-33.5
North West Coastal Highway	60.0	43.6	-16.4
North-South Corridor	92.3	111.4	19.1
Midland Highway	50.0	35.5	-14.5
<b>Total</b>	<b>2,572.3</b>	<b>1,487.1</b>	<b>-1,085.2</b>

**Infrastructure Growth Package - Asset Recycling**

<b>Table 3: New Investments</b>			
Perth Freight Link	156.0	0.0	-156.0
North-South Corridor	163.8	50.0	-113.8
<b>Total</b>	<b>319.8</b>	<b>50.0</b>	<b>-269.8</b>

**Table 4: Western Sydney Infrastructure Plan**

The Northern Road Upgrade	86.2	43.1	-43.1
M7 to The Northern Motorway	7.0	0.0	-7.0
Local Roads Package	20.0	6.2	-13.8
<b>Total</b>	<b>113.2</b>	<b>49.3</b>	<b>-63.9</b>

**Building Australia's Future**

<b>Table 5: Rail</b>			
Goodwood to Torrens Junction	232.1	0.0	-232.1
<b>Total</b>	<b>232.1</b>	<b>0.0</b>	<b>-232.1</b>



**Payments to support State Infrastructure Services: 2015-16**

	2015-16 Estimate at 2014-15 Budget <sup>1</sup>	2015-16 Estimate at 2016-17 Budget <sup>2</sup>	2015-16 Final Budget Outcome <sup>3</sup>	Variance 2014-15 Estimate to FBO
Infrastructure Investment Programme				
Black spot projects	60.0	26.5	26.5	-33.5
Bridge renewal programme	60.0	60.0	35.7	-24.3
Heavy vehicle safety and productivity program	40.0	59.5	13.9	-26.1
Improving the national network	0.0	0.0	0.0	0.0
Investment				
Rail (Refer Table 1)	343.2	192.3	192.3	-150.9
Road (Refer Table 2)	4,327.7	3,148.9	3,123.6	-1,204.1
Supplementary	0.0	3.0	0.0	0.0
Roads to Recovery	349.8	652.4	652.4	302.6
Infrastructure Growth Package				
Asset Recycling Fund				
Asset Recycling Initiative (Treasury)	1,278.0	1,331.7	3.9	-1,274.1
New investments (Refer Table 3)	1,010.1	749.5	738.1	-272.0
Western Sydney Infrastructure Plan (Refer Table 4)	210.2	153.4	141.7	-68.5
Building Australia Fund				
Rail (Refer Table 5)	232.1	0.0	0.0	-232.1
Road	0.0	6.9	6.9	6.9
Centenary of Canberra 2013 - a gift to the national capital	0.0	8.0	8.0	8.0
Infrastructure projects in Western Australia (Treasury)	0.0	490.0	490.0	490.0
Interstate road transport	77.0	71.0	70.0	-7.0
Latrobe Valley economic diversification	3.1	6.1	6.1	3.0
Murray-Darling Basin regional economic diversification programme	30.5	27.5	27.5	-3.0
Supporting drought-affected communities	0.0	12.0	3.7	3.7
<b>Total</b>	<b>8,021.7</b>	<b>6,998.7</b>	<b>5,540.3</b>	<b>-2,481.4</b>

Notes:

- 1: Refer 2014-15, Budget Paper 3, page 60.
- 2: Refer 2016-17, Budget Paper 3, page 48.
- 3: Refer 2015-16 Final Budget Outcome, page 73.

Senate Rural and Regional Affairs and Transport  
Legislation Committee

Tabled Document No 3

By: Secretary Mr Dale

Time/Date: 4.37pm 17/10/16

**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Question no.:** 63

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Western Distributor Funding

**Proof Hansard Page:** 35 (17 October 2016)

**Senator Back, Chris asked:**

Senator BACK: So in your consideration of the business case are you able to share with us whether or not, as a prediction, revenue from tolls would be likely to fully fund the project over a given number of years?

Mr Mrdak: I would have to check the numbers, but I think in essence the project is based on a number of things: as I said, an extension of an existing CityLink concession, which provides a further revenue source; some mix of new tolls on trucks and vehicles using the new sections; as well as the Victorian government contribution to the project.

**Answer:**

The Western Distributor project will be funded in part through a grant from the Victorian Government. This will be supplemented through amendments to Transurban's existing CityLink concession, including an extension of tolling rights, and tolls on vehicles using the Western Distributor and the widened West Gate Freeway.

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

**Question no.:** 64

**Program:** N/A

**Division/Agency:** Infrastructure Investment

**Topic:** Western Distributor Assessment

**Proof Hansard Page:** 35 (17 October 2016)

**Senator Rice, Janet asked:**

Senator RICE: Do you request the same range of documents that Infrastructure Australia have requested from the state government?

Mr Mrdak: We have worked from the November 2015 business case, which has been provided to us, and we have gone back with a range of questions in relation to that to seek further information.

Senator RICE: What further documents? I asked questions about the independent peer reviews. Has the department requested those?

Mr Mrdak: Not to my knowledge, but I will take that on notice.

Senator RICE: Do you think they would be valuable for you in your assessment of the project?

Mr Mrdak: Only if they answer some of the questions we have in relation to some of the issues around cost—

Senator RICE: You would think that they would. If they are independent peer reviews, they are critically looking at the business case.

Mr Mrdak: We would anticipate that, but I will take on notice with my officers as to whether we have requested those and what access we have had to those further documents.

**Answer:**

Both Infrastructure Australia and the Department received the State's business case from the Victorian Government.

The Department is only aware of one "peer review" and has a redacted version of this report. The Department requested the un-redacted version of this report from the Victorian Government, along with other documentation including the revised Transurban proposal, however these documents were not provided.

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.:** 65

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** Western Distributor Economic Modelling 2  
**Proof Hansard Page:** 36 (17 October 2016)

**Senator Rice, Janet asked:**

Senator RICE: Could you take on notice whether you have raised with the Victorian government the issue of, in the economic modelling, the use of this factor of the extra travel time benefit of avoiding travelling in congested conditions. It has not been used in other Australian projects before.

Mr Mrdak: Certainly I will come back to you on that one.

**Answer:**

No.

**Rural & Regional Affairs and Transport Legislation Committee**

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**Infrastructure and Regional Development**

**Question no.:** 66

**Program:** 1.1 Infrastructure Investment Programme

**Division/Agency:** Infrastructure Investment

**Topic:** Local Industry Participation Plans

**Proof Hansard Page:** 36 (17 October 2016)

**Senator Xenophon, Nick asked:**

Senator XENOPHON: I want to ask questions about the formal legal requirements that you place on states which are provided Commonwealth funding, such as grants, for infrastructure with respect to the value for money requirement in the Commonwealth Procurement Guidelines, the requirements for Australian industry participation and compliance with the Australian Jobs Act 2013. It is noted on the department's website:

Some projects already require a state or territory Local Industry Participation plan under local policies. To avoid duplication, the Commonwealth will not require an AIP plan where an acceptable state or territory policy, with a LIP plan, is already applied to the project.

States and territories should advise the Commonwealth funding agency, in writing, that the Local Industry Participation policy, with a LIP plan, will be applied to the project

Does the government ever compare state plans against the federal government's Australian industry involvement requirement, and what action is taken when there is a difference between them?

Ms Zielke: Australian industry participation plans are oversighted by the industry department, but in particular the plans are looked at together and assessed together so that there is not double-up in relation to them. Largely the state based plan feeds into—

Senator XENOPHON: Time is short—is there a benchmark or criteria by which you assess the state plans and the federal criteria to ensure compliance?

Ms Zielke: There are criteria that are available online. I am happy to take that on notice.

Senator XENOPHON: Are there any criteria that are not publicly available in terms of the process by which the benchmark is addressed?

Ms Zielke: Not that I am aware of.

**Answer:**

The Australian Industry Participation National Framework (AIPNF)

<[www.industry.gov.au/industry/IndustryInitiatives/AustralianIndustryParticipation/Pages/default.aspx](http://www.industry.gov.au/industry/IndustryInitiatives/AustralianIndustryParticipation/Pages/default.aspx)> was signed by Commonwealth, state and territory industry ministers in April 2001 and is the responsibility of the Department of Industry, Innovation and Science. The central aim of the Framework is to provide full, fair and reasonable opportunity for Australian industry to participate in significant public and private sector projects.

The National Partnership Agreement on Land Transport Infrastructure Projects,

<[www.investment.infrastructure.gov.au/funding/projects](http://www.investment.infrastructure.gov.au/funding/projects)> signed by all COAG members, gives precedence to the development of a Local Industry Participation (LIP) plan for all projects in receipt of Commonwealth payments over \$20 million because states or territories are in effect the procuring agency for their projects. If a state or territory does not have an applicable industry participation policy with a requirement for a LIP plan, for example New South Wales, an AIP plan will be developed as an alternative, with assistance from the Department of Industry, Innovation and Science.

**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

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**Question no.:** 67

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** *National Land Transport Act 2014*

**Proof Hansard Page:** 36 (17 October 2016)

**Senator Xenophon, Nick asked:**

Senator XENOPHON: What legal rights does the Commonwealth retain to examine state government and prime contractor project and financial documents associated with projects funded by the Commonwealth government to ensure compliance with federal policy and legislation?

Ms Zielke: I think that is best taken on notice, because I think we will find that there are different circumstances.

**Answer:**

The majority of projects funded under the Infrastructure Investment Programme are approved under Part 3 (Investment Projects) and 7 (Black Spot Projects) of the *National Land Transport Act 2014* (the Act).

The Act applies certain mandatory conditions to payments of Commonwealth funding for Investment Projects and Black Spot Projects.

In relation to Investment Projects, the Act relevantly requires funding recipients:

- Section 21: to give the Minister audited statements for each financial year in which the funding recipient spends or retains any of the funding payment, specifying the amount spent and/or retained;
- Section 22(b): at all reasonable times, to permit a person authorised by the Minister to inspect and make copies of any documents relating to the funded project; and
- Section 23: to provide information relevant to the progress of the funded project or the operation or condition of the National Land Transport Network, as and when requested by the Minister.

In relation to Black Spot Projects, the Act relevantly requires funding recipients:

- Section 82: to give the Minister audited statements for each financial year in which the funding recipient spends or retains any of the funding payment, specifying the amount spent and/or retained; and
- Section 83(b): at all reasonable times, to permit a person authorised by the Minister to inspect and make copies of any documents relating to the funded project.

Further, each payment of Commonwealth funding for an Investment Project or Black Spot Project is subject to the conditions specified in the funding agreement entered into by the Commonwealth and the funding recipient, or (if there is no funding agreement), conditions determined in writing by the Minister (see sections 18(1), 27, 79(1) and 86 of the Act). A funding recipient would be required to comply with any such conditions that related to the provision or examination of project and financial documents.

**Rural & Regional Affairs and Transport Legislation Committee**

**ANSWERS TO QUESTIONS ON NOTICE**

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**Infrastructure and Regional Development**

**Question no.:** 68

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** National Stronger Regions Fund job creation

**Proof Hansard Page:** 39 (17 October 2016)

**Senator Sterle, Glenn asked:**

Senator STERLE: Okay. But is there any groundwork or any formula to think we will have a rough idea of how many jobs? I mean we just come out and say 'jobs', which is great, tremendous. But are we talking 50, are we talking 1,000—is there any idea?

Mr Mrdak: It depends on the scale of the project and the nature of it, as I said. I cannot give you a rule of thumb that a certain number of dollars will produce this number of jobs. It really does depend on the nature of the project.

Senator STERLE: What has it delivered in past episodes,?

Mr Mrdak: Well, certainly, the first three rounds of National Stronger Regions have delivered a range of projects which have had job creation.

Senator Nash: I would be happy to provide on notice some examples of the projects. as the secretary is saying, it is quite difficult to just give you a straight answer because of the range of the value.

Senator STERLE: I understand.

Senator Nash: We have some that are 10 million and some that are a few thousand. There is no standard job requirement build, if you like, that we look to.

Senator STERLE: I fully understand, but I just would like to know if there was something you could tell us. If you can take that on notice and tell us how many jobs were created. All the years that I have been hanging around this place—the same time as you, Minister—we all come up with every project ends with a perfect zero. I still, for the life of me, do not know how governments get to that, but anyway. In terms of job creation, fantastic, but it is nice to say, well, how many jobs are going to come out of it rather than just a statement.

Senator Nash: When they put their applications forward, the applicants are very clear about the quantum of jobs that they believe will be created from the project. That is a very clear assessment that goes through to the department at the frontend.

Senator STERLE: Good. If you can provide that to us, that would be great.

Senator Nash: A selection of some?

Senator STERLE: I would like to see all of them. If the government is doing something good and jobs are created, let's all cheer from the same bloody building. Let's all say, 'This is fantastic.' I am not having a crack at you; I just want to know what jobs are being provided—

Senator Nash: We will take a selection.

**Answer:**

The objective of the National Stronger Regions Fund is to invest in infrastructure projects that contribute to economic growth and address disadvantage in Australia's regions. Proponents provide indicative job number projections with applications for funding as part of their overall economic plan.

A sample of projects from each of the three rounds of the National Stronger Regions Fund is provided below. Projected job numbers include both jobs created in delivering the project and the expected additional benefit of indirect jobs resulting from completion of the project.

**Rural & Regional Affairs and Transport Legislation Committee**

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<b>Round</b>	<b>Proponent</b>	<b>Project</b>	<b>Australian Government Funding \$</b>	<b>Total Project Value \$</b>	<b>Number of Jobs</b>
1	Charters Towers Regional Council	Upgrade to Water Infrastructure for Charter Towers	8,690,500	17,381,000	167
1	City of Greater Dandenong	Development of Tatterson Park Sport and Community Hub in Keysborough	4,865,150	9,730,300	100
1	Dubbo City Council	Upgrade of Cattle Sale Facilities at the Dubbo Regional Livestock Markets	3,290,875	6,581,750	54
1	Shire of Moyne	Port Fairy Waterfront Development	1,425,000	2,850,000	30
2	City of Cockburn	Construction of a Bowling and Recreation Facility at Yangebup	4,556,287	9,512,574	66
2	Latrobe Community Health Service	Latrobe Valley University Training Clinic and Dental Prosthetics Lab	2,664,000	5,328,000	68
2	Rockhampton Regional Council	Rockhampton Riverfront Redevelopment	7,000,000	14,000,000	77
2	Wentworth Shire Council	Redevelopment of Midway Centre at Gol Gol	500,000	2,135,925	53
3	Borough of Queenscliffe	Destination Queenscliff Precinct Revitalisation	3,489,514	6,994,514	50
3	Greater Bendigo City Council	Bendigo Tennis Centre Expansion	2,090,000	6,090,000	63
3	Horsham Rural City Council	Construction of the Horsham North Community Hub	900,000	4,100,000	30
3	Shopfront Theatre for Young People Coop Ltd	New Community Culture Centre in St George	558,101	1,116,202	38



**Rural & Regional Affairs and Transport Legislation Committee**  
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**Question no.:** 69

**Program:** 1.1

**Division/Agency:** Infrastructure Investment

**Topic: Publically Released Business Cases**

**Proof Hansard Page:** 41 (17 October 2016)

**Senator Siewert, Rachel asked:**

**Senator SIEWERT:** I want to ask about Roe 8. I will get through the questions that I can but I will have other questions that I will put on notice. I will ask a more general question first, compared to the more detailed questions I will have in a minute. How many projects receiving over \$100 million have you funded without a publicly released business plan—if you have at all?

**Mr Mrdak:** I would have to take that on notice. I do not readily have such information.

**Answer:**

All National Partnership projects in the Infrastructure Investment Programme with commitments of \$100 million or more in Australian Government funding are subject to assessment by Infrastructure Australia. This requires the proponent to submit a business case to Infrastructure Australia for its consideration. Any subsequent publication of the business case is at the proponent's discretion. Information on the projects funded through the Infrastructure Investment Programme is available at [www.investment.infrastructure.gov.au](http://www.investment.infrastructure.gov.au)

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**Infrastructure and Regional Development**

**Question no.: 70**

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Perth Freight Link – Roe 8 Contract

**Proof Hansard Page:** 41 (17 October 2016)

**Senator Siewert, Rachel asked:**

Senator SIEWERT: Have you seen the contracts for Roe 8?

Mr Pittar: We do not have details.

Senator SIEWERT: What have you got, when you say you do not have details?

Mr Pittar: We have broad information, in discussions from Western Australia, about how contracts might be structured.

Senator SIEWERT: But the announcement from last week—you have not seen the contract they have actually signed?

Mr Pittar: I have not seen the contract.

Senator SIEWERT: Are you able to table the information that you have received from them?

Mr Pittar: I have not got any information with me in relation to that.

Senator SIEWERT: Could you take on notice to table the information that you have?

Mr Pittar: I can take that on notice.

Mr Mrdak: This is in relation to last week's announcement?

Senator SIEWERT: Yes.

Mr Pittar: We will take that on notice.

**Answer:**

A copy of the contract, with commercially sensitive information removed, is available at:

[www.parliament.wa.gov.au/publications/tabledpapers.nsf/displaypaper/3914800af89b0ee93041b37648258052003abf18/\\$file/4800.pdf](http://www.parliament.wa.gov.au/publications/tabledpapers.nsf/displaypaper/3914800af89b0ee93041b37648258052003abf18/$file/4800.pdf)

**Rural & Regional Affairs and Transport Legislation Committee**

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**Infrastructure and Regional Development**

**Question no.: 71**

**Program. 1.1 Infrastructure Investment**

**Division/Agency: Infrastructure Investment**

**Topic: Investment in Public Transport**

**Proof Hansard Page: 43 (17 October 2016)**

**Senator Rice, Janet asked:**

Senator RICE: It has been refreshing. I want to generally talk about the issue of investment in public transport that is currently being undertaken by the government. I spoke with Infrastructure Australia earlier about only one of their high priority or priority projects being a public transport project and that this imbalance is not desirable in terms of Infrastructure Australia's infrastructure plan. Could you outline and confirm how much of the government's \$50 billion transport and investment portfolio is going to public transport projects at the moment?

Mr Mrdak: Certainly, Senator. As we have discussed previously, there are a range of rail projects which are part of the current program—we will get you that information and the latest on those. As well, we have discussed previously a number of the major road projects that also include access for bus lanes.

**Answer:**

The Australian Government is investing over \$4.4 billion in urban passenger rail projects from 2013-14 to 2018-19.

A high level summary of projects funded is shown in the table below.

<b>Urban Passenger Rail Projects</b>	<b>Estimate from 2013-14 to 2018-19 \$m</b>
<b>Infrastructure Investment programme</b>	
Vic - Regional Rail Link	1,271.5
Vic - Study into the duplication and electrification of the Baxter Rail Line	4.0
Vic - Business case for the duplication of the South Geelong to Waurn Ponds rail line	1.0
Qld - Moreton Bay Rail Link - (rail component complete)	530.0
Qld - Gold Coast Light Rail - Stage 2	95.0
Qld - Cross River Rail - additional planning	10.0
WA - Perth Light Rail Planning Study	1.8
SA - Flinders Link	42.8
<b>Sub Total</b>	<b>1,956.1</b>
<b>Asset Recycling Initiative - administered by the Treasury</b>	
NSW - Sydney Metro City and Southwest	1,695.5
NSW - Sydney's Rail Future	98.4
NSW - Parramatta Light Rail	78.3
ACT - Capital Metro	67.1
<b>Sub Total</b>	<b>1,939.3</b>
<b>Other urban rail</b>	
NSW - Scoping Study on the Rail Needs for Western Sydney	1.4
NSW - Western Sydney Airport (WSA) - rail concept design	26.2
WA - Forrestfield Airport Link - administered by the Treasury	490.0
<b>Sub Total</b>	<b>517.6</b>
<b>Total</b>	<b>4,413.0</b>

The Government is also investing in road infrastructure which provides access for bus public transport.

An offer of funding has been made to Victoria for the Melbourne Metro project but was rejected by the Victorian Government.

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**Question no.: 72**

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic: Investment in Public Transport (2)**  
**Proof Hansard Page:** 44 (17 October 2016)

**Senator Rice, Janet asked:**

Senator RICE: Still, the overall estimated cost to the government, the investment by the federal government, is \$2.3 billion for both—

Mr Mrdak: It is probably more than that. I will take it on notice and give you an exact figure for what the rail estimates have been.

**Answer:**

See response to 71.

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**Question no.: 73**

**Program:** Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** WestConnex  
**Proof Hansard Page:** 46 (17 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: Anyway, in his answer he said:

The 2015 WestConnex Updated Strategic Business Case was provided to the Department on 17 November 2015 following its review and endorsement by the NSW Cabinet. The updated business case includes capital costs at the P50 level.

The Department has separately been provided with P90 costs for Stages 2 and 3 of WestConnex.

So, the most recent figures the department has for stages 2 and 3 are both different to those published in the 2015 business case. Is that true?

Mr Mrdak: I have no reason to doubt Mr Foulds's evidence. I will check that, though, to see if anything has changed. But I think that would be an accurate reflection.

**Answer:**

The P90 figures provided to the Department for Stages 2 and 3 of WestConnex were provided prior to the finalisation of the WestConnex Updated Strategic Business Case. The P50 cost estimates for the project presented in that business case are the most recent.

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**Question no.: 74**

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** WestConnex Stage 1  
**Proof Hansard Page:** 46 (17 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: Okay. So we will assume that the answer to that is yes. Now, can you explain to us what the P90 cost estimates are that you have currently for stage 1?

Mr Mrdak: Stage 1, which is the M4 widening and extension—I will see whether we have those figures here.

Ms Leeming: I think given the discussion this morning about costs that we should probably come back to you jointly with that answer, along with the IA answer, because I think they are probably intertwined.

**Answer:**

See response to 75.

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**Question no.: 75**

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** WestConnex cost estimates  
**Proof Hansard Page:** 46 (17 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: My first question: can you give us the P90 cost estimates for stage 1, and then the P90 cost estimates for stage 2, and then the P90 cost estimates for stage 3? And then I suppose you can add all of those up and then give us the P90 costs for the whole of the project, if that is possible.

Mr Mrdak: We will get that for you as fast as we can.

Senator FARRELL: Thank you. You would not like to make a ballpark estimate of what that figure might be, just to help us along in the intervening period?

Mr Mrdak: I think it is best that we do not. I would not want to further muddy the discussion, if I was to get it wrong.

**Answer:**

The most recent cost estimates are the P50 estimates presented in the WestConnex Updated Strategic Business Case.

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**Question no.: 76**

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** WestConnex p50 cost inclusions  
**Proof Hansard Page:** 46 (17 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: I have some questions related to that. In respect of P90 and P50, at the last estimates Mr Foulds stated at page 139—Ms Leeming: you have taken over from Mr Foulds?

Ms Leeming: I have, just recently, yes.

Senator FARRELL: Senator Rice asked the question of whether a P90 is more robust and stronger than a P50, and the answer was:

It is a standard deviation, effectively. If you have a bigger number, then your project is more likely to fit within that bigger number.

Can you tell us, as a result, what other costs are not included in the \$16.8 billion P50 estimate?

Ms Leeming: I think that goes to the nature of the question that was asked earlier in the day. We will take it on notice.

Senator FARRELL: I understand that. I am just completing all of those questions.

Mr Mrdak: We will get that information. Predominantly it is around the size of the contingency that is provided, but we will go and have a look at what is in that contingent amount and whether it comes around the risk issues for the project.

**Answer:**

A project cost estimate generally comprises two key components, a base estimate (including development and construction/delivery costs, property acquisition costs and related support costs) and a contingency allowance. The P90 value is an estimate of the project cost based on a 90 per cent probability that the cost will not be exceeded. A P50 value is an estimate of the project cost based on a 50 per cent probability that the cost will not be exceeded. The P90 value, in effect, includes a contingency allowance on top of the base estimate that is sufficient to ensure that there is a 90 per cent chance that the amount will not be exceeded. Typically, higher contingency amounts will be included in both the P50 and P90 estimates at the earlier stages of project development. Once a project enters the construction phase, actual costs are used. The cost estimate does not include broader network integration costs that are not part of the project.



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**Infrastructure and Regional Development**

**Question no.: 77**

**Program:** 1.1 Infrastructure Investment and 3.1 Regional Development

**Division/Agency:** Infrastructure Investment

**Topic:** List of land transport and regional infrastructure election commitments

**Proof Hansard Page:** 47 (17 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: Is the department now aware of the additional coalition election commitments that were not captured in the incoming government brief?

Mr Mrdak: Yes. As you know, after each election there is a process that determines election commitments which we may not have captured fully but which in the future will be funded under either the infrastructure or the regional development program. Yes, we have gone through a reconciliation process. That is yet to be finalised, but we have gone through a reconciliation process.

Senator FARRELL: Can you tell us what is on that list?

Mr Mrdak: I do not think I have the full list here with me. I can take it on notice.

Senator FARRELL: Do you have some of the items?

Mr Mrdak: I do not think I have a full list of the regional commitments.

Ms Zielke: There are hundreds.

Mr Mrdak: Just to clarify for our officers: you are asking for both transport infrastructure investment programs and regional projects.

Senator FARRELL: Correct, all of those. But if there are hundreds, I will not ask you to—just to be clear: there are hundreds of promises which the government made in the course of the election which were not in the incoming government brief. Is that what you are saying?

Mr Mrdak: No, I think Ms Zielke is referring to the total numbers, some hundreds, for projects that were identified in our incoming government brief, as well as some additional ones—as we have done the reconciliation across all portfolios—which have now become the responsibility of this portfolio, which is the process.

Senator FARRELL: Yes, okay. So we are obviously going to have things in two lists: one that you obviously provide to the incoming government and then an additional list of those additional commitments that you became aware of afterwards.

Mr Mrdak: That is correct.

Senator FARRELL: And, in total, they total some hundreds?

Mr Mrdak: That is correct.

Senator FARRELL: And you can now give us, shortly, a total list of all of those commitments.

Mr Mrdak: Yes, I will provide that on notice

**Answer:**

The complete list of election commitments under the Infrastructure Investment Program is available at [Attachment A](#).

Details of election commitments to be delivered under the regional infrastructure programs, including the Community Development Grants Programme, were confirmed at the 2016 Mid-Year Economic and Fiscal Outlook.

**Attachments**

[Attachment A](#) – List of election commitments funded under the Infrastructure Investment Program

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**A – List of election commitments funded under the Infrastructure Investment Program**

**ACT**

<b>Project Name</b>	<b>Total Australian Government Contribution (\$m)</b>
Monaro Highway Widening (Hume to Canberra Avenue)	1.0
Pialligo Road Duplication Planning	2.0
<b>TOTAL</b>	<b>3.0</b>

**NSW**

<b>Project Name</b>	<b>Total Australian Government Contribution (\$m)</b>
Frenchs Creek Bridge	0.1
Hogans No. 1 Bridge	0.2
Boorabee Park Bridge	0.3
Ottery Bridge	0.4
Burt Rayner Bridge	0.5
J Campbells No. 1 Bridge	0.5
Ryans Road	0.8
Davis St, Booker Bay	0.9
Murray St, Booker Bay	1.1
Barton Highway Duplication Package (Murrumbateman Bypass)	50.0
Appin Road	50.0
Wattle Tree Road, Holgate	0.3
Hutton Road, The Entrance North	2.0
Audie Parade, Berkely Vale	4.0
Blenheim Avenue, Berkely Vale	6.0
Dunns Rd Sealing Package	2.5
Jewry Street Bridge	3.5
Andromeda Road	1.6
Lanyon/Tomsitt Drive Upgrade	6.0
Beach Road/Hanging Rock	2.5
George Bass Drive/Tomakin Road/Tomakin Village	3.0
Beach Road (Perry Street to Vesper Street)	3.5
Gresford Parke Street Upgrade	1.0
On/Off-ramps to M5 at Belmore Road, Riverwood	15.0
Scone Bypass	20.0
Broadwater Road, Broadwater	0.3

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<b>Project Name</b>	<b>Total Australian Government Contribution (\$m)</b>
Wyrallah Road, East Lismore	0.3
Conway Street, Lismore	0.5
Richmond Terrace, Coraki	1.0
Mulgoa Road	80.0
Del Monte Pl to Oceano St, Copacabana	3.8
Badgally Road Stage 1	2.0
Maintaining Access During Flood Events - Gillieston Heights	15.0
Tenterfield Heavy Vehicle Bypass	10.0
Inverell Shire Traffic Flow Improvements	1.5
Mt Lindesay Road (Legume to Woodenbong)	12.0
Richmond Roads Package	2.8
Armidale Airport Roundabout	1.0
Munsies Bridge Replacement	0.8
Dixons Long Point Crossing Feasibility Study	0.1
<b>TOTAL</b>	<b>306.8</b>

**NT**

<b>Project Name</b>	<b>Total Australian Government Contribution (\$m)</b>
Barneson Boulevard & Tiger Brennan Drive Stage 3	29.5
<b>TOTAL</b>	<b>29.5</b>

**QLD**

<b>Project Name</b>	<b>Total Australian Government Contribution (\$m)</b>
Gladstone Melbourne Port2Port Plan	0.3
Townsville Eastern Access Rail Corridor	150.0
Feasibility Study for Burrum Bridge	0.2
Noosa to Rainbow Beach Sealing Works	2.0
Bowen Basin Service Link/Walkerston Bypass	75.0
Mt Lindesay Highway Upgrade	10.0
Philip Street, Gladstone	20.0
Rickertt Road Green Camp Upgrade	5.0
Gateway Motorway/Pacific Motorway Upgrade	105.0
Mudgeeraba to Varsity Lakes Upgrade	110.0

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<b>Project Name</b>	<b>Total Australian Government Contribution (\$m)</b>
Capricorn Highway (Rockhampton - Emerald): Overtaking lanes	15.2
Shore Street Upgrade, Cleveland**	3.5
<b>TOTAL</b>	<b>496.2</b>

**SA**

<b>Project Name</b>	<b>Total Australian Government Contribution (\$m)</b>
Oaklands Crossing	40.0
Marion Road	2.0
Thomas Foods Connecting Route upgrade	14.0
<b>TOTAL</b>	<b>56.0</b>

**TAS**

<b>Project Name</b>	<b>Total Australian Government Contribution (\$m)</b>
West Tamar Council - Legana Town Centre Boulevard	2.8
Construction of Western Access Road to Bridport	1.9
Meander Valley Council - Westbury Road Traffic Improvements	0.4
Regional - Cooee to Wynyard - Bass Highway Upgrade Study	0.5
Carlton River Bridge, Sugarloaf & Fulham Roads, Primrose Sands Bridge replacement	1.2
Upgrade of Hobart Airport Roundabout	24.0
Highland Lakes Road, Central Highlands	5.0
George Town Council - Upgrade of The Glen Road	1.5
George Town Council - Upgrade of Industry Road	2.4
George Town Council - Upgrade of Solider Settlement Road	2.1
Upper Esk Road, Mathinna	0.3
Cove Hill Bridge Upgrade, Brighton	0.8
Bass Hwy Safety Improvements	2.3
Saltwater River Road Bridge Upgrade	0.1
<b>TOTAL</b>	<b>45.3</b>

**VIC**

<b>Project Name</b>	<b>Total Australian Government Contribution (\$m)</b>
Funding for Echuca-Moama Bridge	97.0
South Gippsland Highway Upgrade	25.0

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<b>Project Name</b>	<b>Total Australian Government Contribution (\$m)</b>
Princes Highway West - Colac to the SA Border Upgrade	20.0
Murray Valley Highway - Echuca to Yarrawonga Upgrade	10.0
Monaro Highway Upgrade	5.0
Hyland Highway Upgrade	5.0
Hamilton Highway - Geelong to Cressy Upgrade	5.0
Great Alpine Road Upgrade - Bruthen to Cobungra	5.0
Kiewa Valley Highway Upgrade	4.0
Great Alpine Road Upgrade - Indi Roads Package	4.0
Rutherglen Bypass Planning	2.0
Woolamai Beach Road and Phillip Island Tourist Road Intersection Upgrade	0.3
Great Ocean Road Upgrade	25.0
Ararat Bypass Preconstruction	25.0
Beaufort Bypass Preconstruction	25.0
Funding for Princes Highway east - Sale to NSW border	25.0
Shepparton Alternative Freight Route	10.0
Western Highway - Stawell to SA Border Upgrade	10.0
Calder Highway - Bendigo to Mildura Upgrade	10.0
Forrest Apollo Bay Road Upgrade	5.0
Midland Highway - Geelong to Bannockburn Duplication Planning	0.3
Grubb Street Road Upgrade Planning	0.3
Henty Highway - Portland to Hamilton Upgrade	20.0
North East Link Planning	5.00
Corrhanwarrabul Creek Bridge	4.50
Nepean Highway - Forest Drive Intersection Upgrade	0.20
Bergins Road Intersection Upgrade	0.15
Canterbury Road Upgrade	20.00
Maroondah Highway - Bellara Drive Intersection Upgrade	8.00
Canterbury Road - Allens Road Intersection Upgrade	1.20
Maroondah Highway - Dunlavin Road Intersection Upgrade	0.10
Bedford Road and Canterbury Road Upgrade	0.05
Mount Dandenong Tourist Road Upgrade	10.0
Study into the duplication and electrification of the Baxter Rail Line	4.0
Business case for the duplication of the passenger rail track from South Geelong to Waurn Ponds	1.0
<b>TOTAL - VICTORIA</b>	<b>392.1</b>

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**WA**

<b>Project Name</b>	<b>Total Australian Government Contribution (\$m)</b>
Woolworths & Hale Rd Intersection Upgrade	0.3
Ocean Reef Road Overpass	20.0
Manning Rd On Ramps	20.0
<b>TOTAL</b>	<b>40.3</b>

**Other**

<b>Project Name</b>	<b>Total Australian Government Contribution (\$m)</b>
Outback Way (includes sections in QLD, NT and WA)	100.0

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**Question no.: 78**

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Infrastructure Investment Program Election Commitment Announcements

**Proof Hansard Page:** 49 (27 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: You are talking about some projects going back to 2013. You obviously have had some projects in the lead-up to the election. Were any of these projects announced in the caretaker period?

Mr Mrdak: All of the announcements during the caretaker period were election commitments, to my knowledge. I will just check. I do not think there were any projects which had been previously agreed that were announced during the caretaker period.

**Answer:**

There are a number of projects that had been assessed and agreed by Government prior to the election, but were not announced before the caretaker period commenced. Some of the projects were announced during the caretaker period and are included in the list of election commitments attached to the response to 77.

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**Question no.: 79**

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic: Consultation with state governments on election commitments 1**

**Proof Hansard Page:** 49 (17 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: Mr Mrdak, I am now going to go through a number of projects which fit into the category we have just been discussing. You might be able to tell me, with each of these projects, what discussions the department has had prior to the government's announcements with the relevant state governments in the case of the ones I am going to mention. The first is fixing roads in the seat of Dobell, which was \$12.3 million with the New South Wales Central Coast Council. Can you tell us what discussions the department have had in respect of that?

Mr Mrdak: I am just trying to identify that project. We have a range of projects. I would have to take on notice what discussions we have had with the state government in relation to those. We have a project at Hutton Road, The Entrance North. Those types of projects fit into that area. If I may take on notice what discussions were held with state governments.

Senator FARRELL: All right. I suspect that might be your answer to each of the—

Mr Mrdak: I suspect so.

Senator FARRELL: I will read out the ones that I have an interest in, and perhaps you can come back to me.

Mr Mrdak: Certainly.

Senator FARRELL: The first one is the one I have just mentioned: fixing roads in Dobell for \$12.3 million; the Inverell roundabout at \$1.5 million—if you do happen to have some personal knowledge about these, please speak up.

Mr Mrdak: We certainly will. If I or my officers know of them, I will let you know.

Senator FARRELL: That is obviously with New South Wales and the Inverell Shire Council. The Mount Eliza school parking upgrade—that was \$28,000 from Victoria; a study into the inland rail connection to the Port of Gladstone, \$25,000 from Queensland.

Mr Mrdak: On that one, I can confirm we had not had any discussions with the state government in relation to that.

Senator FARRELL: No discussions?

Mr Mrdak: That is a government initiative.

**Answer:**

The Department did not have specific discussions with the relevant state governments regarding the projects raised in the question prior to the Government's announcements, noting that caretaker conventions were in place in the lead up to the announcements.



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**Question no.: 80**

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Road upgrades in Mayo

**Proof Hansard Page:** 50 (27 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: To be clear, this feasibility study will be looking at a range of options to bring about that connection to the Port of Gladstone?

Mr Wood: That was implied in the Prime Minister's media release that was put out during the election campaign. We are still settling the final details of that study with the government. We would anticipate that that would commence later this year.

Senator FARRELL: So it was not entirely clear what it was that the Deputy Prime Minister was referring to.

Mr Wood: I think it is clear it is study to look at the option of extending inland rail to Gladstone.

Senator FARRELL: Don't be embarrassed. He is often not clear about some of the things he says, so this would not be an exception. The other two I want to refer to are the Mayo road upgrades of \$1.2 million. Do you have anything on that?

Mr Mrdak: No, I will get that information for you.

**Answer:**

Six projects in the electorate of Mayo with a total Australian Government contribution of \$1,196,150 have been approved under the Black Spot Programme. The projects were among those considered by the South Australian Black Spot Consultative Panel for funding in 2016-17 and were recommended by the Panel for approval by the Minister.

Project details are:

<b>Project Name</b>	<b>Treatment</b>	<b>Australian Government Commitment</b>
Callington Strathalbyn Road from Red Creek Road to 3.0km north HARTLEY	Install sections of w-beam barrier, correct batter crossfall and widen existing shoulder seal on the outside of curve at various locations	\$130,000
Elsegood Road Wilsons Road MACGILLIVRAY	Reconstruct intersection as a staggered T formation, upgrade signage and trim vegetation on Elsegood Road (north and south) to improve site distance	\$37,150
Main South Road between Cactus Canyon Road and Reservoir Road MYPONGA	Install sections of w-beam barrier, widen shoulders install vibroline on edge line and raise existing w-beam installations	\$405,000
Marble Hill Road from Monomeith Road to Moores Road MARBLE HILL	Install sections of new safety barrier	\$215,280
Old Mount Barker Road from Kain Avenue to Old Carey Gully Road STIRLING	Install safety barrier at various locations, improve sight distance by modifying embankments and trimming or removing vegetation, and install guide posts	\$155,220
Old Willunga Hill Road from Saint Mathews Street to Meadows Road WILLUNGA	Install motor cycle protection barrier on existing guard fence	\$253,500

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**Question no.: 81**

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Consultation with state governments on election commitments 2

**Proof Hansard Page:** 50 (17 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: And the Saltwater Bridge upgrade, for \$80,000, in Tasmania.

Mr Mrdak: Again, we will take that on notice.

**Answer:**

The Department did not have specific discussions with the relevant state government regarding the project raised in the question prior to the Government's announcement.

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**Question no.:** 82

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic: Infrastructure Job Numbers**  
**Proof Hansard Page:** 55 (17 October 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: We will come to the submarines tomorrow, and that will be a fascinating exercise. Secretary, let us be clear about this: you are saying that Victoria, with roughly 25 per cent of the Australian population, is only receiving 14 per cent of this government's infrastructure spend.

Mr Mrdak: With the current commitments that have been agreed with the state of Victoria, clearly—

Senator FARRELL: What else can we talk about?

Mr Mrdak: the government has made provision. You mentioned earlier the additional \$3 billion for the East West Link project. Should that proceed, that would also change the equation for funding for Victoria.

Senator FARRELL: Let us assume that Mr Turnbull unlocked that locked box and we got the \$3 billion out. About how many jobs do you think would be created with an infrastructure spend of that size?

Mr Mrdak: Of that quantum?

Senator FARRELL: Yes. Mr Turnbull has a change of heart. He gets his key out and unlocks the box. We have the \$3 billion. How many Victorian jobs will that create?

Mr Mrdak: I would have to get some advice. It is very much as we were discussing earlier—the impact of individual projects depends on the scale and the nature of the project. I can certainly seek some advice about how many jobs were proposed under the East West Link project and others.

Senator FARRELL: I guess from time to time the numbers could be slightly different, but I am just asking for a ballpark figure.

Mr Mrdak: I am happy to get some figures for you

**Answer:**

The number of jobs created by investment in infrastructure depends on a variety of project factors such as transport mode, project scope, project cost, procurement method, timing and geographical location. For example, the now cancelled \$6.8 billion Eastern Section of the East West Link was estimated to create around 3,700 jobs.

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

**Question no.:** 83

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** Victorian Election Commitments  
**Proof Hansard Page:** 58 (17 October 2016)

**Senator Sterle, Glenn asked:**

Senator STERLE: Have your people been able to look at that list of infrastructure announcements made during the election, Mr Mrdak?

Mr Mrdak: We have someone looking at that at the moment.

Senator STERLE: Have you been able to get the committee a copy of the Victorian funding announcements made during the election that we have not got?

Ms Zielke: We were trying to do the comparison with the table that you provided. If you would like just a list of what we have by way of the Victorian election—

Senator STERLE: No. The Victorian election?

Mr Mrdak: The Commonwealth election in Victoria.

Senator STERLE: Yes, the recent federal election. In case there is any confusion, I have asked that the committee have a copy of that as well, please.

**Answer:**

Refer to 94.

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

**Question no.:** 84

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** National Stronger Regions Fund  
**Proof Hansard Page:** 61 (17 October 2016)

**Senator McCarthy, Malrindirri asked:**

Senator McCARTHY: Thanks, Senator. Mr Mrdak, in relation to the National Stronger Regions Fund I have a couple of questions, which you might like to take on notice. Firstly, I would like to know how many were from the Northern Territory in rounds 1 to 3.

Ms Wall: Do you want them separate or added together?

Senator McCARTHY: So under round 1.

Ms Wall: Under round 1 in the Northern Territory we received 15 applications, in round 2 in the Northern Territory again we received 15 applications and in round 3 we received nine applications.

Senator McCARTHY: What are you able to reveal about each of those applications?

Ms Wall: I do not have that detail with me at the moment, sorry, Senator.

Senator McCARTHY: Could you take that on notice?

Ms Wall: Yes.

**Answer:**

Detail on projects approved under each round of the National Stronger Regions Fund is available from the Department of Infrastructure and Regional Development's website at:  
[www.investment.infrastructure.gov.au/funding/NSRF](http://www.investment.infrastructure.gov.au/funding/NSRF)

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**Question no.:** 85

**Program:** Infrastructure Investment Programme

**Division/Agency:** Infrastructure Investment

**Topic:** Northern Australia Beef Roads Programme – NT Project Funding

**Proof Hansard Page:** 62 (17 October 2016)

**Senator McCarthy, Malrindirri asked:**

Senator McCARTHY: The beef roads program was announced in the May 2015 budget. Since then there have been three roundtables—in Rockhampton, Kununurra and Darwin. The federal government has committed to the projects and said that there would be announcements in mid-2016. Senator Nash, where are those announcements? Have they been announced?

Senator Nash: I need to take some advice on that, sorry, Senator. It is not my part of the portfolio.

Mr Mrdak: Perhaps I can assist. The assessment process has recently been completed. Advice has been provided to the government and it is considering the assessment advice. We anticipate announcements on that package probably in the next month or so.

Senator McCARTHY: So in November or December. Can you give us some clarity?

Mr Mrdak: I cannot be more definitive as yet. The government is currently considering the department's assessment of the projects that were submitted under the beef roads proposal. As you would appreciate, the \$100 million was heavily oversubscribed. We had vastly more applications than could be accommodated, so we have undertaken an assessment process utilising the advice of Queensland, WA and the Northern Territory. That process has been completed in the last few weeks and that advice is with government.

Senator McCARTHY: How many applications have been received?

Mr Pittar: The department received around 36 submissions from the state and territory governments.

Senator McCARTHY: How many from the Northern Territory?

Mr Pittar: We received four proposals from the Northern Territory.

Senator McCARTHY: Are you able to reveal the total sum of those amounts?

Mr Pittar: I am afraid I do not have the information in front of me.

Senator McCARTHY: Would you be able to get that on notice?

Mr Pittar: Yes

Senator McCARTHY: Will you take that question on notice for me?

Mr Pittar: Yes.

**Answer:**

The four proposals submitted by the Northern Territory Government had a combined total project cost of \$139.05 million, seeking a total of \$111.23 million in Australian Government funding.

**Rural & Regional Affairs and Transport Legislation Committee**

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**Question no.:** 86

**Program:** Northern Australia Roads programmes

**Division/Agency:** Infrastructure Investment

**Topic:** Jobs Modelling

**Proof Hansard Page:** 63 (17 October 2016)

**Senator Watt, Murray asked:**

Senator WATT: Would you mind just taking on notice whether there has been any modelling done either as part of the submissions from the states or by yourselves as to the job benefits that might arise from that program?

Mr Pittar: We will take that on notice.

**Answer:**

None of the project submissions prepared by the northern jurisdictions for consideration under both Northern Australia Roads programmes included modelling of employment benefits.

**Rural & Regional Affairs and Transport Legislation Committee**

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**Question no.: 87**

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Gold Coast Light Rail Funding

**Proof Hansard Page:** 64 (17 October 2016)

**Senator Watt, Murray asked:**

Senator WATT: Why is it that Logan and the Gold Coast are not getting the same funding deal that is being offered by the Commonwealth in all those other examples I just gave, whether it be in Queensland or interstate?

Mr Pittar: The upgrades along that area of the Pacific Motorway in Queensland over the last decade or more have traditionally been funded on a fifty-fifty basis, recognising that there is a significant urban nature to those projects. Since around the middle 2000s upgrades that have occurred on that stretch of road have been funded between the Queensland government and the federal government on a fifty-fifty basis. It is continuing that same funding approach that has occurred historically.

Senator WATT: I am aware that there have been some instances where fifty-fifty has been provided for the motorway but at the very same time the federal government of the day was also providing a very large amount of funding for other Gold Coast infrastructure projects such as providing light rail stage 1 on the Gold Coast. I think the Commonwealth chipped in 60 per cent of that funding, at hundreds of millions of dollars, so could it be that that was the reason why in that instance fifty-fifty was being offered whereas at the moment there is nothing like that amount of money being put on the table for any public transport projects in Queensland by the federal government?

Mr Pittar: I think the contribution to Gold Coast light rail was in the vicinity of \$95 million, if my memory serves me correctly, stage 2—

Senator WATT: Which was about 45 per cent of the cost. The state government in Queensland is putting in about 75 per cent of the cost of stage 2 of the light rail, whereas I understand the Commonwealth government put in about 60 per cent of the cost of stage 1 of the light rail. Are those figures about right?

Mr Mrdak: I would have to check but that sounds about right.

**Answer:**

The funding and financing arrangements for Stages 1 and 2 of Gold Coast Light Rail are complex. The projects have been funded by the three tiers of governments through a mix of grants and availability payments that reimburse over time the consortia, created under PPP arrangements, for its initial contribution to financing the construction of the project.

The Australian Government provided \$365 million Stage 1 and is committed to providing up to \$95 million for Stage 2.



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**Question no.: 88**

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** M1 Pacific Motorway funding 1  
**Proof Hansard Page:** 65 (17 October 2016)

**Senator Watt, Murray asked:**

Senator WATT: Are you aware of any representations that have been made by Gold Coast federal members of parliament that the government should be funding this on an 80-20 basis? Have they made any representations to you or the minister that you have had to respond to?

Mr Mrdak: I would have to take that on notice. I am not—

**Answer:**

No.

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**Question no.:** 89

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** M1 Pacific Motorway funding 2  
**Proof Hansard Page:** 65 (17 October 2016)

**Senator Watt, Murray asked:**

Senator WATT: If you could, that would be great. Similar to my question about beef roads, has the department or the state government done any modelling in making funding submissions? Have they done any modelling about the number of jobs that would be created as a result of these upgrades?

Mr Mrdak: Again, we will check that in terms of the project proposals.

**Answer:**

No.

**Rural & Regional Affairs and Transport Legislation Committee**

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**Question no.: 90**

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Northern Australia Roads Programme

**Proof Hansard Page:** 67 (17 October 2016)

**Senator Watt, Murray asked:**

Senator WATT: Are you sure that the projects that have ended up being funded under tranche 1 of NARP all scored highly in that northern Australia audit?

Mr Pittar: I cannot say that they all did, but it was a consideration in the scoring criteria, so I would expect a strong bias towards those. I can take that on notice, if you like.

Senator WATT: If you could—yes. I do not know exactly what level of detail we can get about that evaluation and the audit, but I would be interested to see the priority that those projects had under the northern Australia audit and how that was taken into account in that decision to allocate funding for those projects. Could you take one other thing on notice, which is the same question I have asked about other programs: any modelling that you have about the number of jobs that are likely to be created. I suppose what I am interested in is the \$600 million bucket as a whole, and the \$240 million that is left over. That would be great.

Mr Pittar: Certainly.

**Answer:**

All of the 13 projects initially announced under the Northern Australia Roads Programme (NARP) are on roads identified in Infrastructure Australia's Northern Australia Infrastructure Audit Report (IA Audit) with road critical infrastructure requirements. Details on these projects are at [www.investment.infrastructure.gov.au](http://www.investment.infrastructure.gov.au)

Refer to response to 86 regarding numbers of jobs.

**Attachment A: Alignment of tranche 1 Northern Australia Roads projects with the Northern Australia Infrastructure Audit**

<b>Tranche 1</b>	<b>Works</b>	<b>Identified in IA Audit</b>	<b>Location</b>	<b>Area for investigation as identified in the Audit</b>
<b>QLD</b>				
Flinders Highway (Townsville - Torrens Creek)	Pavement strengthening and widening.	Yes	Townsville to Mount Isa (Barkly and Flinders)	Upgrades to address ageing and narrow pavements and structures, flooding (reliability) and safety (with vehicle mix including Type 2 roadtrains and tourist vehicles)and capacity (overtaking lanes).
Flinders Highway (Charters Towers to Richmond)	Culvert Upgrades	Yes	Townsville to Mount Isa (Barkly and Flinders)	Upgrades to address ageing and narrow pavements and structures, flooding (reliability) and safety (with vehicle mix including Type 2 roadtrains and tourist vehicles)and capacity (overtaking lanes).
Barkly Highway	Intersection upgrades	Yes	Townsville to Mount Isa (Barkly and Flinders)	Upgrades to address ageing and narrow pavements and structures, flooding (reliability) and safety (with vehicle mix including Type 2 roadtrains and tourist vehicles)and capacity (overtaking lanes).
Capricorn Highway	Duplication	Yes	Rockhampton to Gracemere	Safety and capacity upgrades, including extensive seal widening, overtaking lanes, targeted pavement strengthening, bridge and culvert upgrades, duplication (Rockhampton to Gracemere), flood immunity improvements.
Kennedy Developmental Road - Mount Garnet to the Lynd	Widening (Mt Garnet to the Lynd)	Yes	Charters Towers to Cairns	Address safety (narrow pavement and structures), pavement and structure strength, flooding resilience, slow traffic movement (Atherton, Mareeba).
Kennedy Developmental Road - Hughenden to the Lynd	Sealing (The Lynd to Hughenden)	Yes	Cairns to Boulia	Address unsealed sections, narrow pavement (largely single lane near NT border)
<b>WA</b>				
GNH - Wyndham Spur	Widening and other works	Yes	Kununurra and Wyndham to Perth	Address safety (narrow pavement and vehicle mix conflict e.g. Wyndham Spur, duplication of single lanes, eg Erskine-Blina), pavement and bridge strength.
GNH - Maggie's Jump Up	Passing lanes and improvements to alignment	Yes	Kununurra and Wyndham to Perth	Address safety (narrow pavement and vehicle mix conflict e.g. Wyndham Spur, duplication of single lanes, eg Erskine-Blina), pavement and bridge strength.
Marble Bar Road - Coongan Gorge	Realignment and reconstruction	Yes	Strelley, WA to near Newman, WA	Address pavement sealing, road geometry, bridge strength, flood resilience.
<b>NT</b>				
Arnhem Highway - Adelaide River FloodPlain	Upgrade to improve flood immunity	Yes	Humpty Doo to Jabiru	Address bridge repairs and maintenance (e.g., Mary River, Wildman River, and East Alligator Rivers), safety (narrow pavement and structure strength, rehabilitation and flooding resilience (eg. Adelaide River).
Outback Way - Plenty Highway	Sealing works	Yes	Tobermorey to Stuart Highway	Address unsealed pavements and structures, flooding (reliability) and lane capacity upgrade to improve livestock flow efficiency.
Outback Way - Tjukururu Road	Sealing works	Yes	Stuart Highway to the WA border	Address safety (narrow pavement and structures), pavement and structure strength to cater for the mix of tourists with caravans and heavy transport.
Keep River Plains Road	Upgrade of road including bridges	Yes	Kununurra to Keep River/Legune Station	Extend road to support Ord Stage 3 agricultural development.

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**Question no.:** 91

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic: National Stronger Regions Fund 2**  
**Proof Hansard Page:** 70 (17 October 2016)

**Senator Gallacher, Alex asked:**

Senator GALLACHER: Have there been any changes to the allocation of funding or milestones for projects from round 1? Are all round 1 projects proceeding? Were there any dropped off? Or is there an 18-month lag before you can get the money on, or what?

Ms Wall: I do not have the material here to answer that question at the moment.

Ms Zielke: We will need to take that on notice.

Senator GALLACHER: Okay. So that we are very clear: have there been any changes to the allocation of funding or milestones for projects from round 1? And your answer is that you do not know.

Ms Wall: I do not have that information here today, sorry.

Senator GALLACHER: Are all round 1 projects proceeding?

Ms Zielke: We will take that on notice.

Senator GALLACHER: Why don't you know?

Ms Zielke: We do not have the list with us.

Senator GALLACHER: Does that indicate a lack of preparation?

Ms Zielke: It probably indicates the amount of information that we have. My apologies for not having it with us, though.

Senator GALLACHER: Have there been any changes to the allocation of funding or milestones for projects from round 2?

Ms Zielke: Again, we will take it on notice.

Senator GALLACHER: Are all projects in round 2 proceeding?

Ms Zielke: We will take that on notice.

**Answer:**

*Have there been any changes to the allocation of funding or milestones for projects from Round 1? Are all Round 1 projects proceeding? Were there any dropped off? Or is there an 18-month lag before you can get the money on, or what?*

In Round One, four projects were contracted, with agreement from the project proponent, for less than the amount approved by the Ministerial Panel due to reduced project costs.

- NSRF000062 Construction of the Western Business and Education Hub in Sunshine was approved for funding of \$2,500,000 and a funding agreement was executed for \$1,119,517.
- NSRF000104 Nabitac Inland Dune Aquifer Supply System was approved for funding of \$9,600,000 and a funding agreement was executed for \$9,432,500.
- NSRF000190 Redevelopment of the Multipurpose Complex in Bencubbin was approved for funding of \$990,000 and a funding agreement was executed for \$917,400.
- NSRF000422 Infrastructure Upgrade of the Somersby Industrial Park was approved for funding of \$10,000,000 and a funding agreement was executed for \$8,396,426.

*Are all Round 1 projects proceeding?*

All projects are proceeding.

**Rural & Regional Affairs and Transport Legislation Committee**

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*Have there been any changes to the allocation of funding or milestones for projects from Round 2?*

In Round Two, two projects were contracted, with agreement from the project proponent, for less than the amount approved by the Ministerial Panel due to reduced project costs.

- NSRF200180 Doomadgee to Burketown Fibre Link Project was approved for funding of \$2,211,765 and a funding agreement was executed for \$2,051,789.
- NSRF200255 Dowerin's Short Term Accommodation Precinct was approved for funding of \$900,000 and a funding agreement was executed for \$800,000.

*Are all Round 2 projects proceeding?*

NSRF200464 Monsildale beef area heavy vehicle access project was withdrawn as it is now fully funded by the Queensland Government.

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**Infrastructure and Regional Development**

**Question no.:** 92

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** National Stronger Regions Fund 3

**Proof Hansard Page:** 70 (17 October 2016)

**Senator Gallacher, Alex asked:**

Senator GALLACHER: Are these difficult research questions? Or is it just—go and look in the box and find it?

Ms Zielke: It is scale. For example, as Ms Wall said, there are 51 projects in round 1, so it is about having the current status of all 51 of those projects in front of us, and I am afraid we do not have that today.

Senator GALLACHER: But I thought there were 68 projects if you count the ones in the capital cities and the regions.

Ms Wall: No, what I said was that you need to take away from the 51 the 17 to get you to your regional, remote—

Senator GALLACHER: When I used to play darts, three 17s was 51, so that means that 30 per cent are actually in major capital cities. The National Stronger Regions Fund is allocating 30 per cent of the projects in national capital cities! Oh, well. So, how are we going to deal with this? I going to ask repetitive questions and you are going to take them on notice. Do we get them today, or do we get them next month, or—

Ms Zielke: I am happy to take it on notice for all rounds.

**Answer:**

In Round One 34 projects were approved for funding of \$134,267,443 to inner regional, outer regional, remote and very remote areas of Australia.

In Round Two 90 projects were approved for funding of \$219,250,353 to inner regional, outer regional, remote and very remote areas of Australia.

In Round Three 54 projects were approved for funding of \$89,540,553 to inner regional, outer regional, remote and very remote areas of Australia.

NB: The Australian Bureau of Statistics' Australian Statistical Geographical Standard and the Accessibility/Remoteness Index of Australia (ARIA+) is used to classify the locations of projects under the National Stronger Regions Fund (NSRF). The five categories are major cities, inner regional, outer regional, remote and very remote.

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**Question no.:** 93

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** National Stronger Regions Programme  
**Proof Hansard Page:** 71-72 (17 October 2016)

**Senator Gallacher, Alex asked:**

Senator GALLACHER: Is the department aware of any projects not recommended for funding by the department that did receive funding after the ministerial panel's decision?

Ms Wall: There were two projects. One was the construction of the Charleston Dam facility—Etheridge Shire Council was the applicant.

Senator GALLACHER: Is that in Queensland, is it?

Ms Wall: I believe so, yes.

CHAIR: Indeed, it is.

Ms Wall: The panel considered the department's recommendation and, based on the information the panel had available, they thought that the department had underestimated—

Ms Zielke: The ministers were able to bring additional information to the table. That information showed that we had underestimated the scoring against criteria one, two and four, therefore it was rated more highly and for that reason moved up in the ranking and was funded as part of the round.

Senator GALLACHER: How much was it?

Ms Zielke: It was \$10 million.

Senator GALLACHER: And what was the information that was brought to the table that the department had not taken notice of, or had an oversight on or what?

Ms Zielke: I do not have the exact details in front of me. I am more than happy to provide that as quickly as we can, though.

**Answer:**

Construction of the Charleston Dam Facility project (NSRF300131):

The Ministerial Panel considered the claims made by Etheridge Shire Council of how the project will generate economic growth, address the identified disadvantage and ensure project viability were understated in the application as the project will provide a reliable and sustainable water supply for the Forsyth and Georgetown region. The Panel agreed to increase the ratings against these criteria, respectively.

Reconstruct the Waltzing Matilda Centre, Winton (NSRF300419):

The Ministerial Panel considered the claims made by Winton Shire Council against economic growth and disadvantage were understated and agreed to increase the ratings against these criteria, respectively.



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**Question no.:** 94

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** Victorian election commitments 2  
**Proof Hansard Page:** 72-73 (17 October 2016)

**Senator Sterle, Glenn asked:**

Senator STERLE: I just want to come back to the list of new Infrastructure Investment program announcements from the government during the election that was provided to the PBO. Firstly, there were 84—is that correct? I was counting them but I just ran out of time. Were there 84, Mr Mrdak?

Mr Mrdak: I have not counted them.

Senator STERLE: You do not know—okay. Firstly, would we agree that that was the list that was provided to the Parliamentary Budget Office?

Mr Mrdak: Yes. That was published as the coalition costing document.

Senator STERLE: Now, there are 80-odd there—proposals—and this is a total of \$859 million. Is that correct?

Mr Mrdak: Yes.

Senator STERLE: What I did ask was: how many were there from Victoria? Then one of the officials started listing Victorian announcements. I am not interested in those other ones—black spots or major projects. I am purely asking the question: how many announcements were made? These were predominantly made by backbenchers in their own electorates, holding hands with a senior member of the government and announcing truck bays or whatever they may be. How many Victorian announcements?

Mr Mrdak: We are happy to table the list of Victorian projects that were there.

**Answer:**

In total, the Government committed to 35 land transport projects in Victoria under the Infrastructure Investment Program during the election.

A full list of Victorian land transport infrastructure commitments is available at [Attachment A](#).

**Attachments**

[Attachment A](#) – List of Victorian land transport infrastructure election commitments

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**Attachment A – List of Victorian land transport infrastructure election commitments**

<b>Project Name</b>	<b>Total Australian Government Contribution (\$m)</b>
Funding for Echuca-Moama Bridge	97.0
South Gippsland Highway Upgrade	25.0
Princes Highway West - Colac to the SA Border Upgrade	20.0
Murray Valley Highway - Echuca to Yarrawonga Upgrade	10.0
Monaro Highway Upgrade	5.0
Hyland Highway Upgrade	5.0
Hamilton Highway - Geelong to Cressy Upgrade	5.0
Great Alpine Road Upgrade - Bruthen to Cobungra	5.0
Kiewa Valley Highway Upgrade	4.0
Great Alpine Road Upgrade - Indi Roads Package	4.0
Rutherglen Bypass Planning	2.0
Woolamai Beach Road and Phillip Island Tourist Road Intersection Upgrade	0.3
Great Ocean Road Upgrade	25.0
Ararat Bypass Preconstruction	25.0
Beaufort Bypass Preconstruction	25.0
Funding for Princes Highway east - Sale to NSW border	25.0
Shepparton Alternative Freight Route	10.0
Western Highway - Stawell to SA Border Upgrade	10.0
Calder Highway - Bendigo to Mildura Upgrade	10.0
Forrest Apollo Bay Road Upgrade	5.0
Midland Highway - Geelong to Bannockburn Duplication Planning	0.3
Grubb Street Road Upgrade Planning	0.3
Henty Highway - Portland to Hamilton Upgrade	20.0
North East Link Planning	5.0
Corrhanwarrabul Creek Bridge	4.5
Nepean Highway - Forest Drive Intersection Upgrade	0.2
Bergins Road Intersection Upgrade	0.2
Canterbury Road Upgrade	20.0
Maroondah Highway - Bellara Drive Intersection Upgrade	8.0
Canterbury Road - Allens Road Intersection Upgrade	1.2
Maroondah Highway - Dunlavin Road Intersection Upgrade	0.1
Bedford Road and Canterbury Road Upgrade	0.1
Mount Dandenong Tourist Road Upgrade	10.0

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<b>Project Name</b>	<b>Total Australian Government Contribution (\$m)</b>
Study into the duplication and electrification of the Baxter Rail Line	4.0
Business case for the duplication of the passenger rail track from South Geelong to Waurn Ponds	1.0
<b>TOTAL - VICTORIA</b>	<b>392.1</b>

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**Question no.:** 95

**Program:** n/a

**Division/Agency:** Infrastructure Investment

**Topic:** Asset Recycling Initiative

**Proof Hansard Page:** 74 (17 October 2016)

**Senator Gallacher, Alex asked:**

Senator McCARTHY: In respect of the Northern Territory agreement, what asset sales were recognised by the parties in that agreement?

Mr Mrdak: There were two asset sales: the sale of the Territory Insurance Office and the lease of the Port of Darwin.

Senator GALLACHER: Can you table that agreement, as you did with New South Wales and the ACT?

Mr Mrdak: I will take that on notice. They are Treasury portfolio documents.

**Answer:**

Responsibility for the Schedules to the National Partnership Agreement on Asset Recycling rests with the Treasury.

The schedule concerning Asset Sales and Projects in the Northern Territory can be found at:  
[www.federalfinancialrelations.gov.au/content/npa/infrastructure.aspx](http://www.federalfinancialrelations.gov.au/content/npa/infrastructure.aspx)

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**Question no.:** 96

**Program:** n/a

**Division/Agency:** Infrastructure Investment

**Topic:** Asset Recycling Initiative 2

**Proof Hansard Page:** 74 (17 October 2016)

**Senator McCarthy, Malrindirri asked:**

Senator GALLACHER: We were advised that the Department of Infrastructure provided copies of the signed asset recycling agreements with New South Wales and the ACT at previous estimates hearings.

Mr Mrdak: I am happy to take it on notice.

Senator McCARTHY: So you will take on notice that we would like to see—

Mr Mrdak: The NT.

Senator McCARTHY: In respect of the agreements with the Territory Insurance Office and the lease of the Port of Darwin?

Mr Mrdak: Yes

**Answer:**

Responsibility for the National Partnership Agreement on Asset Recycling and its Schedules rests with the Treasury.

The National Partnership Agreement on Asset Recycling and the signed schedules concerning Asset Sales and Projects are available from the Federal Financial Relations website. The website address is:  
[www.federalfinancialrelations.gov.au/content/npa/infrastructure.aspx](http://www.federalfinancialrelations.gov.au/content/npa/infrastructure.aspx)

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**Question no.:** 97

**Program:** n/a

**Division/Agency:** Infrastructure Investment

**Topic:** Asset Recycling Initiative 3

**Proof Hansard Page:** 75 (17 October 2016)

**Senator McCarthy, Malrindirri asked:**

Senator McCARTHY: How much funding is being provided to the Northern Territory in respect of the Port of Darwin transaction?

Mr Mrdak: My understanding is that the total Commonwealth asset recycling payment to the Northern Territory is \$40.4 million.

Senator McCARTHY: Is that over a period of time or is that a one-off payment?

Mr Mrdak: I would have to take it on notice as to when that is being paid.

Senator McCARTHY: Thank you.

**Answer:**

There will be two milestone payments of \$20,178,261. Specific details of asset sales, infrastructure projects and performance milestones are set out in the National Partnership Agreement specifically in Table C1 of the schedule concerning Asset Sales and Projects in the Northern Territory.

Responsibility for the timing of payments under the Schedules to the National Partnership Agreement on Asset Recycling rests with the Treasury.

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.:** 98

**Program:** n/a

**Division/Agency:** Infrastructure Investment

**Topic:** Asset Recycling Initiative 4

**Proof Hansard Page:** 76 (17 October 2016)

**Senator Gallacher, Alex asked:**

Senator GALLACHER: Perhaps I could ask about the asset recycling and the 15 per cent figure and the \$40 million. You had TIO and the port. Was it 15 per cent of the price sale that they were supposed to get? How does that come out of \$40 million?

Mr Mrdak: They are the figures I have before me. I am happy to take that on notice. Mr Danks might be able to help.

Senator GALLACHER: You had two figures.

Mr Danks: It is 15 per cent of the allocation of the sale they put towards infrastructure. The NT government did not put the entirety of the sale proceeds towards infrastructure. They used some to retire debt. They put a component towards it and they got the 15 per cent, which was \$40.4 million.

Senator GALLACHER: So the two figures we have are—

Mr Mrdak: \$410.9 million for the TIO and \$506 million for the lease of Darwin port.

Senator GALLACHER: I was trying to work out how that was 15 per cent of \$900 million—and obviously it is not.

Mr Mrdak: It was only what was applied to new infrastructure.

Senator GALLACHER: So we just subtract until we get to \$40 million. What are \$40 million and 15 per cent of?

Mr Danks: Off the top of my head, it is probably \$280 million. But we should probably take that on notice and confirm it.

Senator GALLACHER: \$280 million is a much lower sum than what the asset sales were.

Mr Danks: That is correct.

**Answer:**

The actual proceeds from sale of net assets in the Northern Territory is \$916.9 million. However, the estimated value of proceeds to be reinvested into agreed infrastructure investment is \$269,043,479. Therefore, the estimated Commonwealth contribution under the Asset Recycling Initiative is \$40,356,522 being 15% of \$269,043,479.

The responsibility for calculating the values in the Schedules to the National Partnership Agreement on Asset Recycling rests with the Treasury.

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.:** 99

**Program:** n/a

**Division/Agency:** Infrastructure Investment

**Topic:** Asset Recycling Initiative 5

**Proof Hansard Page:** 77 (17 October 2016)

**Senator Gallacher, Alex asked:**

Senator GALLACHER: You are getting 15 per cent of an asset recycling program, and clearly here most of the sale did not go back into recycling.

Mr Mrdak: Not in the case of the Northern Territory.

Senator GALLACHER: Is that common?

Mr Mrdak: It varies across jurisdictions. New South Wales, for instance, had a very large infrastructure spend, utilising the asset recycling money.

Senator GALLACHER: So they get 15 per cent of \$10 billion for their power networks?

Mr Mrdak: They got a much larger number, which we can provide to you. I do not have the exact figures.

**Answer:**

The New South Wales Schedules to the National Partnership Agreement on Asset Recycling states that all proceeds are to be invested into agreed infrastructure investment projects and programmes. The estimated value of proceeds to be reinvested into agreed infrastructure investment is \$14,604.3 million. The estimated Commonwealth contribution under the Asset Recycling Initiative is \$2,190.9 million being 15% of \$14,604.3 million

Responsibility for the Schedules to the National Partnership Agreement on Asset Recycling rests with the Treasury.



**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Question no.:** 100

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** East West Link Job Numbers

**Proof Hansard Page:** 77 (17 October 2016)

**Senator Sterle, Glenn asked:**

Senator STERLE: Mr Mrdak, you said that the Victorian government identified 6,700 jobs for the two stages of the East West Link project.

Mr Mrdak: That is my advice.

Senator STERLE: Is there a document that we could see that says that?

Mr Mrdak: I will take that on notice. I have just been given the numbers to try to give you an answer today. I will give you a more fulsome answer in writing.

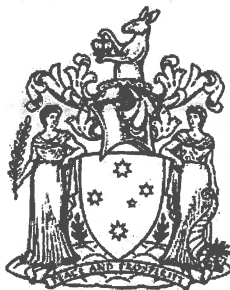
**Answer:**

The Victorian Government publically stated that the East West Link was estimated to create around 6,700 jobs, including 3,700 on the Eastern Section and 3,000 on the Western Section. Figures for the Eastern Section were included in the former Victorian Government's media release '*Coalition Government Signs East West Link Contract*' released in September 2014. Figures for the Western Section were included in the former Victorian Government's newsletter '*East West Link – Western Section*' released in September 2014. These documents are at [Attachment A](#) and [Attachment B](#) as they are no longer publically available.

**Attachments**

[Attachment A](#) - Media Release '*Coalition Government Signs East West Link Contract*'

[Attachment B](#) - Newsletter '*East West Link – Western Section*'



# Media release

**The Hon Dr Denis Napthine**  
**MP**  
 Premier  
 Minister for Regional Cities  
 Minister for Racing

**The Hon Michael O'Brien**  
**MP**  
 Treasurer

**The Hon Terry Mulder MP**  
 Minister for Public Transport  
 Minister for Roads

Tuesday 30 September 2014

## Coalition Government signs East West Link contract

Thousands of workers will soon be building Australia's largest infrastructure project, stage one of the East West Link, after the Victorian Coalition Government signed contracts with East West Connect to build this vital piece of transport infrastructure.

Premier Denis Napthine said the state shaping project would slash travel times and provide a much needed boost to the Victorian and national economy.

"Across the nation people are sick to death of congestion, they are tired of the gridlock, and they expect their governments to do something about it," Dr Napthine said.

"That's why I was pleased to sign the contract that will deliver a much needed, congestion busting infrastructure project."

Victorian Treasurer Michael O'Brien said the competitive bidding process had produced an excellent financial outcome that is well within the forecast \$6-\$8 billion budget.

"The total project will cost \$6.8 billion to deliver, with the State Government contributing \$2 billion. East West Connect will take on full responsibility for construction, operation and maintenance of the project, with the state receiving the benefit of tolls," Mr O'Brien said.

East West Connect will operate and maintain the road on behalf of the Victorian Government for 25 years after construction.

Mr O'Brien said he was very pleased with the exceptional financial outcome of the competitive tender process, with the East West Connect proposal delivering a 24 per cent saving compared with the State's benchmark.

"When we announced we were committed to delivering the project, we anticipated it would create around 3,200 jobs. East West Connect have indicated the project will in fact create 3,700 jobs – a win for the Victorian economy," Mr O'Brien said.

Minister for Roads and Public Transport, Terry Mulder, said the East West Connect proposal not only delivers the best solution for improving road travel from Melbourne's East to West, it also delivers significant public transport and cycling improvements.

"There is no doubt the competitive bidding process has produced a far better project and superior urban design outcome for Victoria and for communities along the route – it's a spectacular result," Mr Mulder said.

.../2

"We are thrilled with this result and the benefits that East West Link will deliver to all Victorians, including improved public transport and cycling opportunities," Mr Mulder said.

East West Link stage one will involve:

- Construction of 6.6 kilometres of freeway standard road connecting the Eastern Freeway at Hoddle Street to CityLink;
- Twin 4.4 kilometre three lane tunnels passing under Alexandra Parade, Princes Street, the Melbourne General Cemetery, Princes Park and Royal Park;
- A five year construction period, followed by a 25 year operating and maintenance period in return for capital contributions;
- Construction commencing later this year and the road expected to be complete by 2019.

#### East West Connect consortium

- Capella Capital Pty Ltd as agent for Capella Capital partnership
- Lend Lease Engineering Pty Ltd
- Acciona Infrastructure Australia Pty Ltd
- Bouygues Travaux Publics
- Lend Lease Services Pty Ltd
- Lend Lease Infrastructure Investments Pty Ltd
- Bouygues Construction Australia Pty Ltd

#### Project cost breakdown

Item	Cost
Core PPP construction cost	\$5.3 billion
Additional enhancements (including public transport and road network upgrades, and local community enhancements)	\$0.7 billion
Land acquisitions	\$0.5 billion
State project management	\$0.3 billion
<b>Total</b>	<b>\$6.8 billion</b>

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(Treasurer)

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(Minister Mulder)

# EAST WEST LINK

## Western Section Newsletter 1 SEPTEMBER 2014

### Investigations underway for the East West Link – western section

East West Link is an 18 kilometre cross-city road connection extending from the Eastern Freeway to the Western Ring Road. The project will make it faster and easier to get people and goods across Melbourne while avoiding local streets in the west.

The East West Link – western section will transform Melbourne by connecting the eastern section at CityLink through to the Western Ring Road providing an alternative to the Monash-West Gate freeways.

This new tolled freeway-standard road will consist of a combination of viaduct, bridge, surface and tunnel freeway sections. The final design of the road will be informed by the planning, procurement and consultation process for the project.

The Victorian Government is committed to delivering the \$8-10 billion East West Link – western section, with the Commonwealth Government providing \$1.5 billion towards this city-shaping road project.

On the ground activities for the western section have now officially begun in the form of site investigations. These investigations are expected to provide data representative of conditions across the broader project area. This will allow us to progress critical development work for this complex section of the project while we get the Technical Advisory team on board.



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## Project timeframes



## Welcome to the first East West Link – western section newsletter

The Moving Victoria – Roads office will oversee the planning and delivery of the East West Link – western section.

It's all systems go here as we commence geotechnical investigations and gear up to deliver this critical piece of road infrastructure which will complete the missing link from the Eastern Freeway through to the Western Ring Road.

This newsletter is a great way to stay up to date on the project with planning and procurement updates, information about upcoming community events and project designs.

We're keen to hear your feedback – if there's something you would like to learn more about, let us know and we'll do our best to report on it in future editions.

## Project background

The East West Link project was first identified in Sir Rod Eddington's East West Link Needs Assessment report (2008) as critical infrastructure for Victoria. This report confirmed that Melbourne's cross city connections don't have enough capacity to serve the growing demand for east west travel, and recommended an east west road link across Melbourne.

The East West Link – western section builds on the planning that went into WestLink, which sought to provide a connection from the port to the Western Ring Road.

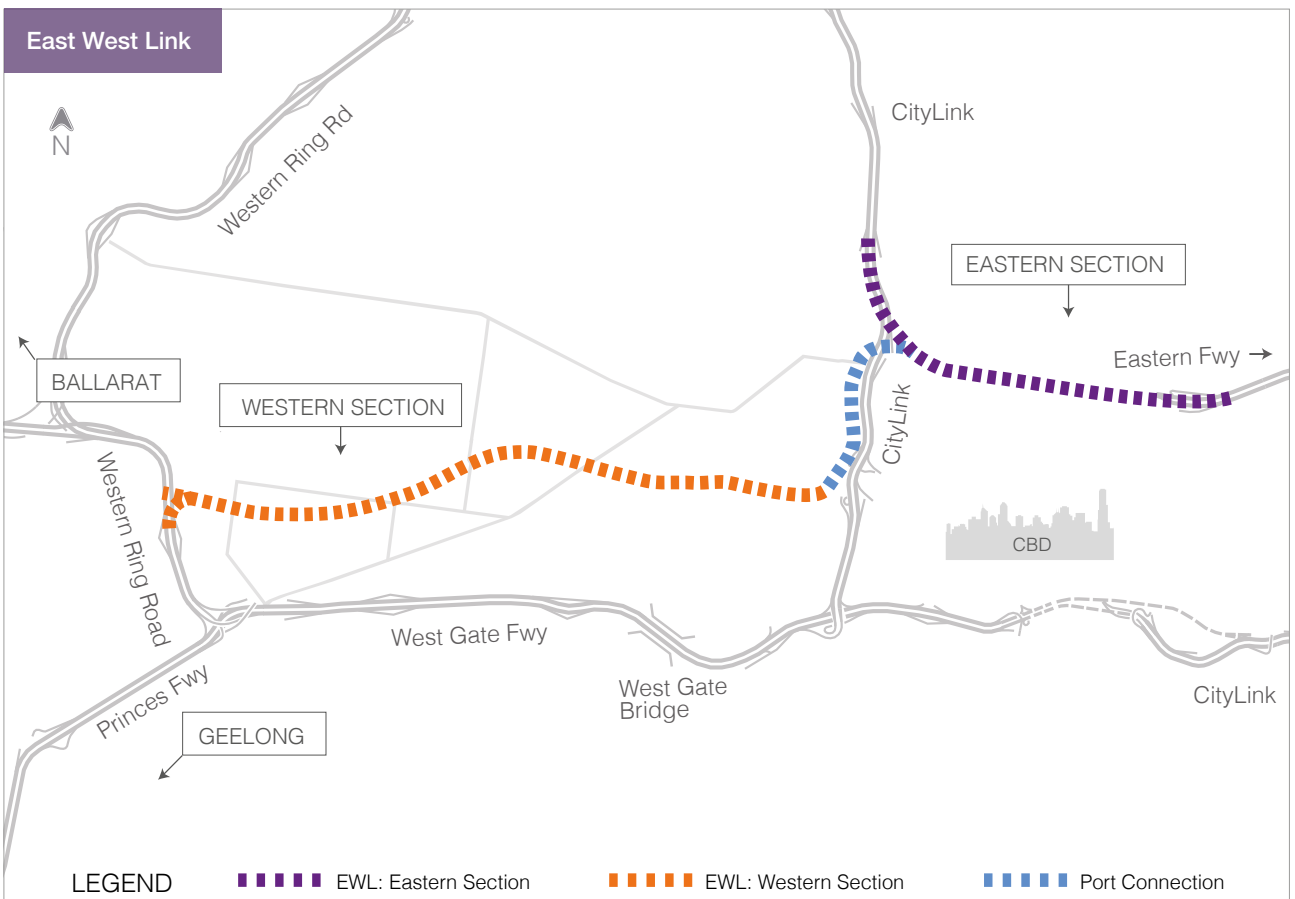
However, unlike the previous project, the East West Link – western section will provide additional road capacity and connect with the East West Link - eastern section at CityLink.





## East-west trips are growing

- In the next 20 years, Melbournians will make nearly 19 million trips around the city every day, an increase of 34 per cent on 2006 levels. Nearly 14 million of these trips will be made by car (74 per cent of all trips)
- Currently around 200,000 vehicles make cross-city journeys through the north of the city each day
- Demands on this corridor are expected to increase by at least a further 25 per cent in the next 15-20 years including more than 50 per cent on roads not suited to the task.



## Key benefits of East West Link – western section

The East West Link – western section will boost the economy by creating 3000 jobs during construction, and providing essential infrastructure for a growing city. The project will also have benefits for communities in the inner-west, road users and Victoria's freight network.

### Communities in the inner-west

Communities in the inner-west will benefit from the East West Link western section with:

- Reduced truck traffic on local streets such as Francis Street and Somerville Road with a direct freeway link between the Eastern Freeway, the Port of Melbourne and the Western Ring Road
- Reduced noise and air pollution with a freeway option for thousands of trucks that currently travel through local streets of the inner west
- Safer local roads with greater separation of cars, pedestrians and cyclists with large trucks
- Enhanced access to employment and education opportunities
- Facilitation of large scale urban renewal in the west

### Road users

The western section of East West Link will carry up to 100,000 vehicles per day and benefit road users through:

- Improved travel times providing a 15-20 minute time saving for travel from Geelong, Werribee, Altona and Laverton to the city and 10-15 minute savings for travel from Ballarat, Melton and Caroline Springs

- Improved traffic flow for east-west travel with a more direct route, and fewer traffic lights
- More reliable journeys across Melbourne's freeway network with an alternative route for east-west travel when an incident impacts the Monash-West Gate corridor

### Victoria's freight network

With Australia's largest container port, and two curfew-free international airports, Victoria is Australia's freight gateway. The western section of East West Link will benefit freight through:

- Improved freight efficiency and productivity with more direct routes and faster travel times between the port, key freight terminals and industrial centres in the outer suburbs
- Improved travel times cutting 15-20 minutes off a typical trip from the freight precinct in Truganina to the Port of Melbourne
- Boosted freight capacity by providing more route options and road space to move growing truck volumes
- Access to more affordable industrial land in the outer suburbs, facilitating industry growth

## Stay in touch with us

For more information about the East West Link – western section, contact the Department of Transport, Planning and Local Infrastructure team:

**Phone** 03 8392 6655  
**Email** [transportprojects@dtpli.vic.gov.au](mailto:transportprojects@dtpli.vic.gov.au)

Want to keep up to date with the project as it progresses?

Visit [www.transport.vic.gov.au/projects](http://www.transport.vic.gov.au/projects) to register your email address and stay informed about the western section.

If you require East West Link – western section information in another language, please call us on **03 9280 0754** to speak to an interpreter.



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**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Question no.:** 101

**Program:** Community Development Grants Programme

**Division/Agency:** Infrastructure Investment

**Topic:** List of 2016 Election Commitments

**Proof Hansard Page:** 78 (17 October 2016)

**Senator Sterle, Glenn asked:**

Senator STERLE: Minister Nash, can you shed some light on any of the projects that are coming forward? Is there a list available that we have not seen, or is there a spend next to the list—

Senator Nash: The CDGs that were election commitments or that were outside of that?

Senator STERLE: Whatever gets swept up in the allocation of funding.

Mr Mrdak: I was just going to say that as I outlined this morning to the committee there is still a process underway to finalise the list of CDG commitments through the mid-year economic forecast process that is now taking place. Once that is finalised, the government will be in a position to finalise the list of projects and recipients.

Senator STERLE: But surely it would be reasonable to ask what list was announced in the election? If you are out there announcing projects under the CDG program there should be a list compiled that the committee can have a look at.

Mr Mrdak: I am advised that the list is nearing finalisation. That should be available shortly. I am happy to take that on notice to provided to the committee, via the minister, once it is finalised.

Senator STERLE: I suppose I will ask there how long a piece of string is! Minister, through you, if commitments were given through the election obviously they were in the 'Young bugle' or wherever they might be announced. With you coming to the rescue of a backbencher when you are having a three-way contest, I understand how it all works—but I do not think it is it unreasonable for the committee to ask or the list that was announced through the election period. Then, when you finish the final wish list, we will have that as well.

Senator Nash: We can do that. We will take that on notice.

**Answer:**

Details of election commitments to be delivered under the Community Development Grants Programme were confirmed at the 2016 Mid-Year Economic and Fiscal Outlook.



**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Question no.:** 102

**Program:** Community Development Grants Programme

**Division/Agency:** Infrastructure Investment

**Topic: Commitment to 2016 Election Commitments**

**Proof Hansard Page:** 79 (17 October 2016)

**Senator Sterle, Glenn asked:**

Senator STERLE: This is the one you are going to come back to us on. I am trying to find out where the \$363.9 million came from. Something in my head is telling me this might be election commitments. It might be around this figure that adds up to \$363.9 million, which is \$15-point-something million.

Ms Wall: In the coalition costing document that you handed out previously, under 'infrastructure, transport and regional development' the government included \$477.9 million worth of election commitments for CDG.

Senator STERLE: Minister, you said you would take it on notice when I asked about that. If, for whatever reason, you cannot provide that at this stage, could you tell us how much the election commitments were under the CDG program?

Ms Wall: To add to that, in this document there are also a number of other projects in other portfolios that are being delivered through CDG. They have allocated \$32.5 million to the Central Coast Medical School. That is under 'education and training'. At the moment, under 'health, aged care, sport and rural health' we have two MRI licences for the Frankston hospital and the Maroondah Hospital.

Senator STERLE: I have no idea where Maroondah is.

Ms Wall: Sorry, neither do I at the moment. So that is \$6 million each for them.

Senator STERLE: So that is \$12 million for the two MRIs.

Ms Wall: Under 'trade and investment', there is a boost to tourism jobs and growth in the Dandenong Ranges, which was \$20 million in this document, and \$10 million will be delivered through CDG. When we provide the list you will see those items on there as well.

Senator STERLE: Minister, could you tell us how much was promised in the election?

Senator Nash: I can take it on notice for you, to make sure that we get you the right figure. I would prefer to do that, given we are still finalising—

**Answer:**

Details of election commitments and the associated funding to be delivered under the Community Development Grants Programme were confirmed at the 2016 Mid-Year Economic and Fiscal Outlook.

**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Question no.:** 103

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** WestConnex 1

**Proof Hansard Page:** 80 (17 October 2016)

**Senator Sterle, Glenn asked:**

Senator STERLE: Let me throw a few questions at you and see if you can help me out. Will Blackmore Oval in Leichhardt or Easton Park in Rozelle be made use of for drilling or staging areas during the construction phase of stage 3 of WestConnex?

Mr Mrdak: I do not think we have that detail with us. Can I take that on notice?

**Answer:**

The M4-M5 Link (Stage 3) is in the early planning stages, so the land requirements to support project construction are still being assessed.

Proposed construction sites will be detailed in the M4-M5 Reference Design which will be released in the coming months for public comment.

More information about the project is available on the WestConnex website at [www.westconnex.com.au](http://www.westconnex.com.au)

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.:** 104

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** WestConnex 2  
**Proof Hansard Page:** 80 (17 October 2016)

**Senator Sterle, Glenn asked:**

Senator STERLE: Yes, of course. Will access to the Canal Road Film Centre in Leichhardt be affected during the construction phase?

Ms Leeming: I think the issue with answering the questions, from the department's perspective, is that the actual design for stage 3 of WestConnex has not been released yet. We have a rough idea where the road is going to go, but the actual detailed design work has not been done.

Senator STERLE: That is fine.

Mr Mrdak: If you could place on record your questions, we will take them to New South Wales and get answers for you.

**Answer:**

This response has been provided by Sydney Motorway Corporation: No.

**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Question no.:** 105

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** WestConnex 3

**Proof Hansard Page:** 80 (17 October 2016)

**Senator Sterle, Glenn asked:**

Senator STERLE: But if you have got an answer throw it at us. There is no drama. You will not get into trouble, Ms Leeming, if you answer the question. There are no dramas there. If active recreational space currently used by local sporting clubs and for other community uses is lost during the construction phase or permanently, will funding be made available to provide replacement space and facilities?

Mr Mrdak: Again.

**Answer:**

This response has been provided by the Sydney Motorway Corporation. SMC as the entity responsible for the delivery of WestConnex, is committed to minimising the impacts on local residents and businesses and avoiding the use of public spaces whenever possible. If recreational space is required, all steps will be taken to find a suitable alternative and comparable site, subject to land availability.

An example of this is the construction of new hockey facilities at St Lukes Oval in Concord, built to replace the facilities that were disrupted to accommodate a midway tunnelling point for the M4 East at Cintra Park.

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.:** 106

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** WestConnex 4  
**Proof Hansard Page:** 80 (17 October 2016)

**Senator Sterle, Glenn asked:**

Senator STERLE: Yes. Given there is no interchange planned for Leichhardt, is the drilling or dive site required to be located there at all?

Mr Mrdak: I do not have an answer, but we will chase that up for you.

**Answer:**

Exact locations of the mid-tunnel construction sites have not been determined at this stage.

**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Question no.:** 107

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** WestConnex 5

**Proof Hansard Page:** 80 (17 October 2016)

**Senator Sterle, Glenn asked:**

Senator STERLE: Can you tell us which locations in Leichhardt, Rozelle and Camperdown are being considered for use as dive or drilling sites during the construction phase of the stage 3 of the project? Once again, I know what you are going to say, Mr Mrdak—no worries. Beyond the properties already identified for acquisition on Victoria Road, Rozelle, are there any properties being considered for acquisition to enable the construction of stage 3 of the project? How many property owners in Victoria Road, Rozelle, have been made formal offers for the acquisition of their properties? Where will the emissions stacks for the Rozelle and Camperdown exchanges be located?

**Answer:**

The M4-M5 Link (Stage 3) is in the early planning phase.

More information on the project, including the locations of the construction sites that have been confirmed so far by the New South Wales Government, is available on the WestConnex website at <[www.westconnex.com.au](http://www.westconnex.com.au)>.

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.:** 108

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** WestConnex 6  
**Proof Hansard Page:** 81 (17 October 2016)

**Senator Sterle, Glenn asked:**

Senator STERLE: Since it was announced at \$10 billion, has there been any approach for more money from New South Wales, or is that it?

Mr Mrdak: That is the Commonwealth's commitment to this point. We are awaiting advice in relation to the next stages of the project, which are what is called the Sydney Gateway component, which is the road between WestConnex stage 2 and the airport and the port, and, obviously, stage 3. New South Wales is yet to finalise those and make any funding requests in relation to those.

Senator STERLE: I will not harp on it, but we have established now that we are getting closer to \$20 billion.

Mr Mrdak: We are checking that with New South Wales.

**Answer:**

The Australian Government's contribution to WestConnex is \$1.5 billion plus a concessional loan of \$2 billion. There have been no further approaches from the NSW Government to date for additional Australian Government funding for the project.

The P50 cost of the project as presented in the Updated Strategic Business Case is \$16.8 billion.

**Rural & Regional Affairs and Transport Legislation Committee**

**ANSWERS TO QUESTIONS ON NOTICE**

Supplementary Budget Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Question no.:** 109

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Budget outcomes 2

**Proof Hansard Page:** 126-127 (17 October 2016)

**Senator Sterle, Glenn asked:**

ACTING CHAIR (Senator Sterle): Tremendous—thank you very much. The Chair has requested that the Australian Rail Track Corporation come now. While we are waiting for them, I might just quickly flicked to you, Mr Mrdak. I want to go back to earlier questions from today, on the differentials for the 2015-16 budget from the 2014 one.

Do you remember the \$2½ billion, and then we chucked on the GST? So the final outcome was the different figure. The official at the table explained some underspends, but those totals were nowhere near the gap. This is without taking into account what I had talked about with the \$490 or \$499 million GST fix to WA. So I would just ask if you could please check your figures for the variances with these two points and verify those for us. Mr Mrdak: Certainly. The tables we tabled with the committee earlier today give you most of that. They were the major movements of funds. To go to the next level, which is the minors, I can certainly see if there is any further detail we can provide. Obviously, that will be on notice.

**Answer:**

Responsibility for the Asset Recycling Initiative and Infrastructure projects in Western Australia rests with Treasury.

A table further identifying project variances associated with the major variances tabled at 16:37 PM follows:

**Major variances by project: 2015-16 Estimate @ 2014-15 Budget to 2015-16 Final Budget Outcome**

	<b>2014-15 Budget Estimate</b>	<b>2015-16 Outcome</b>	<b>Variance</b>
<b>Table 1: Investment Rail</b>			
<b>NSW</b>			
North Sydney Freight Corridor	101.0	79.0	-22.0
<b>VIC</b>			
Melbourne Metropolitan Intermodal System	15.0	0.0	-15.0
<b>QLD</b>			
Moreton Bay Rail Link	200.0	102.0	-98.0
<b>TAS</b>			
Freight Rail Revitalisation (TAS)	23.2	11.3	-12.0
Variances <\$5m			-3.9
<b>Total</b>	<b>339.2</b>	<b>192.2</b>	<b>-150.9</b>
<b>Table 2: Investment Road</b>			



**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2016 - 2017

**Infrastructure and Regional Development**

<b>NSW</b>			
M1 Productivity Package	18.0	28.4	10.4
NorthConnex	143.0	150.3	7.3
Pacific Highway	671.5	536.6	-134.9
Great Western Highway Upgrade	86.0	61.0	-25.0
Mt Ousley Road Upgrades	7.0	0.0	-7.0
Narellan Road	20.0	0.0	-20.0
<b>VIC</b>			
East West Link	300.0	0.0	-300.0
Tullamarine Freeway Widening	0.0	46.5	46.5
M80	156.0	1.4	-154.6
Princes Highway East - Traralgon to Sale	20.0	28.9	8.9
Princes Freeway East - Sand Road Interchange	0.0	7.5	7.5
Princes Highway West - Winchelsea to Colac Duplication	39.1	17.4	-21.7
Western Highway - Realignment of Anthony's Cutting between Melton and Bacchus Marsh	0.0	-13.0	-13.0
Western Highway Duplication - Ballarat to Stawell	106.7	0.0	-106.7
Calder Highway - Ravenswood Interchange	20.0	8.6	-11.4
Regional Freight Roads Programme	14.6	0.0	-14.6
<b>QLD</b>			
Ipswich Motorway	20.0	0.0	-20.0
Interchange at Mains and Kessels Road	35.0	0.0	-35.0
Gateway Motorway	100.0	15.0	-85.0
Bruce Highway	593.7	479.6	-114.1
Warrego Highway	94.2	101.7	7.5
Toowoomba Second Range Crossing	200.0	149.7	-50.4
Peak Downs Highway	56.2	30.0	-26.2
Cape York Region Package	50.0	56.9	6.9
<b>WA</b>			
Leach Highway (High St)	19.9	0.0	-19.9
Perth Airport Gateway	123.0	90.8	-32.2
Swan Valley Bypass	40.0	6.5	-33.5
NorthLink - Tonkin Highway Grade Separations	0.0	13.1	13.1
Great Northern Highway - Muchea to Wubin	75.0	25.8	-49.2
Roe Highway - Berkshire Road Grade Separation	24.0	7.0	-17.0
North West Coastal Highway	60.0	43.6	-16.4
Nicholson Road Grade Separation	8.0	0.0	-8.0
<b>SA</b>			
North-South Corridor	92.3	111.4	19.1
South Eastern Freeway - Mount Barker Interchange	11.0	5.0	-6.0
<b>TAS</b>			
Brooker Highway - Elwick-Goodwood to Howard Road	7.5	16.1	8.6

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

Midland Highway	50.0	35.5	-14.5
Tasman Highway Ramps	3.0	10.5	7.5
Variances <\$5m			-11.1
<b>Total</b>	<b>3,264.7</b>	<b>2,071.7</b>	<b>-1,204.1</b>
<b>Infrastructure Growth Package - Asset Recycling</b>			
<b>Table 3: New Investments</b>			
Perth Freight Link	156.0	0.0	-156.0
North-South Corridor	163.8	50.0	-113.8
Variances <\$5m			-2.2
<b>Total</b>	<b>319.8</b>	<b>50.0</b>	<b>-272.0</b>
<b>Table 4: Western Sydney Infrastructure Plan</b>			
The Northern Road Upgrade	86.2	43.2	-43.0
M7 to The Northern Motorway	9.0	0.0	-9.0
Bringelly Road Upgrade	95.0	92.3	-2.7
Local Roads Package	20.0	6.2	-13.8
<b>Total</b>	<b>210.2</b>	<b>141.7</b>	<b>-68.5</b>
<b>Building Australia's Future</b>			
<b>Table 5: Rail</b>			
Goodwood to Torrens Junction	232.1	0.0	-232.1
<b>Total</b>	<b>232.1</b>	<b>0.0</b>	<b>-232.1</b>

**Attachment**

Attachment A - Explanation of major variances by project: 2015-16 Estimate @ 2014-15 Budget to Final Budget Outcome

**Explanation of major variances by project: 2015-16 Estimate @ 2014-15 Budget to 2015-16 Final Budget C**

	<b>2014-15 Budget Estimate</b>	<b>2015-16 Outcome</b>	<b>Variance</b>
<b>Table 1: Investment Rail</b>			
North Sydney Freight Corridor	101.0	79.0	-22.0
Moreton Bay Rail Link	200.0	102.0	-98.0
Freight Rail Revitalisation (TAS)	23.2	11.3	-12.0
<b>Total</b>	<b>324.2</b>	<b>192.2</b>	<b>-132.0</b>

<b>Table 2: Investment Road</b>			
Pacific Highway	671.5	536.5	-135.0
Great Western Highway Upgrade	86.0	17.3	-68.7
East West Link	300.0	0.0	-300.0
M80	129.1	1.4	-127.7
Western Highway Duplication - Ballarat to Stawell	106.7	0.0	-106.7
Bruce Highway	593.7	479.6	-114.1
Gateway Motorway	100.0	15.0	-85.0
Toowoomba Second Range Crossing	200.0	149.7	-50.4
Ipswich Motorway	20.0	0.0	-20.0
Perth Airport Gateway	123.0	90.8	-32.2
Swan Valley Bypass	40.0	6.5	-33.5
North West Coastal Highway	60.0	43.6	-16.4
North-South Corridor	92.3	111.4	19.1
Midland Highway	50.0	35.5	-14.5
<b>Total</b>	<b>2,572.3</b>	<b>1,487.1</b>	<b>-1,085.2</b>

**Infrastructure Growth Package - Asset Recycling**

<b>Table 3: New Investments</b>			
Perth Freight Link	156.0	0.0	-156.0
North-South Corridor	163.8	50.0	-113.8
<b>Total</b>	<b>319.8</b>	<b>50.0</b>	<b>-269.8</b>

**Table 4: Western Sydney Infrastructure Plan**

The Northern Road Upgrade	86.2	43.1	-43.1
M7 to The Northern Motorway	7.0	0.0	-7.0
Local Roads Package	20.0	6.2	-13.8
<b>Total</b>	<b>113.2</b>	<b>49.3</b>	<b>-63.9</b>

**Building Australia's Future**

<b>Table 5: Rail</b>			
Goodwood to Torrens Junction	232.1	0.0	-232.1
<b>Total</b>	<b>232.1</b>	<b>0.0</b>	<b>-232.1</b>

**Payments to support State Infrastructure Services: 2015-16**

	2015-16 Estimate at 2014-15 Budget <sup>1</sup>	2015-16 Estimate at 2016-17 Budget <sup>2</sup>	2015-16 Final Budget Outcome <sup>3</sup>	Variance 2014-15 Estimate to FBO
Infrastructure Investment Programme				
Black spot projects	60.0	26.5	26.5	-33.5
Bridge renewal programme	60.0	60.0	35.7	-24.3
Heavy vehicle safety and productivity program	40.0	59.5	13.9	-26.1
Improving the national network	0.0	0.0	0.0	0.0
Investment				
Rail (Refer Table 1)	343.2	192.3	192.3	-150.9
Road (Refer Table 2)	4,327.7	3,148.9	3,123.6	-1,204.1
Supplementary	0.0	3.0	0.0	0.0
Roads to Recovery	349.8	652.4	652.4	302.6
Infrastructure Growth Package				
Asset Recycling Fund				
Asset Recycling Initiative (Treasury)	1,278.0	1,331.7	3.9	-1,274.1
New investments (Refer Table 3)	1,010.1	749.5	738.1	-272.0
Western Sydney Infrastructure Plan (Refer Table 4)	210.2	153.4	141.7	-68.5
Building Australia Fund				
Rail (Refer Table 5)	232.1	0.0	0.0	-232.1
Road	0.0	6.9	6.9	6.9
Centenary of Canberra 2013 - a gift to the national capital	0.0	8.0	8.0	8.0
Infrastructure projects in Western Australia (Treasury)	0.0	490.0	490.0	490.0
Interstate road transport	77.0	71.0	70.0	-7.0
Latrobe Valley economic diversification	3.1	6.1	6.1	3.0
Murray-Darling Basin regional economic diversification programme	30.5	27.5	27.5	-3.0
Supporting drought-affected communities	0.0	12.0	3.7	3.7
<b>Total</b>	<b>8,021.7</b>	<b>6,998.7</b>	<b>5,540.3</b>	<b>-2,481.4</b>

Notes:

- 1: Refer 2014-15, Budget Paper 3, page 60.
- 2: Refer 2016-17, Budget Paper 3, page 48.
- 3: Refer 2015-16 Final Budget Outcome, page 73.

Senate Rural and Regional Affairs and Transport  
Legislation Committee

Tabled Document No 3

By: Secretary Mr Dale

Time/Date: 4.37pm 17/10/16

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.:** 110

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** Budget outcomes 3  
**Proof Hansard Page:** 127 (17 October 2016)

**Senator Sterle, Glenn asked:**

ACTING CHAIR: All right. And while you are at it: in particular, is the Treasury \$1.1 billion figure inclusive of the GST figure? You may want to take that on notice as well.

Mr Mrdak: The WA GST—

ACTING CHAIR: Yes, the WA GST 'fix'. I will call it a fix.

Mr Mrdak: Clearly, what we have also identified in there is the asset-recycling money, which has been moved as well. It is an essential component of that.

ACTING CHAIR: Yes. I think we saw about \$7 million, or something like that? No—there is a voice from the back of the room! Great.

Ms Potter: The variance for asset recycling was actually \$1.3 billion.

ACTING CHAIR: Oh, \$1.3 billion. Thank you for that. And what is the movement of funds held in general subcontingency between the 2014 budget and the 2015-16 final budget outcome?

Ms Potter: I am sorry, I do not have that information.

ACTING CHAIR: Can you take that on notice?

Mr Mrdak: We will take that on notice.

**Answer:**

Responsibility for the Asset Recycling Initiative rests with the Treasury.

**Rural & Regional Affairs and Transport Legislation Committee**

**ANSWERS TO QUESTIONS ON NOTICE**

Supplementary Budget Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Question no.: 111**

**Program:** 3.1 Regional Programmes

**Division/Agency:** Infrastructure Investment

**Topic:** National Stronger Regions Fund (program now closed)

**Proof Hansard Page:** Written (27 October 2016)

**Senator Sterle, Glenn asked:**

How much funding from the National Stronger Regions Fund was allocated to major capital cities in Rounds 1 – 3?

- a) How much funding from the National Stronger Regions Fund was allocated to regional, rural and remote councils in the program?
- b) Have there been any changes to the allocation of funding or milestones for projects from Round 1? Are all Round 1 projects proceeding?
- c) Have there been any changes to the allocation of funding or milestones for projects from Round 2? Are all Round 2 projects proceeding?
- d) What was the nature of the advice that the Department provided to the Ministerial Panel on Round 3 projects? - For example did it rank projects, or just simply provide a list of those that meet criteria and could be funded?
- e) Was it a condition of funding that projects had received planning approval or local government approval before having funding approved?
- f) Is the Department aware of any projects not recommended for funding by the Department that did receive funding after the Ministerial Panel's decision?
- g) Were there any projects that were recommended for NSRF funding in the Department's advice to the Ministerial Panel which did not receive funding?

**Answer:**

In Round One \$77,986,160 was allocated to major cities of Australia.

In Round Two \$74,184,018 was allocated to major cities of Australia.

In Round Three \$37,003,406 was allocated to major cities of Australia.

- a) Total funding of \$443,058,349 was allocated to applicants outside of the major cities of Australia under Rounds One, Two and Three.
- b) In Round One, four projects were contracted, with agreement from the project proponent, for less than the amount approved by the Ministerial Panel due to reduced project costs. All projects are proceeding.
- c) In Round Two, two projects were contracted, with agreement from the project proponent, for less than the amount approved by the Ministerial Panel due to reduced project costs. NSRF200464 Monsildale beef area heavy vehicle access project was withdrawn as it is now fully funded by the Queensland Government.
- d) The Department provided advice to the Ministerial Panel on all eligible applications, the individual and relative merits of each application and whether, based on its analysis, funding the project was considered value for money.
- e) No, but applicants must identify all approvals required for their project in their application.
- f) Yes.
- g) Yes.

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.:** 112

**Program:** Infrastructure Investment Programme

**Division/Agency:** Infrastructure Investment

**Topic:** Road and rail projects

**Proof Hansard Page:** Written

**Senator Sterle, Glenn asked:**

In written answer 94 from February 2016 Estimates, Infrastructure Investment estimated “total funding Australia-wide” for the period from 2014-5 to 2019-20 onwards as being \$41,961 million. How much of this funding is for the years 2020-21 onwards?

How much Bruce Highway funding is currently allocated for 2020-21 onwards?

**Answer:**

As at 31 August 2016, \$8.822 billion was allocated Australia-wide for 2020-21 onwards in the Infrastructure Investment Programme, of which \$2.216 billion was allocated to the Bruce Highway.

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.:** 113

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Oakajee Port

**Proof Hansard Page:** Written (27 October 2016)

**Senator Sterle, Glenn asked:**

Is the \$339M for the Oakajee port still in the Budget for 2016-7?

- a) If yes, what is the status of this project?
- b) What is the project's completion date?
- c) Has the WA Government asked for this project to proceed?
- d) If yes details? If no, what is the actual status of this project?
- e) Has the WA Government made any requests of the Department about the allocation of the Oakajee funds?

**Answer:**

Yes.

- a) The Western Australian (WA) Government has removed their \$339 million funding allocation to this project from their forward estimates. The Australian Government's contribution to the project is dependent on a matching contribution from the WA Government.
- b) No completion date was developed.
- c) No.
- d) See answers to a) and c) above.
- e) No.



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

**Question no.:** 114

**Program:** N/A

**Division/Agency:** Infrastructure Investment

**Topic:** Northern Australia Infrastructure Facility

**Proof Hansard Page:** (27 October 2016)

**Senator Sterle, Glenn asked:**

How many projects is the Department active on, that are likely candidates for the NAIF?

- a) What are they?
- b) Has the Department been consulted by the Department of Industry, or the NAIF, about projects it is looking at? If yes, which projects?
- c) Has the WA Government proposed projects to the NAIF? If yes, which projects?

**Answer:**

Responsibility for the Northern Australia Infrastructure Facility rests with the Department of Industry, Innovation and Science (DIIS). This response has been provided by DIIS.

- a) The suitability of project proposals against the eligibility criteria outlined in *Northern Australia Infrastructure Facility Investment Mandate Direction 2016* (Investment Mandate) is a matter for the NAIF. Details of NAIF projects are commercial-in-confidence.
- b) Yes, Clause 14(2) of the Investment Mandate requires the NAIF to consult with relevant government stakeholders including Commonwealth departments. To date the Department of Industry, Innovation and Science have consulted with the Department of Infrastructure and Regional Development on one project. The details of this project are commercial-in-confidence.
- c) Details of projects are commercial-in-confidence.

**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Question no.: 115**

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Roads to Recovery

**Proof Hansard Page:** Written (27 October 2016)

**Senator Sterle, Glenn asked:**

Has the Department done any assessment of how increases to the Roads to Recovery programme have impacted the backlog in local roads maintenance around Australia?

- a) How much additional funds did Narromine Shire receive in 2015-6 and 2016-7 from Roads to Recovery?
- b) Have these funds been applied for and paid?
- c) What priority does waterlogged sections of Jamea Road in Trangie have on Narromine Shire's road maintenance program?

**Answer:**

No.

- a) Narromine Shire Council's Roads to Recovery allocation for 2015-16 was increased by \$625,406 following the initial doubling of funding for 2015-16 and by a further \$535,866 as a result of the additional funding announced in June 2015. The Council's 2016-17 allocation was also increased by \$1,437,909 as a result of the additional funding announced in June 2015.
- b) Narromine Shire Council claimed and was paid its full Roads to Recovery allocation in 2015-16. Programme payments to Narromine Shire Council in 2016-17 will be made quarterly based on project progress reports submitted by the Council during the financial year.
- c) That is a matter for Narromine Shire Council.

**Explanation of major variances by project: 2015-16 Estimate @ 2014-15 Budget to 2015-16 Final Budget C**

	<b>2014-15 Budget Estimate</b>	<b>2015-16 Outcome</b>	<b>Variance</b>
<b>Table 1: Investment Rail</b>			
North Sydney Freight Corridor	101.0	79.0	-22.0
Moreton Bay Rail Link	200.0	102.0	-98.0
Freight Rail Revitalisation (TAS)	23.2	11.3	-12.0
<b>Total</b>	<b>324.2</b>	<b>192.2</b>	<b>-132.0</b>

<b>Table 2: Investment Road</b>			
Pacific Highway	671.5	536.5	-135.0
Great Western Highway Upgrade	86.0	17.3	-68.7
East West Link	300.0	0.0	-300.0
M80	129.1	1.4	-127.7
Western Highway Duplication - Ballarat to Stawell	106.7	0.0	-106.7
Bruce Highway	593.7	479.6	-114.1
Gateway Motorway	100.0	15.0	-85.0
Toowoomba Second Range Crossing	200.0	149.7	-50.4
Ipswich Motorway	20.0	0.0	-20.0
Perth Airport Gateway	123.0	90.8	-32.2
Swan Valley Bypass	40.0	6.5	-33.5
North West Coastal Highway	60.0	43.6	-16.4
North-South Corridor	92.3	111.4	19.1
Midland Highway	50.0	35.5	-14.5
<b>Total</b>	<b>2,572.3</b>	<b>1,487.1</b>	<b>-1,085.2</b>

**Infrastructure Growth Package - Asset Recycling**

<b>Table 3: New Investments</b>			
Perth Freight Link	156.0	0.0	-156.0
North-South Corridor	163.8	50.0	-113.8
<b>Total</b>	<b>319.8</b>	<b>50.0</b>	<b>-269.8</b>

**Table 4: Western Sydney Infrastructure Plan**

The Northern Road Upgrade	86.2	43.1	-43.1
M7 to The Northern Motorway	7.0	0.0	-7.0
Local Roads Package	20.0	6.2	-13.8
<b>Total</b>	<b>113.2</b>	<b>49.3</b>	<b>-63.9</b>

**Building Australia's Future**

<b>Table 5: Rail</b>			
Goodwood to Torrens Junction	232.1	0.0	-232.1
<b>Total</b>	<b>232.1</b>	<b>0.0</b>	<b>-232.1</b>

**Payments to support State Infrastructure Services: 2015-16**

	2015-16 Estimate at 2014-15 Budget <sup>1</sup>	2015-16 Estimate at 2016-17 Budget <sup>2</sup>	2015-16 Final Budget Outcome <sup>3</sup>	Variance 2014-15 Estimate to FBO
Infrastructure Investment Programme				
Black spot projects	60.0	26.5	26.5	-33.5
Bridge renewal programme	60.0	60.0	35.7	-24.3
Heavy vehicle safety and productivity program	40.0	59.5	13.9	-26.1
Improving the national network	0.0	0.0	0.0	0.0
Investment				
Rail (Refer Table 1)	343.2	192.3	192.3	-150.9
Road (Refer Table 2)	4,327.7	3,148.9	3,123.6	-1,204.1
Supplementary	0.0	3.0	0.0	0.0
Roads to Recovery	349.8	652.4	652.4	302.6
Infrastructure Growth Package				
Asset Recycling Fund				
Asset Recycling Initiative (Treasury)	1,278.0	1,331.7	3.9	-1,274.1
New investments (Refer Table 3)	1,010.1	749.5	738.1	-272.0
Western Sydney Infrastructure Plan (Refer Table 4)	210.2	153.4	141.7	-68.5
Building Australia Fund				
Rail (Refer Table 5)	232.1	0.0	0.0	-232.1
Road	0.0	6.9	6.9	6.9
Centenary of Canberra 2013 - a gift to the national capital	0.0	8.0	8.0	8.0
Infrastructure projects in Western Australia (Treasury)	0.0	490.0	490.0	490.0
Interstate road transport	77.0	71.0	70.0	-7.0
Latrobe Valley economic diversification	3.1	6.1	6.1	3.0
Murray-Darling Basin regional economic diversification programme	30.5	27.5	27.5	-3.0
Supporting drought-affected communities	0.0	12.0	3.7	3.7
<b>Total</b>	<b>8,021.7</b>	<b>6,998.7</b>	<b>5,540.3</b>	<b>-2,481.4</b>

Notes:

- 1: Refer 2014-15, Budget Paper 3, page 60.
- 2: Refer 2016-17, Budget Paper 3, page 48.
- 3: Refer 2015-16 Final Budget Outcome, page 73.

Senate Rural and Regional Affairs and Transport  
Legislation Committee

Tabled Document No 3

By: Secretary Mr Dale

Time/Date: 4.37pm 17/10/16

**Rural & Regional Affairs and Transport Legislation Committee**  
**ANSWERS TO QUESTIONS ON NOTICE**  
**Supplementary Budget Estimates 2016 - 2017**  
**Infrastructure and Regional Development**

**Question no.:** 116

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** WestConnex Concessional Loan – costs to the Commonwealth

**Proof Hansard Page:** Written (27 October 2016)

**Senator Sterle, Glenn asked:**

Leaving aside the timing benefits, what net financial benefit does the addition of the Commonwealth to the concessional loan facility bring for the NSW Government?

- a) What net extra costs would NSW have incurred without Commonwealth involvement?
- b) What are the costs to the Commonwealth from the establishment of the concessional loan facility between the Commonwealth and NSW, and with the banks? For instance cost of engagement of consultants like PWC.

**Answer:**

The Department has not calculated the net financial benefit to NSW with the provision of a concessional loan by the Commonwealth.

- a) The Department has not calculated the net extra costs to NSW without the provision of a concessional loan by the Commonwealth.
- b) Table 2.1.2 on page 24 of the Department of Infrastructure and Regional Development’s 2016-17 Portfolio Budget Statements shows the value of the expense associated with the provision of the WestConnex Concessional Loan, calculated in accordance with Resource Management Guide 115 – Accounting for concessional loans.

	<b>2015-16 Estimated actual \$'000</b>	<b>2016-17 Budget \$'000</b>	<b>2017-18 Forward estimate \$'000</b>	<b>2018-19 Forward estimate \$'000</b>	<b>2019-20 Forward estimate \$'000</b>
WestConnex Stage 2 – provision of a concessional loan	8,229	148,693	158,573	111,890	8,836

Additionally, the following entities were engaged by the Department to provide due diligence services:

<b>Service</b>	<b>Service Provider</b>	<b>Expenditure (between September 2013 and June 2016) Including GST</b>
Commercial and financial	PwC	\$322,097
Traffic patronage	RBCconsult	\$183,554 <sup>1</sup>
Legal	Allens Linklaters	\$668,622
Cost Estimate Review	AECOM	\$60,522
Risk advisory	Broadleaf Consulting	\$26,722
Risk workshop	SMEC	6,085
Engineering	SMEC	\$21,622
<b>Total</b>		<b>\$1,289,223</b>

<sup>1</sup> This contract did not incur GST

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.:** 117

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** WestConnex land acquisition

**Proof Hansard Page:** Written (27 October 2016)

**Senator Sterle, Glenn asked:**

I refer to the answer given on October 17 relating to land acquisition costs being included in the \$16.8 billion figure.

- a) What amount is allocated for “land acquisition costs” within that cost estimate?
- b) What amount is allocated for compensation to businesses within that cost estimate?
- c) Does the Federal Government support the use of Federal funds for land and business acquisition where impacted by a Federally-funded project?

**Answer:**

- a) and b) The NSW Government has advised that the property budget within the \$16.8 billion cost estimate is \$1.4 billion. This is the estimate for all property acquisition costs, and is not split into the categories identified in questions a) and b).
- c) Yes.

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.:** 118

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Contingencies

**Proof Hansard Page:** Written (27 October 2016)

**Senator Sterle, Glenn asked:**

What is the current position on contingencies in the Infrastructure Investment Program?

- a) Unallocated national contingency in the Infrastructure Investment program?
- b) Unallocated Bruce Highway contingency?
- c) Unallocated Pacific Highway contingency?
- d) Unallocated Midland Highway contingency?
- e) Are there any other specified contingency amounts?
- f) If yes, what are they and what is the current contingency?

**Answer:**

Unallocated and contingency funding amounts for state and territory projects funded under the Infrastructure Investment Programme are specified in the schedules to the *National Partnership Agreement on Land Transport Infrastructure Projects* available at [www.investment.infrastructure.gov.au/funding/projects](http://www.investment.infrastructure.gov.au/funding/projects)

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Supplementary Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.:** 119

**Program:** n/a

**Division/Agency:** Infrastructure Investment

**Topic:** Coalition's Policy for a Stronger Economy and Balanced Budget

**Proof Hansard Page:** Written (27 October 2016)

**Senator Sterle, Glenn asked:**

The Government's list of spending commitments (Coalition's Policy for a Stronger Economy and Balanced Budget) during the recent election campaign for the Department includes the following spending amounts profiled over the forward estimates:

- a) Building Better Regions Program - \$297.7M
- b) Community Development Grants - \$477.9M
- c) Jobs and Growth in Regional Australia - \$200M
- d) Smart Cities - \$50M

For each of these programs, please list all the projects that are funded.

**Answer:**

- a) Projects to be funded under the Building Better Regions Program have not yet been identified.
- b) Details of the projects to be delivered under the Community Development Grants program were confirmed at the 2016 Mid-Year Economic and Fiscal Outlook.
- c) Projects to be funded under the Regional Jobs and Investment Program have not yet been identified.
- d) Funding for a number of projects has been provided from the \$50 million planning Fund in the Smart Cities policy, including Cross River Rail and Waurn Ponds. Financial commitments of the Government's Smart Cities Plan, released in April 2016, are matters, which are being managed by the Department of the Prime Minister and Cabinet in line with ministerial responsibilities for cities policy.



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

**Question no.:** 120

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** National Partnership Agreements with States and Territories

**Proof Hansard Page:** Written (27 October 2016)

**Senator Sterle, Glenn asked:**

Are all the National Partnership Agreements with States and Territories that are published on the Department website as at October 26 2016 the current agreements?

- a) If not, which ones have been superseded?
- b) Why isn't the current version/s published?

**Answer:**

Yes

- a) Not applicable
- b) Not applicable

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

**Question no.:** 121

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Townsville Eastern Access Rail Corridor - funding

**Proof Hansard Page:** Written (27 October 2016)

**Senator Sterle, Glenn asked:**

How much has the Government committed to this project?

- a) What is the total cost of the project?
- b) What is the IA assessed BCR for this project?

**Answer:**

\$150 million.

- a) The business case is being finalised and final project cost is still to be determined.
- b) IA is expected to assess the project when the business case has been completed.

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

**Question no.:** 122

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Ellerton Drive Extension 1

**Proof Hansard Page:** Written (28 October 2016)

**Senator Rice, Janet asked:**

How much has the Australian Government already contributed to the Ellerton Drive Extension project?

- a) What have the funds been used for and when? Are these funds part of or additional to the \$25 million grant announced in June 2014?
- b) Has the department or any other department of the Australian Government prepared a business case or a risk assessment for the proposed Ellerton Drive Extension? Please provide details? If not, when will this work be undertaken?

**Answer:**

- a) The Australian Government has committed \$25 million towards the Ellerton Drive Extension (Queanbeyan Bypass). No Australian Government funding has been contributed to the project to date.
- b) No.

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

**Question no.:** 123

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Ellerton Drive Extension 2

**Proof Hansard Page:** Written (28 October 2016)

**Senator Rice, Janet asked:**

What requirements or benchmarks must be met before the Australian Government will release [the balance of] funds it has committed to the proposed Ellerton Drive Extension?

- a) How will the department assess whether these benchmarks have been met?
- b) Should the department assess that the benchmarks have not been met, what does it propose to do?

**Answer:**

The NSW Government is to submit a Project Proposal Report for the Ellerton Drive Extension (Queanbeyan Bypass) project in accordance with the Notes on Administration for Land Transport Infrastructure Projects (NoA) seeking Australian Government project and funding approval.

The Department will assess that Report against the requirements set out in the NoA and make a recommendation to the Minister.

If the project is approved, funding will be released on the basis of agreed milestones being met.

**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

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**Infrastructure and Regional Development**

**Question no.:** 124

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Ellerton Drive Extension 3

**Proof Hansard Page:** Written (28 October 2016)

**Senator Rice, Janet asked:**

Has the Australian government had any discussions with the NSW about financial contingencies? For example, in the event that the actual construction costs are higher than the estimated, has the Australian Government provided any undertakings to cover any shortfall in funding that cannot be met by the proposed NSW and Australian government grants, and the loan that Queanbeyan-Palerang Regional Council proposes to raise to cover the developers' financial contribution to road construction costs?

a) If so, please provide details?

b) If not, what is the department's/government's view about providing any such financial 'safety net' for the council for this project?

**Answer:**

No.

The Australian Government commitment to the project is capped at \$25 million.

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

**Question no.:** 125

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Ellerton Drive Extension 4

**Proof Hansard Page:** Written (28 October 2016)

**Senator Rice, Janet asked:**

Has anyone in the department read the Financial Risk Assessment prepared for Queanbeyan-Palerang Regional Council and published on 28 June 2016?

**Answer:**

Yes.

**Rural & Regional Affairs and Transport Legislation Committee**

ANSWERS TO QUESTIONS ON NOTICE

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**Infrastructure and Regional Development**

**Question no.:** 126

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Ellerton Drive Extension 5

**Proof Hansard Page:** Written (28 October 2016)

**Senator Rice, Janet asked:**

Has the department assessed the Council's proposed funding approach to be financially prudent? If so, on what basis?

**Answer:**

The NSW Government is to submit a Project Proposal Report for the Ellerton Drive Extension (Queanbeyan Bypass) in accordance with the Notes on Administration for Land Transport Infrastructure Projects. The Report will include proposed funding arrangements for the project including the funding contribution to be made by the Queanbeyan-Palerang Regional Council.

The Department will assess the Report once it is formally submitted.

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

**Question no.:** 127

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** Ellerton Drive Extension 6  
**Proof Hansard Page:** Written (28 October 2016)

**Senator Rice, Janet asked:**

Is the department aware of the following financial risks associated with this project?

- a) Council has used forecast housing starts far in excess of historical averages, which influence whether and over what period section 94 contributions will be received to repay the proposed Council loan to developers for their contribution to the Ellerton Drive Extension construction costs?[The council expects the average number of new housing developments in Queanbeyan over the next 20 years to be about 460 per year but over the past 14 years the average number of new houses has been 289 per year, which the council ascribes to a lack of land. If housing development is not as high as forecast, the council will take longer to recoup the developer contributions needed to finance the loan and may need to finance part of the loan, at least temporarily, from other revenue. Source: Queanbeyan City Council Supplementary Council Meeting Attachment 1, 16 December 2015] [The financial risk assessment notes that the real estate market in the catchment areas for Googong has been flat since 2010, largely because of cuts to the APS employment. Staffing cuts continue and are projected to do so for some years. See pg 3 of the assessment.]
- b) The prospect of council having to renegotiate section 94 contributions to fund cost overruns on the road construction, noting that as a Voluntary Planning Agreement (VPA) is in place for Googong, the Googong township developers would need to agree to renegotiate section 94 agreements.[Over the next 20 years, each new housing lot in greater Queanbeyan will make an equal contribution to the EDE. For a \$25m loan the EDE contribution per housing lot will be about \$3,980; for a \$40m loan, it will be about \$7,020. The amount per lot will be adjusted according to the final cost of the EDE.]
- c) The prospect of Council having to find alternative sources of funding in certain housing demand settings, which could cause other infrastructure to be deferred. [Under a low demand setting and construction costs of \$81.4 million, developer contributions would fall short and the loan would take longer to repay. See pp 6-7 of the financial risk assessment.]

What analysis, if any, has the department undertaken of each of these risks? What was the outcome of any analysis?

**Answer:**

The NSW Government is required to submit a Project Proposal Report for the Ellerton Drive Extension (Queanbeyan Bypass) in accordance with the Notes on Administration for Land Transport Infrastructure Projects. The Report will include funding arrangements for the project and key project risks.

The Department will assess the Report once it is formally submitted, including an examination of project risks.



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**Question no.:** 128

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** Ellerton Drive Extension 7  
**Proof Hansard Page:** Written (28 October 2016)

**Senator Rice, Janet asked:**

How has the department/government satisfied itself that the Ellerton Drive Extension presents ‘value for money’, in particular given that the previous Queanbeyan City Council conceded before the councillors were dismissed in May 2016 that it would also need to build Dunns Creek Rd, scheduled for 25 years’ time?

**Answer:**

The proposed Ellerton Drive Extension was identified as the preferred option following an options development process and community consultation program.

The NSW Government is required to submit a Project Proposal Report for the Ellerton Drive Extension (Queanbeyan Bypass) project in accordance with the Notes on Administration for Land Transport Infrastructure Projects. The Department will assess the Report once it is formally submitted.

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**Question no.:** 129

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Ellerton Drive Extension 8

**Proof Hansard Page:** Written (28 October 2016)

**Senator Rice, Janet asked:**

The Googong and Tralee traffic study ruled out the northern bypass on the grounds it was too expensive but at the time there was no contemporary costing for the northern bypass. Has the department sought an estimate of the cost to build the northern bypass? If so, when and what was the estimate?

**Answer:**

No.

**Rural & Regional Affairs and Transport Legislation Committee**  
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**Question no.:** 130

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Ellerton Drive Extension 9

**Proof Hansard Page:** Written (28 October 2016)

**Senator Rice, Janet asked:**

Is the department aware that the previous Queanbeyan City Council confirmed that the Ellerton Drive Extension would reduce through traffic in the city centre by just 5%, providing minimal relief compared to previous claims by the council?

**Answer:**

No.

**Rural & Regional Affairs and Transport Legislation Committee**  
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**Question no.:** 131

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** Ellerton Drive Extension 10  
**Proof Hansard Page:** Written (28 October 2016)

**Senator Rice, Janet asked:**

Is the department aware that the NSW Roads and maritime Services has declined to designate the Ellerton Drive Extension as a state road, and that Council has downgraded the road to a single carriageway?

**Answer:**

The Department understands that the proposed road does not meet the classification of a state road.

The Department understands that the project will involve the construction of a two-lane median-separated carriageway, with climbing lanes to allow for the efficient passing of slower moving heavy vehicles.

**Rural & Regional Affairs and Transport Legislation Committee**  
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**Question no.:** 132

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** Ellerton Drive Extension 11  
**Proof Hansard Page:** Written (28 October 2016)

**Senator Rice, Janet asked:**

Is the department aware that the contrary to its recommendation in support of the Ellerton Drive Extension, the Googong and Tralee traffic study actually identified a combination of the northern bypass and Dunns Creek Rd as providing the best traffic solution for Queanbeyan?

**Answer:**

The Department understands that the Googong and Tralee Traffic Study identified a range of road options and the Ellerton Drive Extension (Queanbeyan Bypass) was selected as the option that, on balance, best met the future traffic growth requirements of Queanbeyan.

**Rural & Regional Affairs and Transport Legislation Committee**  
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**Question no.:** 133

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** WestConnex M5 tolling concession  
**Proof Hansard Page:** (28 October 2016)

**Senator Rice, Janet asked:**

The \$2bn concessional loan for WestConnex Stage 2 was granted on the condition that the Stage 2 Trustee be granted the toll concession for the existing M5 West from 2026 to 2060, and for the existing M5 East from 2020 to 2060. Commuters from Southwest Sydney will go from paying almost nothing for using the M5 today, to about \$3,300 a year from 2020, and about \$6,500 a year from 2026.

- a) Has there been any assessment of the risk that the NSW Government will renege on its promise to extend the M5 West toll concession to 2060, due to political pressure?
- b) If the NSW Government does renege on its promise to extend the M5 West toll concession, how would this affect its ability to repay the concessional loan? And how would this affect the financing for WestConnex Stage 3?
- c) Has there been any assessment of the impact on future WestConnex traffic volumes of increasing the M5 toll from effectively \$200 at present to \$6500 a year?

**Answer:**

- a) This is a question for the NSW Government.
- b) The Department undertook a comprehensive due diligence process prior to executing the WestConnex Concessional Loan arrangements and is confident of repayment under all tolling scenarios. Future decisions of the State on the tolling of the M5 West are unlikely to affect WestConnex Stage 3 financing.
- c) RBConsult were engaged to review traffic patronage. The review showed that there would be a steady increase in traffic patronage. Part of this modelling was the influence of the tolling regime.

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**Question no.:** 134

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Infrastructure Investment  
**Topic:** Rail funding from September 2013  
**Proof Hansard Page:** Written (28 October 2016)

**Senator Rice, Janet asked:**

Could the Department please provide an itemised list of previous and agreed to Commonwealth contributions to all rail projects (including passenger and freight, light and heavy) between September 18 2013 and June 30 2020.

- a) Could the Department also please provide an itemised list of previous and agreed to Commonwealth contributions to all road projects between September 18 2013 and June 30 2020.
- b) Additionally for both the above, please note where contributions have already gone over to the states or where there is an agreement for money to go over to the states yet the sum has not yet been transferred to the states.
- c) Also please outline where a specific contribution is a concessional loan as opposed to a full Commonwealth contribution.

**Answer:**

- a) & b) All Australian Government funding contributions through the Infrastructure Investment Programme road and rail projects are listed at: [investment.infrastructure.gov.au/funding/projects/](http://investment.infrastructure.gov.au/funding/projects/)
- c) WestConnex is partly financed through a concessional loan provided by the Australian Government.

**Rural & Regional Affairs and Transport Legislation Committee**

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**Question no.:** 135

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Queensland Infrastructure Investment Programme

**Proof Hansard Page:** Written (28 October 2016)

**Senator Rice, Janet asked:**

- a) Is the Department, in partnership with the Queensland Government, still committed \$8.5 billion to a ten year Bruce Highway Upgrade Programme from 2013-14 as part of the Infrastructure Investment Programme.
- b) What has been the outlays from 2008 to date by the Commonwealth Government towards upgrades of the Queensland North Coast railway line north of Petrie (excluding the new Moreton Bay railway).
- c) Is the Department aware of a recent detailed report that considers that the Queensland North Coast railway line is in need of a \$2.5 billion upgrade to avoid large volumes of freight being forced off rail and onto the Bruce Highway.
- d) Is the Department aware that during 2015-16, an old wooden bridge over a Cabbage Tree Creek north of Bundaberg was replaced by a concrete one without a dangerous nearby curve (site of the 2004 tilt train derailment) being eased.
- e) Has the Department considered funding upgrades to the Queensland North Coast railway line between Petrie and Cairns.

**Answer:**

- a) Yes.
- b) Nil.
- c) Yes.
- d) No.
- e) No.



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**Question no.:** 136

**Program:** Community Development Grants Programme

**Division/Agency:** Infrastructure Investment

**Topic:** 2016 Election Commitment to the Care for Carers Project

**Proof Hansard Page:** Written (28 October 2016)

**Senator Brown, Carol asked:**

- a) During the election Minister Peter Dutton announced funding of \$400,000 for The Carers Foundation, is the Department aware of this commitment?
- b) Is the funding being progressed by the Department? If so, where in the Department is this funding coming from?
- c) Can you explain what this funding is for, including who will be able to access funded services?
- d) Is a funding agreement in place yet for this funding?
- e) How does this funding fit with the Department's work on an Integrated Plan for Carer Support Services?
- f) Will additional respite funding be made available in other areas of Australia or just in Mr Dutton's electorate of Dickson? If so, where will the services be, what is the quantum of funding, what program will this be funded under and who will be eligible to access the services?
- g) Is there any other funding for carers that the Department is managing that was announced by the Government as an election commitment? If so, where will the services be, what is the quantum of funding, what program will this be funded under and who will be eligible to access the services?

**Answer:**

- a) Yes.
- b) Funding for the project will be coming from the Community Development Grants Programme.
- c) Project details are yet to be finalised.
- d) No.
- e) This is one-off funding.
- f) No.
- g) No.

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**Question no.:** 138

**Program:** Community Development Grants Programme

**Division/Agency:** Infrastructure Investment

**Topic:** Community Development Grants Programme

**Proof Hansard Page:** Written (28 October 2016)

**Senator Griff, Stirling asked:**

What is the projected timeline for the construction of the Mount Barker Regional Sports Hub?

**Answer:**

The Department is currently working with the proponent to finalise project details.

**Rural & Regional Affairs and Transport Legislation Committee**  
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**Question no.:** 139

**Program:** Community Development Grants Programme  
**Division/Agency:** Infrastructure Investment  
**Topic: Community Development Grants Programme 2**  
**Proof Hansard Page:** Written (28 October 2016)

**Senator Griff, Stirling asked:**

What is the projected timeline for upgrading sporting facilities for Strathalbyn Football Club, the Adelaide Hills Soccer Club, and the Yankalilla Hockey Club?

**Answer:**

The Department is currently working with the proponents for these projects to finalise project details.

**Rural & Regional Affairs and Transport Legislation Committee**  
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**Question no.:** 232

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Infrastructure Investment

**Topic:** Inland Rail

**Proof Hansard Page:** 8 (22 November 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: Who is the responsible minister for the study linking Inland Rail to the Port of Gladstone?

Ms Zielke: That would be Minister Chester.

Senator FARRELL: Is that in any way linked to the Adani mine proceeding?

Ms Zielke: I would need to take that on notice—I am not familiar enough with it. I do not believe it is.

**Answer:**

No.