

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 01

Division/Agency: Infrastructure Australia

Topic: Project Methodology

Hansard Page: 26 (27/05/09)

Senator Abetz asked:

Senator Conroy—But now you are asking for an interpretation and the detail of the advice to the Government. I would say to you that I think right now you are a little further across the line than the officer needs to answer. If you want to perhaps reword or rework your question—

Senator ABETZ—No, thanks. We now understand that the various criteria were marked off and judged by a methodology. On the basis of that methodology, there must be the possibility of establishing a league table in relation to which projects—

Senator Conroy—Mr Deegan has indicated that there was not a league table prepared so he cannot answer questions or supply you with information that was not prepared.

Senator ABETZ—Just because it was not prepared, Minister, does not mean that the Department cannot go back, work out the raw numbers and provide us with a league table. The information is clearly there. If the Government, as a policy decision, refuses to allow that, it will allow us to beg the question as to why the Government refuses to do that. I would have thought if the information is there then it can be worked through and provided for us.

Senator Conroy—As I said, I believe the question you are asking goes to the formulation of policy advice. There is a long-standing tradition where officers do not have to answer about formulation and content of policy advice.

Senator ABETZ—Of course they do. What you have said is, quite frankly, gobbledegook and is not in any way in line with Senate Committee practice at Estimates.

Senator Conroy—If that is how you feel, Senator Abetz, I will happily take it on notice and see whether there is any further information that the Minister would like to provide.

Senator ABETZ—No, not ‘would like to provide’; needs to provide. This is not discretionary. I know this is how Labor treats us. It will provide us with answers if it would like to. We are actually entitled to information in this process. The raw information is there. Just tell us what it is: ‘One project got 99 out of 100 and another got 51 out of 100 but they still passed the hurdle. Good luck; they are going to get the money.’ I think we are entitled to know which projects were better than others. I will pass over to my colleagues, but do not think that I have given up on this issue.

Answer:

Infrastructure Australia’s methodology did not provide for an overall ranking of projects. Rather it provided for individual assessments against the three main criteria of fit against the strategic priorities, benefit cost ratio and deliverability.

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Question No.: IA 02

Division/Agency: Infrastructure Australia
Topic: Mount Isa –Townsville Corridor
Hansard Page: 30 (27/05/09)

Senator Macdonald asked:

Senator IAN MACDONALD—What do you mean by ‘pipeline’, sorry?

Mr Deegan—In the diagram you might have before you, the second column is where we considered the action was ready to proceed and others that either required further work or some other decisions. The Mount Isa-Townsville rail corridor is clearly a project with real potential but we need to do more work with the proponent, which we will be undertaking in the next little while.

Senator IAN MACDONALD—Who is the proponent?

Mr Deegan—I would need to check for you the exact proponent. I think it is the Mount Isa economic development people, but I can check that for you.

Senator IAN MACDONALD—MITEZ, the Mount Isa to Townsville Economic Development Zone—

Mr Deegan—I think that is right.

Senator IAN MACDONALD—It was not the Queensland Government?

Mr Deegan—No, it was not the Queensland Government.

Senator IAN MACDONALD—That is odd.

Mr Deegan—It may have been as part of the broad freight strategy for the Queensland Government, but I can check that for you. There were a range of proponents including the Government or local government or other groups which worked together on how that might go forward.

Answer:

The Queensland Government was the proponent for the Mt Isa to Townsville rail corridor.

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Question No.: IA 03

Division/Agency: Infrastructure Australia

Topic: Northbridge Rail Link

Hansard Page: 38 (27/05/09)

Senator Back asked:

Senator BACK—If I can then just ask some questions about specific projects including firstly, if I may, the Northbridge rail link in Perth. I understand there has been a tick on that. I think the commitment is \$236 million. Is this the correct time to be asking questions about this particular project?

Mr Deegan—That is partly for me and then partly for the Department under item 4. I will do what I can here, Senator.

Senator BACK—My first question is: given the fact that it is actually an urban development project—in the sense that once the railway line has been sunk underground there therefore, becomes land available—can you assist me by advising if the Commonwealth's contribution of \$236 million is being directed purely towards the undergrounding of the rail or is there also some of the urban land development on top of what would then become the land available part of the project?

Mr Deegan—I might need to take that on notice to get you an accurate answer. Certainly, there has been a lot of discussion with the West Australian Government about the detail, a combination of the urban rail sinking and issues to do with the bus zone. I think there is an old bus station there that was a temporary station 25 years ago.

Senator BACK—There is.

Mr Deegan—There are a host of those public issues associated with the development of the Northbridge development site. The West Australian Government has had a series of meetings internally about how it wants this project to proceed, and we think, in terms of one of our themes being transforming our cities, Northbridge is worthy of support. The details of the funding might come through in the discussions in item 4.

Senator BACK—I wonder, when you do provide us with that answer, if you could also give us an indication of what the Western Australian Government's contribution to that project would be.

Mr Deegan—Sure. It may be that officers appearing later will have the detail, but we will certainly take that and get you an answer one way or another.

Answer:

The Government is supporting the grade separation of the rail line and the Wellington Street bus station components of the project. The Western Australian Government proposed to contribute 50 percent of the total cost and the City of Perth \$25 million.

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Question No.: IA 04

Division/Agency: Infrastructure Australia

Topic: Oakajee Port Project

Hansard Page: 38 (27/05/09)

Senator Back asked:

Senator BACK—The second relates to the Oakajee Port project north of Geraldton, where I understand the Federal Government is committing about \$339 million. Could you give us some advice as to whether this project would only go ahead in the event that the Western Australian Government was also financially committed?

Mr Deegan—Again, my understanding is that both the Western Australian and Commonwealth Governments are determined that this project proceed. There are discussions going on about the funding break-up. What Infrastructure Australia has been asked to do is work with the Western Australian Government, and we are in the process of convening a working party to take this complete project forward. Again, we can provide detail, as that comes to hand, of the funding agreements that are established. There may be a range of things that need to be determined including the industrial estate, the common user berths, what is happening with the proponent OPR for the Oakajee Port and Rail effort—just having clarity about who is funding which parts. But that is a well-advanced discussion. I am happy to take that and provide further detail.

Answer:

The Western Australian government proposed to match the \$339 million contribution it was seeking from Infrastructure Australia.

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Question No.: IA 05

Division/Agency: Infrastructure Australia

Topic: World Energy Outlook 2008

Hansard Page: 44 (27/05/09)

Senator Ludlam asked:

Senator LUDLAM—Has your office referred to the *World Energy Outlook 2008*—the report published in November 2008? It looks at—

Mr Deegan—I will take that on notice.

Senator LUDLAM—If you would. The reason I raise that one in particular is that obviously the International Energy Agency are a pretty credible authority on these sorts of matters. They have pointed out fairly severe shortfalls opening up in the order of four per cent per annum in oil supplies in the near term. I am looking for whether that sort of thinking is being incorporated into your model, or is that still down the track somewhere?

Mr Deegan—I will take it on notice. It is probably still down the track as part of our consideration.

Answer:

The impact of movements in oil prices was assessed through the cost-benefit analyses supporting proposed projects. These impacts included potential changes to vehicle operating costs and potential changes in demand for different transport modes.

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Question No.: IA 06

Division/Agency: Infrastructure Australia

Topic: Greenhouse Gas Rating

Hansard Page: 48 (27/05/09)

Senator Milne asked:

Senator MILNE—So, for all of the projects that you have reported to Government about, there is a greenhouse gas assessment on that high-to-low rating but it is not to be made public. Is that what you are saying?

Mr Deegan—That is a matter for Government.

Senator MILNE—Minister, will the Government now make available the rating that Infrastructure Australia has made for each of the projects the Government has recommended in its infrastructure spend?

Senator Conroy—Thanks, Senator Milne. I will happily take that on notice and seek further information from the Minister.

Senator MILNE—Minister, I find that extraordinary because if you go back to the Senate debate you will recall the very long engagement you and I had, and you gave the Senate an undertaking that these things would be assessed. There was a clear understanding that the public would be able to make a judgment about that, and now we are being told that there is no requirement to make that public.

Senator Conroy—There are two points there. Firstly, I think Mr Deegan has indicated that we kept that commitment we had in that long dialogue, so I do not think you were suggesting we had not kept our commitment on that.

Senator MILNE—No.

Senator Conroy—You are now seeking information about whether or not we were going to release it, and what I have said is that I do not know the answer to that. I will happily take it on notice and seek further information from the Minister and make it available as soon as possible.

Senator MILNE—What I am asking on notice is that you provide the greenhouse gas rating for all of the projects that you have recommended. Is that fully understood?

Senator Conroy—That is understood.

Senator MILNE—Thank you, Chair.

Answer:

The Government has indicated that the detailed analysis is not for publication. Infrastructure Australia's assessment criteria and methodology is published on the website at:

www.infrastructureaustralia.gov.au

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Question No.: IA 07

Division/Agency: Infrastructure Australia

Topic: Analysis of Projects

Hansard Page: 53 (27/05/09)

Senator Abetz asked:

Senator ABETZ—Can you tell us, in relation to the pipeline list, which of those projects were considered to not have enough analysis to be sure of their economic underpinning?

Senator Conroy—Senator Abetz, I think you are now seeking to drill down into issues that we use to formulate the advice to Government. So, it would be fair to say that I think you are again possibly crossing the line of seeking information that goes to advice to government. I am happy to take it on notice and check with the Minister as to whether or not he feels that you have crossed that line. Up until now, again, you have been on the other side of that line, but I think I might err on the cautious side by taking that one on notice and seeking the advice of the Minister about whether it constitutes crossing the line in his opinion.

Senator ABETZ—It was very interesting that Mr Deegan had no difficulty in telling us his advice in relation to some of the projects which you guys did fund but when I asked—

Senator Conroy—I thought he was trying to be as helpful as possible.

Senator ABETZ—I have talked about the Oakajee port project and the Northbridge rail project.

Senator Conroy—I think he gave a general guide as to the advice. As I said, I will err on the conservative side here. We will take that on notice and seek the minister's advice on whether he believes that information is across the line.

Answer:

All of the projects in the pipeline list require further demonstration of their strategic fit, economic benefits or deliverability before they could be considered as a priority by Infrastructure Australia.

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Question No.: IA 08

Division/Agency: Infrastructure Australia
Topic: State Submissions – Best Practice
Hansard Page: 57 (27/05/09)

Senator Abetz asked:

Senator ABETZ—Right, but the next area that I want to go into is, was there a differentiation between the quality of submissions from the various State Governments? And please do not say they all had good and bad and indifferent ones.

Mr Deegan—No, I understand, and I am genuinely trying to help, because the council's view is that we should be seeking to lift the standard across the nation and, indeed, have a national approach to some of these issues. Some of the issues to do with the State Government proposals are around timing. We went out for public submissions September-October 2008, which may seem a long time to good Senators. It is a relatively short time for us.

Senator ABETZ—Yes.

Mr Deegan—And there were some projects in some jurisdictions that were well advanced and prepared because they had been working on them for a number of years, and that would be across jurisdictions. Others, this was the first time they had had the opportunity to stop and think about what they might do.

Senator ABETZ—But that would apply to States equally.

Mr Deegan—Indeed it does.

Senator ABETZ—So what I am asking is: in relation to the States, did one State stand out as having, for want of a better term, best practice in relation to its submissions that might be of benefit to be shared with other States as to how they go about their applications in the future, and if so, which State?

Mr Deegan—There were elements of best practice in each state.

Senator ABETZ—I am sure there was.

Mr Deegan—For example, while I was not privy to the submission from Tasmania on telecommunications, it was clear the Tasmanian Government had a very clear strategy on what they might do with telecommunications—from our discussions with them; we did not get involved in that appraisal. It is also fair to say that Tasmania are also thinking through, as part of our continuing process, the water issues associated with one of our States receiving 14 per cent of Australia's rainfall. They have already done a lot of work. We are working with them on further work in that area. Victoria was well-advanced on their two major rail projects.

Senator ABETZ—I understand and accept that, but would there be a state that overall was seen as best practice or better practice than the others?

Mr Deegan—There were elements in each State. In New South Wales there is a lot—I know you are seeking a different answer; I have got to tell you honestly, though, that there are a range of different things in different Departments in different States.

Senator ABETZ—Of course there are. But schools, at the end of the day, usually provide a dux, and they say, 'Yes, we look at sport, we look at maths, we look at English,' and at the end of the day, they make a selection that one is the dux.

Mr Deegan—Of course.

Senator ABETZ—If I can use that analogy, which one was the dux out of the States?

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Mr Deegan—Let me say that all of your students have had 13 years in the school system. This process is just over six months. We are at the start of a journey.

Senator ABETZ—We even get mid-term reports in some schools, Mr Deegan, after six months; even kindergarten, I think somebody said. So, if you were the teacher, continuing this analogy, and writing reports, you know, would you say that ‘John is doing well at the top of the class’ or would you be saying ‘David is languishing at the bottom’ or—

Senator Conroy—Senator Abetz, I am entertained by what must be about your twentieth analogy, but I think Mr Deegan has not been in a position to answer your questions. I am happy to take them on notice.

Senator ABETZ—He has been.

Senator Conroy—But you are a very cunning inquisitor, and you just push the boundary a little bit each time. And each time you just go a little bit closer to that line I talk about, and I think you are perhaps going to cross the line again.

Senator ABETZ—Never near it.

Senator Conroy—So, I am happy to take that question on notice and seek the advice of the Minister.

Answer:

No one State stood out as having best practice approaches to their submissions.

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Question No.: IA 09

Division/Agency: Infrastructure Australia

Topic: Tendering Process

Hansard Pages: 88-89 (27/05/09)

Senator Macdonald asked:

Senator IAN MACDONALD—Ms McNally, have we committed \$365 million without knowing any of the details of the project?

Ms McNally—No, Senator.

Senator IAN MACDONALD—Which details do you have of the project that enabled us to make such a significant commitment?

Ms McNally—The decision was made by **IA**, based on a significant amount of information that they received. We are in the process of going through that information. This is part of a much larger project. It is a project that will go from Helensvale down to Coolangatta. This particular amount of money, this \$365 million, funds the contributions of the component from Griffith University to Southport and then Southport to Broadbeach. We understand that the Gold Coast City Council and the Queensland Government were putting in funds. It does need to go through the normal tendering type processes—and those arrangements and details, since the decision was made a couple of weeks ago, we have been endeavouring to meet with the Queensland Government to actually finalise.

Senator IAN MACDONALD—So, you do not have any details of the tendering process?

Senator Conroy—Senator Macdonald, as has been indicated, that is exactly why the meeting is taking place on Monday. If you would like, I am happy to take on notice to give you a fuller answer so that you have further information. There is an important meeting, as we indicated, on Monday. I am happy to take it on notice and give you the further information, if that is what you would prefer.

Answer:

The proposal for the Gold Coast Rapid transit project suggested that it would be delivered as a Public Private Partnership. The details of the procurement strategy are still being developed and a Public Private Partnership will be a key element of that strategy.

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Question No.: IA 10

Division/Agency: Infrastructure Australia

Topic: Analysis by Sir Rod Eddington

Hansard Page: 88 (27/05/09)

Senator Macdonald asked:

Senator IAN MACDONALD—Sir Rod Eddington completed a study for the Victorian State Government of improving the east-west transport connections across Melbourne. That report was submitted to the Victorian State Government in March 2008 and it contained as its second recommendation the construction of the rail link from West Werribee to Sunshine. I understand that the same project has now been recommended by Infrastructure Australia, of which he is the Chair. I am just wondering what part he had in the assessment by Infrastructure Australia of the work he obviously did as a consultant to the Victorian Government for the same project, or did he excuse himself from that?

Senator Conroy—Mr Deegan was here for four hours answering any and all questions on matters to do with Sir Rod Eddington and Infrastructure Australia.

Senator NASH—To be clear, Minister, this was actually raised when Mr Deegan was here, I think, by Senator Macdonald, who was then told that this was specifically fitting in this area. It was specifically this project.

Senator IAN MACDONALD—That is why I am raising it.

Senator Conroy—What Senator Macdonald is now asking is not about the project. He is now asking about the processes of Infrastructure Australia. He is asking about governance issues around Infrastructure Australia. If he wants to ask about the actual project itself, this is the right spot. But if he wants to ask a rhetorical question about the governance processes involved and the selection process engaged in by Infrastructure Australia—and I am not trying to be cute—that probably was a question for Mr Deegan.

Senator IAN MACDONALD—This is a way, obviously, to avoid answering questions. You have the relevant officer. You were particularly asked, and between the lot of you, you said it was a question for later on.

Senator Conroy—Some Senators have stayed in the room the whole time, Senator Macdonald. I know you have got many commitments.

Senator IAN MACDONALD—It is one way you can certainly escape and avoid scrutiny of some very questionable decisions.

Senator Conroy—If you would just like to ask you about the specific project, there are officers at the table awaiting your questions, Senator Macdonald.

Senator IAN MACDONALD—You had better take this on notice, then, to Infrastructure Australia.

Senator Conroy—Okay, I will.

Senator IAN MACDONALD—I have asked did he excuse himself from that assessment. Could I also ask what analysis was used by Mr Eddington to justify the recommendation of that West Werribee to Sunshine project to the Victorian Government and was that analysis the same as was used by Infrastructure Australia? If it was different, how was it different? When can we expect to see that particular analysis?

Senator Conroy—We will put those on notice and get you as much information as we have available.

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Answer:

Assessment of the Regional Rail Link and all other projects was conducted by the Infrastructure Coordinator's office and his advisers. The Infrastructure Australia Council reviewed and endorsed the assessments and provided advice to Government.

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Question No.: IA 11

Division/Agency: Infrastructure Australia

Topic: Perth Airport Multi-Modal Link

Hansard Page: 29 (27/05/09)

Senator Back asked:

Senator BACK—If I could just then refer again to the *National Infrastructure Priorities* publication, the Perth airport multi-modal link roads were identified as one of the most pressing and significant requirements of infrastructure for the State. As we have tried to indicate, they are critically important to the viability of Perth and the surrounds. I just wonder why it was not funded as a priority project in this Budget. Perhaps a question to the Minister: are you aware, Minister, why that particular project fell off the perch—\$530 million, I think?

Senator Conroy—As was explained at considerable length by Mr Deegan yesterday, there are projects that I have described as priority infrastructure pipeline projects with real potential—they include the Perth airport multi-modal links. I am sure if Mr Deegan was here or you were to put these questions to Mr Deegan, he would explain to you where that project was in terms of developments since then. I am happy to take that on notice.

Senator BACK—If you would I would be appreciative because yesterday I was asked by Mr Deegan and, I thought, others to defer the question of this particular project until today.

Senator Conroy—No, the question you have just asked is: why is it in one of these two columns? Mr Deegan could have given you some advice on that one. If you want to ask other questions about it, officers at the table might be able to answer, but what you have asked is actually about why is it in which column, and Mr Deegan's organisation put them in the two columns.

Senator BACK—Can I then ask or should I have asked of Mr Deegan what the likely fate of that particular project is over time?

Mr Tongue—That is a question for the Government and I think, as Mr Deegan outlined yesterday, Infrastructure Australia will continue its work with various proponents on some of these—what are known as—pipeline projects.

Senator Conroy—I am happy to take on notice for you, Senator Back, what further developments have happened since the classification by Mr Deegan's Infrastructure Australia organisation.

Senator BACK—That would be of enormous interest to us in Western Australia, Minister. Thank you very much. A related project is the Tonkin Highway upgrade between Roe Highway and Leach Highway. Are those topics upon which you can comment?

Answer:

Infrastructure Australia has discussed its information requirements for the Perth Airport Transport Links project with the WA Government. Infrastructure Australia is ready to work with the WA Government on responding to the data requirements and to re-consider the project after the required data is provided.

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Question No.: IA 12

Division/Agency: Infrastructure Australia

Topic: Bruce Highway

Hansard Page/s: Written Question

Senator Macdonald asked:

1. When will Infrastructure Australia release its analysis it has undertaken on the Bruce Highway?
2. In which financial year?

Answer:

1. The Government has indicated that the detailed analysis is not for publication. Infrastructure Australia's assessment criteria and methodology is published on the website at: <http://www.infrastructureaustralia.gov.au/publications.aspx>¹
2. Not applicable.

¹ Please note: The document containing IA's methodology is "Infrastructure Australia's Prioritisation Methodology". The document containing IA's assessment criteria is "Building Australia Fund (BAF) Evaluation Criteria".

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Question No.: IA 13

Division/Agency: Infrastructure Australia

Topic: Tasmanian State Government

Hansard Page/s: Written Question

Senator Bushby asked:

1. I presume that the Tasmanian State Government put forward projects for consideration for funding by Infrastructure Australia in Tasmania. When did Infrastructure Australia receive details of these projects?
2. Were they all in one proposal or a series of proposals?
3. Did these (this) project proposal meet all process requirements, contain all necessary details to be considered on their merits or did any fall short on the basis that they were incomplete, or not able to be considered?
4. If so, which ones? How did they fail?

Answer:

The Tasmanian Government initial submission was received in June 2008, supplementary submission was received in November 2008 and a further submission was received in January 2009. The submission included a number of proposals on a confidential basis. Infrastructure Australia continues to work with proponents on elements of their submission.

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Question No.: IA 14

Division/Agency: Infrastructure Australia

Topic: Tasmanian State Government

Hansard Page/s: Written Question

Senator Bushby asked:

1. Specifically, what new road funding was sought?
2. What assistance with bridges?
3. What assistance with water infrastructure upgrades?
4. What assistance with maintenance and upgrade of Tasmania's rail network aside from the money already allocated for that purpose?

Answer:

See IA 13.

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Question No.: IA 15

Division/Agency: Infrastructure Australia

Topic: Hobart Public Hospital

Hansard Page/s: Written Question

Senator Bushby asked:

1. In regard to the new public hospital needed for Hobart to replace the Royal Hobart Hospital, the Tasmanian Premier has said that no major hospital has been built in the State without significant Federal funding.
2. Did the State Government make applications to Infrastructure Australia for funding assistance towards this project?
3. If so, can you provide to the Committee details of the Tasmanian Government's request for infrastructure funding for that Hospital?
4. Is there any remaining opportunity to seek funding for a new Hobart public hospital from Infrastructure Australia?

Answer:

1. Not applicable.
2. See IA 13.
3. See IA 13.
4. Further submissions that meet the Infrastructure Australia criteria will be considered on their merits.

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Question No.: IA 16

Division/Agency: Infrastructure Australia

Topic: Mark Addis

Hansard Page/s: Written Question

Senator Bushby asked:

1. Are you able to advise exactly what work Mr Mark Addis, who is on leave on a Tasmanian Department Secretary's salary, does for Infrastructure Australia?
2. Where is Mr Addis based – Canberra, or somewhere else?
3. If his home base remains Tasmania, does he receive accommodation assistance when in Canberra or interstate?
4. Will you confirm that those costs are not in fact borne by the Commonwealth but are paid by the Tasmanian Government?

Answer:

1. Mr Addis has been working with Infrastructure Australia in its work for the COAG Infrastructure Working Group and approvals processes for major projects.
2. Mr Addis is based in Hobart.
3. Yes.
4. Mr Addis receives accommodation assistance from the Commonwealth.

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Question No.: IA 17

Division/Agency: Infrastructure Australia

Topic: Tasmanian Projects

Hansard Page/s: Written Question

Senator Bushby asked:

1. Please list all submitted Tasmanian projects, as at the time of this question, submission that may not have been approved yet, the proposed cost of those projects and the delivery timeframes?
2. Also please include the "off network" projects as they were described to me during my questioning?

Answer:

See IA 13.

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Question No.: IA 18

Division/Agency: Infrastructure Australia

Topic: Port of Bell Bay

Hansard Page/s: Written Question

Senator Parry asked:

With container traffic expected to double at the port of Bell Bay by the year 2023, the State Government put in a bid for \$150M for expansion works at that port. The Infrastructure Minister, Mr Albanese, said that the \$150M bid for federal funds for expansion at Bell Bay was not in the end included in the Budget – why?

Answer:

Funding decisions are a matter for Government.

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Question No.: IA 19

Division/Agency: Infrastructure Australia
Topic: Transport Infrastructure Proposals
Hansard Page/s: Written Question

Senator Williams asked:

Referring to transport infrastructure proposals, are projects recommended by IA to proceed, or stay as projects with “real potential”?

Answer:

The two categories are explained on page 8 of the *National Infrastructure Priorities* report May 2009.

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Question No.: IA 20

Division/Agency: Infrastructure Australia

Topic: Projects with Real Potential

Hansard Page/s: Written Question

Senator Williams asked:

Can you provide a list of the projects to proceed and the projects with “real potential”?

Answer:

See the *National Infrastructure Priorities* report May 2009 at pages 10 and 11.

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Question No.: IA 21

Division/Agency: Infrastructure Australia

Topic: Modelling and Analysis

Hansard Page/s: Written Question

Senator Williams asked:

Will Infrastructure Australia release its modelling and analysis so the people of Australia can see for themselves why these projects have been selected and not others?

Answer:

Infrastructure Australia has published its methodology on its website www.infrastructureaustralia.gov.au

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 22

Division/Agency: Infrastructure Australia

Topic: Commercial-in-Confidence Submissions

Hansard Page/s: Written Question

Senator Williams asked:

Can you explain why “commercial in confidence “as cited by the Minister as the reason for not releasing this data is an acceptable answer to the taxpayer?

Answer:

To provide the highest quality of material on sensitive projects, proponents were assured of confidentiality.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
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Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 23

Division/Agency: Infrastructure Australia

Topic: Commercial-in-Confidence Submissions

Hansard Page/s: Written Question

Senator Williams asked:

Why cannot the Government release this data when a private company would have to release it to its shareholders?

Answer:

To provide the highest quality of material on sensitive projects, proponents were assured of confidentiality.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 24

Division/Agency: Infrastructure Australia

Topic: Modelling and Analysis

Hansard Page/s: Written Question

Senator Williams asked:

Has the Minister been shown the modelling and analysis conducted by Infrastructure Australia?

Answer:

The Government was provided with advice on the analysis undertaken by Infrastructure Australia against the Building Australia Fund evaluation criteria.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 25

Division/Agency: Infrastructure Australia

Topic: Private Sector Contribution

Hansard Page/s: Written Question

Senator Williams asked:

Has Infrastructure Australia pursued a private sector Contribution? And if so, with whom?

Answer:

Projects with proposed private sector contributions were encouraged. The final details of those funding arrangements are to be finalised between the Commonwealth and the proponents.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 26

Division/Agency: Infrastructure Australia

Topic: Sir Rod Eddington

Hansard Page/s: Written Question

Senator Williams asked:

Sir Rod Eddington completed a study into improving east—west transport connections across Melbourne. The study's 2nd recommendation, the construction of a rail link from West Weeribee to Sunshine, this project has been recommended by Infrastructure Australia. Did Sir Rod Eddington stand aside from the assessment by Infrastructure Australia or did he assess his own work?

Answer:

The submission from the Victorian Government was independently assessed and recommended by the Infrastructure Coordinator. The Chairman did not participate in the Infrastructure Australia assessment.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 27

Division/Agency: Infrastructure Australia
Topic: West Werribee to Sunshine Project
Hansard Page/s: Written Question

Senator Williams asked:

Was the analysis used by Mr Rod Eddington to justify in his recommendation of West Werribee to Sunshine project to the Victorian Government in March 2008, the same as that used by Infrastructure Australia?

Answer:

No, as Infrastructure Australia has adopted a different methodology published at www.infrastructureaustralia.gov.au

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 28

Division/Agency: Infrastructure Australia
Topic: West Werribee to Sunshine Project
Hansard Page/s: Written Question

Senator Williams asked:

How was the analysis different?

Answer:

Infrastructure Australia used its methodology published at
www.infrastructureaustralia.gov.au

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 29

Division/Agency: Infrastructure Australia
Topic: West Werribee to Sunshine Project
Hansard Page/s: Written Question

Senator Williams asked:

When will the Australian people see this analysis?

Answer:

Infrastructure Australia's assessment criteria and methodology is published on the website.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 30

Division/Agency: Infrastructure Australia

Topic: Rail Project between Melbourne and Brisbane

Hansard Page/s: Written Question

Senator Williams asked:

The cost of 1900 kilometre inland rail project between Melbourne and Brisbane is \$2.6 billion. How come 50 kilometre of track is so expensive?

Answer:

The terrain and location is substantially different with a host of different issues. Cost estimates for Melbourne to Brisbane are under review.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 31

Division/Agency: Infrastructure Australia

Topic: Regional Express Project

Hansard Page/s: Written Question

Senator Williams asked:

Will the Government release the costing of Regional Express project so the taxpayer can understand the basis for the extraordinary estimate?

Answer:

The Victorian Government has published its submission.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 32

Division/Agency: Infrastructure Australia

Topic: Gold Coast Light Rail

Hansard Page/s: Written Question

Senator Williams asked:

The Federal Government's commitment to the Gold Coast light rail involves a possible equity contribution of \$365 million (page 415 Budget Paper No. 2). Does this mean if no possible equity contribution is forthcoming by 1st July 2010, the offer is removed?

Answer:

No.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 33

Division/Agency: Infrastructure Australia

Topic: Gold Coast Light Rail

Hansard Page/s: Written Question

Senator Williams asked:

What progress is being made to secure this equity contribution?

Answer:

Discussions continue.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 34

Division/Agency: Infrastructure Australia

Topic: Gold Coast Light Rail

Hansard Page/s: Written Question

Senator Williams asked:

What business analysis has been undertaken by Infrastructure Australia to justify this offer by the Federal Government?

Answer:

The Government was provided advice as to the tests established under the Building Australia Fund.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 35

Division/Agency: Infrastructure Australia

Topic: Rail Project Funding

Hansard Page/s: Written Question

Senator Williams asked:

The West Metro rail project in Sydney will cost \$8 billion, the Brisbane Inner City Rail \$14 billion, the Government has provided \$91 million for a study, and for Brisbane Inner City \$20 million for a study. Will the Government commit to funding the full cost of these projects?

Answer:

The Government has provided funds for additional work to be undertaken on both projects.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 36

Division/Agency: Infrastructure Australia

Topic: Rail Project Funding

Hansard Page/s: Written Question

Senator Williams asked:

Can the Government give assurance these projects will ever be built?

Answer:

The Government has provided funds for additional work to be undertaken on both projects.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 37

Division/Agency: Infrastructure Australia

Topic: National Ports Strategy

Hansard Page/s: Written Question

Senator Williams asked:

What is the current status of the development of the National Ports Strategy?

Answer:

The May 2009 *National Infrastructure Priorities* report outlined its approach which was subsequently endorsed by the Prime Minister. That work is underway.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 38

Division/Agency: Infrastructure Australia

Topic: National Ports Strategy

Hansard Page/s: Written Question

Senator Williams asked:

When will the Strategy be finalised and made public?

Answer:

The development of the strategy is underway and will be considered by Government.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 39

Division/Agency: Infrastructure Australia

Topic: National Ports Strategy

Hansard Page/s: Written Question

Senator Williams asked:

Which agencies will be involved in the creation of the National Ports Strategy?

Answer:

Principally, Infrastructure Australia, the National Transport Commission and the Department of Infrastructure, Transport, Regional Development and Local Government.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 40

Division/Agency: Infrastructure Australia

Topic: National Ports Strategy

Hansard Page/s: Written Question

Senator Williams asked:

What consultation will be undertaken in the formulation of this plan?

Answer:

Appropriate consultation with industry, governments and the community.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 41

Division/Agency: Infrastructure Australia

Topic: Project Funding

Hansard Page/s: Written Question

Senator Williams asked:

In Infrastructure Australia's National Infrastructure Priorities Report, has released 12 gateway projects as priorities but in 2008/09, only Darwin Port extension and Oakajee Port were funded. When will the remaining projects be funded?

Answer:

This is a matter for Government.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 42

Division/Agency: Infrastructure Australia

Topic: Project Funding

Hansard Page/s: Written Question

Senator Williams asked:

In which year will the remaining projects be funded?

Answer:

This is a matter for Government.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 43

Division/Agency: Infrastructure Australia

Topic: Project Funding

Hansard Page/s: Written Question

Senator Williams asked:

What percentage of the total project cost will be funded?

Answer:

This is a matter for Government.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 44

Division/Agency: Infrastructure Australia

Topic: Oakajee Port

Hansard Page/s: Written Question

Senator Williams asked:

Page 19 of the Infrastructure Australia report also indicates that the cost of the Oakajee Port is “TBA”. The Government has committed \$339 million towards the development of the port. How was this figure reached in light of the fact that no figure was listed in the report?

Answer:

Indicative costs have been discussed between the Commonwealth and WA Governments. The final contribution will depend on further advice from Infrastructure Australia as outlined in the Budget.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 45

Division/Agency: Infrastructure Australia

Topic: Oakajee Port

Hansard Page/s: Written Question

Senator Williams asked:

Media reports state that the \$399 million is an equity injection but what exactly will this money be spent on?

Answer:

See IA 44.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 46

Division/Agency: Infrastructure Australia

Topic: Oakajee Port

Hansard Page/s: Written Question

Senator Williams asked:

What specific conditions (if any) has Infrastructure Australia placed in the funds?

Answer:

As Infrastructure Australia is an advisory body only the funding agreements are determined between the Department and the proponent.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 47

Division/Agency: Infrastructure Australia

Topic: Oakajee Port

Hansard Page/s: Written Question

Senator Williams asked:

With construction to start in 2011, when will the money be advanced to the WA State Government or the Geraldton Port Authority?

Answer:

See IA 44.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 48

Division/Agency: Infrastructure Australia

Topic: Oakajee Port

Hansard Page/s: Written Question

Senator Williams asked:

Will Infrastructure Aust consider a further allocation of funds after the completion of the feasibility study?

Answer:

This is a matter for the Government.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 49

Division/Agency: Infrastructure Australia

Topic: Darwin Port Expansion

Hansard Page/s: Written Question

Senator Williams asked:

Infrastructure Australia's report indicates that the Darwin Port expansion will cost \$325 million with the Federal Government contributing \$50 million. Where will the balance of the money come from?

Answer:

Work between the two Governments is underway on this issue.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No. IA 50

Division/Agency: Infrastructure Australia

Topic: Darwin Port Expansion

Hansard Page/s: Written Question

Senator Williams asked:

What exactly will this money be spent on?

Answer:

Money will be spent towards the expansion of Darwin Port.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 51

Division/Agency: Infrastructure Australia

Topic: Darwin Port Expansion

Hansard Page/s: Written Question

Senator Williams asked:

What specific conditions (if any) has Infrastructure Australia put on the funds?

Answer:

As Infrastructure Australia is an advisory body, only the funding agreements are determined between the Department and the proponent.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 52

Division/Agency: Infrastructure Australia

Topic: Darwin Port Expansion

Hansard Page/s: Written Question

Senator Williams asked:

The funding is subject to the outcome of further work currently under way, when is it anticipated this work will be finished?

Answer:

Work is underway on this issue.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 53

Division/Agency: Infrastructure Australia

Topic: Project Funding

Hansard Page/s: Written Question

Senator Williams asked:

What projects did not get funding in the budget are high on the priority list?

Answer:

As outlined at Page 8 of *National Infrastructure Priorities* May 2009, more work is being undertaken on pipeline projects.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
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Question No.: IA 54

Division/Agency: Infrastructure Australia

Topic: NSW Submission

Hansard Page/s: Written Question

Senator Williams asked:

Is Infrastructure Australia surprised that Sydney received just \$91 million for a study? And was this a reflection of the submissions?

Answer:

Infrastructure Australia does not provide commentary on funding commitments.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 55

Division/Agency: Infrastructure Australia

Topic: National Broadband Network

Hansard Page/s: Written Question

Senator Williams asked:

Does Infrastructure Australia believe the National Broadband Network can work either in funding or technically?

Answer:

The development of the National Broadband Network is being managed by the responsible agency.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 56

Division/Agency: Infrastructure Australia

Topic: Projects with Real Potential

Hansard Page/s: Written Question

Senator Nash asked:

I refer to a number of transport infrastructure proposals to be funded by the Government in this Budget. I notice that almost all of them, with the exemption of the O-Bahn track extension in the south of Adelaide, are projects recommended by Infrastructure Australia to proceed or as projects with 'real potential'? Is this correct?

Answer:

The projects supported by Infrastructure Australia are listed at pages 10 and 11 of the *National Infrastructure Priorities* report May 2009.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 57

Division/Agency: Infrastructure Australia

Topic: Commercial-in-Confidence Submissions

Hansard Page/s: Written Question

Senator Nash asked:

These projects, covering a number of metropolitan rail, roads and ports projects, are flagged by Infrastructure Australia as priority projects or priority pipeline projects with 'real potential'. I refer to Table 2 in the Infrastructure Australia National Infrastructure Priorities dated May 2009 on page 11.

These projects are expensive and involve the expenditure of the Commonwealth taxpayers' money of nearly \$8.5 billion and State taxpayers' money of over \$600 million. Given that these projects are so dependent on the taxpayer, when will Infrastructure Australia release its modelling and analysis so the people of Australia can see for themselves why these projects have been selected and not others?

Answer:

See IA 21.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
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Question No.: IA 58

Division/Agency: Infrastructure Australia

Topic: Commercial-in-Confidence Submissions

Hansard Page/s: Written Question

Senator Nash asked:

Can you please explain why “commercial-in-confidence” as cited by the Minister as the reason for not releasing this data is an acceptable answer to the taxpayer?

Answer:

See IA 22.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 59

Division/Agency: Infrastructure Australia

Topic: Commercial-in-Confidence Submissions

Hansard Page/s: Written Question

Senator Nash asked:

Why cannot the Government release this data, when if a private company was to embark on a large-scale infrastructure project it would most certainly release its justification to its shareholders. Why is the taxpayer different?

Answer:

See IA 23.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 60

Division/Agency: Infrastructure Australia

Topic: Project Selection

Hansard Page/s: Written Question

Senator Nash asked:

The Government has also claimed that a purpose of Infrastructure Australia was to provide a transparent and open process of project selection. How can the Government make this claim if the Government will not release the data?

Answer:

See IA 22.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
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Question No.: IA 61

Division/Agency: Infrastructure Australia

Topic: Modelling and Analysis

Hansard Page/s: Written Question

Senator Nash asked:

Has the Minister been shown the modelling and analysis conducted by Infrastructure Australia?

Answer:

See IA 24.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 62

Division/Agency: Infrastructure Australia

Topic: Project Funding

Hansard Page/s: Written Question

Senator Nash asked:

I notice a number of projects have a significant shortfall of investment. I refer to the Regional Rail Express – the construction of a rail link from Werribee to Sunshine in Melbourne. The Federal Government has committed \$3.2 billion over the next six years to this project. Given that this project will cost around \$4.3 billion – where will the remaining \$1.1 billion come from?

Answer:

Funding decisions are the domain of the two Governments involved.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 63

Division/Agency: Infrastructure Australia

Topic: Regional Express - Victoria

Hansard Page/s: Written Question

Senator Nash asked:

I notice that the Victorian Brumby Government in its Victorian Transport Plan has included the Regional Express as a priority. The State Government of Victoria is silent on its funding commitment. That is, at present it has allocated no State funds to the project.

What agreements have been established between the Commonwealth and Victorian Government regarding Victoria's contribution?

Answer:

The Victorian Budget makes reference to its Government's contribution.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 64

Division/Agency: Infrastructure Australia

Topic: Private Sector Contribution

Hansard Page/s: Written Question

Senator Nash asked:

Has Infrastructure Australia pursued a private sector contribution?

Answer:

Infrastructure Australia has supported projects with private funding.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 65

Division/Agency: Infrastructure Australia

Topic: Private Sector Contribution

Hansard Page/s: Written Question

Senator Nash asked:

With whom? How are those negotiations proceeding?

Answer:

The formal funding arrangements are matters for the two Governments involved.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 66

Division/Agency: Infrastructure Australia
Topic: West Werribee to Sunshine Project
Hansard Page/s: Written Question

Senator Nash asked:

I notice that Sir Rod Eddington completed a study into improving east-west transport connections across Melbourne. This report was submitted to the Victorian State Government in March 2008 and contained as its second recommendation, the construction of a rail link from West Werribee to Sunshine. I notice that the same project has been recommended by Infrastructure Australia. Did Sir Rod Eddington stand aside from the assessment by Infrastructure Australia of the Regional Express project, or did he assess his own?

Answer:

See IA 26.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
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Question No.: IA 67

Division/Agency: Infrastructure Australia
Topic: West Werribee to Sunshine Project
Hansard Page/s: Written Question

Senator Nash asked:

Was the analysis used by Mr Rod Eddington to justify in his recommendation of West Werribee to Sunshine project to the Victorian Government in March 2008 the same as that used by Infrastructure Australia?

Answer:

See IA 27.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
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Question No.: IA 68

Division/Agency: Infrastructure Australia
Topic: West Werribee to Sunshine Project
Hansard Page/s: Written Question

Senator Nash asked:

How was it different?

Answer:

See IA 28.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 69

Division/Agency: Infrastructure Australia
Topic: West Werribee to Sunshine Project
Hansard Page/s: Written Question

Senator Nash asked:

When will the Australian people see this analysis?

Answer:

See IA 29.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 70

Division/Agency: Infrastructure Australia

Topic: Regional Express

Hansard Page/s: Written Question

Senator Nash asked:

I notice that the total cost of the Regional Express is \$4.3 billion. This means that the cost of 50 kilometres of track is four times the cost of the Adelaide to Darwin rail link – that is \$1.3 billion to lay 1400 kilometres of rail. I also notice that the cost of the 1900 kilometre inland rail project between Melbourne and Brisbane is around \$2.6 billion.

Can anyone explain to me how 50 kilometres of track can be so expensive?

Answer:

See IA 30.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 71

Division/Agency: Infrastructure Australia

Topic: Regional Express

Hansard Page/s: Written Question

Senator Nash asked:

Will the Government release the costing of the Regional Express project so the taxpayer can understand the basis for this extraordinary estimate?

Answer:

See IA 31.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 72

Division/Agency: Infrastructure Australia

Topic: Regional Express

Hansard Page/s: Written Question

Senator Nash asked:

Are we just supposed to accept the assurance of Infrastructure Australia that the Victorian Government's costings are fine?

Answer:

Costings were independently assessed.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 73

Division/Agency: Infrastructure Australia

Topic: Gold Coast Light Rail

Hansard Page/s: Written Question

Senator Nash asked:

I also notice with interest that the Federal Government's commitment to the Gold Coast Light Rail in fact only involves, and I quote from page 415 of Budget Paper No.2, *a possible equity contribution of \$365 million in 2009-10.*

Does that mean if no possible equity contribution is forthcoming by 1 July 2010, the offer is removed?

Answer:

See IA 32.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 74

Division/Agency: Infrastructure Australia

Topic: Gold Coast Light Rail

Hansard Page/s: Written Question

Senator Nash asked:

What progress is being made to secure this equity contribution?

Answer:

See IA 33.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 75

Division/Agency: Infrastructure Australia

Topic: Gold Coast Light Rail

Hansard Page/s: Written Question

Senator Nash asked:

What business analysis has been undertaken by Infrastructure Australia to justify this offer by the Federal Government?

Answer:

See IA 34.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 76

Division/Agency: Infrastructure Australia

Topic: Rail Project Funding

Hansard Page/s: Written Question

Senator Nash asked:

I notice that the West Metro rail project in Sydney will cost around \$8 billion and the Brisbane Inner City Rail around \$14 billion. For the West Metro, the Government has provided \$91 million for a study and for the Brisbane Inner City Rail \$20 million for a study. Will the Federal Government commit to funding the full cost of these projects?

Answer:

See IA 35.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
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Question No.: IA 77

Division/Agency: Infrastructure Australia

Topic: Rail Project Funding

Hansard Page/s: Written Question

Senator Nash asked:

What about some of the cost? How much?

Answer:

See IA 35.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 78

Division/Agency: Infrastructure Australia

Topic: Rail Project Funding

Hansard Page/s: Written Question

Senator Nash asked:

What assurance can the Government give that these projects will ever be built?

Answer:

See IA 36.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
Infrastructure, Transport, Regional Development and Local Government

Question No.: IA 79

Division/Agency: Infrastructure Australia

Topic: Rail Project Funding

Hansard Page/s: Written Question

Senator Nash asked:

What modelling and business analysis has been undertaken by Infrastructure Australia to give the taxpayer any confidence they will be built?

Answer:

See IA 36.

Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates May 2009
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Question No.: IA 80

Division/Agency: Infrastructure Australia

Topic: National Ports Strategy

Hansard Page/s: Written Question

Senator Nash asked:

I refer to the Coastal Shipping Inquiry conducted by the Infrastructure Committee and Infrastructure Australia's recent National Infrastructure Priorities Report which both discuss the development of a National Ports Strategy. What is the current status of the development of the National Ports Strategy?

Answer:

See IA 37.

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Question No.: IA 81

Division/Agency: Infrastructure Australia

Topic: National Ports Strategy

Hansard Page/s: Written Question

Senator Nash asked:

When will it be finalised and made public?

Answer:

See IA 38.

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Question No.: IA 82

Division/Agency: Infrastructure Australia

Topic: National Ports Strategy

Hansard Page/s: Written Question

Senator Nash asked:

Which agencies will be involved in the creation of the National Ports Strategy?

Answer:

See IA 39.

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Question No.: IA 83

Division/Agency: Infrastructure Australia

Topic: National Ports Strategy

Hansard Page/s: Written Question

Senator Nash asked:

What consultation will be undertaken in the formulation of this plan?

Answer:

See IA 40.

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Question No.: IA 84

Division/Agency: Infrastructure Australia

Topic: Project Funding

Hansard Page/s: Written Question

Senator Nash asked:

In Infrastructure Australia's National Infrastructure Priorities Report which has recently been released, 12 'gateway' projects were identified as priorities but in the 2008-2009 Budget, only the Darwin Port extension and Oakajee Port were funded. When will the remaining projects be funded?

Answer:

See IA 41.

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Question No.: IA 85

Division/Agency: Infrastructure Australia

Topic: Project Funding

Hansard Page/s: Written Question

Senator Nash asked:

In which financial year?

Answer:

See IA 42.

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Question No.: IA 86

Division/Agency: Infrastructure Australia

Topic: Project Funding

Hansard Page/s: Written Question

Senator Nash asked:

What percentage of the total project cost will be funded?

Answer:

See IA 43.

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Question No.: IA 87

Division/Agency: Infrastructure Australia

Topic: Oakajee Port

Hansard Page/s: Written Question

Senator Nash asked:

Page 19 of the Infrastructure Australia Report also indicates that the cost of the Oakajee Port is “TBA”. The Government has committed \$339 million towards the development of the port. How was this figure reached in light of the fact that no figure was listed in the report?

Answer:

See IA 44.

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Question No.: IA 88

Division/Agency: Infrastructure Australia

Topic: Oakajee Port

Hansard Page/s: Written Question

Senator Nash asked:

Media reports state that the \$399 million is an 'equity injection' but what exactly will this money be spent on?

Answer:

See IA 44.

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Question No.: IA 89

Division/Agency: Infrastructure Australia

Topic: Oakajee Port

Hansard Page/s: Written Question

Senator Nash asked:

What specific conditions (if any) has Infrastructure Australia put on the funds?

Answer:

See IA 46.

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Question No.: IA 90

Division/Agency: Infrastructure Australia

Topic: Oakajee Port

Hansard Page/s: Written Question

Senator Nash asked:

With construction to start in 2011, when will the money be advanced to the WA State Government or the Geraldton Port Authority?

Answer:

See IA 44.

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Question No.: IA 91

Division/Agency: Infrastructure Australia

Topic: Oakajee Port

Hansard Page/s: Written Question

Senator Nash asked:

Will Infrastructure Australia consider a further allocation of funds after the completion of the feasibility study in 2010?

Answer:

See IA 48.

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Question No.: IA 92

Division/Agency: Infrastructure Australia

Topic: Darwin Port Expansion

Hansard Page/s: Written Question

Senator Nash asked:

Infrastructure Australia's Report indicates that the Darwin Port expansion will cost \$325 million with the Federal Government contributing \$50 million. Where will the balance of the money come from? What exactly will this money be spent on?

Answer:

See IA 49.

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Question No.: IA 93

Division/Agency: Infrastructure Australia

Topic: Darwin Port Expansion

Hansard Page/s: Written Question

Senator Nash asked:

What specific conditions (if any) has Infrastructure Australia put on the funds?

Answer:

See IA 51.

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Question No.: IA 94

Division/Agency: Infrastructure Australia

Topic: Darwin Port Expansion

Hansard Page/s: Written Question

Senator Nash asked:

I understand that the funding is subject to the outcome of further work currently underway, when is it anticipated this work will be finished?

Answer:

See IA 52.

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Question No. IA 95

Division/Agency: Infrastructure Australia

Topic: Bruce Highway

Hansard Page/s: Written Question

Senator Nash asked:

When will Infrastructure Australia release its analysis it has undertaken on the Bruce Highway?

Answer:

See IA 12.

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Question No.: IA 96

Division/Agency: Infrastructure Australia

Topic: Bruce Highway

Hansard Page/s: Written Question

Senator Nash asked:

In which financial year?

Answer:

Not applicable.

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Question No.: IA 97

Division/Agency: Infrastructure Australia

Topic: Melbourne Rail Link

Hansard Page/s: Written Question

Senator Ludlam asked:

I refer to the Melbourne rail link, the largest single rail funding commitment announced in the 2009/10 Budget, and ask:

1. Can the Minister outline his understanding of the origins of this proposal?
2. Is the Minister aware that the original proposal was peer reviewed by Mr Ed Dotson, and is the Minister familiar with this review?
3. Is the Minister aware that Mr Dotson outlined serious concerns in relation to this proposal, and if so, can the Minister describe the nature of these concerns?
4. Is the Minister aware of whether or not any of Mr Dotson's concerns were addressed in the Victorian Government's bid to Infrastructure Australia and, if so, how these concerns were addressed?
5. Did Infrastructure Australia consider alternatives to this proposal which would not involve duplication of the existing V/Line rail track?
6. If not, why not, given the serious nature of the concerns raised by Mr Dotson?
7. Is the Minister aware that Mr Rod Eddington played a significant role in the development of this proposal, which was then assessed by Infrastructure Australia of which Mr Rod Eddington is the Chairman?
8. Can the Minister outline his understanding of how Infrastructure Australia managed to avoid the appearance of a conflict of interest in this matter?

Answer:

1. Yes.
2. Mr Dotson's views were addressed in Victoria's submission.
3. Mr Dotson's views were addressed in Victoria's submission.
4. Mr Dotson's views were addressed in Victoria's submission.
5. Yes.
6. Not applicable.
7. Yes.
8. See IA 26.