

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2012

Infrastructure and Transport

Question no.: 52

Program: 1.1

Division/Agency: (NB-II) Nation Building – Infrastructure Investment

Topic: Pacific Highway – Cost per kilometre

Proof Hansard Page/s: 25 (14/02/2012)

Senator Joyce asked:

Senator JOYCE: If I was building a suburban rail network, how many kilometres would \$300 million build me, let us say Epping to Parramatta?

Mr Mrdak: Epping-Parramatta, there are no detailed cost estimates beyond the initial estimates have been done, so I do not think I am in a position to give you a comparable estimate of what—

Senator JOYCE: You have a rough idea. How about a freeway: how many kilometres of freeway would \$300 million build?

Mr Mrdak: Again, it would depend on the location and various issues. I could not give a per-kilometre rate.

Senator JOYCE: The one near Port Macquarie; the motorway.

Mr Mrdak: Pacific Highway? I am happy to get some advice this morning on a per-kilometre cost; I do not have that figure with me. I would not like to give it to you.

Answer:

The cost per kilometre to upgrade the Pacific Highway is dependent on a variety of factors including environmental, geographical and construction resourcing requirements.

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Infrastructure and Transport

Question no.: 53

Program: 1.1

Division/Agency: (NB-II) Nation Building – Infrastructure Investment

Topic: Investment in Tasmanian rail lines that support coal mining operations

Proof Hansard Page/s: 18 (14/02/2012)

Senator Rhiannon asked:

Senator RHIANNON: That is what I am trying to ascertain because the ARTC just said that they are only doing it in the Hunter, but there is Commonwealth money in the Hunter. I am trying to ascertain if there is anything other than ARTC outside of the Hunter.

Mr Mrdak: Not in the current program.

Ms O'Connell: If I could elaborate, there is one small project that involves coal in Tasmania and Mr Wood will address that.

Mr Wood: There are a number of upgrades to rail lines being made in Tasmania, one of which does support coal operations. I will turn to my notes and clarify which one of those it is. It is of a much smaller scale than the operations in the Hunter but equally of importance to the Tasmanian sector.

Senator RHIANNON: I am happy for you to take that on notice. No other money being spent on infrastructure related to the coal industry. Thank you very much. I was interested in, with Infrastructure Australia, understanding the relationship with ARTC in developing the Hunter Valley strategy.

Answer:

The Commonwealth has committed \$5.7 million for capital upgrades on the Fingal Line in eastern Tasmania. This line has a role in moving coal from the Fingal region to the main north-south line. This coal is primarily for domestic use at the Boyer newsprint mill and the Railton cement factory.

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Additional Estimates February 2012

Infrastructure and Transport

Question no.: 54

Program: 1.1

Division/Agency: (NB-II) Nation Building – Infrastructure Investment

Topic: China Shenhua involvement in the Maldon Dombarton Rail Link project

Proof Hansard Page/s: 19 (14/02/2012)

Senator RHIANNON asked:

Senator RHIANNON: Maybe this one comes back to you, Mr Mrdak. The last estimates were the day after the Prime Minister made a statement about the Maldon to Dombarton rail line, and we had some discussions about that. Mr Wood, in response to one of my questions, because I had asked about China Shenhua's involvement, states:

I am not aware of China Shenhua's specific plans. Certainly it would be part of a rail network which would link through to the Hunter, out to Gunnedah and through Sydney.

My question is: what is Shenhua's involvement in these discussions and what are these discussions about a rail network from the Hunter to Sydney?

Mr Wood: It is true, as I stated last time, that the Maldon to Dombarton line, if built, would be part of the rail network; it would connect to the main north-south line, which would then travel through Sydney and would enable connections to the Hunter. That said, to clarify, the main intent by the proponents of that line over years has been more about servicing the western coalfields, Lithgow and areas there, and there have been interests there who have been pushing that. It would also enable rail connections to the Hunter. I am not aware of any involvement of China Shenhua in that.

Senator RHIANNON: You say you are not aware. Could I ask you to take it on notice so that it can be confirmed?

Mr Wood: The only involvement we would have had in the development of that project is if China Shenhua were consulted in the study for the Maldon-Dombarton link. My recollection is that it was not the case, they did not choose to make a submission, but we can certainly check that and confirm on notice.

Answer:

China Shenhua did not make a submission to the Maldon Dombarton Rail Link Feasibility Study.

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Infrastructure and Transport

Question no.: 55

Program: 1.1

Division/Agency: (NB-II) Nation Building – Infrastructure Investment

Topic: Commitments and Expenditure towards Urban Passenger Rail between 2008-09 and 2013-14

Proof Hansard Page/s: 20-21 (14/02/2012)

Senator Ludlam asked:

CHAIR: Yes, you can. On Senator Rhiannon's line of questioning, Mr Mrdak, which can be taken on notice, could you provide us with how many dollars the government has committed to urban passenger rail and what projects?

Mr Mrdak: As Mr Deegan has indicated, \$3.6 billion in urban passenger rail projects by this government, but I am happy to provide a breakdown of that.

Senator LUDLAM: Was that money spent or money committed?

Mr Mrdak: They are all projects underway, so some of the money has been spent, but I will give you a breakdown of that.

Answer:

The Australian Government has committed \$7.3 billion to urban passenger rail projects, including \$3.6 billion for works between 2008-09 and 2013-14 under the current phase of the Nation Building Programs. At the end of February 2012, the Government has expensed \$1.5 billion towards these commitments.

Project Name	Total Commonwealth commitment to the project (\$m)	Commonwealth commitment between 2008-09 and 2013-14 (\$m)	Total Commonwealth expenditure to 29 Feb 2012 (\$m)
Regional Rail Link – VIC	\$3,225.0m	\$2,225.0m	\$727.0m
Melbourne Metro 1 (preconstruction works) – VIC	\$40.0m	\$40.0m	\$0.0m
Moreton Bay Rail Link – QLD	\$742.0m	\$133.0m	\$0.0m
Gold Coast Rapid Transit – QLD	\$365.0m	\$365.0m	\$365.0m
Brisbane Inner City Rail Feasibility Study – QLD	\$20.0m	\$20.0m	\$20.0m
Parramatta to Epping Rail Link – NSW	\$2,080.0m	\$0.0m	\$0.0m
Gawler Line Modernisation – SA	\$293.5m	\$293.5m	\$168.3m
Noarlunga to Seaford Rail Extension – SA	\$291.2m	\$291.2m	\$174.0m
Perth City Link – WA	\$236.0m	\$236.0m	\$61.2m
<i>O-Bahn Track Extension (planning works) - SA (no longer proceeding)</i>	<i>\$5.0m</i>	<i>\$5.0m</i>	<i>\$5.0m</i>
<i>West Metro (feasibility study and preconstruction work) - NSW (no longer proceeding)</i>	<i>\$28.3m</i>	<i>\$8.3m</i>	<i>\$28.3m</i>
Total	\$7,326.0 million	\$3,617.0 million	\$1,548.8 million

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Question no.: 56

Program: 1.1

Division/Agency: (NB-II) Nation Building – Infrastructure Investment

Topic: Bruce Highway Construction

Proof Hansard Page/s: 23 (14/02/2012)

Senator Macdonald asked:

Senator IAN MACDONALD: Seeing we are paying 80 per cent, can you find out on notice for me why the Queensland government now refuses to put detours along the side of the road as they have done since time immemorial? Now they insist on stopping one lane of traffic on the Bruce Highway for up to five or 10 minutes at a time with no interest, it seems to me, in the travelling public or travelling freight trucks that run up and down that road. There are places where they could put a grader in and put the road around it. I am not sure if it is just in Queensland but everywhere now. I guess they do not have the money to put a road around. There are people they pay to hold stop signs and there must be a cost to industry. People are constantly stopping and starting when they are doing four or five projects in one stretch of road. It is just incredibly, in my view, inefficient. Perhaps on notice you could find out why they do not put the passing lanes around there.

Mr Pittar: We will follow that up with Queensland.

Answer:

The following advice has been received from the Queensland Department of Transport and Main Roads concerning the issue of detours around road construction.

There are a number of reasons why side tracks may not be installed when road works take place on the Bruce Highway:

- physical constraints preventing the construction of a side track;
- the associated cost, as the side track needs to be at a standard that is equivalent to the road being repaired or upgraded;
- environmental issues involving water ways, flora and fauna;
- cultural heritage issues; and / or
- the duration of the project may not justify the extended period required to place and remove side tracks.

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Question no.: 57

Program: 1.1

Division/Agency: (NB-II) Nation Building – Infrastructure Investment

Topic: National Land Transport Network Maintenance Funding in NSW

Proof Hansard Page/s: 25 (14/02/2012)

Senator Williams asked:

Senator WILLIAMS: Please take this on notice for me: Could you give us the three years prior to this year? How much money for New South Wales alone on maintenance—that is what I am interested in.

Ms O'Connell: Yes.

Answer:

The allocations and expenditure for maintenance on the National Land Transport Network in NSW are:

	Allocation	Expenditure
2010-11	\$111.7 million	\$103.4 million
2009-10	\$120.0 million	\$128.3 million
2008-09	\$98.2 million	\$98.2 million

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Question no.: 58

Program: 1.1

Division/Agency: (NB-II) Nation Building – Infrastructure Investment

Topic: Pacific Highway – Funding Split

Proof Hansard Page/s: 25 (14/02/2012)

Senator Williams asked:

Senator WILLIAMS: Can you provide a list of all those sections of highway undertaken with an 80:20 funding arrangement? Take that on notice, if you like.

Mr Mrdak: Yes.

Answer:

There are no projects on the Pacific Highway that are funded on an 80:20 arrangement.

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Additional Estimates February 2012

Infrastructure and Transport

Question no.: 59

Program: 1.1

Division/Agency: (NB-II) Nation Building – Infrastructure Investment

Topic: Pacific Highway – Funding Split

Proof Hansard Page/s: 25-26 (14/02/2012)

Senator Williams asked:

Senator WILLIAMS: Can you give me an idea of what section of the highway has been funded using the 50:50 funding arrangement please? On notice is fine. Is it correct that the Kempsey bypass was the only section built using 100 per cent federal funding?

Ms O'Connell: I believe that is the case. That was specifically a stimulus measure as well.

Senator WILLIAMS: Is it correct that, in the current five-year funding agreements, 2008-9 to 2013-14, the funding split is 80:20?

CHAIR: I will have to make that the last one, Senator Williams.

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

Answer:

1. The following projects were funded on a 50:50 arrangement:
 - a. Coolongolook to Wang Wauk Upgrade
 - b. Bundacree Creek to Possum Brush
 - c. Herons Creek Deviation
 - d. Bonville Deviation Upgrade
2. The following projects were funded on a 100:0 arrangement:
 - a. Kempsey Bypass
 - b. Kempsey to Eungai (planning)
 - c. Coffs Harbour Upgrade (planning)
 - d. Bonville Safety Works
3. There is no 80:20 agreement in place between the Commonwealth and New South Wales governments.

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Infrastructure and Transport

Question no.: 60

Program: 1.1

Division/Agency: (NB-II) Nation Building – Infrastructure Investment

Topic: Brighton Bypass, Tasmania – contract extension and completion

Proof Hansard Page/s: 29 (14/02/2012)

Senator Colbeck asked:

Senator COLBECK: I understand that. What is the extended completion contract date, then?

Mr Foulds: I would have to take this specifically on notice.

Ms O'Connell: We will find out what the extended completion contract date is.

Senator COLBECK: What was the period of the delay for the bridge?

Mr Foulds: It was delayed in late May 2009 for approximately six months. I will have to get precise details, but it is of that order.

Senator COLBECK: Does the extension granted to the contract match the delay on that particular issue?

Mr Foulds: I do not have that detail with me.

Senator COLBECK: If you can give me, then, details on the delay; the request of extension of time on the project; the granted extension of time on the project; the original completion date; and the revised completion date for the project.

I am not sure if I am in exactly the right place for this. I am interested in any progress on works for the Bridgewater Bridge.

Mr Foulds: The Bridgewater Bridge planning project is under way, and a value management workshop was held mid last year on the proposed design for the replacement Bridgewater Bridge.

Answer:

The original contract for the northern section of the Brighton Bypass, including the Jordan River Bridge, was scheduled for completion on 14 June 2012. The completion date was extended to 1 March 2013.

Due to delays in providing possession of the Jordan River levee to the contractor, the date for practical completion was extended. The original practical completion was scheduled to be on 14 June 2012. The extended date for practical completion of the northern section of the Brighton Bypass is 1 March 2013. This extension of time was negotiated and agreed between the contractor and the Tasmanian Department of Infrastructure, Energy and Resources, on the basis of detailed construction programming. Currently the revised schedule for completion of the project is late 2012.

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Question no.: 61

Program: 1.1

Division/Agency: (NB-II) Nation Building – Infrastructure Investment

Topic: Bridgewater Bridge Concept Design

Proof Hansard Page/s: 30 (14/02/2012)

Senator Colbeck asked:

Senator COLBECK: We are talking about a concept design and, by the nature of that, any estimates would be based on the concept, so I understand that there would be some flexibility around what the concept figures might be. I am interested to know what they are but I was under the impression—I do not know whether it is work that is being done through Infrastructure Australia, for example—that there are some discussions or an application from the Tasmanian government. You might not be able to help me with that.

Ms O'Connell: We will take on notice to give you the broad costings available for the concept design, acknowledging that they will be very broad because it is still a concept design.

Senator COLBECK: I understand that.

Ms O'Connell: We will also confirm whether there have been any discussions or representations about further funding beyond the current study at the moment; we will ask IA and get back to you on that.

Answer:

The Tasmanian Government has submitted a proposal for a new Bridgewater Bridge to Infrastructure Australia for its consideration. The strategic cost estimate was \$770 million.

The Tasmanian Department of Infrastructure, Energy and Resources has held preliminary discussions with the Department of Infrastructure and Transport about the project.

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Question no.: 62

Program: 1.1

Division/Agency: (NB-II) Nation Building – Infrastructure Investment

Topic: Funding for Roads in Remote Australia

Proof Hansard Page/s: 31-32 (14/02/2012)

Senator Macdonald asked:

Senator IAN MACDONALD: As you may or may not know—it is irrelevant—Senator Crossin and I co-chair the Friends of the Outback Highway group in parliament, and I know Senator Crossin would join me in urging someone to look at that. Can you tell me, perhaps even on notice, what money has been spent by the government or projected to be spent, or committed to be spent, on what I would call roads in remote Australia? I name them as being the Outback Highway, the Tanami Highway, and the Gulf Savannah Way up across the very north. There is a highway between Kununurra, I think, and Katherine; it has a name that I do not have before me. They are major iconic highways. Could you, on notice perhaps, tell me if there has been any funding either committed to that in the past year or proposed for future years?

Mr Pittar: There are a number of broad sub-elements of the Nation Building Program that provide funding to Community, Beef and Mining Roads in the Northern Territory. We also have funding which is directed toward upgrades of roads in the Cape York area of Queensland.

Senator IAN MACDONALD: You have sort of answered the question. Could you, on notice, give me the details, rather than wasting limited time now. Would that be possible?

Mr Pittar: Certainly.

Answer:

The Australian Government has committed a total of \$82 million towards the upgrade of remote roads in northern Australia through the Nation Building Program, 2008-09 to 2013-14, including:

- \$52 million to upgrade Community, Beef and Mining Roads in the Northern Territory. The projects include \$8 million for works on the Plenty Highway, which forms a section of the Outback Way and \$6 million for works on the Tanami Road. The Northern Territory Government has committed a further \$30 million to the Community, Beef and Mining Roads projects.
- \$30 million towards a \$60 million program to upgrade Remote Community Access Roads in Cape York and the north west of Queensland in a 50/50 partnership with the Queensland Government.

The Australian Government is also providing \$160 million towards a range of flood immunity, safety and productivity works to National Network highways in the Northern Territory, including strengthening and widening works on the Victoria Highway which runs between Katherine and Kununurra.

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A further \$50 million has been made available for road projects in the Northern Territory through the 2012 Federal Budget, a proportion of which is expected to be provided for community road upgrades.

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Question no.: 63

Program: 1.1

Division/Agency: (NB-II) Nation Building – Infrastructure Investment

Topic: Hann Highway Funding

Proof Hansard Page/s: 32 (14/02/2012)

Senator Macdonald asked:

Senator IAN MACDONALD: The councils are using their Roads to Recovery money on what is in effect a state road. You would probably know about that if you went through your Roads to Recovery things, but I do not really need that. I know that they have made submissions to the Commonwealth government in recent times for assistance. Are you aware of those submissions?

Mr Pittar: The state government is undertaking the works that are currently underway. I would have to check on notice as to whether we have received anything specifically from the state government on the Hahn Highway. I do not recall anything in recent months.

Senator IAN MACDONALD: It would have been from the Hughenden and Tablelands Regional Councils rather than the state government, I would have thought.

Mr Pittar: We would need to take that on notice.

Answer:

The Minister met with representatives from the Hann Highway Action Group (a sub-committee of the Hughenden Chamber of Commerce) in December 2009.

Since this time, the Department has no record of a submission to the Australian Government by the Flinders (Hughenden) Shire Council or Tablelands Regional Council seeking funding towards works on the Hann Highway.

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Additional Estimates February 2012

Infrastructure and Transport

Question no.: 64

Program: 1.1

Division/Agency: (NB-II) Nation Building – Infrastructure Investment

Topic: Fatality and crash rate figures for two sections of the Pacific Highway

Proof Hansard Page/s: 36 (14/02/2012)

Senator Williams asked:

Senator WILLIAMS: Do you have figures for the number of fatalities on the existing stretch of the highway between Nambucca and Nurrunga?

Ms O'Connell: We can get that information, looking at both the fatalities and the crash rates.

Senator WILLIAMS: How does this compare to the fatality figures for the Pacific Highway section from the Oxley Highway to Kempsey? Do you have any figures on those as far as fatalities go?

Ms O'Connell: We can provide those.

Answer:

The NSW Roads and Maritime Services have provided accident statistics for the ten year period 1 October 2001 to 30 September 2011 inclusive for the Nambucca to Urunga and Oxley Highway to Kempsey sections of the Pacific Highway. The statistics indicate that there were 13 fatal crashes with 14 people killed and 116 injury crashes with 188 people injured on the Nambucca to Urunga section, and 11 fatal crashes with 14 people killed and 151 injury crashes with 287 people injured on the Oxley Highway to Kempsey section.

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Question no.: 65

Program: 1.1

Division/Agency: (NB-II) Nation Building – Infrastructure Investment

Topic: Investment in nationally significant projects

Proof Hansard Page/s: 55-56 (14/02/2012)

Senator McKenzie asked:

Senator McKENZIE: The most recent budget committed this area to working on establishing special tax provisions to improve certainty for private sector investment in nationally significant projects by removing the continuity of ownership test and the same business test and uplifting early stage losses by the government bond rate. Can you please update me on the progress?

Ms O'Connell: That is not actually for the Major Cities Unit. That is part of nation building infrastructure investment, but I am happy to cover that.

CHAIR: Can I just say that in all fairness to Senator McKenzie that she did have some questions earlier, so if we can cover that here that would be very helpful.

Ms O'Connell: I am happy to do that.

Mr Jagers: The measure is being worked up by the Department of Treasury and we are providing some assistance to the Department of Treasury in the final design of how their measure will work.

Ms O'Connell: There is legislation being written by the Department of Treasury. They are currently undertaking the putting together of the legislation to give effect to the measure.

Senator McKENZIE: Do you have any idea of a timeline from your perspective?

Ms O'Connell: I can ask the Department of Treasury and come back to you.

Answer:

The Australian Treasury, which is responsible for preparing the legislation underpinning the infrastructure tax incentive, have advised that once an exposure draft of the legislation has been released for comments, the Government would seek to introduce the legislation into the Parliament in the second half of 2012.

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Question no.: 66

Program: 1.1

Division/Agency: (NB-II) Nation Building- Infrastructure Investment

Topic: Liveable Cities program

Proof Hansard Page/s: Written

Senator McKenzie asked:

1. What funding from the \$20m Liveable Cities program announced at the last budget has been allocated to Victorian cities?
2. What sort of projects have been funded so far?
3. What is the process for accessing the funding?

Answer:

1. Successful projects for the Liveable Cities program in Victoria are:
 - a. Southbank Cultural Precinct Redevelopment Blueprint
 - b. Principal Pedestrian Network Demonstration Project
 - c. Improving Albury Wodonga's Cycling Infrastructure
 - d. The Greenfield - Tarneit West
 - e. Toolern Train Station Feasibility Project
 - f. Practical design for resilient outer suburbs - demonstrating what is possible
2. The list of successful projects is on the Department's website.
3. The guidelines and application forms were posted on the Department's website.

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Question no.: 67

Program: 1.1

Division/Agency: (NB-II) Nation Building- Infrastructure Investment

Topic: Nation Building Program Funding

Proof Hansard Page/s: Written

Senator Heffernan asked:

1. In relation to the NSW Government's application to have the Princes Highway from Gwynneville to Port Kembla and from Port Kembla to Jervis bay added to the National Highway Network – can you advise how these applications are assessed by the Department?
2. Does the Department provide advice in relation to section 5 of the *Nation Building Program (National Land Transport) Act 1999* which describes roads that should be on the national network? If not, why not? Are these decisions solely for the Minister's consideration?
3. What considerations, other than section 5 of the Act, are considered when determining whether a road should be added to the National Network?
4. Which of the qualifying factors are the Princes Highway between
 - (a) Gwynneville and Port Kembla, and,
 - (b) Port Kembla and Jervis Bay found not to meet?
5. In relation to the MYEFO, I understand that \$1.4 billion in funding was brought forward from the Nation Building Programme, the Regional Infrastructure Fund and the Building Australia Fund to 2011-12. Is this correct?
6. According to page p267, the vast majority of the funds, some \$1.2 billion, has been brought forward from 2012-13 budget year. What as the rationale for this?
7. Was the original request for the bringing forward of funds announced in the MYEFO for the following projects originally made by the relevant State Government or the Federal Government?
 - (a) Gawler Line electrification
 - (b) South Road Superway
 - (c) Pacific Highway
 - (d) Mains & Kessels upgrade
 - (e) Hunter Expressway
 - (f) Blacksoil Interchange
 - (g) Bruce Highway – southern Cairns approach
 - (h) Bruce Highway – Calliope crossroads
 - (i) Yeppen Roundabout & bridge
 - (j) Western Ring Road, Melbourne
8. What affect will this bringing forward of money have on the completion date of the following projects:
 - (a) Gawler Line electrification
 - (b) South Road Superway
 - (c) Pacific Highway
 - (d) Mains & Kessels upgrade

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- (e) Hunter Expressway
- (f) Blacksoil Interchange
- (g) Bruce Highway – southern Cairns approach
- (h) Bruce Highway – Calliope crossroads
- (i) Yeppen Roundabout & bridge
- (j) Western Ring Road, Melbourne

Answer:

1. The Government has no plan to extend the National network beyond the current network determination, and consequently the Department provided no advice in respect of the NSW proposal.
2. The Department provides advice pursuant to 5.5 of the *Nation Building Program (National Land Transport) Act 2009* as required. The determination of the network is a matter for the Government.
3. See answer 2.
4. See answer 1.
5. Yes.
6. This was a decision of Government, and reasons are outlined in Budget documentation.
7. a) – j) The bring forwards were discussed with jurisdictions prior to decisions being taken.
8. a) This project is scheduled for completion in mid 2013.
b) This project is scheduled for completion in December 2013.
c) The Australian Government has committed to fully duplicate this highway by 2016.
d) This project is scheduled for completion in mid 2014.
e) This project is scheduled for completion in December 2013.
f) This project is scheduled for completion in mid 2014.
g) This project is scheduled for completion in late 2013.
h) This project is scheduled for completion in late 2015.
i) This project is scheduled for completion in early 2014.
j) This project is scheduled for completion in mid 2014.

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Infrastructure and Transport

Question no.: 68

Program: 1.1

Division/Agency: (NB-II) Nation Building- Infrastructure Investment

Topic: Government spending on Infrastructure in the Mining Sector

Proof Hansard Page/s: Written

Senator Waters asked:

1. Does the department have estimates of the amount of government spending on infrastructure primarily benefiting the mining sector?
2. How much of the additional infrastructure spending funded from the MRRT package will benefit the mining sector?

Answer:

1. No, the Department does not keep data of this kind.
2. The intent of the \$6 billion Regional Infrastructure Fund is to benefit mining communities and communities which support the mining sector.

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Additional Estimates February 2012

Infrastructure and Transport

Question no.: 69

Program: 1.1

Division/Agency: (NB-II) Nation Building – Infrastructure Investment

Topic: Victorian grain and rail network

Proof Hansard Page/s: Written

Senator McKenzie asked:

1. What is the government doing to help bottlenecks and issues with grain getting to port in Vic?
2. There has also been significant damage caused to rail networks by flooding in 2010-2011. Is the department looking at this issue from a national perspective?
3. What action is being taken?

Answer:

1. The Australian Government provided \$50 million to the Australian Rail Track Corporation to upgrade rail infrastructure and improve the efficiency of freight transported by rail through Geelong and to Geelong Port. This project was completed in January 2012.
- 2&3. The Australian Government is actively supporting more efficient and effective freight networks through the development of National Port and Freight Strategies. Rail infrastructure in Victoria, with the exception of the interstate rail network leased to the Australian Rail Track Corporation, is the responsibility of the Victorian State Government.