

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

ANSWERS TO QUESTIONS ON NOTICE

**Transport and Regional Services**

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

**Question No.:** AUSL 01

**Topic:** House of Representatives - Report into Regional Rail and Road Freight

**Hansard Page:** p. 33 (Monday, 23/5/05)

**Output:** AusLink

**Senator O'Brien asked:**

The House of Representatives Standing Committee on Transport and Regional Services has been asked by Minister Anderson to inquire into the integration of regional rail and road freight transport and their interface with the ports. The closing date for submissions was 9 May 2005 and there have been some 40 or 50 submissions received so far. Do you know when that Committee is due to report?

**Answer:**

The Committee Secretariat advised that they anticipated the Committee would report back in 2006.

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

**ANSWERS TO QUESTIONS ON NOTICE**

**Transport and Regional Services**

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

**Question No.:** AUSL 02

**Topic:** Studies into North-South Corridor Strategy

**Hansard Page:** p. 40 (Tuesday, 24/5/05)

**Output:** AusLink

**Senator O'Brien asked:**

I now have some questions about the in-land rail link. I understand that in April 2005, Minister Anderson issued a Media Release announcing the details of what he described as a major study into the North-South Rail Corridor. Is it fair to say that there have been a number of announcements about studies into the North-South Rail Corridor? In July 1999, Minister Anderson announced a Federal Government contribution of \$330,000 to a pre-feasibility study of the Melbourne to Brisbane in-land rail link. What happened about that study?

**Mr Wolfe**—I will check the details, but my understanding is that the Study was done, as its name suggests, as a pre-feasibility piece of work.

**Senator O'BRIEN**—What does 'pre-feasibility' mean? Is it to determine whether it is feasible to do a feasibility? Is that what it means—a third of a million dollars to find out whether it is feasible to do a feasibility?

**Answer:**

In July 1999, the Government contributed \$300,000 towards a pre-feasibility study of the Melbourne-Brisbane inland railway, which was completed by Australian Transport & Energy Corridor Ltd (ATEC) on 14 July 2000. The objective of the study was to establish the financial viability of the railway, sufficient to warrant a more detailed feasibility study. The Government also contributed \$30,000 toward a market study exploring an extension of the Melbourne-Brisbane inland railway, from Toowoomba to Emerald and Gladstone. This study was completed by ATEC in May 2001.

Subsequent action on the outcomes of these studies was primarily a matter for the private sector proponents of the inland railway to pursue.

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

**ANSWERS TO QUESTIONS ON NOTICE**

**Transport and Regional Services**

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

**Question No.:** AUSL 03

**Topic:** Inland Rail Project Outcome

**Hansard Page:** p. 40 (Tuesday, 24/5/05)

**Output:** AusLink

**Senator O'Brien asked:**

The Minister said in July 2002, I think in response to the pre-feasibility report: What we now need to do is understand what it means for the various interested parties—including the Commonwealth and State Governments—and what steps may be involved in moving the proposal forward.

In April 2001, the Minister announced the establishment of a Federal Government Committee to oversee the inland rail project. It was to be made up of four relevant regional Government Members of Parliament and would brief the Minister on progress and advise on how the Government could facilitate the railway's development. What happened about that?

**Answer:**

On April 5 2001, Minister Anderson announced the appointment of an Inland Rail Taskforce comprising Mr Paul Neville MP, Member for Hinkler (Chair), Mrs Kay Hull MP, Member for Riverina, the Hon David Jull MP, Member for Fadden and the Hon Andrew Thomson MP, Member for Wentworth. The Committee lapsed with the calling of the Federal Election in 2001.

On 7 June 2002, Minister Anderson re-established the Inland Rail Taskforce for twelve months, comprising Mr Paul Neville MP, Member for Hinkler, the Hon John Cobb MP, Member for Parkes, the Hon David Jull MP, Member for Fadden and Ms Sophie Panopoulos MP, Member for Indi.

The role of the Taskforce was to provide a link between the Government and the project proponents which included private sector interests. The Taskforce did not undertake a separate rail study.

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

ANSWERS TO QUESTIONS ON NOTICE

**Transport and Regional Services**

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

**Question No.:** AUSL 04

**Topic:** Australian Transport & Energy Corridor Ltd (ATEC) Work

**Hansard Page:** p. 42 (Tuesday, 24/5/05)

**Output:** AusLink

**Senator O'Brien asked:**

They may have a case. Are there any cases where the Commonwealth has paid for the work and there is some argument about intellectual property?

**Answer:**

There are no current arguments over intellectual property in relation to the Study. The Department is keen to ensure that appropriate intellectual property protection is provided to information that is provided by interested parties to the North-South Rail Corridor Study.

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

ANSWERS TO QUESTIONS ON NOTICE

**Transport and Regional Services**

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

**Question No.:** AUSL 05

**Topic:** Funding of Australian National Railway Commission Residual Issues

**Hansard Page:** p. 43 (Tuesday, 24/5/05)

**Output:** AusLink

**Senator O'Brien asked:**

Do you know how long it will need to be carried forward? Is there no other place where a contingency fund could be represented?

**Mr Wolfe**—I shall take that on notice, but we will be hopeful that the liabilities situation ends this coming financial year.

**Answer:**

The Programme Funding of Australian National Railways Commission (ANRC) residual issues was established following the sale and winding up of the business of ANRC in 1997 to deal with any unforeseen issues and liabilities that might arise after its cessation.

The one current issue, the future arrangements for the former ANRC Plan Room, is expected to be finalised by the end of 2005/06. Once this issue is dealt with and, if no other matters arise, there would be no reason to continue this Programme item as almost nine years will have passed since the winding up of ANRC.

If further liabilities were to arise after the closure of this Programme they would be dealt with on a case-by-case basis.

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

**ANSWERS TO QUESTIONS ON NOTICE**

**Transport and Regional Services**

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

**Question No.:** AUSL 06

**Topic:** Roads to Recovery Projects

**Hansard Page:** p. 47 (Tuesday, 24/5/05)

**Output:** AusLink

**Senator O'Brien asked:**

Can you give us on notice when each detailed proposal was received?

**Answer:**

**NSW**

Batemans Bay Bypass (detailed draft)	4 May 2005
Warnervale Link Road	13 May 2005
Lakes Way	16 May 2005
Main Road 301	30 May 2005
Main Road 301 & 101	24 May 2005

**VIC**

Metung Boardwalk	20 May 2005
Yan Yean/Ironbark Road Intersection	27 May 2005
Bryn Mawr Bridge	6 May 2005

**QLD**

Russett Park	20 June 2005
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**WA**

Outback Highway	11 February 2005
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**Senate Rural and Regional Affairs and Transport Legislation Committee**

**ANSWERS TO QUESTIONS ON NOTICE**

**Transport and Regional Services**

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

**Question No.:** AUSL 07

**Topic:** Roads to Recovery Projects

**Hansard Page:** p. 47 (Tuesday, 24/5/05)

**Output:** AusLink

**Senator O'Brien asked:**

Can you give us a breakdown of where that expenditure is intended to go?

**Answer:**

The following are adjusted 2005-06 figures:

<u>NSW</u>	<b>05-06</b> \$M
Princes Hwy Black Spots	3.500
Pambula River Bridge	3.750
Batemans Bay Bypass	3.000
Warnervale Link Road	2.500
Raby Rd-Camden Valley Way	1.000
Bondi Beach Infrastructure	1.500
Lakes Way	2.000
MR 301 & MR 101	1.500
MR 301	1.000
<b>TOTAL</b>	<b>19.750</b>
<u>VIC</u>	
Great Alpine Rd	2.000
Metung Boardwalk	0.500
Yan Yean-Ironbark Rd Int	0.160
Byrn Mawr Bridge	5.000

**TOTAL** **7.660**

**QLD**

River Heads Rd	0.800
Daintree Causeway	0.500
Tablelands Rd	0.600
Bribie Is Rd	0.125
Outback Hwy	1.167

**TOTAL** **3.192**

**WA**

Outback Hwy	1.167
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**TOTAL** **1.167**

**SA**

Nil

**TAS**

Bass Hwy-Sisters Hill	3.065
Bridport Rd	1.500
Tasman Hwy-Nunamara	
Targa	1.500
Port Sorell Main Rd	0.500
	<b>6.565</b>

**NT**

Outback Hwy	1.167
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**TOTAL** **1.167**



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

**ANSWERS TO QUESTIONS ON NOTICE**

**Transport and Regional Services**

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

**Question No.:** AUSL 08

**Topic:** Submissions for Funding under Strategic Regional Projects

**Hansard Page:** p. 48 (Tuesday, 24/5/05)

**Output:** AusLink

**Senator O'Brien asked:**

Can we get details of each of the 21 submissions – what they are proposing to do, what they are seeking from the Commonwealth and what the total cost of each project is?

**Answer:**

1. Tenterfield Shire Council: Upgrade Mt Lindesay Road: Commonwealth contribution sought – not specified: Total cost – not specified.
2. Queanbeyan City Council: Edwin Land Bypass: Commonwealth contribution sought – not specified. Total cost - \$17.2m.
3. Australasian Railway Association: Cootamundra-Tumut line: Commonwealth contribution sought – \$40m: Total cost – \$95m.
4. Bombala Shire Council: Upgrade Snowy River Way: Commonwealth contribution sought – \$7m: Total cost – \$7m.
5. City of Lake Macquarie: Lake Macquarie Integrated Transport Centre: Commonwealth contribution sought – \$5m: Total cost – \$48m.
6. Wakool/Swan Hill Councils: Upgrade roads & bridge in shires: Commonwealth contribution sought – \$15.9m: Total cost – \$40.8m.
7. Pyrenees Shire: Upgrade Eurambeen – Streatham Road: Commonwealth contribution sought – \$7m: Total cost – \$12m.

8. Whitehorse City Council: Study to upgrade Whitehorse/Springvale Intersection: Commonwealth contribution sought – \$2m: Total cost – \$2m.
9. Alpine Shire Council: Seal Bogong High Plains Road from Falls Creek to Omeo Highway: Commonwealth contribution sought – \$2m: Total cost – \$6.5m.
10. Glenelg Shire(Green Triangle): Overhaul rail access to port of Portland City: Commonwealth contribution sought – \$23m: Total cost – \$40m.
11. South East Local Government Association: Strategic freight transport corridor planning: Commonwealth contribution sought – \$0.15m: Total cost – \$0.3m.
12. Eyre Region Development Board: Eyre Peninsula Grain Transport Integration Plan: Commonwealth contribution sought – \$20m: Total cost – \$43m.
13. Mid Murray/Goyder Regional Councils: Upgrade Bower Road for heavy vehicles: Commonwealth contribution sought – not specified: Total cost – \$15m.
14. Diamantina Shire: Charleville – Birdsville – Mt Isa Loop: Commonwealth contribution sought – not specified: Total cost – \$32m.
15. Livingstone Shire: Upgrade access roads to Shoalwater Bay Training Area: Commonwealth contribution sought – \$15m: Total cost – \$15m.
16. Gulf Savannah Development Inc: Upgrade Savannah Way: Commonwealth contribution sought – not specified: Total cost – not specified.
17. Aramac Shire: Upgrade Aramac – Torrens Creek Road: Commonwealth contribution sought – \$10m: Total cost – \$10m
18. Swan City Council: Upgrade Lloyd Street: Commonwealth contribution sought – not specified: Total cost – \$8m.
19. Rockingham City Council: Upgrade Mundijong – Dixon Rod: Commonwealth contribution sought – not specified: Total cost – \$10.6m.
20. Great Southern Timber Industry Road Evaluation Strategy (TIRES): Upgrade roads for timber industry: Commonwealth contribution sought – \$8m: Total cost – \$41.4m.
21. Gingin/Dandaragan Shires: Upgrade Indian Ocean Drive: Commonwealth contribution sought – \$20m: Total cost – \$40m.

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

**ANSWERS TO QUESTIONS ON NOTICE**

**Transport and Regional Services**

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

**Question No.:** AUSL 09

**Topic:** Funding for Caboolture Motorway and other AusLink Projects

**Hansard Page:** p. 52 (Tuesday, 24/5/05)

**Output:** AusLink

**Senator O'Brien asked:**

Are you saying that you do not know where that money will go yet?

**Mr Hogan**—We do not and we have adjusted our cash flows in respect of projects—

**Senator O'BRIEN**—So if you do, can you tell me where it is going?

**Mr Hogan**—I cannot tell you on a project-to-project basis. What I could do is give you a list of the projects that are likely to underspend and then give you a list of the projects where we are accelerating payments.

**Senator O'BRIEN**—Okay, let us start with that, and what you estimate the Additional budget of those projects with accelerating progress will absorb.

**Answer:**

The attached table shows the 2004-05 AusLink Investment Programme, as announced in June 2004 and including subsequent commitments and the payment outcomes for each project.

Comparison of the budget and payment outcomes for each project reveals those projects that required less funding to meet cash flows and projects which were able to be accelerated and requiring more funding.

The payments for construction projects in 2004-05 include, in accordance with the programme's Notes on Administration, amounts to cover expected expenditure for the first three weeks of July 2005.

Completing projects are those projects nominally completed but for which small unbudgeted claims were received during the year.

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

ANSWERS TO QUESTIONS ON NOTICE

**Transport and Regional Services**

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

**Question No.:** AUSL 10

**Topic:** Bruce Highway Works and Funding

**Hansard Page:** p. 52 (Tuesday, 24/5/05)

**Output:** AusLink

**Senator Bishop asked:**

Have other projects been identified and/or agreed with by the Queensland Government to be advanced, in relation to the Bruce Highway?

**Answer:**

A list of current and proposed works scheduled for Australian Government funding on the Bruce Highway is provided at **Attachment A**.

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

**ANSWERS TO QUESTIONS ON NOTICE**

**Transport and Regional Services**

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

**Question No.:** AUSL 11

**Topic:** Hume Highway

**Hansard Page:** p. 60 (Tuesday, 24/5/05)

**Output:** AusLink

**Senator Mark Bishop asked:**

Let us head over now to the Hume Highway. What is the estimated total cost to complete the duplication of the Hume Highway and what is the time period for its completion?

**Answer:**

In its National Highway Programme Forward Strategy Report 2004/05 to 2008/09, the New South Wales Roads and Traffic Authority (RTA) provided estimates of the cost of completing the duplication of single carriageway sections as:

Coolac Bypass	\$104.1m
Sheahan Bridge	\$40.0m
Tarcutta Bypass	\$88.0m
Kyeamba Hill	\$71.0m
Little Billabong	\$63.0m
Holbrook Bypass	\$125.0m
Woomargama Gap-Mullengandra	\$110.0m
Mullengandra-Table Top	\$171.5m
<b>Total</b>	<b>\$772.6m</b>

These are, however, strategic cost estimates and are subject to further refinement. Final costs are likely to be higher. Tenders for the Coolac Bypass are being assessed and a final cost for this project will be known shortly.

The Coolac Bypass is expected to be completed by the end of 2007. Timings for the duplication of the other sections have not been determined. The Government announced its objective to complete the duplication of the Hume Highway by 2012 in the *AusLink White Paper* in June 2004. The Government allocated \$205m in the period 2004-05 to 2008-09 for expenditure on the Hume Highway in NSW, in addition to funding being provided for the Albury-Wodonga Hume Freeway Upgrade Project.



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

**ANSWERS TO QUESTIONS ON NOTICE**

**Transport and Regional Services**

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

**Question No.:** AUSL 12 and AUSL 13

**Topic:** Ipswich Motorway Safety Works Funding

**Hansard Page:** p. 70 (Tuesday, 24/5/05)

**Output:** AusLink

**Senator Bishop asked:**

Was \$24 million spent on upgrading the Ipswich Motorway in 2004-05?

**Answer:**

In 2004-05, \$24.0 million of total funding of \$54.9 million was budgeted to fund safety works along the Ipswich Motorway.

The State Government subsequently revised its forecast budgeted expenditure for the safety works for 2004-05 to \$18.2 million.

\$12.3 million is available for these works in 2005-06.

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

**ANSWERS TO QUESTIONS ON NOTICE**

**Transport and Regional Services**

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

**Question No.:** AUSL 14

**Topic:** Strategic Regional Projects

**Hansard Page:** Not applicable – additional post hearing written question.

**Output:** AusLink

**Senator O'Brien asked:**

Could the Department provide: (a) revised estimated actual expenditure on Strategic Regional Projects for FY 04-05, and (b) forward estimates for committed funds to Strategic Regional Projects election commitments, including for un-incorporated roads.

**Answer:**

(a) No actual expenditure is anticipated in 2004-05.

(b) Forward estimates as follows:

<b>Project</b>	<b>05-06</b>	<b>06-07</b>	<b>07-08</b>	<b>08-09</b>	<b>Total</b>
<b>NSW</b>					
Princes Hwy Black Spots	3.500	6.000	5.500		<b>15.000</b>
Pambula River Bridge	3.750	1.250			<b>5.000</b>
Batemans Bay Bypass	3.000	5.500	1.500		<b>10.000</b>
Warnervale Link Road	2.500				<b>2.500</b>
Raby Rd-Camden Valley Way	1.000				<b>1.000</b>
Bondi Beach Infrastructure	1.500	0.500			<b>2.000</b>
Lakes Way	2.000				<b>2.000</b>
MR 301 & MR 101 (Dungog)	1.500	2.000	2.500		<b>6.000</b>
MR 301 (Port Stephens)	1.000	1.000			<b>2.000</b>
Un-incorporated Areas	0.630	0.630	0.630	0.630	<b>2.520</b>
<b>Sub-total</b>	<b>20.380</b>	<b>16.880</b>	<b>10.130</b>	<b>0.630</b>	<b>48.020</b>
<b>VIC</b>					
Great Alpine Rd	2.000	3.000	1.500		<b>6.500</b>
Metung Boardwalk	0.500				<b>0.500</b>
Yan Yean-Ironbark Rd Int	0.160				<b>0.160</b>
Bryn Mawr Bridge	5.000	5.000			<b>10.000</b>
Un-incorporated Areas	0.016	0.016	0.016	0.016	<b>0.064</b>
<b>Sub-total</b>	<b>7.676</b>	<b>8.016</b>	<b>1.516</b>	<b>0.016</b>	<b>17.224</b>



<b>Project</b>	<b>05-06</b>	<b>06-07</b>	<b>07-08</b>	<b>08-09</b>	<b>Total</b>
<b>QLD</b>					
River Heads Rd	0.800				<b>0.800</b>
Daintree Causeway	0.500				<b>0.500</b>
Tablelands Rd	0.600				<b>0.600</b>
Bribie Is Rd	0.125				<b>0.125</b>
Outback Hwy	1.167	1,000	0.833		<b>3.000</b>
<b>Sub-total</b>	<b>3.192</b>	<b>1.000</b>	<b>0.833</b>		<b>5.025</b>
<b>WA</b>					
Outback Hwy	1.167	1.000	0.353		<b>2.520</b>
<b>Sub-total</b>	<b>1.167</b>	<b>1.000</b>	<b>0.353</b>		<b>2.520</b>
<b>SA</b>					
Un-incorporated Areas	2.690	2.690	2.690	2.690	<b>10.760</b>
<b>Sub-total</b>	<b>2.690</b>	<b>2.690</b>	<b>2.690</b>	<b>2.690</b>	<b>10.760</b>
<b>TAS</b>					
Bass Hwy-Sisters Hill	3.065	7.250	4.685		<b>15.000</b>
Bridport Rd	1.500				<b>1.500</b>
Tasman Hwy-Nunumara Targa	1.500				<b>1.500</b>
Port Sorell Main Rd	0.500				<b>0.500</b>
<b>Sub-total</b>	<b>6.565</b>	<b>7.250</b>	<b>4.685</b>		<b>18.500</b>
<b>NT</b>					
Outback Hwy	1.167	2.004	1.309		<b>4.480</b>
Un-incorporated Areas	4.000	4.000	4.000	4.000	<b>16.000</b>
<b>Sub-total</b>	<b>5.167</b>	<b>6.004</b>	<b>5.309</b>	<b>4.000</b>	<b>20.480</b>
<b>OTHER</b>					
Indian Ocean Territories	0.160	0.160	0.160	0.160	<b>0.640</b>

**Note: Does not include un-allocated.**

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

**ANSWERS TO QUESTIONS ON NOTICE**

**Transport and Regional Services**

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

**Question No.:** AUSL 15

**Topic:** Letter to Project Proponents

**Hansard Page:** Not applicable – additional post hearing written question.

**Output:** AusLink

**Senator O'Brien asked:**

Could the Department provide a copy of the letter the Minister sent to project proponents, who have expressed interest in funding from the remaining un-committed program?

**Answer:**

The text of the letter to proponents who have expressed interest in funding from the remaining un-committed program is as follows:

“We write to you in regard to the Australian Government’s AusLink Strategic Roads to Recovery Programme. The *AusLink White Paper* confirmed the Government’s decision to extend the Roads to Recovery Programme to the end of June 2009, and to implement a strategic funding programme.

Full funding for the AusLink Strategic Roads to Recovery Programme is included in this year’s Budget. \$150 million will be provided for this programme to 2008-09. Of this funding, some \$120 million is allocated over 5 years (including 2004-05) to strategic projects and \$30 million over 4 years to roads in un-incorporated areas from 1 July 2005.

Overall, this represents an additional \$150 million for local and regional transport infrastructure over that announced in the *AusLink White Paper*. This additional funding comes on the back of the Government’s decision to provide the entire \$1.2 billion Roads to Recovery Local Road Funding directly to local councils.

This was a clear signal of the Coalition Government’s satisfaction with local government performance in reducing the local road works backlog, in partnership with the Australian Government.

The Government has accelerated the implementation of the strategic programme with the announcement of an initial series of priority projects totalling \$93.185m. As the remaining funds do not become available until 2007-08 and 2008-09, it is the Government's intention to call for competitive bids in 2006-07.

We are aware that your council has already nominated a proposal for funding under this programme. Project submissions already received by the Department of Transport and Regional Services for these funds will remain current and the proponent councils will be given an opportunity to update these proposals at an appropriate time.

Should this budgetary position change this arrangement will be reviewed and all councils will be notified.

Meanwhile, the Government looks forward to working in partnership with local government in the same spirit as has occurred over the past 4 years under the Roads to Recovery Programme".

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

**ANSWERS TO QUESTIONS ON NOTICE**

**Transport and Regional Services**

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

**Question No.:** AUSL 16

**Topic:** Forward Estimates for Local Roads

**Hansard Page:** p. 72 (Tuesday, 24/5/05)

**Output:** AusLink

**Senator Bishop asked:**

Could the Department also provide forward estimates for local roads under the Financial Assistance Grants, Roads to Recovery and Black Spot funding by State/Territory.

**Answer:**

**Financial Assistance Grants (Local Road Component)**

	<b>2005-06</b>	<b>2006-07</b>	<b>2007-08</b>	<b>2008-09</b>
	<b>\$m</b>	<b>\$m</b>	<b>\$m</b>	<b>\$m</b>
<b>NSW</b>	144.203	149.380	154.922	160.639
<b>VIC</b>	102.469	106.148	110.086	114.148
<b>QLD</b>	93.125	96.468	100.047	103.739
<b>WA</b>	75.996	78.725	81.645	84.658
<b>SA</b>	27.315	28.296	29.345	30.428
<b>TAS</b>	26.339	27.285	28.297	29.341
<b>NT</b>	11.643	12.061	12.508	12.970
<b>ACT</b>	15.937	16.510	17.122	17.754

### AusLink Roads to Recovery (Formula Component & Un-incorporated Areas)

	2005-06 \$m	2006-07 \$m	2007-08 \$m	2008-09 \$m
NSW	85.000	85.000	85.000	85.000
<b>Unincorporated</b>	0.629	0.629	0.629	0.629
VIC	62.500	62.500	62.500	62.500
<b>Unincorporated</b>	0.016	0.016	0.016	0.016
QLD	62.500	62.500	62.500	62.500
WA	45.000	45.000	45.000	45.000
SA	25.000	25.000	25.000	25.000
<b>Unincorporated</b>	2.696	2.696	2.696	2.696
TAS	10.000	10.000	10.000	10.000
NT	5.000	5.000	5.000	5.000
<b>Unincorporated</b>	4.000	4.000	4.000	4.000
ACT	5.000	5.000	5.000	5.000
<b>Indian Ocean Territories</b>	0.159	0.159	0.159	0.159

### AusLink Black Spot Programme

	2005-06 \$m	2006-07 \$m	2007-08 \$m	2008-09 \$m
NSW	14.287	14.287	14.287	
VIC	10.428	10.428	10.428	
QLD	8.923	8.923	8.923	
WA	4.982	4.982	4.982	
SA	3.490	3.490	3.490	
TAS	1.116	1.116	1.116	
NT	0.672	0.672	0.672	
ACT	0.602	0.602	0.602	
<b>Administration and Evaluation</b>	0.500	0.500	0.500	



