

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

**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 114

**Program:** 1.1

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

**Topic:** Projects Funded from the Contingency Reserve

**Proof Hansard Page/s:** 15 (23/05/12)

**Senator NASH asked:**

**Senator NASH:** Are there any earmarked to go against that contingency fund at this stage?

**Mr Jagers:** Yes. There are a number of projects. Would you like me to outline them?

**Senator NASH:** Yes, if you could run through them briefly. Is it very extensive, because I am happy for you to provide it on notice?

**Mr Jagers:** It is about 20 projects.

**Senator NASH:** If you could provide that on notice, that would be good. How much money is actually in the contingency fund?

**Mr Mrdak:** That would be a matter for the department of finance. It is a whole-of-government process.

**Senator NASH:** So the total of these projects against whatever is in the contingency fund—what is that value?

**Mr Mrdak:** We will take that on notice and I will get that for you in the course of this morning.

**Answer:**

1.
  - Inland Rail pre-construction
  - Parramatta Epping Rail Link
  - Moreton Bay Rail Link
  - Richmond Bridge
  - Princes Highway West
  - Great Eastern Highway
  - Tasman Highway
  - Legacy Way – Northern Link Tunnel
  - F3 to Sydney Orbital
  
2. The Contingency Reserve is managed by the Department of Finance and Deregulation.

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**Infrastructure and Transport**

**Question no.:** 115

**Program:** 1.1

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

**Topic:** Yeppen Flood Plain Study

**Proof Hansard Page/s:** 75 (23/05/12)

**Senator MACDONALD asked:**

**Senator IAN MACDONALD:** So you are waiting for some response from the minister. I do not want to put any pressure on anyone in the very temporary absence of the minister. Is it appropriate to ask when you sent the brief to the minister?

**Mr Mrdak:** I will take that on notice and get you an answer.

**Senator IAN MACDONALD:** Mr Mrdak, perhaps on notice as well, could you let me know when there might be a response to the Yeppen flood plain study. Can anyone tell me the extent of the consultation in relation to that study?

**Mr Pittar:** In broad terms, my understanding is that the consultants that were engaged to undertake that study did have as part of their process at least a couple of occasions where they were able to or did engage in consultations with the community. I do not have any more detail than that. There certainly was a level of consultation with the community.

**Answer:**

The Minister has written to the new Queensland Minister for Transport and Main Roads seeking his views on the final report and whether it fits with his government's long term priorities.

Formal community information sessions were held on two occasions through the study, in February / March 2010 and March / April 2011. The community and other interested parties had the opportunity throughout the study to provide feedback via a dedicated email address or phone line established by the Queensland Department of Transport and Main Roads.

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Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 116

**Program:** 1.1

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

**Topic:** Nation Building Program Funding for Northern Australia

**Proof Hansard Page/s:** 76 (23/05/12)

**Senator MACDONALD asked:**

**Senator IAN MACDONALD:** Perhaps it has gone to the department of regional Australia. Also, last time I asked you about the Outback Way. In question No. 62 you said that some money had gone to remote roads in Northern Australia—\$52 million for the upgrading of Northern Territory roads and \$30 million for the upgrading in Cape York and north-west Queensland, in a fifty-fifty partnership. I am not quite sure when that answer came in, but can you tell me what is happening with both of those allocations of money?

**Mr Pittar:** They form part of the current Nation Building Program. With the community, beef and mining roads in the Northern Territory, the Australian government is making progress payments to the Northern Territory government on the basis of work completed on those roads, and that is the same situation with the remote community access roads on Cape York in Queensland.

**Senator IAN MACDONALD:** I see that was for the program from 2008-09 through to 2013-14. Can you give me on notice a schematic or a dot point update on how much of the \$52 million and \$30 million respectively has been spent, where it has been spent and how far from completion are the works for which those allocations were made?

**Mr Jagers:** We can take that on notice.

**Senator IAN MACDONALD:** Is that easy enough to get?

**Mr Jagers:** I believe we can provide that, yes.

**Answer:**

The Australian Government is providing \$30 million for projects in Cape York and north-west Queensland in a fifty-fifty funding arrangement with the Queensland Government. The projects comprise the following:

<b>Project</b>	<b>AG funding commitment</b>	<b>Comments</b>
Sealing of Peninsula Development Road	\$15.0m	Under construction with the project expected to be completed mid 2012, weather permitting.
Seal of Wills Development Road	\$4.5m	Completed 30 July 2010
Remote community road upgrades in Cape York - 6 access roads:	<i>\$10.5m</i>	
Aurukun Access Road	\$1.5m	Completed December 2010
Lockhart River Community Access Road Upgrade	\$2.0m	Completed December 2011
Kowanyama Access Road	\$0.8m	Under construction with the project expected to be completed mid 2012, weather permitting.
Pormpuraaw Access Road	\$1.9m	Completed December 2010
Bloomfield Access Road	\$2.75m	Under construction with the project expected to be completed late 2012, weather permitting.
Northern Peninsula Road	\$1.55m	Under construction with the project expected to be completed late 2012, weather permitting.
<b>Total</b>	<b>\$30.00m</b>	

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The Australian Government is contributing \$77 million to the Community, Beef and Mining Roads Package in the NT, with the NT Government to provide \$31 million. The Community, Beef and Mining Roads comprise the following:

<b>Project</b>	<b>AG funding commitment</b>	<b>Comments</b>
Port Keats Road	\$11.0m	Under construction with the project expected to be completed mid 2013, weather permitting.
Tanami road	\$6.0m	Completed - August 2010
Central Arnhem Road	\$40.0m	Under construction with the project expected to be completed mid 2014, weather permitting.
McArthur River Bridge	\$3.0m	Completed - February 2011
Plenty Highway	\$8.0m	Completed - December 2010
Buntine Highway	\$7.0m	Completed - November 2011
Maryvale Road & Hugh River Stock Route to Titjikala	\$2.0m	Completed - February 2011
<b>Total</b>	<b>\$77.0m</b>	

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**Question no.:** 117

**Program:** 1.1

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

**Topic:** Nation Building Program Funding for Northern Australia

**Proof Hansard Page/s:** 76-77 (23/05/12)

**Senator MACDONALD asked:**

**Senator IAN MACDONALD:** On notice, can you give me details of how much of the \$52 million has been spent to date, when and where? Then I am interested in what the additional was in this year's budget.

**Mr Pittar:** For the Northern Territory as a whole it was \$50 million. The precise carve-up of where that funding will go is currently being considered.

**Senator IAN MACDONALD:** It was mentioned in this year's budget that it is to be spent before 30 June 2012?

**Mr Pittar:** Correct.

**Senator IAN MACDONALD:** I would be interested in details of the additional \$50 million that is going to be spent between 8 May and 30 June this year.

**Mr Pittar:** We can take that on notice.

**Senator IAN MACDONALD:** I would be very interested in that detail. Similarly, with the \$30 million towards the upgrade of the remote community access roads in Cape York, can you tell me anything about that now?

**Mr Pittar:** I do not think I have sufficient detail with me on that.

**Answer:**

Refer to Question 116.

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**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 118

**Program:** 1.1

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

**Topic:** Yeppen Flood Plain Study

**Proof Hansard Page/s:** 77 (23/05/12)

**Senator MACDONALD asked:**

**Senator IAN MACDONALD:** When would you anticipate that the minister might be dealing with that report?

**Mr Mrdak:** I cannot give you a time frame at this stage. The new Queensland government has indicated its intention to look at a number of projects in light of coming to office. We have to give it an opportunity to look at whether it wishes to provide a revised approach. The best I can do is to take it on notice. I know the minister generally turns these things around relatively quickly, but I will endeavour to find out as soon as possible when he is able to deal with it.

**Answer:**

Refer to Question 115.

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**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 119

**Program:** 1.1

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

**Topic:** Funding for Yeppen

**Proof Hansard Page/s:** 78 (23/05/12)

**Senator MACDONALD asked:**

**Senator IAN MACDONALD:** Again, is there a timetable of works for that that you could get me on notice?

**Mr Pittar:** I would expect so. I imagine it would also be on the Queensland Department of Transport and Main Roads website. They have information on projects as well. We can get the information on notice.

**Senator IAN MACDONALD:** If you would not mind ascertaining that. If it is on a website, if you could give me the reference then that would be sufficient. Was I waiting for the minister to come back for this? No. You said the Queensland recovery program is being spent through the department of regional Australia.

**Answer:**

The project commenced on 16 May 2012 and is expected to be completed early 2014. Project details can be found on the Department's website.

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ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 120

**Program:** n/a

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

**Topic:** Private Sector proposal for IMT development of Moorebank Defence National Storage and Distribution Centre (DNSDC).

**Proof Hansard Page/s:** 83 (23/05/12)

**Senator NASH asked:**

**Senator NASH:** My understanding, though, was that the private sector proposal actually said they would pay for the roads and the warehouses for Defence.

**Mr Mrdak:** My understanding is that they have indicated they will be willing to provide funding to clear an initial portion of it—

**Ms O'Connell:** A small portion.

**Mr Mrdak:** The first 10 hectares. The full construction of all of the replacement logistic facilities would be a matter for Defence.

**Ms O'Connell:** That is correct. To remove from the full 80-odd hectare site would be a cost to Defence. For an initial 10-hectare slice, my understanding is that for the private sector proposal the Qube consortia have said they would do that at their cost. But that is not for the full site.

**Senator NASH:** If it is not for the full site as you understand it, what then would be the rough ballpark figure for the clearing of the rest of that site?

**Mr Mrdak:** I would need to get that on notice from Defence in terms of that. I do not have those figures with us.

**Answer:**

The cost to clear the DNSDC site is a matter for Defence and SIMTA to agree as part of the overall lease negotiations.



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**Infrastructure and Transport**

**Question no.:** 121

**Program:** 1.1

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

**Topic:** Muswellbrook Bypass

**Proof Hansard Page/s:** 85 (23/05/12)

**Senator WILLIAMS asked:**

**Senator WILLIAMS:** That would be good if you could, please. Do you know what the estimated total cost of the construction of the Muswellbrook bypass is? This is something that has been pushed for 30 years.

**Mr Foulds:** I do not have that detail with me. I would have to—

**Senator WILLIAMS:** Would you be able to find that out?

**Mr Foulds:** Yes, I would.

**Answer:**

\$250 million (\$2012).

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**Infrastructure and Transport**

**Question no.:** 122

**Program:** 1.1

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

**Topic:** Pacific Highway projects over 50% Federal contribution

**Proof Hansard Page/s:** 86 (23/05/12)

**Senator WILLIAMS asked:**

**Senator WILLIAMS:** I note in an answer to a question on notice from the last estimates hearing you advised that not a single project on the Pacific Highway was funded under an 80-20 funding split. I want to refer you to the following projects which were funded at around that level: Urunga duplication, \$60 million project, Commonwealth contribution \$54 million, a 90-10 split; Bulahdelah bypass, \$315 million project, Commonwealth contribution \$303 million, 96-4 split; Ballina bypass, \$640 million project, Commonwealth contribution \$450 million, 70-30 split; Devil's Pulpit upgrade, \$77 million project, Commonwealth contribution \$62 million, 80-20 split. Given that these projects were funded at around that level, I will ask you to take on notice the funding splits of all of the sections of the Pacific Highway where the Commonwealth contribution for the proposed project exceeded 50 per cent of the total project. If you could you take on notice any funding of the Pacific Highway where the Commonwealth contribution was more than 50 per cent, I would appreciate it.

**Answer:**

Since 1996, the following Pacific Highway projects have been funded with a Commonwealth contribution greater than 50 per cent:

- Karuah to Bulahdelah Sections 2 & 3;
- Bulahdelah Bypass;
- Cooperook to Moorland;
- Herons Creek to Stills Road upgrade;
- Kempsey Bypass;
- Frederickton to Eungai (planning);
- Warrell Creek to Urunga (planning);
- Sapphire to Woolgoolga upgrade;
- Glenugie upgrade;
- Devils Pulpit upgrade;
- Ballina Bypass;
- Tintenbar to Ewingsdale upgrade;
- Banora Point upgrade;
- Kempsey to Eungai (planning); and
- Bonville Works.

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Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 123

**Program:** 1.1

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

**Topic:** Perth Light Rail Planning Study

**Proof Hansard Page/s:** 88 (23/05/12)

**Senator LUDLAM asked:**

**Senator LUDLAM:** Are there any conditions attached to the Commonwealth funding? Can you outline it for us? I have the statement that came with the budget papers. Perhaps you could explain to us what exactly we are getting?

**Ms O'Connell:** It forms part of the Nation Building Program and the memorandum of understanding that goes with that. It is a matched contribution in terms of Western Australian funding. The payment is dependent on reaching project milestones, so the delivery of the business case, planning study, the works undertaken. The Australian government contribution is also capped at that amount.

**Senator LUDLAM:** Could you table for us what those milestones are and what the expectation is for delivery of those?

**Ms O'Connell:** We are happy to take that on notice.

**Mr Mrdak:** We will take that on notice and get that for you.

**Answer:**

The West Australian Department of Transport will be developing a Project Proposal Report to define the deliverables and milestones relevant to the project.

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**Question no.:** 124

**Program:** 1.1

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

**Topic:** Perth Light Rail Planning Study

**Proof Hansard Page/s:** 89 (23/05/12)

**Senator LUDLAM asked:**

**Senator LUDLAM:** Were you disappointed or surprised to find that, as you were making your funding announcement, the project was being scaled back?

**Mr Jagers:** We are yet to have detailed discussions with WA about the scope of the study and what will or will not be included. So we are obviously in the process of doing that.

**Mr Mrdak:** And we will seek further advice from Western Australia on their thinking as part of these discussions in the next couple of weeks.

**Senator LUDLAM:** I would appreciate it if you are able to table anything that would shed some light on that decision, particularly whether Curtin University is being expected to make some kind of contribution, for example—whether that is what the story is.

Does the department support a metro-wide transport planning approach that considers the future expansion of the light rail network in Perth to include growing urban activity centres such as Fremantle, Cockburn and Murdoch, where a lot of serious growth and consolidation are occurring?

**Answer:**

Investment and delivery options will be investigated during the planning study.

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**Infrastructure and Transport**

**Question no.:** 125

**Program:** 1.1

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

**Topic:** Liveable Cities Program And Cycle Access

**Proof Hansard Page/s:** 90 (23/05/12)

**Senator LUDLAM asked:**

**Senator LUDLAM:** So that is a little unit within the Major Cities Unit to identify this kind of planning and strategy work?

**Mr Mrdak:** It is the \$20 million Liveable Cities Program which the government recently announced the outcomes of, and that is handled by this division, nation building.

**Mr Jaggers:** Yes. There are four projects there that involve cycle access or cycle paths.

**Senator LUDLAM:** I do not know whether I should ask you this or the liveable cities folk later.

**Mr Mrdak:** Liveable cities is here in nation building.

**Senator LUDLAM:** Perhaps you could just hit those with a highlighter pen for me so that I know what those four are—if you could take that on notice.

**Mr Mrdak:** We will certainly do that.

**Answer:**

A number of successful projects under the Liveable Cities Program focus on increasing active transport options. They are;

- **Parramatta River City Renewal Project** – Funding of \$3.75 million is being provided to complete three critical missing links along the northern Parramatta River foreshore by providing a continuous east-west separated cycling/walking link between the University of Western Sydney, housing developments and key employment destinations in the Parramatta City Centre.
- **Improving Albury-Wodonga's Cycling Infrastructure** – Funding of \$300,000 is being provided for a partnership project between Albury and Wodonga City Councils that delivers on-street bike paths for the two cities.
- **Principle Pedestrian Network** – Funding of \$1.2 million is being provided for the Principal Pedestrian Network Demonstration Project to identify four key locations across Melbourne and Geelong and re-prioritise parts of the road network in and around activity centres to better provide for pedestrian movements and deliver higher quality public spaces and streetscapes.
- **Practical Design for Resilient Outer Suburbs** – Funding of \$355,300 is being provided to undertake case studies in four outer suburbs across Australia. The Penrith Case Study involves the design for approximately 1.2km of shared pedestrian/cycleway along the Nepean River frontage, completing the design of an integral component of the Great River Walk in the heart of Penrith Regional City.

Project details can be found on the Department's website.

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ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 126

**Program:** N/A

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

**Topic:** Bike Lanes and Paths on Federally Funded Roads

**Proof Hansard Page/s:** 91 (23/05/12)

**Senator LUDLAM asked:**

**Senator LUDLAM:** I do not expect you to have all of this in front of you because this will be a range of projects, but could you table for us in your own time a breakdown of the type of bike facilities attached to federally funded roads with speeds above 50 kilometres or a traffic density of 5,000 vehicle movements or more? I pinched those numbers out of the New South Wales bike network matrix.

**Mr Mrdak:** We will see—

**Senator LUDLAM:** What I am looking for specifically is the proportion of lanes on road versus separated or segregated paths.

**Mr Mrdak:** We will find that information.

**Answer:**

<b>Projects with on-road paths</b>
South Road Superway (SA)
Great Eastern Highway, Kooyong Road to Tonkin Highway upgrade (WA)
Mandurah Entrance Road (WA)
Dampier Highway Duplication (WA)
Reid Highway and Alexander Drive interchange (WA)
Sapphire to Woolgoolga on the Pacific Highway (NSW)
Edwin Land Parkway (NSW)
Alstonville Bypass (NSW)
Princes Highway East, Traralgon to Sale (Vic)
Geelong Ring Road stage 4A, Anglesea overpass (Vic)
Geelong Ring Road stage 4B, Anglesea Road to Princes Highway (Vic)
Clyde Road upgrade (Vic)
Western Highway - Anthonys Cutting (Vic)
Western Highway - Ballarat to Stawell (Vic)
Goulburn Valley Highway - Nagambie Bypass (Vic)
Princes Highway West – Waurin Ponds to Winchelsea (Vic)
Kingston Bypass (Tas)
Brighton Bypass (Tas)
Bridgewater Bridge and Midland-Lyell Junction (Tas)
Lanyon Drive Duplication Stage 2 (ACT/NSW)

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<b>Projects with separated or segregated paths</b>
New Perth-Bunbury Highway (WA)
Great Eastern and Roe Highway interchange (WA)
Great Northern Highway, Port Hedland Improvements project (WA)
Gateway WA (WA)
Northern Expressway (SA)
Ipswich Motorway - Dinmore to Goodna (Qld)
Gateway Motorway North (Qld)
Pacific Motorway - South to Daisy Hill (Qld)
Banora Point deviation on the Pacific Highway (NSW)
Great Western Highway, Woodford to Hazelbrook (NSW)
Great Western Highway, Wentworth Falls East (NSW)
Geelong Ring Road stage 4A, Anglesea overpass (Vic)
Geelong Ring Road stage 4B, Anglesea Road to Princes Highway (Vic)
Kingston Bypass (Tas)
Brighton Bypass (Tas)

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**Infrastructure and Transport**

**Question no.:** 127

**Program:** 1.1

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

**Topic:** Roads to Rail Funding Ratio for 2012-13

**Proof Hansard Page/s:** 91 (23/05/12)

**Senator LUDLAM asked:**

**Senator LUDLAM:** Moving on, if I may, my reading of the 2011-12 budget was that it committed five times as much new funding to roads as to rail. There was some of the rail funding in there, but the road funding was about five times as much. The COAG Reform Council's report on cities of this April was quite an intelligent confirmation that our cities are buckling under growing road congestion and transport was identified as a top priority to fix by the CRC expert panel chair, Mr Brian Howe. My reading of the 2012-13 budget is that it is not a 5 : 1 ratio anymore; it is a 12 : 1 ratio in new funding. Can you confirm whether that is true or not?

**Mr Mrdak:** I would need to check the figures. There has certainly, as you say, been an expansion of rail funding. I will take that on notice, if I can, and give you the exact number.

**Senator LUDLAM:** I am posing to you that the expansion of road funding was much greater. I realise that we are winding back actual funding relative to previous budgets, and that is part of the surplus measures, I suppose. Can you provide for us the funding ratio in the 2012-13 budget of roads to rail, whether that be passenger or freight?

**Mr Mrdak:** Certainly.

**Answer:**

The funding ratio for 2012-13 is 3:1. The Government has increased federal investment in rail ten-fold to \$12.2 billion. This includes an unprecedented investment in urban public transport of over \$7.3 billion. The Government is investing more in public transport than all predecessors combined since federation.



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**Infrastructure and Transport**

**Question no.:** 128

**Program:** 1.1

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

**Topic:** Ratio of road to rail funding in Western Australia

**Proof Hansard Page/s:** 92 (23/05/12)

**Senator LUDLAM asked:**

**Senator LUDLAM:** That stuff is all positive. The Gold Coast light rail is a positive one. What I am talking about is orders of magnitude. Nation building programs in Perth at the moment—\$3.7 billion in WA and \$2.4 billion over 2012-13 to 2015-16, all massive urban freeway projects plus a very welcome little \$4 million speck in the bucket for light rail. We are trying to track this sort of expenditure from year to year. I was a bit freaked out last year that it was five to one; this year it is 12 to one. Can you confirm for us if that is true or not?

**Mr Mrdak:** We will get you those numbers. Again I would look at this in the context of which of those road projects would you not wish to have proceeding. They all meet a critical need.

**Answer:**

Refer to Question 127.

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**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 129

**Program:** 1.1

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

**Topic:** Great Eastern Highway

**Proof Hansard Page/s:** 92-93 (23/05/12)

**Senator LUDLAM asked:**

**Senator LUDLAM:** Yes, but we are not spending billions and billions of dollars on these things in Perth, unfortunately, so let us just leave it to traffic. If you were funding a massive investment in light rail or heavy rail in Perth, I would be delighted to put those questions to you about patronage and so on, but we are not; we are putting in more freeways. In the instance of the Great Eastern Highway, those roadworks are the biggest cloverleafs that we will have in Perth—along Tonkin Highway and Roe Highway extensions and so on. Let us just keep it to that Great Eastern Highway corridor around towards the airport. When do those projections tell you that that traffic will simply be seized up and that there will need to be presumably another widening, according to this logic?

**Mr Mrdak:** I would need to have a look at the numbers and come back to you in relation to that.

**Senator LUDLAM:** Yes, if you could.

**Answer:**

Traffic volumes for the Great Eastern Highway between Kooyong Road and the Tonkin Highway have been forecast up to 2031. With the volume of traffic forecast for 2031, the upgraded highway will be operating below its full capacity.

In addition to increasing the traffic capacity of the highway, the upgrade is also expected to result in a reduction of crashes.

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Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 130

**Program:** 1.1

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

**Topic:** Liveable Cities Program – Western Australian Projects

**Proof Hansard Page/s:** 93-94 (23/05/12)

**Senator LUDLAM asked:**

**Senator LUDLAM:** Can you tell us how many in total came from WA? I notice that suburban centres immediately south of Perth got funding for four projects that looked to me as though they were of a pretty high standard. How many applications in total came from WA?

**Mr Mrdak:** I will see whether we have that information with us.

**Mr Jagers:** We do not have it here.

**Mr Mrdak:** I am sorry; we do not have that with us but we will get that on notice for you.

**Answer:**

A total of 20 applications were received from Western Australia, consisting of eleven planning and design projects and 9 demonstration projects.

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**Question no.:** 131

**Program:** 1.1

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

**Topic:** Goodwood and Torrens Junctions project

**Proof Hansard Page/s:** 95 (23/05/12)

**Senator EDWARDS asked:**

**Senator EDWARDS:** Was the member for Adelaide involved integrally in the discussions to get this project underway?

**Mr Mrdak:** I am not aware of any discussions. There may have been discussions. I am happy to take that on notice.

**Answer:**

The Department does not hold a record of meetings with the Member for Adelaide on this matter.

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**Infrastructure and Transport**

**Question no.:** 132

**Program:** 1.1

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

**Topic:** Heavy Vehicle Safety and Productivity Program

**Proof Hansard Page/s:** 95 (23/05/12)

**Senator EDWARDS asked:**

**Mr Jagers:** In South Australia in the first round of the heavy vehicle program there were three rest stops in South Australia. There were 10 upgrades to existing rest stops, six in the parking and decoupling bays, and three upgrades to existing parking and decoupling bays. In the second round there were two new rest areas.

**Senator EDWARDS:** Are any of those on the Dukes Highway?

**Mr Foulds:** I would have to take that on notice.

**Answer:**

One of the Heavy Vehicle Safety and Productivity Program projects in South Australia is located on the Dukes Highway. The recently completed project involved the construction of a new rest area approximately 4 km west of Bordertown. The project was fully funded by the Australian Government at a total cost of \$223,275.

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

**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 133

**Program:** 1.1

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

**Topic:** Heavy Vehicle Safety and Productivity Program

**Proof Hansard Page/s:** 96 (23/05/12)

**Senator EDWARDS asked:**

**Senator EDWARDS:** There was \$20.3 million of joint state-Commonwealth funding for South Australia, which obviously was out of that program, which was due to be spent. How much of it has been spent?

**Ms O'Connell:** In relation to the Heavy Vehicle Safety and Productivity Program, Senator?

**Senator EDWARDS:** Yes.

**Ms O'Connell:** The program as it has stood would conclude at the end of this financial year with the new program that the government announced in the budget commencing next financial year.

**Mr Mrdak:** We will take it on notice and get back to you.

**Answer:**

Funding under the Heavy Vehicle Safety and Productivity Program (HVSPP) in South Australia is:

	<b>Australian Government (\$m)</b>	<b>State Government (\$m)</b>	<b>Total</b>
<b>Round 1</b>	4.4	4.4	8.8
<b>Round 2</b>	5.7	1.0	6.7
<b>Total</b>	10.1	5.4	15.5

As at 30 April 2012, Australian Government payments to South Australia under the HVSPP totalled \$9,595,111.

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

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 134

**Program:** 1.1

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

**Topic:** Dukes Highway Upgrade

**Proof Hansard Page/s:** 96-97 (23/05/12)

**Senator EDWARDS asked:**

**Mr Jagers:** We have a range of projects that were funded on the Dukes Highway. Would you like us to take you through those projects now?

**Senator EDWARDS:** You can take that on notice. That is fine.

**Mr Mrdak:** We will give you the specific road safety measures.

**Senator EDWARDS:** That is not my big issue. You can take that on notice. Have they come in on budget and on time? That is obviously the supplementary question.

**Mr Jagers:** There are a number that were completed. There was an overtaking lanes project that was completed in January this year that involved \$5.3 million from the Australian government. There are a number of other projects, including rest areas and hazard mitigation, that are either completed or under construction at the moment. We are happy to give you a breakdown of what we are doing on the Dukes Highway in terms of safety.

**Senator EDWARDS:** There are some safety targets that we are looking to hit, aren't we, with this program? Is there sufficient funding for it under the current program?

**Mr Jagers:** There is an agreed level of funding with the South Australian government around a number of initiatives at the moment. I would have to take on notice what the safety targets were to hit in relation to that and where we are up to. I do not have that in front of me.

**Senator EDWARDS:** I am just interested in whether we still have some way to go.

**Mr Pittar:** We are working closely with the South Australian government on the highest priority works on the Dukes Highway in relation to, as Mr Jagers said, things like overtaking lanes, dividing median treatments and that sort of thing and hazard reduction on the side of the road. The South Australian government, within the overall funding envelope, has identified the areas for priority attention.

**Ms O'Connell:** We will come back to you with a complete program of works and what has been done and what is still to be done.

**Senator EDWARDS:** Every time I make some inquiry with the state government they say that I have to be better at getting money from you guys so they can do more. This is why I am asking the question, so that it is relevant. They handball my inquiries back to me and say, 'You've got to go and talk to Mr Mrdak about all this.' If you could just include, when you come back to me, things like the new centre line treatments that are being installed at four locations. They cover about 39 kilometres. The highway is 189 kilometres. Are we rolling these out in the time frames or can we be doing it faster across the whole highway? It is a problem area. I will wait for your response on that one. I will now go to the South Road-Sturt Road intersection. No changes?

**Answer:**

The Australian Government is providing \$80 million to the Dukes Highway Upgrade in the Nation Building Program.

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**ANSWERS TO QUESTIONS ON NOTICE**

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The \$80 million Australian Government funded package comprises:

- a dividing treatments strategy, comprising wide dividing treatments, audio tactile line marking, construction of four overtaking lanes and extension of one existing overtaking lane;
- roadside hazard mitigation work, including removal and relocation of hazards and installation of barriers and guardrails;
- pavement rehabilitation on two sections of the highway;
- construction of 5 new rest areas and upgrading of 11 existing rest areas;
- construction of two new overtaking lanes;
- extension of four existing overtaking lanes; and
- planning for projects on the South Australian section of the Melbourne to Adelaide road corridor.

The package is scheduled to be delivered over the period 2008-09 to 2013-14. It is on track to be completed on time and on budget.



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

**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 135

**Program:** 1.1

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

**Topic:** South Road Upgrade at Darlington

**Proof Hansard Page/s:** 98 (23/05/12)

**Senator EDWARDS asked:**

**Senator EDWARDS:** Of the \$20 million, you have spent nothing on property acquisitions, although you have provision for it, which is good. Is that right?

**Ms O'Connell:** I think it is best if we take this on notice and come back to you on the division of the \$20 million and also an expectation of the time line for concluding the planning process and what it contains.

**Senator EDWARDS:** I am not looking to take cheap shots here. I would not even mind a briefing on it as to where we are at.

**Ms O'Connell:** We are happy to.

**Senator EDWARDS:** It sounds like we have a few problems with it. The people of South Australia do not really know what is going on.

**Mr Mrdak:** We are happy to take that on notice, Senator, and, through the minister, come back to you.

**Answer:**

The Australian Government is providing \$20 million for preconstruction, including land acquisition, for the upgrade of South Road at Darlington.

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

**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 136

**Program:** 1.1

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

**Topic:** Melbourne-Brisbane Inland Railway Preconstruction Work

**Proof Hansard Page/s:** 99 (23/05/12)

**Senator NASH asked:**

**Senator NASH:** Over what period will that \$300 million be rolled out?

**Mr Mrdak:** The first year of funding—my colleagues will correct me—is \$30 million in 2014-15. I will ask Mr Jagers just to give you the profile at this stage.

**Mr Jagers:** In 2015-16 we are expecting \$30 million.

**Senator NASH:** I am sorry?

**Mr Jagers:** Let me start from the beginning: 2014-15, \$30 million; 2015-16, \$30 million; 2016-17, \$120 million; and 2017-18, \$120 million.

**Senator NASH:** I need you to take this on notice because I cannot run through it all now, but can you give me a breakdown of exactly what that funding is allocated to do within each of those four-yearly brackets?

**Mr Mrdak:** Certainly.

**Answer:**

The Government has allocated \$300 million from 2014-15 to undertake detailed planning and environmental assessments, land acquisition and design work.

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

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 137

**Program:** 1.1

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

**Topic:** Liveable Cities Program – Vibrant Adelaide

**Proof Hansard Page/s:** Written

**Senator EDWARDS asked:**

1. In a joint press release between the Minister for Infrastructure and Transport and the Member for Adelaide, called “Gillard Government backs a vibrant Adelaide”, the Government has agreed to co-fund Vibrant Adelaide: Energising the City to “transform the western end of Hindley Street.
  - (a) Can the Department detail the objectives of this project?
  - (b) Is there a project brief which you can provide?
  - (c) Can the Department provide the project application for funding the Department would have received when it called for applications for funding?
  - (d) What funding criteria did this project satisfy?
  - (e) Are there any conditions on the provision of funding, if so what are they?
  - (f) When will the project be completed?
  - (g) How much is the South Australian Government contributing:
    - i. with in-kind resources
    - ii. cash funding
  - (h) How much is the Adelaide City Council contributing:
    - i. with in-kind resources
    - ii. cash funding
2. Budget Paper No. 3 (p94) under the National Partnership on liveable cities has \$0.7m allocated to South Australia for 2011-12 and 2012-13. What is this money to be spent on?

**Answer:**

1.
  - (a) Hindley Street West will be rejuvenated to improve connectivity for pedestrians and cyclists in the area. This will involve public realm upgrades on and around Hindley Street to enable students and the community greater connectivity between the Northern and Southern parts of the City West Campus.
  - (b) The Department is in the process of settling a Project Agreement with the South Australian Government. Once finalised the Project Agreement will be published on the Standing Council on Federal Finance Relations website.
  - (c) The applications are not public documents.
  - (d) All applications for funding under the Liveable Cities Program were assessed according to the appraisal criteria outlined in section 7.1 of the Liveable Cities Program Guidelines which can be found on the Department’s website.
  - (e) Conditions for funding are outlined in Section 8 of the Liveable Cities Program Guidelines. See link above.
  - (f) Project specific conditions will be outlined in the Project Agreement (see response to Question 1(b)).

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- (g) See response to Question 1(b).
- (h) See response to Question 1(b).
- 2. At the time of the 2012-13 Budget, specific projects had not been approved and, as per note (b) on page 94 of Budget paper No. 3, the amounts listed were notionally allocated across state and territories on a per capita basis. After the Budget, the following projects have been approved with a total of \$1,329,841 to be spent in South Australia under the Liveable Cities Program:
  - (a) Vibrant Adelaide - \$1,000,000
  - (b) Black Diamond Square Upgrade - \$229,841
  - (c) Magill Urban Village Precinct Master Plan - \$100,000.

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

**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 138

**Program:** 1.1

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

**Topic:** Gawler Line Modernisation project – suspension of state government funding

**Proof Hansard Page/s:** Written

**Senator EDWARDS asked:**

With reference to the South Australian Government's suspension of spending on the Gawler Line Modernisation/Electrification project:

1. How much of the \$293.5 million committed under the Building Australia Fund has been expended so far?
2. How is the original Federal funding agreement affected by the South Australian government decision to suspend the project?
3. Specifically, which components of the project has the Commonwealth funding been spent on which won't be utilised as a consequence of the South Australian Government suspension? Provide an itemised list with their respective costs.
4. Is the South Australian Government required to reimburse the Federal government for the funding expended on the project that will now not be completed?
5. Provide the original application for funding to the Building Australia Fund for the Gawler Line Modernisation project.
6. If the South Australian Government had not intended to electrify the Gawler Line would the project still have met the eligibility criteria under the original application criteria? If so which eligibility criteria did it meet?

**Answer:**

The Australian and South Australian Governments are continuing discussions on this matter.

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

**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 139

**Program:** 1.1

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

**Topic:** Queensland Flood Reconstruction

**Proof Hansard Page/s:** Written

**Senator MACDONALD asked:**

At previous estimates the committee was advised that the reconstruction process following Cyclone Yasi and the Queensland floods would continue until mid-2013.

1. What projects remain outstanding in the Queensland Road Recovery program?
2. How much has been spent to date on the Queensland Road Recovery program?
3. What projects have been approved and/or conducted as joint venture projects between Commonwealth and State governments, and state Governments and Local Councils?
4. What criteria/process has the department applied to determining its priorities as the program has been conducted?

**Answer:**

This is a matter for the Department of Regional Australia, Local Government, Arts and Sport.

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

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 140

**Program:** n/a

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

**Topic:** Moorebank Unit Relocation Project

**Proof Hansard Page/s:** Written

**Senator NASH asked:**

1. Please provide a breakdown of the \$559 million allocated for the movement of Defence from the School of Military Engineering site.
2. Can you provide a breakdown of the \$559 million by contract value exceeding \$5 million?
3. If not, have any contracts been signed for the relocation? Please provide details.
4. Please provide a breakdown of the \$332 million allocated for the construction of a new School of Military Engineering at Holsworthy?
5. Can you provide a breakdown of the \$332 million by contract value exceeding \$5 million?
6. If not, have any contracts been signed for the construction of a new School of Military Engineering at Holsworthy?
7. Can I assume you are aware of the private sector proposal to build an intermodal terminal on the adjacent site?
8. Do you agree that there are two competing proposals – it's one or the other, not both?
9. If the private sector SIMTA proposal is approved by the NSW Minister for Planning and Infrastructure, where does that leave the government Moorebank Project Office proposal?
10. What discussions have there been with the ACCC on likely access conditions for each proposal?
11. Is it fair to say that both will be open access?
12. [If 'Commonwealth involvement in the terminal design etc put forward as a reason for preferring MPO] Why is more Commonwealth oversight needed than would be offered by the ACCC, which would have to authorise any access regime?
13. If they assert the private sector proposal may not be open access, well isn't it the case that Qube logistics already operate a number of intermodal facilities on an open access arrangement?
14. Is Commonwealth endorsement of the MPO proposal an attempt to by-pass the NSW statutory planning process, which otherwise would decide which to prefer on a whole-of-precinct basis?

**Answer**

1. The cost breakdown will not be available until procurement activities have been completed.
2. No. Defence has not yet awarded any contracts for the delivery of the proposed Moorebank Unit Relocation works.
3. See response to Question 2.
4. See response to Question 1.
5. See response to Question 2.
6. No.
7. Yes.

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ANSWERS TO QUESTIONS ON NOTICE

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8. There are two proposals. They are not necessarily “one or the other” proposals.
9. The Government has committed to the development of the Moorebank Intermodal Terminal.
10. No discussions with the ACCC have occurred on this question.
11. The Moorebank Intermodal Terminal will be open access. The Commonwealth cannot comment on behalf of the private sector SIMTA proposal.
12. The Commonwealth owns the land and following extensive consideration and advice has taken the decision to develop the Moorebank Intermodal Terminal through an independent Government Business Enterprise (GBE) with a Board with significant private sector experience and proposes to privatise the GBE once the project is operational and market conditions are optimal for sale.
13. The Commonwealth cannot comment on behalf of the private sector SIMTA proposal.
14. No. The Commonwealth has submitted an application under the NSW environment and planning legislation.



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

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 141

**Program:** 1.1

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

**Topic:** Sydney Transport Infrastructure: Project Highlights

**Proof Hansard Page/s:** Written

**Senator NASH asked:**

From the Sydney Transport Infrastructure: Project Highlights paper released with the Budget: The Australian Government is willing to provide up to \$25 million to the NSW Government, subject to a matching funding commitment by the NSW Government for it to establish this Special Purpose Vehicle [as recommended by Infrastructure Australia to assist in delivering NSW transport projects].

- (1) Is this money in the budget?
- (2) When will it be paid?
- (3) What negotiations have been undertaken with the NSW Government for the establishment of the Special Purpose Vehicle?
- (4) Has the NSW Government committed to providing the matching \$25 million funding?
- (5) How will this SPV link with the work of Infrastructure Australia?

**Answer:**

- (1) The Special Purpose Vehicle (SPV) will be funded from the existing Nation Building Program allocation.
- (2) It is expected to be paid in 2012-13, contingent on matching funding from NSW.
- (3) Negotiations between the Australian and NSW governments are continuing.
- (4) Negotiations between the Australian and NSW governments are continuing.
- (5) The SPV is a recommendation from the Infrastructure Australia report on Private Financing Options for Upgrades in the M5 and F3 to M2 Corridors in Sydney.

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

**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 142

**Program:** 1.1

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

**Topic:** Nation Building Program & contingency provisions

**Proof Hansard Page/s:** Written

**Senator NASH asked:**

- (1) What projects will have to be cut or delayed to allow for the \$35.4 million cut to the Nation Building Program?
- (2) If no projects are to be cut, so the \$35.4 million was previously unallocated funding under the Nation Building Program?
- (3) What is the current unallocated balance in the Nation Building Program?

**Answer:**

No projects have been cut or delayed.

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

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 143

**Program:** 1.1

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

**Topic:** Nation Building 2 Program

**Proof Hansard Page/s:** Written

**Senator NASH asked:**

- (1) This budget has made a number of commitments from the Nation Building 2 program, what information can you give us on the current status of the program? How much will it be?
- (2) Is the bulk of the funding still in the contingency reserve fund?
- (3) How much in the contingency reserve fund is earmarked for the Nation Building 2 program?
- (4) If they don't know: I note that the above budget item (see Nation Building questions above), cut the Nation Building 2 program by \$2 million. How can you cut money from a program when you don't know how much it is?
- (5) Are MOUs currently being negotiated with all the State and Territory Governments?
- (6) What is the status of these negotiations?
- (7) When is it expected that they will be finalised?
- (8) Is funding still allocated for the following projects:
  - Parramatta-Epping Railway (NSW) \$2.08 billion
  - Inland Rail (Melbourne to Brisbane) – preconstruction study \$300 million
  - Moreton Bay Rail Link (Queensland) \$742 million
  - Richmond Bridge (NSW) \$18 million
  - Price Highway West (VIC) \$257.5 million
  - Calliope Crossroads (QLD) \$95 million
  - Great Eastern Highway (WA) \$60 million
  - Tasman Highway (TAS) \$13 million
- (9) Can you detail every project that has been announced to be funded from the Nation Building 2 program?

**Answer:**

For a list of projects, refer to Question 114.

**PROGRAMS**

Black Spot Program (NB1 and NB2 funding)

Roads to Recovery Program (NB1 and NB2 funding)

Heavy Vehicle Safety and Productivity Program (NB1 and NB2 funding)

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

**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 144

**Program:** 1.1

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

**Topic:** Infrastructure Employment Projects program

**Proof Hansard Page/s:** Written

**Senator NASH asked:**

- (1) From the Portfolio Budget Statement that the Infrastructure Jobs Fund that the program has blown out and will now end in 2013-14 rather than 2011-12 as it was originally scheduled. What is the reason for the delay?
- (2) Wasn't this a measure announced in the stimulus package?
- (3) Given the Auditor General has criticised the Jobs Fund as not representing good value for taxpayer money and didn't create any jobs during the GFC, hasn't this program been a mess from start to finish?
- (4) What changes has the Department implemented to ensure taxpayers are getting value for money?

**Answer:**

- (1) The Infrastructure Employment Projects (IEP) program was extended to 2013-14 to allow for the funding requirements of the Cairns Entertainment Precinct project.
- (2) The IEP program was one of three programs within the Jobs Fund, which was announced in April 2009.
- (3) The ANAO has not stated that the IEP did not create any jobs during the GFC. The IEP has provided valuable community infrastructure to communities which were affected by the GFC or natural disasters, provided confidence in the construction industry and supported over 2000 direct jobs.
- (4) The ANAO report recognised that in the program management of IEP projects, the Department implemented effective procedures and protected the Commonwealth's interests. The report also acknowledges that the Department effectively managed risks to the delivery of projects, such as unexpected cost increases, through the funding agreements it put in place with proponents.

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

**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 145

**Program:** 1.1

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

**Topic:** Building Australia Fund

**Proof Hansard Page/s:** Written

**Senator NASH asked:**

- (1) What is the current uncommitted balance of the Building Australia Fund?
- (2) Will any of the \$1.5 billion budget surplus be invested in the Building Australia Fund?

**Answer:**

The Building Australia Fund (BAF) is managed by the Department of Finance and Deregulation.

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

**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 146

**Program:** 1.1

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

**Topic:** Bruce Highway

**Proof Hansard Page/s:** Written

**Senator WILLIAMS asked:**

Can you confirm that no new money was allocated to the Bruce Highway in the 2012-13 budget?

**Answer:**

The Australian Government is investing \$2.8 billion in the Bruce Highway over seven years. This compares to the previous Government's spend of \$1.3 billion over twelve years.

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

**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 147

**Program:** 1.1

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

**Topic:** Bruce Highway – Cooroy to Curra

**Proof Hansard Page/s:** Written

**Senator WILLIAMS asked:**

1. I note from the Minister's media release for Queensland that Section B of the Cooroy to Curra upgrade will be complete by the end of 2012-13 and that the Commonwealth has contributed \$388 million to the upgrade. The original commitment was for \$488 million.  
(a) Can you confirm that the \$100 million was the money reallocated in the 2011-12 budget? (b) Can you give a more specific time frame for the completion of the Section B project? (c) Section B is supposed to be complete by the end of this year. Can you confirm that this commitment will be upheld? (d) When will Section B be finished?
2. In relation to Section A, the Government committed \$200 million for further planning and land acquisition. (a) Is this the total of the Government's commitment to Section A under the current Nation Building Programme? (b) Has this money been paid to the Queensland Government? (c) Has the planning for Section A been complete? If not, when will it be complete? (d) Is any more funding required for the planning to be complete? (e) Has the land been acquired? If not, when will this happen? (f) When will construction on Section A commence? And when will it be completed?
3. (a) When will Section C be commenced? And finished? (b) What is the current status of the Section C upgrade? (c) How much will Section C cost?
4. (a) When will Section D be commenced? And finished? (b) What is the current status of the Section D upgrade? (c) How much will Section D cost?
5. When will the whole Cooroy to Curra upgrade be finished?
6. Is there any hope of the upgrade being complete by 2020?

**Answer:**

The Australian Government is investing \$2.8 billion in the Bruce Highway over seven years. This compares to the previous Government's spend of \$1.3 billion over twelve years.

This record investment includes significant funding to ensure the completion of Section B of the Cooroy to Curra upgrade, and the planning, design and land acquisition on the remainder of the full upgrade.

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

**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 148

**Program:** 1.1

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

**Topic:** Sydney Transport Infrastructure

**Proof Hansard Page/s:** Written

**Senator WILLIAMS asked:**

I refer to the following statement from the Sydney Transport Infrastructure: Project Highlights paper released with the Budget: The Australian Government is willing to provide up to \$25 million to the NSW Government, subject to a matching funding commitment by the NSW Government for it to establish this Special Purpose Vehicle [as recommended by Infrastructure Australia to assist in delivering NSW transport projects].

1. What does “willing to provide” mean?
2. Is this money in the budget? When will it be paid?
3. What will the Special Purpose Vehicle actually do?
4. What will the \$25 million that the Government is “willing to provide” be used for?
  - Establishment of an office?
  - Paying wages?
  - Paying consultants?
5. What negotiations have been undertaken with the NSW Government for the establishment of the Special Purpose Vehicle?
6. Has the NSW Government committed to providing the matching \$25 million funding?
7. How will this SPV link with the work of Infrastructure Australia?

**Answer:**

- 1-6. The Australian Government has committed up to \$25 million in 2012-13, contingent on a matching contribution by the NSW Government, for a Special Purpose Vehicle to develop the M5 East and F3-M2 projects to allow them to be taken to market.
7. The SPV is a recommendation from the Infrastructure Australia report on Private Financing Options for Upgrades in the M5 and F3 to M2 Corridors in Sydney.



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

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 149

**Program:** 1.1

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

**Topic:** F3 to M2

**Proof Hansard Page/s:** Written

**Senator WILLIAMS asked:**

In an interview on ABC Radio on 9 May 2012 Minister Albanese said in relation to the 2012-13 budget:

“... we certainly have \$25 million in new money to create a special purpose vehicle for the F3 to M2 and M5 East links. The idea of that is to create a vehicle which would be run by NSW to go to the market, to the private sector to create a vehicle which would be run by NSW to build these missing links... and in addition to that we have \$150 million for the F3 to M2 if required that could be part of the incentive depending on which model for building that construction comes up.”

1. Can you explain to me what is meant when the Minister refers to the additional \$150 million for the F3 to M2 in the budget?
2. Is this the same \$150 million that was delayed in the 2011-12 budget or is it new money?
  - If it is new money, where is it in the budget papers?
  - If it's the same \$150 million, so to be clear there is no new money in the budget for the F3 to M2?
3. In relation to the Minister's statement that the \$150 million “could be part of the incentive depending on which model for building and construction comes up”. What does this mean?
4. Is the \$150 million no longer being used for a feasibility study? If not, why not? If so, what will the money be used for?
5. The Minister says the money “could” form part of an incentive to build. Does that mean that the money may not go to the F3 to M2 link and might be redirected elsewhere?
6. What assurances can you provide that this money allocated to the F3 to M2 will actually be spent on the F3 to M2 link?

**Answer:**

The Australian Government has committed \$150 million for the planning of the F3 to M2. The funding remains available to the NSW Government to proceed with necessary planning activities for this important link.

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

**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 150

**Program:** n/a

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

**Topic:** National Infrastructure Construction Schedule (NICS) website

**Proof Hansard Page/s:** Written

**Senator WILLIAMS asked:**

I note the recently announced National Infrastructure Construction Schedule (NICS) website.

1. Who was the website created by?
2. How much was the contract to construct the website?
3. Were tenders called for to create the website?
4. How was it determined which projects would be on the NICS website?
5. Can you explain why no projects from the Bruce Highway are available on the list?
6. I note also that the F3-M2, M4 East and M5 upgrade aren't on the list. Why is that?
7. What about the Parramatta to Epping Railway which the government has confirmed as one of its priority projects in NSW?

**Answer:**

1. Hammond Street Developments Pty Ltd (HSD) under contract to the Department.
2. Details of contracts can be found on the Department's website.
3. A Request for Offer was issued through the Department's IT Services Panel.
4. A project appears on the National Infrastructure Construction Schedule if:
  - a. It is to be procured by a government in Australia;
  - b. It has an indicative total value greater than \$50 million;
  - c. The procuring jurisdiction has committed funds to the project;
  - d. It is at a sufficient stage of procurement planning that indicative tender, construction start and construction end dates can be provided; and
  - e. The procuring jurisdiction provides the information.
5. The Cabbage Tree Creek - Carman Road (8.3 - 16.2km) project on the Bruce Highway appears on the NICS. Also refer to answer to question 4.
6. See answer to question 4.
7. See answer to question 4.

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

**ANSWERS TO QUESTIONS ON NOTICE**

Budget Estimates May 2012

**Infrastructure and Transport**

**Question no.:** 151

**Program:** n/a

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

**Topic:** National Approach to Traditional Contracting

**Proof Hansard Page/s:** Written

**Senator McKENZIE asked:**

1. Why hasn't the Developing a National Approach to traditional Contracting of Infrastructure Projects review been provided to government, even though it was completed in November 2011?
2. When will it be provided to the government?
3. When is a response considered likely?
4. Will the review be made available to the public?

**Answer:**

1. The Department released the report and the consultation paper in February 2012 seeking views from industry participants and the public.
2. Refer to Answer 1.
3. Refer to Answer 1.
4. Refer to Answer 1.