



Australian Government



# AusLink

Annual Report  
2005-06



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## AusLink – A new approach to transport in Australia

Australia needs high quality and efficient transport infrastructure to be internationally competitive. That's why the Australian Government introduced AusLink in 2004 — to transform the way we plan and fund our transport infrastructure. We need to ensure that Australia's National Land Transport Network can meet the challenges of our rapidly growing transport task.

AusLink takes a long-term, strategic approach to how Australia's transport system can help meet our economic objectives. It moves beyond separately planned and funded national rail and road networks, and ad hoc integrated rail/road developments, to a single integrated network of land transport links of strategic national importance. The first National Land Transport Plan covers the five years to June 2009, within a 20-year planning horizon.

AusLink aims to engage all levels of governments in cooperative transport planning, and open dialogue with the transport industry and the private sector, to encourage collective ownership of transport issues and solutions.

The National Land Transport Network comprises 22,500 km of interstate highways and freight routes and 13,985 km of mainline railways. These routes comprise 24 transport corridors that are the main freight haulage routes around Australia. This AusLink National Network links key population and economic centres and facilitates the movement of people and freight internationally, nationally and between regions.

Improvements to this network will enhance land transport access to major ports and airports and encompass major rail/road intermodal transfer points, as a crucial element in integrating all transport modes.



The fundamental reforms the Australian Government has made through AusLink are backed by sound legislative, intergovernmental, institutional and programme arrangements. Strategic planning arrangements underpin a more rigorous way of assessing land transport infrastructure projects that might receive Australian Government funding.

All states and territories have signed bilateral agreements under AusLink, which will see the Australian Government spend \$15 billion on transport infrastructure during the five years to June 2009. It is an unprecedented amount of money.

It gives me great pleasure to present to the Parliament the report into the activities of AusLink and its component programmes for the year 2005–06. The report has been prepared in accordance with s.94 of the *AusLink (National Land Transport) Act 2005* (the AusLink Act), which was proclaimed on 28 July 2005.

This document also reports separately on residual projects administered under the *Australian Land Transport Development Act 1988* and not subsumed under the AusLink Act.

**Jim Lloyd**

Australian Government Minister for Local Government, Territories and Roads

29 April 2007

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## ESSENTIAL ELEMENTS OF AUSLINK

AusLink's core components are:

- a defined National Land Transport Network of important road and rail infrastructure links and their intermodal (road or rail) connections
- the National Land Transport Plan, which details the Australian Government's approach to improving and integrating the National Land Transport Network and the investments it will make
- a single funding regime, under a new AusLink programme, for the National Land Transport Network
- separate funding for local roads and strategic regional transport improvements
- new legislative, intergovernmental and institutional mechanisms supporting these initiatives.

Under AusLink, investment in infrastructure will:

- be informed by examining how each land transport corridor needs to perform to meet future demands safely and effectively
- represent the best solution to a transport problem
- target national objectives and priorities
- be based on planning undertaken in partnership with states and territories and involve non-government stakeholders
- increase the potential for private sector involvement.



*The sleek lines of the WestLink M7 motorway, which carries vehicles around Sydney's western suburbs. Opened in December 2005, it was then the largest single urban road project in Australia.*



## THE AUSLINK PROGRAMME

### KEY ACHIEVEMENT

AusLink promotes sustainable national and regional economic growth, development and connectivity by providing an integrated transport network that, over time, will:

- improve national and interregional freight logistics by all land transport modes
- enhance national, interregional and overseas trade
- promote national and interregional connectivity
- achieve viable, long-term economic, environmental, social and safety outcomes
- lead to planned, funded and managed efficiently in the transport sector, within a framework of cooperative responsibility by all levels of government.

### HOW THIS PROGRAMME WORKS

The Australian Government is investing \$15.8 billion in the first five years of AusLink to mid-2009, focused on long-term improvement to the critically important national land transport system.

- Key components are:
  - the National Land Transport Network of important road and rail infrastructure links and their connections;
  - a National Land Transport Plan, which integrates planning and investment on the National Land Transport Network;
  - funding for local and regional transport improvements.

## 1. Implementing AusLink—the National Land Transport Plan

AusLink involves an initial \$15.8 billion investment over five years across a series of complementary programmes and towards projects agreed with states, territories and local government. The Australian Government has concluded a bilateral infrastructure and funding agreement with each state and territory. Each agreement covers the full package of proposed projects for which each jurisdiction will be responsible, and the policies and administrative arrangements by which these will be managed and future planning carried out. The agreements remain effective until June 2009.

The AusLink National Network includes mainline railways as well as interstate highways. It has subsumed the former National Highway and many former Roads of National Importance. Incomplete or outstanding projects already approved will be funded to completion.

States and territories own the road infrastructure that makes up the network. Together with local government they have statutory roles and specific responsibilities for land transport infrastructure planning, delivery, funding and ongoing management.

States have granted long term leases over their mainline rail track to the Australian Rail Track Corporation (ARTC), a company whose shares are owned 100 per cent by the Australian Government, but which has an independent board making commercial decisions.

The Australian Government seeks to address the following matters in cooperation with states, territories and, where applicable, local government:

- assessing long term needs and priorities across the National Land Transport Network, including through the collaborative development of corridor strategies
- planning to develop effective linkages between the National Land Transport Network and wider transport networks
- ensuring effective integration of transport and land use planning in development of the network



- ensuring improved cooperation on regional transport infrastructure planning between the levels of government
- developing the data sets required for effective planning, investment and evaluation, including financial information and performance indicators.

## **Legislation governing the administration of AusLink**

The *AusLink (National Land Transport) Act 2005*, proclaimed on 28 July 2005, replaces the *Australian Land Transport Development Act 1988*, the primary act governing the Australian Government's former land transport funding arrangements. Transitional arrangements apply so that projects on the AusLink National Network approved previously under the *Australian Land Transport Development Act 1988* can be brought under the new Act.

The AusLink National Network was determined under the AusLink Act in October 2005. It includes all of the former National Highway, plus additional freight routes and corridors through cities, and the interstate standard gauge mainline rail track.

The *Australian Land Transport Development Act 1988* will continue to operate until approved projects not encompassed by AusLink programme have been completed and the associated obligations discharged. Australian Government budgetary commitments to states, territories and other parties for particular projects will be met.

The AusLink Act provides for:

- declaration of a single defined National Land Transport Network comprising nationally important road and rail links
- a potentially wider range of organisations eligible to receive Australian Government funding, compared with previous arrangements that focused primarily on grants to state governments
- a broad range of transport infrastructure solutions capable of being funded
- a continuation of arrangements for Australian Government funding to be directed to local, non National Land Transport Network, roads under AusLink's Strategic Regional, Roads to Recovery and National Road Safety Black Spot programmes.

## Key transport corridors

Development of corridor strategies is the cornerstone of the AusLink planning process to fulfil the long-term vision of better meeting future transport demand.

There are 24 AusLink National Network corridors. Each of these corridors will be described in a strategy that establishes broad objectives based on its condition, projected traffic growth and type of vehicles traveling the route. This analysis will support decisions about future projects, their scope, timing and cost.

The scope and content of corridor strategies will vary according to the characteristics of the corridor and the preferences of the governments involved in developing them.

The Australian Government wants each strategy to include the following interrelated elements:

*Corridor role and objectives* – The major functions of the corridor, including its role within the broader network, is being examined, as well as how the corridor needs to perform into the future to undertake those functions safely and effectively.

*Current corridor condition* – The condition of the principal infrastructure within the corridor and its adequacy to efficiently and safely meet existing traffic demands is being assessed.

*Analysis of traffic growth and other forecasts* – Future traffic demand and the factors most likely to influence is being assessed also, as well as the implications for capacity, safety and the environment.

*Needs analysis* – Infrastructure impediments and land use constraints to the corridor meeting its objectives into the future are being examined in the context of the corridor's existing condition and forecast traffic growth.

*Priorities analysis* – The long-term transport and land use options for meeting future needs are being analysed.

All corridor strategies are due to be completed by mid-2007.

## Compliance with the National Code of Practice for the Construction Industry

It is Australian Government policy to apply the *National Code of Practice for the Construction Industry*, and the Australian Government *Implementation Guidelines for the Code* to all directly-funded construction projects, and to projects funded indirectly where the Government provides a substantial contribution towards the cost.



The code and the guidelines apply to all AusLink-funded projects where the Government's contribution to an individual project is \$5 million, or more, and where that contribution represents at least 50 per cent of the total project value. They also apply when the Government's contribution to an individual project exceeds \$10 million, irrespective of the proportion that represents of the total project cost.

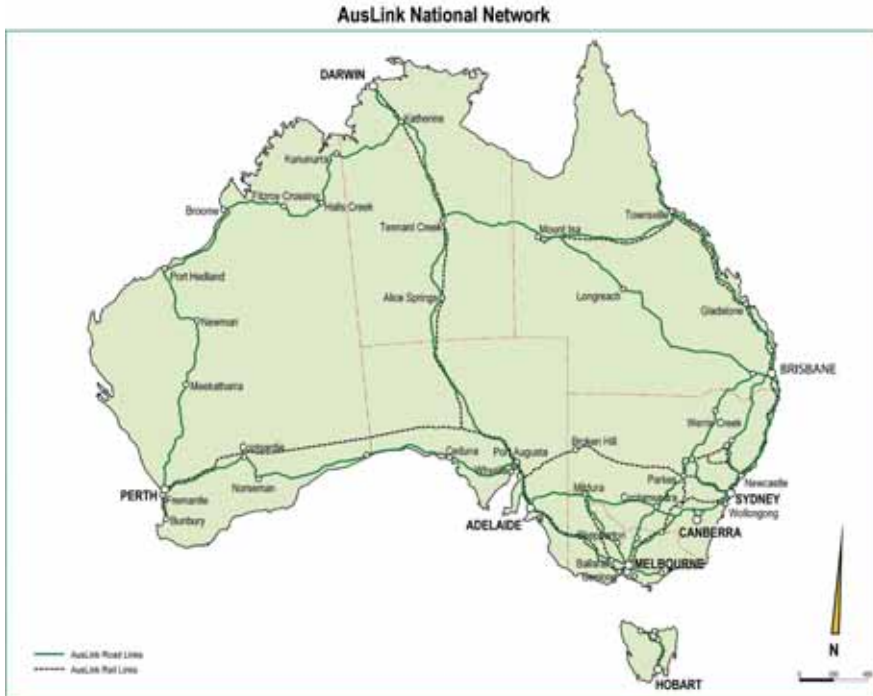
The requirement to apply the code and guidelines to all projects above the thresholds is a condition of Australian Government funding.

### **AusLink Notes on Administration**

AusLink Investment Programme Notes on Administration provide guidelines for personnel in state agencies to follow in day-to-day administration of projects.

After road projects are approved by the Minister and funding contributions and scope of works agreed, states and territories manage major National Land Transport Network projects on behalf of the Australian Government.

The Notes on Administration include instructions for assessing projects, the conditions of approval, tendering arrangements and contract specifications and the system of payments. They also covers audit and programme evaluation issues to ensure taxpayers get value for money in the delivery of projects.



## AusLink National Land Transport Network map

### The AusLink National Land Transport Network by state and territory

	NSW	VIC	QLD	WA	SA	TAS	NT	ACT	TOTAL
Road network** (km)	4260	2470	5000	4890	2750	410	2690	30	22,500
Road length measured by lanes (km)	11,446	6129	11,760	10,661	6314	1038	5392	83	52,822
Rail network (km)	3874	1376	2421	1620	2565	436	1693	–	13,985

\* Although the AusLink National Land Transport Network roads represent only three per cent of all Australia's roads by length (810,000 km total), they cater for more than 15 per cent of road travel.

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## AUSLINK NATIONAL NETWORK PROJECTS IN 2005-06

### KEY ACHIEVEMENT

In 2005–06, the department administered \$4.5 billion in grants for national infrastructure on behalf of the Australian Government. This included \$3.2 billion for more than 160 major projects on the AusLink rail and road network.

### HOW THIS PROGRAMME WORKS

- All AusLink National Land Transport Network funds have been allocated to mid-2009
- Projects are confirmed between the Australian Government and state and territory governments or the Australian Rail Track Corporation in relation to some network rail projects.

## 2. AusLink National Network Projects in 2005-06

AusLink provides funds for continuing and new road and rail construction projects and maintenance on roads on the AusLink National Network, transport development and innovation projects relating to the network and grants to land transport research entities. Funding under this category is also provided to complete the Australian Government's commitments for former Roads of National Importance projects not on the network.

The Australian Government provided more than \$3.2 billion under the AusLink National Projects category in 2005–06. This amount included a supplementary payment of \$1.8 billion in 2005–06 to the states and the Northern Territory under the AusLink Improving the National Network initiative. This is designed to complete major works packages by the end of 2009 on the Pacific and Hume highways in New South Wales, the Bruce Highway in Queensland, the Eyre, Great Eastern and Great Northern Highways in Western Australia, the Sturt Highway in South Australia, the East Tamar Highway in Tasmania and the Victoria Highway in the Northern Territory. Memoranda of understanding relating to the additional funding were negotiated with relevant states and the Northern Territory. These memoranda require adherence to relevant sections of the AusLink Act, bilateral agreements and Notes on Administration.

In addition to existing funding commitments, the Australian Government paid \$270 million dollars to the Australian Rail Track Corporation for mainline rail improvements in 2005–06.



Some projects were funded jointly with relevant state and territory governments and other parties.

Work was completed on:

- the Hume Highway bypass at Craigieburn. Victoria (total Australian Government contribution, \$306 million)
- the Westlink M7, a 40 km section of a new ring road for Sydney (\$392 million)
- duplication of the Taree to Coopers Creek section of the Pacific Highway in New South Wales (\$28.8 million)
- Buckley bridge upgrades on the Barkly Highway, North-West Queensland (\$24 million)
- Stage 1 of the Penguin to Ulverstone duplication of the Bass Highway. Tasmania (\$28.5 million)
- Stage 7 of the Roe Highway extension, Western Australia (total Australian Government contribution to Roe Highway is \$76 million)
- the North Quay rail loop, Perth, Western Australia (\$9.5 million)
- duplication from Noonamah to Cox Peninsula Road on the Stuart Highway, Northern Territory (\$6.5 million).

Work began or continued on more than 100 other National Land Transport Network projects, including:

- Caboolture Motorway widening to six lanes north of Brisbane
- Hume freeway at Albury Wodonga upgrading
- Pacific Highway duplication in New South Wales
- Geelong bypass
- Adelaide's Port River Expressway
- an improved rail link to the Port of Melbourne
- Sawyers Valley to The Lakes section of Western Australia's Great Eastern Highway duplication.

### **Higher mass limit bridges**

Better roads and bridges allow a diversification in the weight and types of vehicles that can traverse them in safety.

AusLink bilateral agreements concluded with New South Wales and Queensland provided a major breakthrough in extending the road network available to heavy vehicles carrying higher mass limits in those states. Higher mass limits are an important productivity reform. It allows heavy vehicle combinations fitted with road friendly suspension, and meeting other requirements, to carry loads about 10 per cent heavier on average.

This reform also enables the freight task to be performed by fewer vehicles and encourages a move towards the latest technology, meaning safer and cleaner vehicles.

When fully implemented, the higher mass limits reform will add \$840 million per year to Gross Domestic Product (growing to more than \$2 billion by the 2020s). More than \$500 million of the \$840 million involves benefits to consumers.

The higher mass limits provisions in the New South Wales bilateral agreement include extension of the higher mass limits network from 1 July 2006 to the:

- Newell Highway
- Sturt Highway
- Hume Highway (from the Victorian border to Goulburn)
- Barton Highway (from the Hume Highway to the ACT)
- New England Highway (between Tenterfield and the Queensland border).

The Queensland bilateral agreement includes a requirement to extend the higher mass limits network from 1 October 2006 on the B-double network in Queensland to the 'first vulnerable infrastructure asset', providing a major increase in available routes for vehicles carrying higher mass.

## **Rail sector highlights**

The Department of Transport and Regional Services provides advice to ministers on rail investment matters and oversees the operations of the Australian Rail Track Corporation (ARTC), a public company in which the Government has a 100 per cent shareholding.

In 2005–06, the Australian Transport Council (ATC) endorsed the first national model for rail safety legislation, marking a significant step towards improving the national consistency of rail regulations across state and territory borders. The model regulations went before the ATC for endorsement by the end of 2006.



Planned investments will:

- improve signalling and passing opportunities between Newcastle and Brisbane
- improve transit times and train speeds by building 14 deviations to ease curves on the North Coast railway between Newcastle and Brisbane.

A significant part of AusLink's investment is focused on improving the rail links to our major export ports. Works have been funded at Fremantle and Adelaide, and further key projects are being delivered elsewhere.

These include:

- the Tottenham triangle project in Melbourne, which will provide a direct connection between the North-South and East-West rail corridors in Melbourne, eliminating the need for trains to reverse at Tottenham. This will reduce costs for through traffic and enable operators to use other terminals as well as the main one at Dynon; and
- the Tottenham to Dynon Upgrade, which will increase capacity through the congested dual gauge section at the throat of Melbourne's port area and its main rail freight terminal.

The Hunter Valley rail network consists of the track from Port Waratah (Newcastle) to Werris Creek and Ulan, via Muswellbrook and is dominated by the Hunter Valley coal industry. The Hunter Valley coal industry generates 36 per cent of Australia's coal exports and directly employs 9500 people.

Investment will help to overcome capacity constraints and increase the network capacity from 85 million tonnes of coal hauled annually to 100 million tonnes a year. The enhanced network will enable trains to operate at a maximum speed of 80 kph, up from the current maximum of 60 kph, and will permit an axle loading of 35 tonnes on the upgraded bridges.

The Australian Government announced in December 2005 a \$78 million rescue package for the Tasmanian mainline rail network, subject to the Tasmanian Government and Pacific National, the private sector operator of rail services in that state, meeting certain investment requirements.

Freight trains continue to run on the Hobart–Launceston–Burnie rail line.

### **AusLink transport development and innovation projects**

AusLink includes an Australian Government objective of lifting infrastructure performance by facilitating a number of research and development projects aimed

at improving the effectiveness and efficiency of the AusLink National Land Transport Network as a whole. Part 4 of the AusLink Act cover these activities.

Under Part 4 of the Act, the AusLink transport development and innovation projects are those initiatives that cover either or both of the following:

- planning, research, investigations, studies or analysis of matters related to the present or future development or usage of the National Land Transport Network
- research or development related to technology or practices that will, or may, be used in connection with transport operations on the National Land Transport Network.

In 2005–06, \$4.3 million was spent on development and innovation projects.

A national intermodal terminal study was completed in February 2006. It gives a snapshot of international and interstate freight movements around Australia and maps the usage patterns of existing intermodal terminals. The study is available at [www.dotars.gov.au/publications](http://www.dotars.gov.au/publications)

## Corridor strategies

Several ‘foundation’ studies were begun. These will examine freight demand and function, different industry needs and the nature and patterns of freight flows, including factors that may trigger shifts in the pattern of freight activity in the future.

The Minister for Transport and Regional Services approved objectives for developing the National Land Transport Network in early 2006. These objectives provide a focus for assessing corridor needs and establishing national priorities that will:

- increase efficiency and infrastructure handling capacity
- improve safety and security
- improve the productivity of nationally strategic and export-oriented freight corridors
- improve the reliability of travel on interstate and interregional corridors
- be consistent with viable, long-term economic and social outcomes, and with the obligation to current and future generations to sustain the environment.

Four corridor strategies were drafted in 2005–06: Brisbane–Cairns, Sydney–Melbourne, Adelaide urban and Perth–Adelaide.



In early 2006, development of another 12 corridor strategies began: Melbourne urban, Melbourne–Brisbane, Melbourne–Adelaide, Melbourne–Geelong, Sydney urban, Sydney–Brisbane, Sydney–Wollongong, Brisbane urban, Mt Isa–Townsville, Brisbane–Darwin, Perth–Darwin and Adelaide–Darwin.

All corridor strategies are to be completed by mid 2007.

The North–South Rail Corridor Study commenced in September 2005 and the study report was released on 7 September 2006. It examined future transport demand along the Melbourne–Sydney–Brisbane corridor and identified potential impediments to meeting this demand. Information and data was obtained through extensive consultation with the rail industry, freight forwarders and other users.

### **AusLink funding for land transport research entities**

Under Part 5 of the Act, a land transport research entity means an eligible funding recipient whose functions include carrying out, arranging or assisting planning, research, investigations, studies or analysis of matters related to land transport operations.

In 2005–06, \$3.6 million was paid to land transport research entities.

### **Other research activity**

In addition, in March 2006 the Bureau of Transport and Regional Economics (BTRE) published a document titled *Demand projections for AusLink non-urban corridors*. Together, these studies and projections will enable robust analysis of corridors, including freight traffic on non-urban routes and an assessment of urban freight patterns.

### AusLink National Projects Payments, 2005 –06

Recipient	Road Construction \$m	Road Maintenance \$m	Road \$m	Rail \$m	AusLink Improving the National Network \$m	Non-network projects \$m	Transport Development and Innovation \$m	Land Transport Research \$m	Total \$m
New South Wales	363.1	87.8			960.0	11.0			1421.9
Victoria	251.2	24.9					0.1		276.2
Queensland	191.0	47.6			347.0	2.6			588.1
Western Australia	76.8	24.7			323.0	2.4			426.9
South Australia	36.0	20.4	16.9		100.0	1.4			174.6
Tasmania	14.3	6.3			60.0	3.2			83.8
Northern Territory	14.0	12.2			30.0	0.4			56.6
Australian Capital Territory		0.4							0.4
Australian Rail Track Corporation				12.0					12.0
Other							4.2	3.6	7.7
Total	946.4	224.4	28.9		1820.0	20.9	4.3	3.6	3048.4

Figures may not add precisely to totals due to rounding.



## AUSLINK'S STRATEGIC REGIONAL PROGRAMME

### KEY ACHIEVEMENT

In 2005–06, the Department spent \$14.5 million under AusLink's Strategic Regional Programme. Five projects were completed.

### HOW THIS PROGRAMME WORKS

- \$470 million to be spent by mid-2009
- Funding targeted to local government and partnerships involving local government.

### 3. AusLink's Strategic Regional Programme

Recognising the importance of regions to a growing economy, the Australian Government sees intergovernmental partnerships as an effective way of achieving long-term transport solutions that strengthen economic and social opportunities in regions. AusLink's Strategic Regional Programme encourages collaboration among local government authorities to achieve this goal.

The programme challenges adjoining local government authorities to develop effective regional transport networks, assist established and emerging industries and strengthen social connectivity. Projects on the AusLink National Land Transport Network are not eligible.

A total of \$470 million is being provided for a range of projects between July 2004 and June 2009.

Applications for some \$127 million of funding closed on 1 May 2006.

More than 480 applications from 274 separate councils seeking more than \$1 billion in Australian Government contributions were received. The total project value represented by these applications was \$2 billion. The Australian Government announced the successful projects in November and December 2006.

The Australian Government announced in 2004 an initial round of 22 projects worth \$93 million. Fifteen were approved by the minister as at 30 June 2006. Five were completed by then, with \$14.5 million spent in the financial year.

Completed projects were:

- safety improvements to Jervis Bay Road intersection, New South Wales (one of four sub-projects of the Princes Highway Blackspots project)
- traffic lights at Yan Yean and Ironbark Roads, Yarrambat, Victoria
- a boardwalk along Metung Road, Victoria
- the Russett Park Causeway in Mareeba Shire, Far North Queensland
- upgrade of Port Sorell Road, Tasmania.

Throughout 2006, the Department of Transport and Regional Services continued to work with proponents to finalise funding and administrative arrangements for the remaining seven approved projects.

All projects covering the initial \$220 million were announced by December 2006. In the May 2007 Federal Budget, the Government announced a further \$250 million injection for the 2006-07 financial year.



## AUSLINK'S ROADS TO RECOVERY PROGRAMME

### KEY ACHIEVEMENT

A total of \$1.48 billion will be allocated over five years to councils, distributed in accordance with the recommendations of the various Local Government Grants Commissions, plus additional payments totalling \$307.5 million announced by the Australian Government in May 2006.

### HOW THE PROGRAMME WORKS

- \$1790 million over financial years 2004–05 to 2008–09
- Money paid direct to councils according to a formula based on population and road length within each local authority area
- States or territories also receive payments in respect of unincorporated areas
- Projects chosen by councils, not the Australian Government.

## 4. AusLink's Roads to Recovery Programme

Of the 810,000 km of roads in Australia, local government councils are responsible for more than 650,000 km. These 'local roads' serve suburbs and rural communities and are lightly trafficked in comparison to arterial roads and interstate highways.

The Australian Government works with councils to improve local transport infrastructure. Under AusLink, almost \$1.8 billion is being provided over the financial years to 2008–09. Each of about 700 councils in Australia is entitled to receive money under this programme. Funds are also provided to some state and Northern Territory agencies responsible for roads in unincorporated areas.

In 2005–06, the Australian Government distributed \$615 million from AusLink's Roads to Recovery Programme. (Under a separate programme, an amount of \$497 million was made available as untied financial assistance grants for roads. Supplementary funding to South Australian councils accounted for a further \$9 million.)

Spending decisions are made locally and reported to the Government. Councils nominate projects to be funded. Funds may be used for a range of purposes, including roadworks, traffic lights and bridges, but not for moveable capital equipment such as graders.

Councils proposed about 4500 projects in 2005–06. Each local authority is required to lodge audited financial statements stating how they have spent programme funds.

Programme procedures have been enhanced, following an audit of the previous Roads to Recovery programme by the Australian National Audit Office – tabled on 1 March 2006 – as part of a regime of continuous administrative improvements. Among tightened procedures is a clearer requirement for council annual reports.

Roads to Recovery funds are allocated as follows:

- \$1.48 billion over five financial years goes to councils, distributed in accordance with the recommendations of the various Local Government Grants Commissions
- \$33.2 million over five financial years is provided to the unincorporated areas of New South Wales, Victoria, South Australia, the Northern Territory and the Indian Ocean Territories of Christmas Island and Cocos (Keeling) Islands.



## AusLink's Roads to Recovery payments to councils, 2005–06

State/territory	Number of councils paid	Programme payment 2005–06 \$m	Supplementary payment 2005–06 \$m	Total \$m
New South Wales	154	83.2	85.6	168.9
Victoria	81	61.5	62.5	124.0
Queensland	158	66.5	62.5	129.0
Western Australia	144	38.8	45.0	83.8
South Australia	75	28.0	27.7	55.7
Tasmania	29	11.1	10.0	21.1
Northern Territory	64	9.2	9.0	18.2
Australian Capital Territory	1	9.0	5.0	14.0
Indian Ocean Territories	2	0.2	0.2	0.4
<b>Total</b>	<b>708</b>	<b>307.5</b>	<b>307.5</b>	<b>615.0</b>

Figures may not precisely add to totals due to rounding.

### Administrative arrangements

The programme operates under Part 8 of the AusLink Act. Funding conditions are determined under s.90 of the Act, while funds paid to bodies eligible to receive funding under the programme were determined under s.87 of the Act.

In the May 2006 Budget, the Australian Government announced an additional payment of \$307.5 million to Australia's councils and to three states, the Northern Territory, Christmas Island and Cocos (Keeling) Islands, to accelerate local road improvements.

These funds are administered under funding conditions similar to those of AusLink Roads to Recovery Programme.

The Department of Transport and Regional Services has issued Notes on Administration for the programme. These may be found on the department's website at [www.auslink.gov.au](http://www.auslink.gov.au)



*Signs similar to this are appearing all over Australia as the Australian Government rolls out its Roads to Recovery Programme through approximately 700 local councils.*



## AUSLINK'S BLACK SPOT PROGRAMME

### KEY ACHIEVEMENT

A total of \$178 million is available over four years to June 2008 for small safety improvements to roads not on AusLink's National Land Transport Network. In 2005–06 alone, Black Spot funding of \$44.4 million supported more than 300 projects.

### HOW IT WORKS

- Anyone can nominate a Black Spot project
- Black Spot funding is for small safety improvements to roads not on the AusLink National Land Transport Network
- Locations must have a proven crash history, or be sites where a Road Safety Audit has identified a safety deficiency
- The cost of the proposed work must generate benefits at a ratio of at least two-to-one.

## 5. AusLink's Black Spot Programme

AusLink's Black Spot Programme is consistent with the National Road Safety Strategy, which has a target of achieving a 40 per cent reduction in the number of fatalities per 100,000 population by 2010. That is equivalent to saving about 3600 lives over 10 years.

Evaluation of outcomes suggest that the Black Spot Programme prevents about 500 casualty crashes a year.

A sum of \$44.5 million is provided annually through until 30 June 2008. As more than 60 per cent of road deaths and a significant proportion of serious injuries occur outside metropolitan areas, half the funding is spent in regional Australia.

During 2005–06, projects were approved for all states and territories, involving works at 357 locations. The average project cost over the life of the programme was about \$115,000. A full list of approved Black Spot projects is available on the AusLink website [www.auslink.gov.au](http://www.auslink.gov.au)

Generally, funding is available for the treatment of black spots with a proven history of crashes. To be eligible for funding, sites must have a history of at least three casualty crashes over a five year period and project proposals must demonstrate a benefit-to-cost ratio of at least two.

The programme allows proactive safety works to be undertaken before casualties occur. Recognising that some locations could be 'accidents waiting to happen', up to 20 per cent of programme funds may be used to treat sites where road traffic engineers have completed a road safety audit and found that remedial work is necessary. For every dollar outlaid on black spot solutions, the community reaps an estimated \$14 benefit.

### Determining priorities

Each state and territory is allocated a proportion of funding under the AusLink Black Spot Programme. This is based on each jurisdiction's relative proportion of population and casualty crashes.

Community groups, motorist organisations, industry organisations, councils and individuals are invited to nominate Black Spot sites around Australia to be considered for treatment. A Black Spot nomination form is available on the AusLink website.



Once a year, state and territory road authorities submit a list of all proposals, ranked according to their benefit-to-cost ratios for consideration by a Black Spot Consultative Panel.

The consultative panel in each state and territory comprises representatives from State and local government, and independent representatives of interest groups such as the NRMA, police and the road freight industry. The panel is chaired by an Australian Government Senator or Member of Parliament appointed by the Minister for Local Government, Territories and Roads.

Following consideration of all proposals within a state or territory, the panel makes a submission for consideration and approval by the Minister.

### **Black Spot Programme spending 2005–06**

<b>State</b>	<b>Number of approved projects 2005–06</b>	<b>2005–06 \$m</b>
New South Wales	115	13.0
Victoria	63	10.4
Queensland	68	8.1
Western Australia	51	6.5
South Australia	28	3.5
Tasmania	22	1.6
Northern Territory	4	0.7
Australian Capital Territory	6	0.6
<b>Total</b>	<b>357</b>	<b>44.4</b>

Figures may not add precisely to totals due to rounding.



*Black Spot Program signs similar to this identified 300 sites around Australia where the Australian Government spent a total of \$44.4 million on remedial safety measures in 2005–06.*



*The new high-level Ord River bridge is one of a series of crossings the Australian Government is funding in the Kimberley region of Western Australia to improve the reliability and efficiency of the AusLink National Land Transport Network. As well as being important to the interstate freight task, the bridges serve the more than 300,000 tourists who visit the Kimberley each year.*

## 6. Other land transport funding

### Centenary of Federation Fund

The Australian Government is contributing \$44 million to the cost of three non-AusLink network bridges over the Murray River. The Corowa Bridge has opened to traffic, the Robinvale Bridge will open in the second half of 2006, while construction is yet to start on the Echuca–Moama bridge. No money was paid under this programme in 2005–06. The Australian Government's \$15 million capped contribution to this project has been rolled over to 2006–07.

### Eyre Peninsula rail system

The Australian Government contributed \$15 million towards a \$30 million project for upgrading the Eyre Peninsula rail system in South Australia, conditional on a matching contribution from the State, industry and local councils. The payment was made on 30 June 2005.



*Full duplication of the Pacific Highway between Newcastle and Tweed Heads is an AusLink objective. This project received Australian and New South Wales government funding in 2005–06, with the interim objective being to provide continuous four lanes north from Sydney to the Port Macquarie turn-off and south from Tweed Heads to Ballina.*

## 7. Appendix 1 – Summary of AusLink and other land transport funding programmes payments 2005 – 06

AusLink	NSW \$m	Vic \$m	Qld \$m	WA \$m	SA \$m	Tas \$m	NT \$m	ACT \$m	Other \$m	Total \$m
AusLink Investment Programme-										
- national projects construction	374.1	251.2	193.6	79.3	54.2	17.5	14.4	0.0	12.0	996.2
- national projects maintenance	87.8	24.9	47.6	24.7	20.4	6.3	12.2	0.4		224.4
- development and innovation		0.1							4.2	4.3
- research entities									3.6	3.6
<b>AusLink Investment Programme Total</b>	<b>461.9</b>	<b>276.2</b>	<b>241.1</b>	<b>103.9</b>	<b>74.6</b>	<b>23.8</b>	<b>26.6</b>	<b>0.4</b>	<b>19.7</b>	<b>1228.4</b>
Improving the National Network										
Roads to Recovery	960.0	0.0	347.0	323.0	100.0	60.0	30.0			1820.0
Improving Local Roads	83.2	61.5	66.5	38.8	28.0	11.1	9.2	9.0	0.2	307.5
Strategic Regional	85.6	62.5	62.5	45.0	27.7	10.0	9.0	5.0	0.2	307.5
Black Spot	6.8	4.0	0.5	1.0		2.3				14.5
<b>AusLink Total</b>	<b>1610.5</b>	<b>414.6</b>	<b>725.8</b>	<b>518.2</b>	<b>233.8</b>	<b>108.7</b>	<b>75.5</b>	<b>15.0</b>	<b>20.1</b>	<b>3722.4</b>
Untied Local Road Grants	144.3	102.6	93.2	76.1	27.3	26.4	11.7	16.0		497.5
Additional funding to SA					9.0					9.0
Grants to ARTC									270.0	270.0
<b>Total Land Transport</b>	<b>1754.8</b>	<b>517.2</b>	<b>819.0</b>	<b>594.3</b>	<b>270.2</b>	<b>135.1</b>	<b>87.1</b>	<b>30.9</b>	<b>290.1</b>	<b>4498.8</b>

Figures may not precisely add to totals due to rounding.

