



Australian Government



2007-08

# AusLink

Annual Report



AUSLINK

Building our National Transport Future





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**AUSLINK**

*Building our National Transport Future*

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# 01

## AusLink and how it is administered



AusLink is administered by the Department of Infrastructure, Transport, Regional Development and Local Government. It is based on the principles of better long-term planning and targeted investment in roads and railways to achieve the best outcomes for efficiency and safety, as well as the national economy, regions and communities.

The AusLink Network is an integrated network of national and inter-regional road and rail transport corridors, including through urban areas to ports and airports. Together with intermodal connections, they are critically important to national and regional economic growth, development and connectivity.

While the principal focus of AusLink expenditure is this defined network of 22,500 kilometres of highways and of mainline railways approximately 14,000 kilometres long, AusLink funding assistance is also provided to projects on the broader land transport network.

## Program elements

Program streams within AusLink are:

- AusLink Investment Program
- AusLink Strategic Regional Program
- AusLink Black Spot Program
- AusLink Roads to Recovery Program
- Tackling Urban Congestion and Planning

Activities occurring within these programs during 2007–08 are reported upon in subsequent chapters.

## Legislation governing the administration of AusLink

The *AusLink (National Land Transport) Act 2005* (AusLink Act) was proclaimed on 28 July 2005. It is the primary act that governs aspects of AusLink program administration.

## AusLink spending and operations

AusLink bilateral funding agreements between the Australian Government and each state and territory list AusLink Network projects to be undertaken, the policies and administrative arrangements by which these will be managed and how future planning will be carried out.

The Australian Government does not own the roads it funds, nor does it manage any of the construction projects directly. Work is conducted by states and by councils in relation to local roads. These asset owners may sub-contract construction or design tasks. Under AusLink, the Australian Government contributes road maintenance funding for works on the AusLink Network, with states and territories making decisions about where the money is spent in any year. AusLink funding can be used for transport management systems and related initiatives. It may also support research into safety and traffic efficiency solutions or innovative civil engineering techniques.

The Australian Government owns the Australian Rail Track Corporation (ARTC), which also invests in rail infrastructure. The ARTC was incorporated in 1998 following an intergovernmental agreement involving the Australian Government and all mainland state governments for managing access to the mainline interstate rail network. The ARTC is responsible for all operations relating to the greater part of the interstate network and the Hunter Valley coal network. This includes providing all train control functions, the management of 'train paths' along that network for rail freight operations and the provision of capital and maintenance works. The ARTC manages rail upgrade projects funded under AusLink and also works funded from its own resources.

AusLink Notes on Administration (notes) provide guidance for staff in state agencies and in local government to follow in the day-to-day administration of projects. The Notes include arrangements for submitting projects, assessment criteria, tendering arrangements, the system of payment administration and accountability procedures. Copies of the Notes for different program streams may be found on the AusLink web site at [www.nationbuildingprogram.gov.au](http://www.nationbuildingprogram.gov.au).

**AusLink National Network**



**Table 1 – AusLink Road and Rail Network length by State  
(30 June 2008)\***

State	Road Network	Rail Network
NSW	4 248	3 875
VIC	1 836	1 376
QLD	5 048	2 422
SA	2 775	2 289
WA	4 880	1 620
TAS	370	436
NT	2 686	1 693
ACT	19	0
<b>Total</b>	<b>21 862</b>	<b>13 709</b>

\* Although the AusLink National Land Transport Network roads represent only three per cent of all Australia's roads by length (815,000 kilometres total), they cater for more than 15 per cent of road travel.

# 02

## AusLink Investment Program



The AusLink Investment Program targets projects that will deliver high national benefits. When completed, these projects will significantly improve the efficiency and safety of the AusLink Network. The Australian Government provided more than \$1.8 billion in 2007–08 under the AusLink Investment Program.

This program provides funding for continuing and new road and rail construction projects and maintenance on roads on the AusLink 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 commitments for former Roads of National Importance projects not on the Network.

Of the 189 AusLink Network projects in the five year program, 115 had been completed by 30 June 2008. Projects that were completed in 2007–08 included:

- Duplication of the Brunswick Heads to Yelgun section of the Pacific Highway
- Pakenham bypass

- Tugun bypass
- Clackline bypass
- Upgrade of the Hampstead, Regency and Mullers intersection in Adelaide; and
- Duplication of the Penguin to Ulverstone Stage 2 section of the Bass Highway.

Projects that began or continued in 2007–08 included:

- Ballina bypass, Bonville deviation and duplication of the Karuah to Bulahdelah (Stages 2 and 3) and Cooperook to Moorland sections of the Pacific Highway
- Western bypass of Geelong
- Construction of an improved rail link to the Port of Melbourne
- Construction of the Logan Motorway–Ipswich Motorway interchange
- Construction of the Perth–Bunbury Highway
- Construction of the Northern Expressway and upgrading of Port Wakefield Road in Adelaide; and
- Upgrade works on the Victoria Highway.

In the May 2008 Budget the government allocated funding for 35 ‘early start’ election commitment projects to commence in 2008–09. In 2007–08, the Department worked with states and the Northern Territory to ensure rapid commencement of the projects.

All AusLink Investment Program projects active in 2007–08 were administered in accordance with relevant legislation. Most projects were administered under the AusLink Act, while a small number of former Roads of National Importance projects were administered under the *Australian Land Transport Development Act 1988*. Road maintenance contributions were provided to states and territories in line with the AusLink allocation formula.

Projects were also administered in accordance with AusLink bilateral agreements (between the Australian Government and each state and territory government), a memorandum of understanding with the ARTC and Notes on Administration.

## New South Wales progress

Australian Government payments for new construction and maintenance works under the AusLink Investment Program to New South Wales during 2007–08 totalled \$ 414.2 million.

Construction of the Weakleys Drive interchange proceeded, with \$22.0 million provided in 2007–08. The Pacific Highway received \$128.9 million in 2007–08 for ongoing upgrading and projects including the Bonville Deviation south of Coffs Harbour, and the Karuah to Bulahdelah sections 2 and 3 project.

The following New South Wales projects were completed during 2007–08 (payment made in 2007–08 shown in brackets):

- Upgrade of the Towrang and Carrick Road intersections on the Hume Highway, north of Goulburn (\$0.8 million). The project involved the widening of the median over the full length of the Hume Highway between Towrang and Carrick roads, south of Goulburn. Traffic islands were constructed in a ‘seagull’ shape to allow vehicles moving on and off the highway to shelter in holding bays before merging with faster moving traffic
- Halcombe Hill realignment on the New England Highway (\$0.7 million), addressing major safety concerns. The realignment project involved a more complex solution – a 1.2 kilometre deviation, a new three-lane bridge and a new alignment of the nearby Segenhoe Road intersection
- Brunswick Heads to Yelgun four-lane deviation of the Pacific Highway (\$17.3 million). The project included new twin bridges over the Brunswick River, interchanges at North Brunswick Heads and Yelgun, and duplication of the Brunswick Heads Bypass. The design included a simplified interchange and balanced cantilever bridge at the Brunswick River and highway access for northbound vehicles at Billinudgel
- Tycannah Creek flood improvements on the Newell Highway, south of Moree (\$3.9 million). The project involved construction of a 190 metre long bridge and approaches north of Millie Road, and the construction of a 120 metre long bridge south of Millie Road. It also included upgrade of culverts to allow the raising of the road level to increase the flood immunity of the Newell Highway at this location; and

- Gillenbah Structures on the Sturt Highway (\$6.0 million). The project replaced the narrow structures over Gillenbah and Poison Waterholes Creeks with new wider reinforced concrete structures. The two former bridges, each 32 metres long, dated from the early 1960s. Traffic lanes were widened to 3.5 metres in each direction, while the road shoulders are now two metres wide. The work also involved the construction of new safety barriers, road markings, sign posting and revegetation of the area.

Projects under construction, but not completed as at 30 June 2008 included:

- Weakleys Drive interchange on the New England Highway in the lower Hunter Valley (\$22.0 million)
- F3 widening north of Sydney (\$18.9 million)
- Coolac bypass on the southern section of the Hume Highway (\$62.8 million)
- Duplication of Sheahan Bridge on the Hume Highway at Gundagai (\$26.2 million)
- F5 widening northbound, near Campbelltown (\$10.4 million)
- Moree bypass on the Newell Highway (\$9.1 million)
- the Pacific Highway upgrade, Karuah to Bulahdelah Stages 2 and 3 (\$65.0 million)
- Bonville Deviation, also on the Pacific Highway, immediately south of Coffs Harbour (\$14.6 million); and
- Main Road 92 (Nowra–Nerriga Road) Stage 1 (\$3.3 million). This project is a former Road of National Importance project not on the Network.

## Victorian progress

Australian Government payments for new construction and maintenance works under the AusLink Investment Program to Victoria during 2007–08 totalled \$410.6 million.

The Deer Park bypass and upgraded intersection at Leakes Road received \$102.6 million in 2007–08, allowing construction to continue. The Geelong Ring Road received \$71.0 million and the Pakenham bypass received \$3.2 million in ongoing funding to maintain construction momentum. The Calder Highway between Kyneton and Faraday received \$2.4 million in 2007–08 and the Calder Highway between Faraday and Ravenswood project received \$46.3 million.

The following Victorian projects were completed during 2007–08 (payment made in 2007–08 shown in brackets):

- Pakenham bypass on the Princes Highway (\$3.2 million) — a 20 kilometres four-lane bypass, running south of the towns of Pakenham and Officer. The Melbourne bound carriageway of the Pakenham Bypass was opened to traffic on Saturday 1 December 2007 with the Warrigal bound carriageway opened to traffic on Sunday 2 December 2007; and
- Arcadia Section duplication on the Goulburn Valley Highway (\$12.9 million) involved 11 kilometres of new two-lane road extending from the northern limit of the Murchison East Deviation at Murchison–Violet Town Road through to the southern terminal of the proposed Shepparton bypass at Ross Road. The new north bound carriageway opened to traffic in February 2008 and the balance of construction works were completed in June 2008.

The following projects were under construction, but not completed as at 30 June 2008:

- Deer Park bypass and Leakes Road interchange on the Western Highway (\$102.6 million)
- Calder Highway between Kyneton to Faraday (\$2.4 million) — The Australian Government is meeting 50 per cent of the \$178.0 million cost of this project, which involves converting 20.5 kilometres of the Calder Highway to four lanes between the northern end of the Kyneton bypass and Ellerys Road at Faraday, and construction of a bridge at Elphinstone across the Melbourne to Bendigo rail line
- Geelong Ring Road Sections 1–3 (\$71.0 million) — The Australian Government is providing 50 per cent of costs, capped at \$186.0 million, towards the total cost of \$380.0 million for this project, which involves construction of a 23 kilometres four-lane bypass, built to freeway standard, from Corio, rejoining the Princes Highway in the south-west at Waurin Ponds. Stages 1 and 2 are expected to be completed in December 2008. Stage 3 is expected to be completed in late 2009; and
- Dynon port rail link (\$75.9 million) — The Australian Government is providing \$110.0 million towards this project, which involves two new dual-gauge rail lines on a new alignment connecting the Dynon terminal and interstate mainline directly to the port of Melbourne precinct. This project cost \$75.9 million in

2007–08; The Geelong to Mildura Rail Upgrading Project (\$2.0 million) will improve rail reliability and safety on the corridor and will allow freight train speeds to increase. The Australian Government contribution towards this project was \$2 million in 2007–08.

## Queensland progress

Australian Government payments for new construction and maintenance works under the AusLink Investment Program in Queensland during 2007–08 totalled \$577.5 million.

Funding for major metropolitan infrastructure projects in Brisbane during 2007–08, included over \$50 million for ongoing widening of the Caboolture Motorway to six lanes between Uhlmann Road and Caboolture, \$99.4 million to progress building of the Ipswich Motorway–Logan Motorway interchange and \$138.8 million towards the Ipswich Motorway, Wacol to Darra project.

The following Queensland projects were completed during 2007–08 (payment made in 2007–08 shown in brackets):

- Tugun bypass on the Pacific Highway across the Queensland and New South Wales border, relieving congestion and creating a more efficient and safer route (\$60.0 million)
- Black Mountain safety works on the Bruce Highway including an improved intersection at Pioneer Road and repair and strengthening works to the highway (\$0.1 million)
- Bruce highway pavement rehabilitation between Maryborough and Gin-Gin providing repairs to sections of the road surface to improve safety in the area (\$nil)
- Miriam Vale safety works on Bruce Highway at the Baffle Creek Road intersection providing a reconfigured intersection and increased lighting to enable greater safety whether turning or travelling straight through (\$nil)
- Upgrade to the Caboolture Motorway between the Caboolture/ Bribie Island Road and the Caboolture (northern) bypass connection (\$7.7 million). This project forms part of the widening of the Caboolture Motorway to six lanes; and
- Planning study for the Griffith Arterial – Mains Road and Kessels Road intersection (\$nil) and the planning study for the Warrego Highway intersection with the Brisbane Valley Highway (\$nil).

The following projects were under construction, but not completed as at 30 June 2008:

- Upgrade of the Caboolture Motorway from Uhlmann Road to Bribie Island Road (\$48.1 million). This project forms part of the widening of the Caboolture Motorway to six lanes
- \$255.0 million interchange at the Ipswich Motorway junction with the Logan Motorway in Brisbane's western suburbs (\$99.4 million)
- Ipswich Motorway – Wacol to Darra, Stage 1 (\$138.8 million)
- Acacia Ridge Grade Separation involves the construction of two road bridges over the rail track enhancing entry/exit, operation, safety and reducing congestion from the intermodal terminal (\$25.0 million); and
- Townsville Ring Road project, providing a bypass of the city of Townsville (\$46.3 million).

## Western Australia progress

Australian Government payments for new construction and maintenance works under the AusLink Investment Program to Western Australia during 2007–08 totalled \$233.8 million.

Funding of \$142.5 million was paid in 2007–08 for the new Perth–Bunbury Highway, a 71 kilometre freeway that will open in 2009, cutting up to 34 minutes off the current journey.

The following West Australian projects were completed during 2007–08 (payment made in 2007–08 shown in brackets):

- Clackline Bypass on the Great Eastern Highway (\$1.4 million)
- Widening and upgrading work on the Heartbreak Ridge and Balladonia East sections of the Eyre Highway (\$0.2 million); and
- New approach roads and a 191 metre new bridge over the Dunham River in the Kimberley on the Great Northern Highway (\$nil).

The following projects were under construction, but not completed as at 30 June 2008:

- Upgrading and widening between Lennard Street to Apple Street on the Great Northern Highway (\$nil)

- Upgrading, widening and realignments on the Great Northern Highway between Muchea and Wubin (\$24.1 million)
- The Eastern Goldfields Railways Re-sleepering project involves upgrading the final sections of track between Koolyanobbing and Kalgoorlie with concrete sleepers (\$20.1 million); and
- The Eastern Goldfields Railway Crossing Loop Extensions will allow for the efficient operation of larger trains and therefore reduced delays (\$8.0 million).

## South Australia progress

Australian Government payments for new construction and maintenance works under the AusLink Investment Program in South Australia during 2007–08 totalled \$112.4 million.

The Australian Government paid \$2.3 million in 2007–08 for stages 2 and 3 of the Port River Expressway and a new road and rail upgrade for the Le Fevre Peninsula to improve freight movement through the port at Outer Harbor that opened in July 2008.

The following South Australian projects were completed during 2007–08 (payment made in 2007–08 shown in brackets):

- Hampstead Road, Mullers Road and Regency Road intersection upgrade (\$0.1 million); and
- Upgrade to the Waikerie Bypass on the Sturt Highway (\$0.02 million).

The following projects were under construction, but not completed as at 30 June 2008:

- Northern Expressway and upgrade of Port Wakefield Road (\$67.3 million)
- Paranga Bridge upgrade on the Sturt Highway (\$nil); and
- Duplication of the Sturt Highway between the Gawler Bypass and Greenock Road (\$8.61 million).

## Tasmanian progress

Australian Government payments for new construction and maintenance works under the AusLink Investment Program in Tasmania during 2007–08 totalled \$35.6 million.

The following Tasmanian project was completed during 2007–08 (payment made in 2007–08 shown in brackets):

- Bass Highway, Penguin and Ulverstone duplication (Stage 2) on the North-West Coast was opened to traffic in April 2008 with works continuing on the Castra Road ramps. This project provides continuous four-lane traffic conditions between Devonport and Burnie on the Bass Highway (\$14.9 million).

The following project was under construction, but not completed as at 30 June 2008:

- Upgrade of the AusLink elements of the Tasmanian Rail Network (\$15.3 million).

## Northern Territory progress

Australian Government payments for new construction and maintenance works under the AusLink Investment Program in the Northern Territory during 2007–08 totalled \$33.6 million.

The following projects were under construction, but not completed as at 30 June 2008 (payment made in 2007–08 shown in brackets):

- Ongoing \$18.5 million network widening and rehabilitation program (\$4.0 million)
- First phase of the Tiger Brennan Drive – East Arm Port Access project, involving duplicating Berrimah Road from Tiger Brennan Drive to south of Wishart Road (\$1.9 million); and
- Victoria River upgrade package, comprising of bridge works and pavement lifting and strengthening to increase the flood immunity of the Victoria Highway (\$13.7 million).

## Australian Capital Territory progress

Repairs to the Barton and Federal Highways in the Australian Capital Territory during 2007–08 (\$0.4 million).

## Road maintenance funding

The Australian Government contributed \$300 million to road maintenance on the AusLink Network. Funding is allocated to states and territories – the owners of the roads – using a formula that takes account of the length of the AusLink Network in each jurisdiction and its use by freight vehicles, together with total traffic volumes (including cars).

The formula data is updated annually. This can result in changes in allocations among the states and territories. For 2007–08, the following table shows the individual allocations.

**Table 2 – State and territory road maintenance allocations 2007–08\***

State	2007–08 maintenance allocation (\$ million)
New South Wales	100.03
Victoria	49.79
Queensland	63.10
Western Australia	36.89
South Australia	29.35
Tasmania	5.78
Northern Territory	14.58
Australian Capital Territory	0.48
<b>Total</b>	<b>300.00</b>

\*Note: Actual payments to the states and territories in 2007–08 totalled \$307.6 million. Not all funds were claimed in previous years.

The states provide detailed annual reports of road condition based on performance indicators, including the age of the sealed surface and its 'ride' quality.

## Rail network spending

In 2007–08, the Australian Government spent \$185.7 million on rail construction projects on the AusLink Network.

During 2007–08 the ARTC spent over \$549 million including \$39 million of AusLink funding to upgrade the interstate rail network that it owns, leases or manages. Works completed include:

- Construction of new passing loops at Yerong Creek and Braunstone in NSW and construction of the new Leeville Viaduct on the North Coast of NSW
- Installation of over 60 per cent of the planned 2.2 million concrete sleepers on the North South Corridor and in the Hunter Valley including the laying of the millionth new concrete sleeper at Uranquinty
- Replacement of electric staff system with Centralised Train Control between Casino and Acacia Ridge and Muswellbrook and Ulan, resulting in significant savings in train transit times;
- Works on the NSW Country Regional Network consisting of the installation of 264,000 sleepers, replacement of 33 bridges, resurfacing of over 1200 kilometres of track and laying of 100,000 tonnes of ballast; and
- Tottenham to West Footscray rail upgrade (\$16.6 million) — This will deliver significantly improved operational capacity, reliability and transit time over the section of track where the interstate north–south corridor combines with the east–west corridor on approach to the Dynon rail freight precincts. The estimated project cost is \$45 million. The Australian Government contribution towards this project was \$16.5 million in 2007–08.

## Rail communications upgrade

The Australian Government is providing \$69.6 million for the upgrade of the rail communications systems on the interstate rail network. This funding will allow the ARTC to continue to progress its interstate train communications project using new specifications required by Telstra's new 3G 850 technology.

The new 3G 850 platform will significantly enhance the rail industry's capability by providing a modern communications network that is able to support the next generation of train control technologies. It will also allow for 'real time' transmission of diagnostics on the on-time running of operators trains.

A total of 30 of the 77 planned base stations have been constructed and commissioned with an additional 34 base stations in various stages of construction.

This project cost \$22.4 million in 2007–08.

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

A number of research and development projects aimed at improving the effectiveness and efficiency of the AusLink Network were progressed in 2007–08 at a cost of \$3.3 million paid under Part 4 of the AusLink Act.

This included:

- \$1.3 million to commence a series of Intelligent Transport System projects on the AusLink Network in Queensland, Western Australia and South Australia; and
- \$0.3 million to undertake the Evans and Peck Report on Development of Best Practice Cost Estimation.

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

In 2007–08, \$5.1 million was paid to land transport research entities under Part 5 of the AusLink Act. Land transport research entities are eligible funding recipients, whose functions include carrying out, arranging or assisting planning, investigations, studies and analysis of matters relating to transport operations.

Major funding recipients during 2007–08 included:

- Austroads (\$2.2 million) for membership dues and the Australian Government's contribution to the Austroads work program and for secretarial support work for the Australian Bicycle Council. Austroads is the association of Australian and New Zealand road transport and traffic authorities
- Australian Freight Council Network (\$1.3 million). These councils bring together key members of Australia's export logistics chain; and
- Australian Logistics Council (\$0.4 million). The council helps to lead the development of logistics in Australia and to create competitive advantage for Australian companies and the national economy.

**Table 3 – AusLink Program payments 2007–08**

Recipient	Road Construction \$m	Road Maintenance \$m	Rail \$m	Non-network projects \$m	Transport Development & Innovation \$m	Land Transport Research \$m	Total \$m
New South Wales	304.7	100.0		9.6			414.2
Victoria	262.3	53.8	77.9				394.0
Queensland	481.7	70.5	25.0		0.3		577.5
Western Australia	171.9	33.6	28.1		0.3		233.8
South Australia	82.1	29.4	0.2		0.8		112.4
Tasmania	14.1	5.8	15.3	0.4			35.6
Northern Territory	19.5	14.1					33.6
Australian Capital Territory		0.4					0.4
Australian Rail Track Corporation			39.1				39.1
Other					2.0	5.1	7.1
<b>Total</b>	<b>1,336.3</b>	<b>307.6</b>	<b>185.7</b>	<b>9.9</b>	<b>3.3</b>	<b>5.1</b>	<b>1,847.9</b>

Figures may not add precisely to totals due to rounding. Figures shown for each recipient are payments made directly to the recipient shown. In the case of a State/Territory recipient, the figures are payments made direct to a State/Territory government agency or a Local Government Authority within that State/Territory.

## The AusLink website and the AusLink Program Management System

Since its launch in 2006–07, the AusLink website, [www.nationbuildingprogram.gov.au](http://www.nationbuildingprogram.gov.au) has provided access to information on the AusLink program and projects funded under the AusLink Act.

The AusLink Program Management System (APMS) went into production in November 2007. Since that time the system has undergone minor enhancements to improve its operability and report capabilities. The system provides online reporting capabilities to all State and Territory Governments and Local Government bodies.

As envisioned in last year's report the direct links between the AusLink Program Management System (APMS), the Department's financial management system, SAP, and the AusLink website has; allowed regular refreshing of information available to the public both in project expenditure reporting and project status updates. In addition, APMS also uploads new AusLink projects direct to the AusLink website allowing for improved project publication timeframes. The AusLink website also undergoes an internal review every four months to ensure all information is accurately reflecting the current status of the AusLink projects.

## National Code of Practice for the Construction Industry

The *National Code of Practice for the Construction Industry and Implementation Guidelines* encourage cooperation, ethical behaviour, continuous improvement and best practice by clients and service providers in the construction industry.

The Code and Guidelines apply to 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 is \$10 million or more, irrespective of the proportion this represents of the total project cost.

The requirement to apply the Code and Guidelines to projects above the thresholds is a condition of Australian Government funding.

The Office of the Australian Building and Construction Commissioner inspected a number of AusLink projects in 2007–08, including the Geelong bypass Stage 2, the Pacific Highway Bonville deviation and the Muchea to Wubin section of the Great Northern Highway. Some code compliance issues were identified and addressed, but no sanctions were imposed on contractors as a result of these inspections.

## AusLink Strategic Regional Program

03



The AusLink Strategic Regional Program encourages collaboration among local government authorities to develop an effective regional transport network to assist established and emerging industries and strengthen social connectivity.

Project funding is conditional upon proponents entering into a funding agreement with the Australian Government. As at 30 June 2008, 206 funding agreements have been finalised since the inception of the Program in 2004. Between 2004–05 and 2008–09, the Program provided funds of \$470 million.

**Table 4 – The status of projects by State as at 30 June 2008**

State	Pre-Construction	Construction	Completed	Total
NSW	17	37	15	69
VIC	12	18	7	37
QLD	14	32	6	52
WA	5	8	2	15
SA	11	9	2	22
TAS	3	4	3	10
NT	0	4	0	4
<b>TOTAL</b>	<b>62</b>	<b>112</b>	<b>35</b>	<b>209</b>

In 2007–08, 28 projects were completed, including:

- Replacement of the Hume Bridge at Corowa, New South Wales
- Reconstruction and rehabilitation of main roads 301 and 101 north of Newcastle, New South Wales
- Upgrading of Chappel Road, north-western Victoria
- Sealing of Eidsvold–Theodore Road, Queensland
- Sealing of Point Labatt Road, Streaky Bay, South Australia
- Upgrading Tasman Highway between Nunamara and Targa, Tasmania
- Dickson Road upgrade, Wyong Shire, New South Wales
- The Rock Bullenbung construction, Lockhart Shire, New South Wales
- Manks Road construction, City of Casey, Victoria
- Highams Bridge upgrade and rehabilitation, Mackay Regional Council, Queensland; and
- Berwick Street upgrade (McMillan to Kent Street), Victoria Park Town Council, Western Australia.

In the May 2008 Budget, the government allocated funding for six early start projects to commence in 2008–09. Work has commenced on administrative arrangements to ensure rapid commencement of the projects.

## AusLink Roads to Recovery Program

# 04



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

Over 600 councils in Australia, and State and Territory governments responsible for unincorporated areas, are entitled to receive money under AusLink's Roads to Recovery Program. The program operates under Part 8 of the AusLink Act. In 2007–08, the Australian Government distributed \$262.5 million from the program. Councils nominate projects to be funded and report these to the government. Funds may be used for a range of purposes, including roadworks, traffic lights and bridges, but not for moveable capital equipment such as graders.

### Doing business online

In line with a policy of online administration, the lodgment of Roads to Recovery work schedules (which set out the programs of works councils intend to do) and quarterly reporting by councils is conducted via APMS. Councils access the program website using a password similar to the way many people conduct their internet banking.

**Table 5 – Roads to Recovery Program payments to councils  
2007–08**

State/territory	Number of councils paid	Program payment 2007–08 \$m
New South Wales	154	71.3
Victoria	80	58.2
Queensland	73	36.6
Western Australia	139	44.8
South Australia	75	27.8
Tasmania	29	9.7
Northern Territory	63	14.1
Australian Capital Territory	1	-
Indian Ocean Territories	2	-
<b>Total</b>	<b>616</b>	<b>262.5</b>

### Improving Local Roads

In 2005–06, a special one-off payment of \$307.5 million was paid to local councils, three state governments, the Northern Territory Government and the Indian Ocean Territories, to be expended in subsequent years to accelerate improvements to local road networks.

Expensing of the prepayment occurs on receipt of an annual or quarterly report. In 2007–08, grant recipients provided reports that resulted in \$223.7 million being expensed, \$125.0 million related to activity in 2006–07 and \$98.7 million to 2007–08.

## AusLink Black Spot Program

05



The AusLink Black Spot Program, administered under Part 7 of the AusLink Act, supports the National Road Safety Strategy.

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 program 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 program funds may be used to treat sites where road traffic engineers have completed a road safety audit and found that remedial work is necessary.

During 2007–08, projects were approved for all states and territories, involving remedial works at 310 locations. A total of \$37.3 million was spent during the financial year. The average project cost over the life of the program is about \$116,000. A full list of approved Black Spot projects is available on the AusLink website [www.nationbuildingprogram.gov.au](http://www.nationbuildingprogram.gov.au).

## Determining priorities

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

Community and motoring groups, 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-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.

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

**Table 6 – AusLink Black Spot spending 2007–08**

State	Number of approved projects 2007–08	Payments in 2007–08 \$m
New South Wales	104	16.0
Victoria	51	9.9
Queensland	59	4.8
Western Australia	49	1.8
South Australia	23	2.8
Tasmania	9	0.7
Northern Territory	8	0.7
Australian Capital Territory	7	0.6
<b>Total</b>	<b>310</b>	<b>37.3</b>

## Tackling Urban Congestion and Planning

06



The Australian Government provided \$75 million in 2007–08 to undertake a series of extensive studies into a number of landmark projects which have the potential to transform the face of our cities and the productivity of our economy.

Early reports for these studies are expected to be available to Government through 2009.

### **New South Wales**

The Australian Government has invested \$20 million in a feasibility study into the proposed Western Metro (Green Line) between Parramatta and the Central Business District. The feasibility study will identify preferred alignments and establish a business case and estimates of patronage, revenue and cost.

\$5 million has been provided for a feasibility study to examine potential improvements to the M5 transport corridor from Port Botany/Sydney Airport to South West Sydney. Improvements to the corridor have the potential to support strong growth in freight, passenger and population in Sydney's south west.

## Victoria

\$12 million has been provided for a study to assess the projects identified in the Investing in Transport-East West Link Needs Assessment. The report, which was prepared for the Victorian Government by Sir Rod Eddington, identified a number of projects that would improve east west connections across Melbourne.

The Australian Government has provided \$9 million into planning, traffic modelling, scoping works and pre-construction works for the Western Ring Road. The congested Western Ring Road is a vital link for people living in Melbourne's western and north-western suburbs, and is also an important link to the Ports of Melbourne, Geelong and the Melbourne Airport.

## South Australia

The Australian Government has invested \$3 million into a transport sustainability study for Adelaide. The study will analyse urban congestion to 2030 and identify improvements that need to be made to public transport networks (rail, bus and tram), road networks, traffic management, land use and demand management. This will include examining capacity constraints at key intersections, including rail crossings.

## Western Australia

\$3 million has been provided to develop a strategic framework for transport networks servicing Perth Airport. The study will identify key transport needs and routes, including public transport, and develop a strategy for the airport and environs, linking with the Metropolitan Freight Strategy.

## Queensland

The Australian Government has provided \$13 million for a number of planning studies to enable the upgrade of the Bruce Highway to begin as soon as possible.

The Australian Government is also investing \$10 million to accelerate planning to upgrade the Gateway Motorway missing links – the northern section between Nudgee Road and the Bruce Highway and the southern section between Mount Gravatt-Capalaba Road and the Pacific Motorway.

# Appendix 1 – Summary of AusLink and other land transport funding program payments for 2007–08

	NSW \$m	Vic \$m	Qld \$m	WA \$m	SA \$m	Tas \$m	NT \$m	ACT \$m	Other \$m	Total \$m
<b>AusLink</b>										
AusLink Investment Program										
- <i>national projects construction</i>	314.2	340.2	506.7	200.0	82.3	29.8	19.5		39.1	1531.9
- <i>national projects maintenance</i>	100.0	53.8	70.5	33.6	29.4	5.8	14.1	0.4		307.6
- <i>development and innovation</i>			0.3	0.3	0.8				2.0	3.3
- <i>research entities</i>									5.1	5.1
<b>AusLink Investment Program total</b>	<b>414.2</b>	<b>394.0</b>	<b>577.5</b>	<b>233.8</b>	<b>112.4</b>	<b>35.6</b>	<b>33.6</b>	<b>0.4</b>	<b>46.2</b>	<b>1847.9</b>
Urban Congestion and Planning	25.0	21.0	23.0	3.0	3.0					75.0
Roads to Recovery	71.2	58.2	36.6	44.8	27.9	9.7	14.1			262.5
Strategic Regional	28.3	9.0	14.0	8.5	3.4	9.6	2.9			75.7
Black Spot	16.1	9.9	4.8	1.8	2.7	0.8	0.7	0.6		37.3
<b>AusLink total</b>	<b>554.8</b>	<b>492.2</b>	<b>656.0</b>	<b>291.9</b>	<b>149.3</b>	<b>55.6</b>	<b>51.3</b>	<b>1.0</b>	<b>46.2</b>	<b>2298.4</b>
<b>Other</b>										
Whitehorse/Springvale Road intersection		0.6								0.6
Untied Local Road Grants	159.0	113.0	102.7	83.8	30.1	29.0	12.8	17.6		548.02
Additional funding to SA					13.6					13.0
<b>Total Land Transport</b>	<b>713.8</b>	<b>605.8</b>	<b>758.7</b>	<b>375.7</b>	<b>193.0</b>	<b>84.6</b>	<b>64.1</b>	<b>18.6</b>	<b>46.2</b>	<b>2860.5</b>

Figures may not precisely add to totals due to rounding. Figures shown for each recipient are payments made direct to the recipient shown. In the case of a State/Territory recipient, the figures are payments made directly to a State/Territory government agency or a Local Government Authority within that State/Territory. Untied Local Road Grants and additional funding to South Australia are not made under the AusLink Act, but are included here to show the totality of land transport funding to each state and territory for the 2006–07 financial year.







**AUSLINK**

*Building our National Transport Future*

[www.nationbuildingprogram.gov.au](http://www.nationbuildingprogram.gov.au)



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