

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Bourke

SB23-000539

SUBJECT: Regional Based Staff

Talking Points

- Close to 238 (12 per cent) departmental staff are located outside of Canberra in either capital cities or regional towns and cities.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts continually reviews its regional footprint to leverage the expertise, skills and diversity outside of Canberra.

Key Issues

- Most employees are located in Canberra (87.9 per cent or 1724 employees) (Table 1).
- 238 employees (excluding Indian Ocean Territories Administration) are located outside of Canberra.
 - 161 employees are based in other capital cities (Table 1)
 - 74 employees are based in 15 different regional locations (Table 2)
 - three employees are located overseas (Table 3)

Background

- Headcount figures include ongoing and non-ongoing employees and excludes inoperative staff and casual employees.
- All figures are provided as at 31 March 2023.

Table 1: Headcount by Cities as at 31 March 2023

Location	No. of Employees
Adelaide	7
Brisbane	44
Canberra	1,724
Darwin	11
Hobart	4
Melbourne	34
Perth	16
Sydney	45
Total	1,885

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Table 2: Headcount by Regions as at 31 March 2023

Location	No. of Employees
Alice Springs	1
Cairns	5
Dubbo	1
Jervis Bay	3
Moree	2
Newcastle	6
Norfolk Island	8
Orange	38
Port Augusta	1
Toowoomba	3
Townsville	2
Tweed Heads	1
Wodonga	1
Wollongong	2
Total	74

Table 3: Headcount by Overseas as at 31 March 2023

Location	No. of Employees
Jakarta, INDONESIA	1
Montreal, CANADA	2
Total	3

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SB23-000540

SUBJECT: Budget Funding**Talking Points¹**

- On Budget night, Tuesday 9 May, the Government tabled two sets of Appropriation Bills affecting the Department of Infrastructure, Transport, Regional Development, Communications and the Arts.
 - The 2022-23 Additional Estimates Appropriation Bills included additional departmental funding of **\$27.1 million** and administered funding of **\$3.0 million in 2022-23** to supplement 2022-23 October Budget funding.
 - The 2023-24 Appropriation Bills provided funding for **2023-24** of **\$477.5 million** in departmental funding and **\$6.4 billion** in administered funding, **excluding** payments to portfolio entities and special appropriations.

2022-23 Additional Estimates:

- The increased funding through the 2022-23 Additional Estimates Appropriation Bills will impact on total funding administered by the department in 2022-23. The department is administering **\$15.9 billion** in agency resourcing, comprising of **\$0.6 billion in departmental²** and **\$15.3 billion in administered** (2023-24 PBS pages 29 to 30; plus 2022-23 PAES pages 19-20). This amount **excludes \$2.4 billion** in payments to portfolio bodies and payments to States and Territories.

2023-24 Budget:

- For 2023-24, the department is administering **\$17.4 billion** in agency resourcing, comprising of **\$0.6 billion in departmental³** and **\$16.8 billion in administered**. This amount **excludes \$2.6 billion** in payments to portfolio bodies (2023-24 PBS pages 29 to 30) and payments to States and Territories (refer below).
- This represents a **net increase** in agency resourcing (excluding payments to portfolio bodies) of **\$1.6 billion** from **\$15.9 billion in 2022-23⁴** to **\$17.4 billion in 2023-24** (2022-23 PAES page 20, 2023-24 PBS pages 29 to 30).
 - This increase is primarily the result of profiling for administered funding increasing in 2023-24, including the Financial Assistance Grants program, partially offset by programs with funding decreases, including the Local Roads and Community Infrastructure program.
- The department is being appropriated **\$477.5 million in departmental funding in 2023-24** a part of the 2023-24 Budget. This comprises **\$455.6 million in departmental operating funding** and **\$21.9 million in departmental capital budget** (2023-24 PBS page 29).

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- Comparatively, the department will receive departmental appropriations of **\$440.8 million in 2022-23**, including an additional **\$27.1 million** through the **2022-23 Additional Estimates Appropriation Bills** (2022-23 PAES page 20).
- A further **\$15.5 billion in 2023-24** (\$61.0 billion across four years from 2023-24) is provided to States and Territories through various National Partnership Payments (see 2023-24 Budget, Budget Paper 3, page 59).
- The department's **Average Staffing Level (ASL)** increased by **186** in 2023-24 to 2,004, compared to the **updated 2022-23** figure of 1,818) (2023-24 PBS page 30). This is attributable to the delivery of measures and the conversion of external labour roles to Australian Public Servants (APS).
 - The forecast ASL in 2023-24 (2,004) has increased by **245** since the 2022-23 October Budget forecast of 1,759.
- In addition to impacts from measures in the 2023-24 Budget, funding for the department and affected portfolio agencies has been:
 - reduced by the allocation of the remaining savings from the October 2022-23 Budget measure: *Savings from External Labour, Advertising, Travel and Legal Expenses*, with the portfolio contributing savings of **\$53.8 million** over four years from 2023-24 (of which the department contributed **\$28.6 million** over the same period). This is in addition to the portfolio's contribution of \$16.5 million over three years from 2022-23 as part of October 2022-23 Budget (the department contributing \$11.0 million). The combined savings in 2023-24 for the department is \$7.6 million.
 - increased following revision to the **Wage Cost Index framework** across all affected portfolio agencies, resulting in an additional **\$99.9 million** in departmental funding and **\$21.5 million** in administered funding over four years from 2023-24 (of which the department received **\$18.5 million** in departmental funding and **\$20.0 million** in administered funding over the same period).

Background

- This brief provides a summary of the Budget funding position at the 2023-24 Budget. A snapshot of key 2023-24 Budget financial statistics is provided at **Attachment A**.
- The Budget position reflects all decisions taken by the Government at that time (see breakdown at **Attachment B**). A breakdown of portfolio funding and staffing by agency is provided at **Attachment C**.

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Departmental funding

- Departmental appropriation funding in 2022-23 has increased by \$27.1 million from \$413.7 million (including the Departmental Capital Budget) to \$440.8 million as a result of the 2022-23 Additional Estimates Appropriation Bills (PAES page 20).
- Across years, the departmental appropriation increases by **\$36.7 million** from \$440.8 million in 2022-23 to **\$477.5 million** in 2023-24 (2022-23 PAES page 20, 2023-24 Budget PBS page 29). This was predominantly attributable to government decisions, including the following (figures reflect funding increases from 2022-23 amounts):
 - *Supporting Transport Priorities* (\$29.1 million); *National Approach for Sustainable Urban Development* (\$16.4 million); *Revive - National Cultural Policy and Location Incentive* (\$8.3 million); and Revision to the Wage Cost Index framework (\$1.5 million). This is partially offset by terminating measures (e.g. including Significant Projects Investment Delivery Office and Strategic Fleet Taskforce).
- The department is budgeting for a break-even financial position for the 2023-24 financial year (2023-24 Budget PBS page 93).

ASL

- The department's ASL in 2022-23 has increased by 46 from 1,772 to 1818 as a result of the decisions reflected in the 2022-23 Portfolio Additional Estimates Statements.
- The department's ASL in 2023-24 increases by **245** since the 2022-23 October Budget, from 1759 to 2004. When compared across years, there is an increase of **186 from the updated 2022-23** figure (1,818) to 2023-24 (2,004) (2023-24 PBS page 30).
- This increase across years is attributable to new decisions agreed in the 2023-24 Budget to deliver the Government's priorities (an additional 159 ASL in 2023-24) and conversion of external labour roles to APS (an additional 40 ASL in 2023-24), which are partially offset by terminating measures (12 ASL).
- There is a net increase in the Portfolio's ASL of 416 between the 2022-23 estimated actual of 11,407 ASL and the 2023-24 estimate of 11,822 ASL (a full breakdown by agency of the Portfolio's ASL is in 2023-24 Budget Paper 4 and **Attachment D** includes further explanations). This increase is predominately driven by 2023-24 Budget measure impacts, the conversion of contractors to APS, and lower actual ASL for some agencies in 2022-23 generally due to delays in recruitment.

Administered funding

- Administered appropriation funding in 2022-23 has increased by \$3.0 million across Outcomes 4 and 6 as a result of the 2022-23 Additional Estimates Appropriation Bills (PAES page 19).

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- Administered appropriation has increased by \$1.6 billion from \$15.3 billion in 2022-23 to \$16.8 billion in 2023-24 (2022-23 PAES page 19 and 2023-24 Budget page 30). This increase is primarily the result of the following:
 - a net increase in funding through special appropriations of \$2.5 billion predominately related to funding profiling for the Local Government Financial Assistance Grants (\$2.3 billion increase from 2022-23 to 2023-24 – PBS page 62) and Northern Australia Infrastructure Facility (NAIF) special appropriation (\$0.3 billion increase from 2022-23 to 2023-24 – PBS page 63).
 - an increase in funding for the Better Connectivity Plan for Regional Australia (\$0.2 billion – PBS page 77).
 - a reduction in annual administered funding for the local roads and community Infrastructure program (\$0.6 billion – PBS page 62).
 - an overall reduction in equity resourcing due to profiling, including for the Australian Rail Track Corporation, Western Sydney Airport and NBN Co (net decrease \$0.4 billion – PBS page 103).
- Payments to States and Territories increases by \$3.6 billion through various National Partnership Payments from \$11.9 billion in 2022-23 to \$15.5 billion in 2023-24 (see 2023-24 Budget, Budget Paper 3, page 59). This increase is predominately the result of the following:
 - Funding increases for rail investment and road investment (\$3.2 billion).
 - Funding increases for roads of strategic importance (\$0.2 billion).
 - Funding increases for the Western Sydney Infrastructure Plan from 2022-23 to 2023-24 of \$0.2 billion.
 - Funding for the South East Queensland City Deal commencing in 2023-24 (\$0.2 billion).
 - The increases are partially offset by decreases in funding for Local Roads and Community Infrastructure from 2022-23 to 2023-24 of \$0.6 billion.

Whole-of-Government savings

- As part of 2022-23 October Budget measure *Savings from External Labour, and Savings from Advertising, Travel and Legal Expenses*, the Government announced savings of \$3.6 billion over four years from 2022-23, but only allocated agency savings against the 2022-23 year. The Government also announced the measure *An Ambitious and Enduring APS Reform Plan* that portfolios offset through savings. The portfolio's total contribution is \$70.3 million over five years from 2022-23, comprising:
 - savings as part of the 2022-23 October Budget, of \$16.5 million over three years from 2022-23 (the Department providing \$11.0 million and portfolio agencies \$5.5 million).

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- residual savings contribution as part of the 2023-24 Budget, providing a further \$53.8 million in savings over four years from 2023-24 (the department providing \$28.6 million and portfolio agencies \$25.3 million).
 - The allocation of the remaining savings from the 2022-23 October Budget measure to entities was reprofiled over four years by the Government (rather than the original three remaining years) to smooth the profile across the remaining years.
 - Any questions regarding the methodology should be referred to the Department of Finance.
- A breakdown of the savings is included at **Attachment E**.

APS Reform Agenda – conversion of external labour roles to APS

- As part of the APS Reform Agenda, the Government has committed to reducing the APS' reliance on consultants and contractors, although there is acknowledgement external labour will continue to remain a component of the APS workforce.
- To support this commitment, the department participated in the **Audit of Employment** led by the Department of Finance with returns, including those for its portfolio agencies, submitted in late 2022.
- The department is also converting up to **50 external labour roles** to APS on an ongoing basis to APS. This would result in efficiencies of **\$3.0 million** over five years from 2022-23.

Revision to the Wage Cost Index (WCI) framework

- The Government agreed to an ongoing change to the WCI framework in the 2023-24 Budget.
- As part of the revision to the WCI framework, across all affected portfolio agencies, the portfolio received an additional \$99.9 million in departmental funding and \$21.5 million in administered funding over four years from 2023-24 (the Department received \$18.5 million in departmental funding and \$20.0 million in administered funding over the same period).

Attachments

- Attachment A: Financial Snapshot
- Attachment B: Summary of measures
- Attachment C: Funding by Agency
- Attachment D: Summary of ASL for the Portfolio
- Attachment E: Whole of Government Savings

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¹ Figures may not sum due to rounding.

² The \$0.6 billion figure is departmental resourcing, that includes s74 revenue and prior year appropriations. This differs from the \$440.8 million in departmental funding in 2022-23, that includes the departmental appropriation and the departmental capital budget.

³ The \$0.6 billion figure is departmental resourcing, that includes s74 revenue and prior year appropriations. This differs from the \$477.5 million in departmental funding in 2023-24, that includes the departmental appropriation and the departmental capital budget.

⁴ All figures for 2022-23 are inclusive of Appropriation Bill (No. 3) 2022-23, as outlined in the Infrastructure, Transport, Regional Development, Communications and the Arts Portfolio's Portfolio Additional Estimates Statements 2022-23.

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Department's total budget resourcing[#] year on year comparison

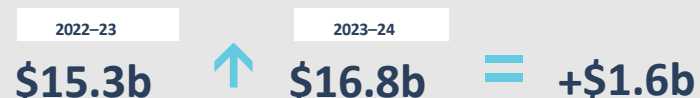
(includes Administered, Departmental, and excludes payments to Portfolio Bodies of \$2.6b)



2022-23 includes \$30.2m from PAES (\$3.0m administered; \$27.1m departmental). Funding increases in 2023-24, including Financial Assistance Grants profiling.

Administered appropriations

Agency administered funding comparison between 2022-23 (incl \$3.0m from PAES) and 2023-24



This increase is primarily the result of:

- \$2.5 billion net increase for special appropriations: predominantly Financial Assistance Grants funding as part of prior Budget processes
 - \$0.2 billion increase in funding for the Better Connectivity Plan for Regional Australia
- Increases are partially offset by:
- an overall reduction in equity resourcing due to profiling, including for the Australian Rail Track Corporation, Western Sydney Airport and NBN Co (net decrease \$0.4 billion).
 - a reduction in annual administered funding for the local roads and community Infrastructure program (\$0.6 billion).

There is a further \$15.5 billion in 2023-24 (\$61.0 billion across four years) provided to States and Territories through various National Partnership Payments – reported in the Treasury Portfolio Budget Statements.

Administered impacts for the Department for 2023–24 Budget measures

Measure	Net impact 2023-24 (\$m)
Building a Better Future Through Considered Infrastructure Investment	20.0
National Cultural Policy – National Collecting Institutions – sustainability (Bundanon Trust)	8.2
Supporting Arts Training in Australia	8.0
Enhancing Pacific Engagement	5.7
Supporting Transport Priorities*	5.2
Funding for Territories	1.3
Revive - National Cultural Policy and Location Incentive*	-8.6
Total administered[^]	39.8

*Detailed in Portfolio Additional Estimates Statements 2022-23

[^] NFP items are not included.

[#] Resourcing includes \$74 revenue and prior year appropriations and will not reconcile to Appropriation figures. Totals may not sum due to rounding.

We are budgeting for a break-even position

In 2023–24, the Department will administer[#]:

- \$17.4 billion made up of:
 - \$0.6 billion in departmental resourcing (\$477.5 million in appropriations)
 - \$16.8 billion in administered resourcing (excludes approx. \$2.4 billion in payments to portfolio bodies)

Departmental appropriations

Agency departmental funding comparison between 2022-23 (incl \$27.1m from PAES) and 2023-24



Whole of Australian Government Savings

The Department's share: (Savings from the Department are further to the October 2022-23 Budget savings of \$10.2m in 2022-23)

UCB impact \$m				
2023-24	2024-25	2025-26	2026-27	Total
7.1	8.3	8.2	5.0	28.6

Portfolio agencies: contributed \$5.1m in 2022-23 and \$25.3m from 2023-24 to 2026-27.

Departmental impacts for the Department for 2023–24 Budget measures

Measure	Net impact 2023-24 (\$m)
Supporting Transport Priorities*	44.0
National Approach for Sustainable Urban Development	16.4
Revive - National Cultural Policy and Location Incentive*	9.1
Reducing Transport Emissions*	6.3
Funding for Territories	3.2
Supporting Arts Training in Australia	0.8
APS Capability Reinvestment Fund: 2023-24 projects funded under round one	0.3
Fighting Scams	0.2
Enhancing Pacific Engagement	0.1
Total departmental[^]	80.4

*Detailed in Portfolio Additional Estimates Statements 2022-23

[^] NFP items are not included.

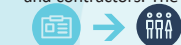
Wage Cost Index framework

Funding increases over four years from 2023-24 due to Wage Cost Index Framework changes:

- \$99.9 million in departmental and \$21.5 million in administered across the portfolio
- \$18.5 million in Departmental for the Department
- \$20.0 million in Administered for the Department

Conversion of contractors to APS

As part of the APS Reform Agenda, the Government has committed to reducing the APS' reliance on consultants and contractors. The portfolio will contribute by:



Converting contractors by 2026-27

50 DITRDCA
56 Portfolio agencies



Achieving savings

\$3.0 million over five years from 2022-23 for DITRDCA

ASL snapshot Department ASL



Increase is attributable to:

- New decisions (159 ASL)
- Conversion of external labour roles (40 ASL)
- Partial offset by terminating measures (12 ASL)

Key measures impacting ASL

The increase in ASL in 2023-24 compared to 2022-23 for new decisions is predominately driven by the following measures:

- Supporting Transport Priorities (64 ASL)
- Reducing Transport Emissions (22 ASL)
- National Approach for Sustainable Urban Development (19 ASL)
- Revive – National Cultural Policy and Location Incentive (17 ASL)

(Details in Attachment D)

Measures reconciliation - 2022-23 Additional Estimates and 2023-24 Budget

Measure Type	PAES / PBS	Measure Mapping	Costing No.	Agency	2023-24 PBS / PAES Page Ref	2023-24 BP2 Page Ref	Underpinning elements	FundingType	Program	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	2025-26 \$'000	2026-27 \$'000	Total over 5 Years	Comment	Comment	
Payment Measures	PBS - LEAD	2032 Brisbane Olympic and Paralympic Games-venue Infrastructure	490	Treasury	33	171	Brisbane 2032 Olympic and Paralympic Games - venue Infrastructure	Treasury - SPP963 (QLD)	N/A	-	35,971	107,872	348,396	583,807	1,076,046	The impact of this measure is reported by the Department of the Treasury for payments through the State and Territories for National Partnership payments.	Naa Opoku <div>s22(1)(a)(ii)</div>	
								MEASURE TOTAL		-	35,971	107,872	348,396	583,807	1,076,046			
Payment Measures	PBS - PMC CHILD	APS Capability Reinvestment Fund: 2023-24 projects funded under round one	N/A	DITRDCA	33	189	APS Capability Reinvestment Fund - First Nations technology policy design	Departmental	2.4	-	275	-	-	-	275		<div>s22(1)(a)(ii)</div>	
								DITRDCA TOTAL		-	275	-	-	-	275			
Payment Measures	PBS - LEAD	Better Funded National Broadcasters	TBA	ABC	132	171	Five year funding for the National Broadcasters	Departmental	1.1	-	-	-	17,942	18,528	36,470		<div>s22(1)(a)(ii)</div> 02 6274 <div>s22(1)(a)(ii)</div>	
			TBA	SBS	547		Five year funding for the National Broadcasters	Departmental	1.1	-	-	10,909	12,181	12,436	35,526		<div>s22(1)(a)(ii)</div> 02 6274 <div>s22(1)(a)(ii)</div>	
								MEASURE TOTAL		-	-	10,909	30,123	30,964	71,996			
Payment Measures	PBS - Cross Portfolio CHILD	Better, Safer Future for Central Australia Plan	N/A	DITRDCA	33	83-84	Better Safer Future - Central Australia Plan	Administered	5.1	-	-	-	-	-	-	\$10m allocated from existing funding in Better Connectivity Plan for Regional and Rural Australia to support First Nations Digital Connectivity in Central Australia	<div>s22(1)(a)(ii)</div>	
								DITRDCA TOTAL		-	-	-	-	-	-			
			N/A	Treasury	N/A	83-84	IIP - Central Australia Plan Profile	Administered - SPP414	N/A	-	500	16,500	16,500	16,500	50,000	The impact of this measure is reported by the Department of the Treasury for payments through the State and Territories for National Partnership payments.		
								OTHER PORTFOLIO TOTAL		-	500	16,500	16,500	16,500	50,000			
								MEASURE TOTAL		-	500	16,500	16,500	16,500	50,000			
Payment Measures	PBS LEAD	Building a Better Future Through Considered Infrastructure Investment	TBA	DITRDCA	33	172-173	Intermodal Terminal Planning and Development	Administered Bill - 2 (A&L)	2.1	-	-	-	-	-	-	\$3m in 2023-24 from existing equity to NIC to undertake feasibility study. Entered as an EV. No impact to UCB.	Jason Preece <div>s22(1)(a)(ii)</div>	
			509	DITRDCA			Supplementary Local Road Funding to South Australia	Administered - SPP216 (SA)	3.2	-	20,000	20,000	20,000	-	60,000	Admin Bill 2 - SPP216	<div>s22(1)(a)(ii)</div>	
			545	DITRDCA - NFP			WSA - Commonwealth Standalone Facilities	Administered Bill - 2 (A&L)	2.3	-	nfp	nfp	nfp	nfp	nfp	\$356.6 million over five years from 2023-24 - Bill 2 A&L. No impact on UCB. nfp to due to commercial reasons.	<div>s22(1)(a)(ii)</div>	
								DITRDCA TOTAL		-	20,000	20,000	20,000	-	60,000			
			N/A	Treasury	N/A	172-173	Major Projects Business Cases Fund	Administered - SPP765 & 762	N/A	-	100,000	100,000	-	-	200,000	The impact of this measure is reported by the Department of the Treasury for payments through the State and Territories for National Partnership payments.	<div>s22(1)(a)(ii)</div>	
			N/A	Treasury	N/A		IIP - Settling Project Profiles	Administered - SPP414	N/A	-	5,000	30,000	71,000	79,000	185,000			
			N/A	Treasury	N/A		IIP - NSW Unallocated Road Investment	Administered - SPP414	N/A	-	-	-	15,000	21,000	36,000			
			N/A	Home Affairs	N/A		Commonwealth Resourcing at Western Sydney Airport	N/A	N/A	-	17,850	-	-	-	17,850			<div>s22(1)(a)(ii)</div>
			N/A	DAFF	N/A		Commonwealth Resourcing at Western Sydney Airport	N/A	N/A	-	652	-	-	-	652			<div>s22(1)(a)(ii)</div>
								OTHER PORTFOLIO TOTAL		-	123,502	130,000	86,000	100,000	439,502			
								MEASURE TOTAL		-	143,502	150,000	106,000	100,000	499,502			
Payment Measures	PAES - LEAD	Delivering the Referendum to Recognise Aboriginal and Torres Strait Peoples in the Constitution Through a Voice to Parliament	N/A	OPH	31	85	Referendum a Voice to Parliament	Departmental	1.1	-	-	-	-	-	-	Nil figures as amounts (\$475k over 2022-23 and 2023-24) were in the CR from the October Budget	<div>s22(1)(a)(ii)</div>	
							PORTFOLIO AGENCY TOTAL		-	-	-	-	-	-	-			
							MEASURE Total		-	-	-	-	-	-	-			
Payment Measures	PBS - HA CHILD	Disaster Support	483	DITRDCA - NFP	33	157-158	Rollout of a Cell Broadcast Technology Capability	Departmental	5.2	-	nfp	nfp	nfp	nfp	nfp	nfp to due to commercial reasons.	<div>s22(1)(a)(ii)</div> 6271 <div>s22(1)(a)(ii)</div>	
						Administered	5.1	-	nfp	nfp	nfp	nfp	nfp					
							DITRDCA TOTAL		-	nfp	nfp	nfp	nfp	nfp				
Payment Measures	PBS - DFAT CHILD	Enhancing Pacific Engagement	483	DITRDCA	33	119-120	Amplifying Australia's Voice in the Pacific	Departmental	5.2	-	76	78	78	79	311	<div>s22(1)(a)(ii)</div> 6271 <div>s22(1)(a)(ii)</div>	<div>s22(1)(a)(ii)</div> 6271 <div>s22(1)(a)(ii)</div>	
						Administered	5.1	-	5,675	5,675	5,675	5,675	22,700					
							DITRDCA TOTAL		-	5,751	5,753	5,753	5,754	23,011				
			483	ABC	132	119-120	Amplifying Australia's Voice in the Pacific	Departmental	1.2	-	4,700	1,238	1,263	1,290	8,491			
							PORTFOLIO AGENCY TOTAL			4,700	1,238	1,263	1,290	8,491				
					MEASURE TOTAL			10,451	6,991	7,016	7,044	31,502						
Payment Measures	PBS - TRY CHILD	Fighting Scams	540	DITRDCA	33	211	Scam Reduction	Departmental	5.2	-	181	74	75	75	405		Adam Carlon <div>s22(1)(a)(ii)</div>	
							DITRDCA TOTAL		-	181	74	75	75	405				
			540	ACMA	153	211	Scam Reduction	Departmental	1.2	-	4,313	2,043	2,063	2,081	10,500		Adam Carlon <div>s22(1)(a)(ii)</div>	
							PORTFOLIO AGENCY TOTAL			4,313	2,043	2,063	2,081	10,500				
								MEASURE TOTAL										
Payment Measures	PBS - LEAD	Funding for Territories	482	DITRDCA	33	174	Territories Funding	Departmental	4.2	-	3,246	2,245	1,759	1,179	8,429		Jane Christie <div>s22(1)(a)(ii)</div>	
								Administered	4.1	-	1,325	1,869	19,980	188	23,362		Jane Christie <div>s22(1)(a)(ii)</div>	
								Administered - Receipts	4.1	-	177	182	185	188	732		Jane Christie <div>s22(1)(a)(ii)</div>	
							MEASURE TOTAL (PAYMENTS)		-	4,571	4,114	21,739	1,367	31,791				
							MEASURE TOTAL (RECEIPTS)		-	177	182	185	188	732				

Measure Type	PAES / PBS	Measure Mapping	Costing No.	Agency	2023-24 PBS / PAES Page Ref	2023-24 BP2 Page Ref	Underpinning elements	FundingType	Program	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	2025-26 \$'000	2026-27 \$'000	Total over 5 Years	Comment	Comment
Payment Measures	PBS - LEAD	Heavy Vehicle Road User Charge – increase	N/A	DITRDCA	33	175	Heavy Vehicle Road User Charge	Departmental	2.4	-	-	-	-	-	-		Paula Stagg ^{822(1)(a)(ii)}
								DITRDCA TOTAL		-	-	-	-	-	-		
			N/A	ATO	N/A	175	Heavy Vehicle Road User Charge	Departmental	N/A	-	(101,756)	(228,163)	(369,299)	391,546	(307,672)		Paula Stagg ^{822(1)(a)(ii)}
								OTHER PORTFOLIO TOTAL		-	(101,756)	(228,163)	(369,299)	391,546	(307,672)		
								MEASURE TOTAL		-	(101,756)	(228,163)	(369,299)	391,546	(307,672)		
Payment Measures	PBS - LEAD	Minimising Online Gambling Harms	TBA	ACMA	153	175	Additional Funding for National Self-exclusion Register (BetStop)	Departmental	1.2	-	npf	npf	npf	npf	npf		Andrew Hyles ^{822(1)(a)(ii)}
								MEASURE TOTAL			npf	npf	npf	npf	npf		

Measure Type	PAES / PBS	Measure Mapping	Costing No.	Agency	2023-24 PBS / PAES Page Ref	2023-24 BP2 Page Ref	Underpinning elements	FundingType	Program	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	2025-26 \$'000	2026-27 \$'000	Total over 5 Years	Comment	Comment		
Payment Measures	PBS - LEAD	National Cultural Policy – National Collecting Institutions – sustainability	530	DITRDCA	34	177-178	NCI Financial Sustainability	Administered	6.1	-	8,223	8,680	8,302	8,168	33,373	Bundanon Trust amounts	§22(1)(a)(ii)		
								DITRDCA TOTAL		-	8,223	8,680	8,302	8,168	33,373				
			530, 533	ANMM	223	177-178	NCI Financial Sustainability and Urgent Capital Works	Departmental	1.1	-	8,171	6,302	3,636	4,885	22,994	§22(1)(a)(ii)			
			530	NAA	311		NCI Financial Sustainability	Departmental	1.1	-	11,612	14,187	4,449	6,287	36,535				
			530, 533	NFSA	371		NCI Financial Sustainability and Urgent Capital Works	Departmental	1.1	-	6,902	9,531	8,481	9,099	34,013				
			530, 533	NGA	389		NCI Financial Sustainability and Urgent Capital Works	Departmental	1.1	-	36,819	41,085	19,865	21,348	119,117				
			504, 530, 533	NLA	411		NCI Financial Sustainability and Urgent Capital Works and Physical Storage	Departmental	1.1	-	38,879	54,876	28,236	29,885	151,876				
			469	NLA	411		NCI - Trove revenue	Departmental	1.1	-	2,800	1,500	750	750	5,800				
			505, 530, 533	NMA	431		NCI Financial Sustainability and Urgent Capital Works and Physical Storage	Departmental	1.1	-	22,790	24,740	14,837	15,941	78,308				
			530	NPGA	449		NCI Financial Sustainability	Departmental	1.1	-	6,361	6,581	6,827	7,225	26,994				
			530,533	OPH	505		NCI Financial Sustainability and Urgent Capital Works	Departmental	1.1	-	9,783	11,813	7,886	8,359	37,841				
								PORTFOLIO AGENCY TOTAL		-	144,117	170,615	94,967	103,779	513,478				
								MEASURE TOTAL		-	152,340	179,295	103,269	111,947	546,851				
Payment Measures	PBS - LEAD	National Approach for Sustainable Urban Development	511	DITRDCA	34	176	Achieving an Australian Vision for Cities	Departmental	3.5	-	4,078	2,319	2,307	2,308	11,012	§22(1)(a)(ii) 02 6274	§22(1)(a)(ii)		
			507	DITRDCA			Building Better Regions Fund - Redirection	Departmental	3.5	-	3,736	2,983	2,620	-	9,339			§22(1)(a)(ii)	
				Administered				3.1	(9,339)	-	-	-	(9,339)						
			508	DITRDCA			Urban Precincts and Partnerships Program	Departmental	3.5	-	3,434	2,885	2,042	1,303	9,664			§22(1)(a)(ii) 02 6274	§22(1)(a)(ii)
				Administered				3.3	-	-	50,000	50,000	50,000	150,000					
			511	DITRDCA			Thriving Suburbs (Competitive Grants Program for Suburban Communities)	Departmental	3.5	-	5,114	5,884	741	-	11,739			§22(1)(a)(ii)	
				Administered				3.1	-	-	80,000	120,000	-	200,000					
								DITRDCA Admin Total		(9,339)	-	130,000	170,000	50,000	340,661				
								DITRDCA Dept Total		-	16,362	14,071	7,710	3,611	41,754				
								DITRDCA TOTAL		(9,339)	16,362	144,071	177,710	53,611	382,415				
			N/A	Treasury	N/A	176	Macquarie Point Precinct and Launceston Co-Investment	Administered - SPP968	N/A	-	20,000	45,000	80,000	100,000	245,000	The impact of this measure is reported by the Department of the Treasury for payments through the State and Territories for National Partnership payments.	Fiona Yule §22(1)(a)(ii)		
								MEASURE TOTAL		(9,339)	36,362	189,071	257,710	153,611	627,415				
			Payment Measures	PBS - LEAD	Online Safety	531	DITRDCA	34	179	Online Safety Research Program	Departmental	5.2	-	-	-	-	-	-	Absorb costs of \$0.5m (1x ASL) per year over four years from 2023-24.
								DITRDCA TOTAL		-	-	-	-	-	-				
531	ACMA	153				179	Online Safety Research Program	Departmental	1.1, 1.2, 1.3	-	32,242	32,868	33,291	33,674	132,075		Bridget Gannon 6271 7079		
								PORTFOLIO AGENCY TOTAL		-	32,242	32,868	33,291	33,674	132,075				
								MEASURE TOTAL		-	32,242	32,868	33,291	33,674	132,075				
Payment Measures	PAES - LEAD	Reducing Transport Emissions	515	DITRDCA	16	179-180	Net Zero Assessment, Roadmap and Action Plan	Departmental	2.4	525	2,681	2,488	2,065	-	7,759	Includes \$1.5m over two years from 2023-24 for Capital-DCB	§22(1)(a)(ii)		
			517				Maritime Emissions Reduction National Plan	Departmental	2.4	-	618	-	-	-	618		§22(1)(a)(ii)		
			518				Fuel Efficiency Standards for Light Vehicles	Departmental	2.4	-	3,034	1,964	1,179	1,190	7,367		§22(1)(a)(ii)		
								DITRDCA TOTAL		525	6,333	4,452	3,244	1,190	15,744				
			N/A	DCCEEW	N/A	179-180	Accelerating Australia's shift to Electric Vehicles	N/A	N/A	-	3,590	1,206	196	163	5,155	N/A			
			N/A	ARENA	N/A		Accelerating Australia's shift to Electric Vehicles	N/A	N/A	-	-	-	(5,155)	(5,155)	N/A				
								OTHER PORTFOLIO TOTAL		-	-	-	-	(5,155)	(5,155)				
								MEASURE TOTAL		525	6,333	4,452	3,244	(3,965)	10,589				
Payment Measures	PBS - LEAD	Regulatory Powers to Combat Misinformation and Disinformation	TBA	DITRDCA	34	180	Regulatory powers to combat misinformation and disinformation	Administered	5.1	(2,264)	-	-	-	-	(2,264)	Redirection of funding from the Regional Connectivity Program and the Strengthening Telecommunications Against Natural Disasters Program	Adam Carlon §22(1)(a)(ii)		
								DITRDCA TOTAL		(2,264)	-	-	-	-	(2,264)				
			TBA	ACMA	153	180	Combat Misinformation and Disinformation	Departmental	1.2	-	2,264	1,894	1,854	1,870	7,882		Andrew Hayles §22(1)(a)(ii)		
								PORTFOLIO AGENCY TOTAL		-	2,264	1,894	1,854	1,870	7,882				
								MEASURE TOTAL		(2,264)	2,264	1,894	1,854	1,870	5,618				

Measure Type	PAES / PBS	Measure Mapping	Costing No.	Agency	2023-24 PBS / PAES Page Ref	2023-24 BP2 Page Ref	Underpinning elements	FundingType	Program	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	2025-26 \$'000	2026-27 \$'000	Total over 5 Years	Comment	Comment		
Payment Measures	PAES - LEAD	Revive - National Cultural Policy and Location Incentive	477	DITRDCA	16	181-182	Health Innovation	Administered	6.1	-	-	108	385	506	999		s22(1)(a)(ii) 02 6271 s22(1)(a)(ii)		
			470				Protecting First Nations Culture and Intellectual Property	Departmental	6.2	158	2,596	2,675	2,495	2,512	10,436		s22(1)(a)(ii) 02 6271 s22(1)(a)(ii)		
			470					Administered	6.1	-	750	750	750	750	3,000				
			476				Support for Extension of the Lending Rights Scheme to Digital works	Departmental	6.2	-	671	575	343	346	1,935		s22(1)(a)(ii) 02 6271 s22(1)(a)(ii)		
			476					Administered	6.1	-	2,102	2,696	2,752	3,372	10,922				
			475				Funding Support for Arts Organisations Delivering Specialist Arts Education Programs	Administered	6.1	-	625	642	655	669	2,591	Offset by TIF and Temporary Interruption fund cessation	s22(1)(a)(ii) 02 6271 s22(1)(a)(ii)		
			474				Regional Arts Fund - Increased Investment	Administered	6.1	-	2,081	2,114	2,137	2,160	8,492		s22(1)(a)(ii) 02 6271 s22(1)(a)(ii)		
			471				Closing the Gap: First Nations Languages Policy Partnership and Language Data Infrastructure	Departmental	6.2	669	696	707	-	-	2,072	Offset by TIF and Temporary Interruption fund cessation	Maree Gunnell 02 6271 1087		
			471					Administered	6.1	1,983	2,836	2,936	-	-	7,755				
			466				A Restored and Expanded Australia Council for the Arts (DITRDCA Spend)	Departmental	6.2	-	579	557	563	569	2,268	s22(1)(a)(ii) 0475 82 s22(1)(a)(ii)			
			466				A Restored and Expanded Australia Council for the Arts (DITRDCA Offset)	Administered	6.1	-	(631)	(647)	(661)	(674)	(2,613)				
			466					Departmental	6.2	-	(434)	(441)	(446)	(451)	(1,772)				
			472				Expanding Australia's Arts and Entertainment Markets	Administered	6.1	-	1,800	-	-	-	1,800		s22(1)(a)(ii) 02 6271 s22(1)(a)(ii)		
			478				Australian Collecting Institutions Roundtables	Departmental	6.2	-	-	-	-	-	-	\$0.8m over two years from 2023-24. Absorbed	s22(1)(a)(ii)		
			479				Live Performance Support Fund and Temporary Interruption Fund - Offset	Administered	6.1	(45,000)	-	-	-	-	(45,000)		s22(1)(a)(ii) 02 6271 s22(1)(a)(ii)		
			467				Sharing Every Story	Administered	6.1	-	2,110	2,110	2,110	2,110	8,440		s22(1)(a)(ii) 02 6271 s22(1)(a)(ii)		
			485				Maintaining Investment in the Screen Industry - Ausfilm	Administered	6.1	-	1,649	1,702	1,736	1,772	6,859		Rebecca Rush 02 62711153		
			485				Maintaining Investment in the Screen Industry - Location Incentive Program	Administered	6.1	-	(21,953)	-	(32,990)	(67,841)	(122,784)	Save - Options 2 & 3	Rebecca Rush 02 62711153		
			473				Making Arts and Culture Accessible for People with a Disability	Departmental	6.2	-	5,000	-	-	-	5,000	Provisioned in the Contingency Reserve but allocated against DITRDCA in MSR	s22(1)(a)(ii) 02 6271 s22(1)(a)(ii)		
													Admin Total		(43,017)	(8,631)	12,411	(23,126)	(57,176)
										Dept Total		827	9,108	4,073	2,955	2,976	19,939		
										DITRDCA TOTAL		(42,190)	477	16,484	(20,171)	(54,200)	(99,600)		
			TBA	Screen Australia	526	181-182	Sharing Every Story	Departmental	1.1	-	878	892	902	911	3,583		Jason Potkins s22(1)(a)(ii)		
			TBA	NGA	389		Sharing the NGA Collection	Departmental	1.1	-	2,095	2,931	2,962	3,815	11,803		s22(1)(a)(ii)		
			TBA	Australia Council	112		Restored and Expanded Australia Council	Departmental	1.1	-	22,507	45,544	62,640	72,614	203,305		s22(1)(a)(ii)		
			N/A	ATO	N/A		Australia-India Co-production with India	N/A	N/A	-	-	100	200	200	500		N/A		
			N/A	ATO	N/A		Maintaining Investment in the Screen Industry - Location Offset - Productions	N/A	N/A	-	-	(4,509)	36,547	24,923	56,961		N/A		
										OTHER PORTFOLIO/AGENCY TOTAL		-	25,480	44,958	103,251	102,463	276,152		
										MEASURE TOTAL		(42,190)	25,957	61,442	83,080	48,263	176,552		
			Payment Measures	PBS - LEAD	Supporting Arts Training in Australia	519	DITRDCA	34	183	Supporting Arts Training Organisations in Australia	Departmental	6.2	-	833	-	-	-	833	
							Administered	6.1	-	8,000	-	-	-	8,000					
								DITRDCA TOTAL		-	8,833	-	-	-	8,833				
519	AFTRS	180				183	Supporting Arts Training Organisations in Australia	Departmental	1.1	-	500	-	-	-	500		s22(1)(a)(ii) 02 6271 s22(1)(a)(ii)		
								PORTFOLIO AGENCY TOTAL		-	500	-	-	-	500				
							MEASURE TOTAL		-	9,333	-	-	-	9,333					
Payment Measures	PBS - LEAD	Supporting Media Sustainability and Building Media Literacy	TBA	DITRDCA - NFP	34	183	News Media Assistance Program	Departmental	5.2	-	nfp	-	-	-	nfp	nfp to due to commercial reasons.	Andrew Hyles s22(1)(a)(ii)		
			529	DITRDCA - NFP			Support for the Australian Associated Press	Departmental	5.2	-	-	-	-	-	nfp	\$5m over two years from 2023-24, matched by year on year offset (from same program therefore no Adj required)	Andrew Hyles s22(1)(a)(ii)		
			547	DITRDCA - NFP			Support Media Literacy in CALD Communities (FECCA)	Departmental	5.2	-	nfp	170	-	-	nfp		Andrew Hyles s22(1)(a)(ii)		
				Administered				5.1	-	nfp	750	-	-	nfp					
			TBA	DITRDCA - NFP	Sustaining Remote and First Nations Broadcasting Services	Departmental	5.2	-	nfp	-	-	-	nfp	nfp to due to commercial reasons.	James Penprase s22(1)(a)(ii)				
				Administered		5.1	-	nfp	-	-	-	nfp							
									Admin Total		-	nfp	750	-	-	nfp			
						Dept Total		-	nfp	170	-	-	nfp						
							MEASURE TOTAL		-	nfp	920	-	-	nfp					

Measure Type	PAES / PBS	Measure Mapping	Costing No.	Agency	2023-24 PBS / PAES Page Ref	2023-24 BP2 Page Ref	Underpinning elements	FundingType	Program	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	2025-26 \$'000	2026-27 \$'000	Total over 5 Years	Comment	Comment				
Payment Measures	PAES - LEAD	Supporting Transport Priorities	493	DITRDCA	16	184-185	Review of Operations of Australia's Transport Safety and Investigatory Bodies and Ensuring their Financial Sustainability	Departmental	2.4	-	2,248	-	-	-	-	2,248		§22(1)(a)(ii) Naa Opoku §22(1)(a)(ii)			
			493				Supporting Regional Aviation - extension (Remote Airstrips Upgrade Program Rnd 10)	Departmental	2.4	-	557	505	480	-	-	1,542		§22(1)(a)(ii) §22(1)(a)(ii) 6274			
			493					Administered	2.3	-	4,000	4,000	4,000	-	-	12,000		§22(1)(a)(ii)			
			532				Strategic Local Government Asset Assessment Project	Departmental	2.4	-	134	9	9	217	-	369		§22(1)(a)(ii) Paula Staggs §22(1)(a)(ii)			
			Administered					2.1	-	-	7,500	9,050	5,350	-	21,900						
			501				Maritime Single Window	Departmental	2.4	-	1,232	-	-	-	-	1,232		§22(1)(a)(ii)			
			535				Departmental Resourcing to Support the Delivery of Government Priorities	Departmental	2.4	14,913	17,611	2,125	1,364	1,376	-	37,389	Includes \$7.436m in 2023-24 for ROVER in CapEx, and \$21.709m across 2022-23 and 2023-24 for ROVER in OpEx	§22(1)(a)(ii)			
			534				National Road Safety Action Plan	Departmental	2.4	-	5,898	6,905	6,047	-	-	18,850		§22(1)(a)(ii)			
			Administered					2.2	(5,000)	1,160	7,470	18,130	3,040	-	24,800		Adam Stakevicius §22(1)(a)(ii)				
			537				Enabling the Infrastructure Reform Agenda	Departmental	1.2	-	15,300	3,682	3,204	2,159	-	24,345	Includes \$5.6m over four years from 2023-24 for DCB	§22(1)(a)(ii)			
			550				Australian Institute of Sport Review	Departmental	1.2	-	1,004	-	-	-	-	1,004		§22(1)(a)(ii)			
									Admin Total		(5,000)	5,160	18,970	31,180	8,390	-	58,700				
									Dept Total		14,913	43,984	13,226	11,104	3,752	-	86,979				
									DITRDCA TOTAL		9,913	49,144	32,196	42,284	12,142	-	145,679				
			TBA	CASA	263	184-185	Transport Safety and Investigation Bodies - Financial Sustainability - CASA	Departmental	1.1	-	34,760	-	-	-	-	-	34,760		§22(1)(a)(ii)		
			TBA	ATSB	242		Transport Safety and Investigation Bodies - Financial Sustainability - ATSB	Departmental	1.1	-	4,552	-	-	-	-	4,552					
			TBA	AMSA	199		Transport Safety and Investigation Bodies - Financial Sustainability - AMSA	Departmental	1.1	-	15,270	-	-	-	-	15,270					
			TBA	NTC	31		National Rail Action Plan - National Rail Interoperability Framework	Departmental	1.1	-	-	-	-	-	-	-	Nil figures as amounts (\$350k in 2022-23) were in the CR from the October Budget				
			551	Treasury	N/A		Cairns Marine Precinct Common User Facility Port	N/A	N/A	-	-	-	5,300	7,300	-	12,600	Funding of \$30m in 2027-28 previously provisioned in CR reprofiled to: \$5.3m (2025-26); \$7.3m (2026-27); and \$17.4m (2027-28)	§22(1)(a)(ii)			
			534	Treasury	N/A		National Road Safety Action Plan	N/A	N/A	-	(46,950)	-	-	-	-	-	(46,950)		§22(1)(a)(ii) Adam Stakevicius §22(1)(a)(ii)		
										OTHER PORTFOLIO/AGENCY TOTAL			-	7,632	-	5,300	7,300	-	20,232		
										MEASURE Total			9,913	56,776	32,196	47,584	19,442	-	165,911		
Payment Measures	PBS - LEAD	Viewer Access Satellite Television	502	DITRDCA - NFP	34	186	Viewer Access Satellite Television	Departmental	5.2	-	nfp	nfp	nfp	nfp	nfp	nfp	nfp to protect the Commonwealth's Government's negotiations process.	§22(1)(a)(ii) Karly Pidgeon §22(1)(a)(ii)			
			Administered				5.1	-	-	nfp	nfp	nfp	nfp	nfp							
								MEASURE TOTAL		-	nfp	nfp	nfp	nfp	nfp	nfp					
Payment Measures	PBS - LEAD	White Paper on Developing Northern Australia - refresh	494	DITRDCA	34	186	Refresh of White Paper on Developing Northern Australia	Departmental	3.5	-	-	-	-	-	-	-	\$1.7m on 2023-24. Absorbed	§22(1)(a)(ii) §22(1)(a)(ii)			
								MEASURE TOTAL		-	-	-	-	-	-	-					

This reconciliation does NOT include measures classified as NFP or in the Contingency Reserve.



2023-24 Budget - Funding and staffing by agency for 2023-24

Department Departmental Approp: \$477.5m Operating: \$455.6m Capital: \$21.9m ASL: 2,004 Administered Approp: Administered capital: \$27.0m Outcome 1 Annual Admin : \$43.8m Act 2: \$485.3m ASL: 309 Outcome 2: Annual Admin: \$387.1m Special Approp: \$225.2m ASL: 578 Outcome 3: Annual Admin: \$916.5m Act 2: \$349.6m Special Approp: \$3,106.4m ASL: 385 Outcome 4: Annual Admin: \$202.5m Special Account: \$20.2m ASL: 134 Outcome 5: Annual Admin: \$411.8m Special Account: \$312.3m ASL: 352 Outcome 6: Annual Admin: \$291.9m Special Account: \$0.5m ASL: 246	Australia Council* Dept Approp: \$256.0m Operating: \$256.0m Capital: Nil ASL: 143	ABC* Dept Approp: \$1,137.6m Operating: \$1,137.6m Capital: Nil ASL: 4,213	ACMA Dept Approp: \$152.7m Operating: \$137.2m Capital: \$15.5m ASL: 602 Special account approp: \$37.3m Admin Approp: \$6.5m Special Approp: \$8.3m	AFTRS* Dept Approp: \$24.3m Operating: \$24.3m Capital: Nil ASL: 145
	AMSA* Dept Approp: \$235.2m Operating: \$98.8m Special Approp: \$136.4m Capital: Nil ASL: 448	ANMM* Dept Approp: \$29.8m Operating: \$27.0m Capital: \$2.8m ASL: 141	ATSB Dept Approp: \$26.6m Operating: \$25.3m Capital: \$1.4m ASL: 110	CASA* Dept Approp: \$197.4m Operating: \$107.6m Special Approp: \$89.8m Capital: Nil ASL: 832
	HSRA* Dept Approp: \$5.4m Operating: \$5.4m Capital: Nil ASL: 13 once HSRA established (on 13 June). Reported against DITRDCA in 2023-24 PBS.	IA* Dept Approp: \$13.0m Operating: \$13.0m Capital: Nil ASL: 38	NAA Dept Approp: \$99.6m Operating: \$86.1m Capital: \$13.5m ASL: 376	NCA Dept Approp: \$11.6m Operating: \$10.9m Capital: \$0.7m ASL: 61 Admin Approp: \$19.0m Admin Capital: \$114.2m Special Approp: \$0.03m
	NFRA Dept Approp: Nil Operating: Nil Capital: Nil ASL: -	NFSA* Dept Approp: \$47.1m Operating: \$37.3m Capital: \$9.8m ASL: 187	NGA* Dept Approp: \$93.8m Operating: \$66.0m Capital: \$27.8m ASL: 217	NLA* Dept Approp: \$92.8m Operating: \$75.9m Capital: \$16.8m ASL: 408
	NMA* Dept Approp: \$62.6m Operating: \$53.8m Capital: \$8.8m ASL: 220	NPGA* Dept Approp: \$18.9m Operating: \$18.6m Capital: \$0.2m ASL: 55	NTC* Dept Approp: \$4.6m Operating: \$4.6m Capital: Nil ASL: 43	NAIF* Dept Approp: \$21.3m Operating: \$21.3m Capital: Nil ASL: 1
		OPH* Dept Approp: \$27.8m Operating: \$21.7m Capital: \$6.1m ASL: 73	Screen Australia* Dept Approp: \$12.9m (Plus \$72.6m OFTA program funding) Operating: \$12.9m Capital: Nil ASL: 105	SBS* Dept Approp: \$334.9m Operating: \$334.9m Capital: Nil ASL: 1,352

* Funding is appropriated through the Department for Corporate Commonwealth Entities

All appropriation figures exclude prior year appropriations available

Attachment D

Summary of ASL for the Portfolio for the 2023-24 Budget

Agency	2023-24 Budget (BP No.4)		Change	Key Variance Commentary*
	2022-23 Estimated Actual	2023-24 Estimate ASL Cap		
Department of Infrastructure, Transport, Regional Development, Communications and the Arts	1,818	2,004	187	The increase in 2023-24 is due to measures agreed in the 2023-24 Budget (a further 159 positions compared to 2022-23, predominately relating to: <i>Supporting Transport Priorities</i> , <i>Reducing Transport Emissions</i> , <i>National Approach for Sustainable Urban Development</i> , <i>Revive - National Cultural Policy and Location Incentive</i>) and the conversion of external labour hire to ASL (a further 40 positions compared to 2022-23) less a decrease of 12 ASL between the years due to existing terminating measures.
Australia Council	104.0	143.0	39	The increase in 2023-24 is predominately driven by the 2023-24 Budget measure <i>Revive - National Cultural Policy and Location Incentive</i> (17 ASL in 2023-24), the Machinery of Government change for Creative Partnerships Australia to be transferred into the Australia Council and delays in recruitment in 2022-23.
Australian Broadcasting Corporation	4,213	4,213	0	N/A
Australian Communications and Media Authority	525	602	77	The increase in 2023-24 ASL relates to the 2023-24 Budget measures <i>Online Safety</i> (122.6 ASL in 2023-24), <i>Fighting Scams</i> (9.5 ASL in 2023-24), <i>Regulatory Powers to Combat Misinformation and Disinformation</i> (8.6 ASL in 2023-24) and the conversion of external labour hire to ASL (13.5 in 2023-24), noting the baseline for 2023-24 prior to this Budget update was 447.5 ASL.
Australian Film, Television and Radio School	140	145	5	The increase in 2023-24 is driven by delays in recruitment in 2022-23.
Australian Maritime Safety Authority	448	448	0	N/A
Australian National Maritime Museum	125	141	16	The increase in 2023-24 ASL relates to the conversion of external labour hire to ASL.
Australian Transport Safety Bureau	95	110	15	The increase in 2023-24 ASL relates to the 2023-24 Budget measure <i>Supporting Transport Priorities</i> (15.0 ASL in 2023-24) and delays in recruitment in 2022-23.
Bundanon Trust	34	50	16	The increase in 2023-24 ASL relates to the 2023-24 Budget measure <i>National Cultural Policy – National Collecting Institutions – sustainability</i> (27.0 ASL in 2023-24).
Civil Aviation Safety Authority	852	832	-20	The decrease in 2023-24 relates to surge recruitment in 2022-23 to employ technical staff for workload resulting from the transition to the new Flight Operations Regulations, with 2023-24 expected to return to a normal ASL count.
Creative Partnerships Australia	18	0	-18	The decrease in 2023-24 ASL to nil relates to the Machinery of Government change for Creative Partnerships Australia to be transferred into the Australia Council.
High Speed Rail Authority	0	0	0	ASL for HSRA are reflected in figures for the Department as HSRA will not be established until 13 June 2023. Once established, HSRA will have an ASL of 13 in 2023-24 and this will be reflected against HSRA in future reporting.
Infrastructure Australia	33	38	5	The increase in 2023-24 ASL relates to additional resources required to fulfil obligations as an outcome of the Infrastructure Australia review.
National Archives of Australia	344	376	32	The increase in 2023-24 relates to the conversion of external labour hire to ASL and delays in recruitment in 2022-23.
National Capital Authority	60	61	1	N/A immaterial in the roundings.
National Faster Rail Agency	2	0	-2	ASL for NFRA reflect the last aspects of the agency prior to the Machinery of Government change to create the High Speed Rail Authority.
National Film and Sound Archive of Australia	182	187	5	The increase in 2023-24 ASL relates to the existing profile of ad-hoc measures from prior Budget rounds that terminate beyond 2023-24.
National Gallery of Australia	217	217	0	N/A
Northern Australia Infrastructure Facility	1	1	0	N/A
National Library of Australia	350	408	58	The increase in 2023-24 ASL relates to the 2023-24 Budget measure <i>National Cultural Policy – National Collecting Institutions – sustainability</i> (36.7 ASL in 2023-24) and a decrease in 2022-23 ASL resulting from terminating activities.
National Museum of Australia	228	220	-9	The decrease in 2023-24 ASL relates to one-off financial sustainability funding and increased own-source revenue generation in 2022-23 only.
National Portrait Gallery of Australia	52	55	3	The increase in 2023-24 ASL relates to turning certain positions into full-time from a previous part-time setting.
National Transport Commission	43	43	0	N/A
Old Parliament House	73	73	-1	N/A immaterial in the roundings.
Screen Australia	98	105	8	The increase in 2023-24 relates to the 2023-24 Budget measure <i>Revive - National Cultural Policy and Location Incentive</i> (5.0 ASL in 2023-24) and the conversion of external labour hire to ASL.
Special Broadcasting Service Corporation	1,352	1,352	0	N/A
Total Portfolio ASL	11,407	11,822	416	

2023-24 Budget ASL Collection					
Infrastructure, Transport, Regional Development, Communications and the Arts - MPW Portfolio	2022-23	2023-24	2024-25	2025-26	2026-27*
Department of Infrastructure, Transport, Regional Development, Communications and the Arts (as at October 2022-23 Budget)	1,771.5	1,759.6	1,739.4	1,726.5	0.0
Total Variance	46.1	244.7	138.7	115.2	1,755.6
Department of Infrastructure, Transport, Regional Development, Communications and the Arts (as at 2023-24 Budget)	1,817.6	2,004.3	1,878.1	1,841.7	1,755.6
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	primarily to measures agreed in the 2023-24 Budget and the conversion of				
Australia Council (as at October 2022-23 Budget)	108.0	126.0	126.0	126.0	0.0
Total Variance	-4.0	17.0	23.0	31.0	161.0
Australia Council (as at 2023-24 Budget)	104.0	143.0	149.0	157.0	161.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
Australian Broadcasting Corporation (as at October 2022-23 Budget)	4,213.0	4,213.0	4,213.0	4,213.0	0.0
Total Variance	0.0	0.0	0.0	0.0	4,213.0
Australian Broadcasting Corporation (as at 2023-24 Budget)	4,213.0	4,213.0	4,213.0	4,213.0	4,213.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
Australian Communications and Media Authority (as at October 2022-23 Budget)	522.6	447.5	447.5	445.5	0.0
Total Variance	2.3	154.2	159.2	158.9	601.1
Australian Communications and Media Authority (as at 2023-24 Budget)	524.9	601.7	606.7	604.4	601.1
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
Australian Film, Television and Radio School (as at October 2022-23 Budget)	145.0	145.0	145.0	145.0	0.0
Total Variance	-5.0	0.0	0.0	0.0	145.0
Australian Film, Television and Radio School (as at 2023-24 Budget)	140.0	145.0	145.0	145.0	145.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
Australian Maritime Safety Authority (as at October 2022-23 Budget)	448.0	448.0	448.0	448.0	0.0
Total Variance	0.0	0.0	0.0	0.0	448.0
Australian Maritime Safety Authority (as at 2023-24 Budget)	448.0	448.0	448.0	448.0	448.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
Australian National Maritime Museum (as at October 2022-23 Budget)	125.0	125.0	125.0	125.0	0.0
Total Variance	0.0	16.0	16.0	16.0	141.0
Australian National Maritime Museum (as at 2023-24 Budget)	125.0	141.0	141.0	141.0	141.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
Australian Transport Safety Bureau (as at October 2022-23 Budget)	105.0	105.0	105.0	105.0	0.0
Total Variance	-10.0	15.0	0.0	0.0	105.0
Australian Transport Safety Bureau (as at 2023-24 Budget)	95.0	120.0	105.0	105.0	105.0

Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	for 15 ASL in 2023-24, however, 10 ASL has already been factored in 2023-24 at				
Bundanon Trust (as at October 2022-23 Budget)	34.0	23.0	23.0	23.0	0.0
Total Variance	0.0	27.0	27.0	27.0	50.0
Bundanon Trust (as at 2023-24 Budget)	34.0	50.0	50.0	50.0	50.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
Civil Aviation Safety Authority (as at October 2022-23 Budget)	832.0	832.0	832.0	832.0	0.0
Total Variance	20.0	0.0	0.0	0.0	832.0
Civil Aviation Safety Authority (as at 2023-24 Budget)	852.0	832.0	832.0	832.0	832.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
Creative Partnerships Australia Ltd (as at October 2022-23 Budget)	18.0	0.0	0.0	0.0	0.0
Total Variance	0.0	0.0	0.0	0.0	0.0
Creative Partnerships Australia Ltd (as at 2023-24 Budget)	18.0	0.0	0.0	0.0	0.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
Infrastructure Australia (as at October 2022-23 Budget)	29.3	29.3	29.3	29.3	0.0
Total Variance	3.6	8.8	9.0	9.0	38.3
Infrastructure Australia (as at 2023-24 Budget)	32.9	38.1	38.3	38.3	38.3
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
National Archives of Australia (as at October 2022-23 Budget)	363.0	360.0	360.0	345.0	0.0
Total Variance	-19.0	15.5	15.5	15.5	360.5
National Archives of Australia (as at 2023-24 Budget)	344.0	375.5	375.5	360.5	360.5
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
National Capital Authority (as at October 2022-23 Budget)	60.8	61.4	56.8	55.6	0.0
Total Variance	0.0	0.0	0.0	0.0	55.6
National Capital Authority (as at 2023-24 Budget)	60.8	61.4	56.8	55.6	55.6
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
National Faster Rail Agency (as at October 2022-23 Budget)	4.3	0.0	0.0	0.0	0.0
Total Variance	-2.1	0.0	0.0	0.0	0.0
National Faster Rail Agency (as at 2023-24 Budget)	2.2	0.0	0.0	0.0	0.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
National Film and Sound Archive of Australia (as at October 2022-23 Budget)	182.0	185.5	185.5	167.0	0.0
Total Variance	0.0	1.0	1.0	0.0	167.0
National Film and Sound Archive of Australia (as at 2023-24 Budget)	182.0	186.5	186.5	167.0	167.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				

National Gallery of Australia (as at October 2022-23 Budget)	217.0	217.0	217.0	217.0	0.0
Total Variance	0.0	0.0	0.0	0.0	217.0
National Gallery of Australia (as at 2023-24 Budget)	217.0	217.0	217.0	217.0	217.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
National Library of Australia (as at October 2022-23 Budget)	371.0	371.0	371.0	371.0	0.0
Total Variance	-21.0	36.7	35.6	36.3	407.1
National Library of Australia (as at 2023-24 Budget)	350.0	407.7	406.6	407.3	407.1
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	recruitment restrictions. Variance increase from 2023-24 is due to 2023-24 Budget				
National Museum of Australia (as at October 2022-23 Budget)	216.0	216.0	216.0	216.0	0.0
Total Variance	12.0	3.5	5.5	0.0	216.0
National Museum of Australia (as at 2023-24 Budget)	228.0	219.5	221.5	216.0	216.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
National Portrait Gallery of Australia (as at October 2022-23 Budget)	52.0	52.0	52.0	52.0	0.0
Total Variance	0.0	3.0	3.0	3.0	55.0
National Portrait Gallery of Australia (as at 2023-24 Budget)	52.0	55.0	55.0	55.0	55.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
National Transport Commission (as at October 2022-23 Budget)	43.0	43.0	41.0	41.0	0.0
Total Variance	0.0	0.0	0.0	0.0	41.0
National Transport Commission (as at 2023-24 Budget)	43.0	43.0	41.0	41.0	41.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
Northern Australia Infrastructure Facility (as at October 2022-23 Budget)	1.0	1.0	1.0	1.0	0.0
Total Variance	0.0	0.0	0.0	0.0	1.0
Northern Australia Infrastructure Facility (as at 2023-24 Budget)	1.0	1.0	1.0	1.0	1.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
Old Parliament House (as at October 2022-23 Budget)	73.0	72.5	71.0	71.0	0.0
Total Variance	0.0	0.0	0.0	0.0	71.0
Old Parliament House (as at 2023-24 Budget)	73.0	72.5	71.0	71.0	71.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
Screen Australia (as at October 2022-23 Budget)	97.0	97.0	97.0	97.0	0.0
Total Variance	0.5	8.0	8.0	8.0	105.0
Screen Australia (as at 2023-24 Budget)	97.5	105.0	105.0	105.0	105.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				
Special Broadcasting Service Corporation (as at October 2022-23 Budget)	1,352.0	1,352.0	1,352.0	1,352.0	0.0

Total Variance	0.0	0.0	5.0	5.0	1,357.0
Special Broadcasting Service Corporation (as at 2023-24 Budget)	1,352.0	1,352.0	1,357.0	1,357.0	1,357.0
Variance explanation between October 2022-23 Budget and 2023-24 Budget, appropriate for publication in BP4	-				

Sum of ASL (Portfolio total) as at 2023-24 Budget	11,406.9	11,832.2	11,700.0	11,628.8	11,543.2
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*Estimate for 2026-27 was not collected at the October 2022-23 Budget

Portfolio aggregate	2022-23	2023-24
SES and SES-equivalent ASL	290	305
ACT-based ASL	4078.4974	4300.885
QLD-based ASL	852.73502	857.50364
NSW-based ASL	4187.6633	4330.9442
Vic-based ASL	1261.317	1273.4034
Tas-based ASL	147.16997	149.13042
SA-based ASL	325.83801	324.4388
WA-based ASL	320.44291	317.9118
NT-based ASL	132.76097	133.53128
ASL in overseas-based positions, including locally engaged staff	63.986974	64.097816

CLEARANCE REQUIREMENTS	CONTACT DETAILS	
Cleared by the Portfolio Chief Financial Officer?	Name:	Cha Jordanoski
21.04.2023	P:	6274 6588
	E:	Cha.JORDANOSKI@infrastructure.gov.au

Whole of Government Savings Summary

2022-23 October Budget

TOTAL savings impacts by agency	UCB Impact (\$'000s)				Total
	2022-23	2023-24	2024-25	2025-26	
Infrastructure, Transport, Regional Development, Communications and the Arts Portfolio - Total	15,337	570	605	0	16,512
Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA)*	10,193	442	430	0	11,047
Australian Communications and Media Authority	2,207	97	118	0	2,422
Civil Aviation Safety Authority	1,290	0	0	0	1,290
Australian Maritime Safety Authority	586	0	0	0	586
Australian Transport Safety Bureau	337	22	26	0	385
Northern Australia Infrastructure Facility	258	0	0	0	258
Infrastructure Australia	209	13	16	0	238
National Capital Authority	189	11	12	0	212
National Faster Rail Agency	68	3	3	0	74

*Note savings allocated to Australia Council; Australian Film, Television and Radio School; Screen Australia; and National Transport Commission were met by DITRDCA.

2023-24 Budget

TOTAL savings impacts by agency	UCB Impact (\$'000s)				Total
	2023-24	2024-25	2025-26	2026-27	
Infrastructure, Transport, Regional Development, Communications and the Arts Portfolio - Total	13,867	14,920	15,118	9,910	53,815
Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA)*	7,115	8,254	8,223	4,965	28,557
Australian Communications and Media Authority	2,102	2,243	2,429	1,473	8,247
Civil Aviation Safety Authority	1,539	1,038	1,029	613	4,219
Australia Council	690	700	759	610	2,759
Australian Maritime Safety Authority	955	1,018	1,039	917	3,929
Australian Transport Safety Bureau	458	473	450	292	1,673
Australian Film, Television and Radio School	168	363	372	343	1,246
Northern Australia Infrastructure Facility	357	327	297	239	1,220
National Capital Authority	231	241	260	221	953
Infrastructure Australia	198	204	199	187	788
Screen Australia	55	59	61	50	225

*Note savings allocated to Australian Film, Television and Radio School (50 per cent of 2023-24 amounts) and National Transport Commission were met by DITRDCA.

Background on the Efficiency Dividend

Currently, Commonwealth entities are subject to an annual efficiency dividend that reduces entity budgets each year in anticipation of efficiencies being found. The efficiency dividend applies to the operational (running) costs. The objectives of the efficiency dividend have been to:

- provide managers with a financial incentive to continually seek new or more efficient ways of carrying out ongoing government business
- allow government to redirect a portion of efficiency gains to higher priority activities and
- clearly demonstrate public service efficiencies resulting from improvements in management and administrative practices and return these gains to the Budget.

The efficiency dividend is currently 1.0 % per annum and applies to all entities, with the following exceptions that have exemptions:

- Australian Broadcasting Corporation,
- Special Broadcasting Service Corporation
- Australia Council (has a partial exemption)
- Australian Maritime Safety Authority (has a partial exemption)
- Australian Rail Track Corporation Limited
- National Intermodal Corporation Limited
- WSA Co Limited
- Northern Australia Infrastructure Facility
- Bundanon Trust
- Creative Partnership Ltd
- NBN Co Limited
- Australia Postal Corporation

Note temporary efficiency dividends in the past have been applied using different agency exemptions, including a 200 ASL threshold of exemption.

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii)

SB23-000598

SUBJECT: Consultancy and Non-Consultancy Contracts

Talking Points

- All procurement activity, including engagement of consultancies, is undertaken in accordance with the Commonwealth Procurement Rules (CPR), which are made under section 105B (1) of the PGPA Act.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts ensures its compliance via the **Accountable Authority Instructions** (AAIs) which are **instructions** to all DITRDCA officials issued by the Secretary.
- The department uses consultants only when there is a need for specialist or independent expertise, advice or services that are not available in-house.

Key Issues

- In the period of **1 July 2022 to 31 March 2023**, the department awarded **705 new contracts** totalling \$156.9 million (GST inclusive). Table A
- In comparison to **1,316 new contracts** for the 2021-22 financial period, totalling \$570.9 million (GST inclusive). Table A
- Of the **705 new contracts**, **19** were awarded to the **Big 7** consulting firms, EY, KPMG, PWC, Deloitte, Accenture, Boston Consulting and McKinsey totalling \$7.3 million (GST inclusive).
 - total value of **Big 7 consultancy contracts** is **\$3.7 million** (GST inclusive) compared to **\$8.3 million** (GST inclusive) in the 2021-22 financial year. Table G.
 - total value of **Big 7 non-consultancy contracts** is **\$3.7 million** (GST inclusive) compared to **\$6.8 million** (GST inclusive) in the 2021-22 financial year. Table H.
- In the period of **1 July 2022 to 31 March 2023**:
 - **76** contracts related to **consultancies**, total value of **\$16.5 million** (GST inclusive) compared to \$39.4 million (GST inclusive) in the 2021-22 financial year. Table C
 - **19** contracts (11 consultancy contracts and **8** non-consultancy) relate to the **Big 7**, total value of **\$7.3 million** (GST inclusive) compared to **\$15.1 million** (GST inclusive) in the 2021-22 financial year. Table B.
 - total value of **Big 7 consultancy contracts** is **\$3.7 million** (GST inclusive) compared to **\$8.3 million** (GST inclusive) in the 2021-22 financial year. Table D.

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Cha Jordanoski

Phone: (02) 6274 s22(1)(a)(ii)

Version Number: 01

Date: 11/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Mark Munro

SB23-000598

- total value of **Big 7 non-consultancy contracts** is **\$3.7 million** (GST inclusive) compared to **\$6.8 million** (GST inclusive) in the 2021-22 financial year.
- **15** breaches were detected for not reporting contracts on AusTender within 42-days of commencement.
 - This represents **2** per cent of the overall contracts awarded year to date.

Background

Consultancy contracts are a subset of total contracts reported on AusTender.

- A **consultancy contract** is considered to be the provision of professional, independent, expert advice, which represents the **independent view** of the service provider. The department does not control the output. The consultants work assists the department with its decision-making.
- A non-consultancy contract is where the department buys goods or services and **we tell the supplier what we want**.

Contact: s22(1)(a)(ii)

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SB23-000598

Category	Definition	Example
Consultancy contract	A third-party that provides independent advice to the department	A person or firm engaged to provide an independent review of a program, policy or project. Examples: <ul style="list-style-type: none">- advise on the financial viability of a government business enterprise- provide strategic advice on how to implement a new system- provide independent policy advice
Non-consultancy contract	A third-party that provides goods or services or general day-to-day services at the direction of the department	Goods and Services contract: A firm engaged to deliver an output aligned to the department's specifications. Example: analyse data under direction of the entity. Labour hire contract (Contractor): A firm providing personnel to fill a temporary vacancy and perform the day to day duties of the department.

*Contracts are reported on AusTender where they exceed \$10,000 (GST inclusive).

*Contracts reported may be across financial years.

The Department's process and policy for procurement

To support our procurement activity, the department has comprehensive guidance and controls in place to ensure the procurement is appropriate, represents value for money and is compliant with the Commonwealth Procurement Rules (CPRs). This includes but is not limited to:

- use of the mandatory whole of government Management Advisory Services (MAS) panel to procure consultancies, where services align;
 - a procurement framework, procurement training modules and corresponding quick reference guides which detail procurement best practice and value for money principles in line with Commonwealth policies; and
 - checklists for officials and delegates to ensure compliant procurement practices.
- Other key controls/processes:

Contact: s22(1)(a)(ii)

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SB23-000598

- Under the AAls, **all procurements** require an appropriate delegates endorsement prior to approaching the market as part of the procurement plan process.
- Any procurements with an expected value greater than **\$10,000** require an approved **Procurement Approval Request**.
- Procurements **over \$80,000** require either an **open/limited tender approach to market** or use of an **existing approved panel arrangement**.
- For procurements between \$80,000 and \$200,000, officials must investigate whether an indigenous owned supplier is able to fulfil the requirement under the Indigenous Procurement Policy's Mandatory Set Aside. Mandatory Set Aside (MSA) (niaa.gov.au)
- As part of the AAI's, **section 23 PGPA Act approvals** (i.e., commitment of relevant monies) are required to signed off by the appropriate delegate prior to the execution of the contract/work order.

Key facts, Figures, dates

Key facts, figures and dates on contracts commenced between 1 July 2021 and 31 March 2023 can be found in:

- Table A – number and value of total contracts awarded
- Table B – breakdown of total contracts awarded to the 'big 7'
- Table C – new consultancy contracts awarded (a subset of *Table A*)
- Table D – new consultancy contracts awarded to the 'big 7' (a subset of *Table B*)
- Table E - Top 10 by value consultancy contracts awarded in 2022-23 YTD
- Table F - Top 10 by value non-consultancy contracts awarded in 2022-23 YTD
 - Table G: new consultancy contracts awarded to the 'big 7' (a subset of *Table A*)
 - Table H: new non-consultancy contracts awarded to the 'big 7' (a subset of *Table A*)

A detailed listing of total contracts awarded from 1 July to 31 March 2023 financial period is at **Attachment A**; a comparison of this for 2021-22 financial period is at **Attachment B**.

Attachments

- Attachment A: 2022-23 YTD contracts
- Attachment B: 2021-22 contracts

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Cha Jordanoski

Phone: (02) 6274 s22(1)(a)(ii)

Version Number: 01

Date: 11/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Mark Munro

SB23-000598

Table A – number and value of total contracts awarded

Procurement Method	Number of new contracts	\$m (GST inclusive)	'Big Seven' contracts	\$m (GST inclusive)
2022-23 (1 July to 31 March 2023)*				
Open Tender	400	118.5	19	7.3
Limited Tender	305	38.4	-	-
Total	705	156.9	19	7.3
2021-22				
Open Tender	803	202.0	39	15.1
Limited Tender [#]	513	368.9	-	-
Total	1,316	570.9	39	15.1

* reflects contracts reported on AusTender as at 31 March 2023. These figures may change reflecting the Commonwealth Procurement Rules allowing 42 calendar days for contracts to be reported on AusTender (from the contract start date).

In 2021-22, \$313.5 million was contracted via limited tender under the Domestic Aviation Network Support Program (a COVID-19 aviation support program).

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Cha Jordanoski

Phone: (02) 6274 s22(1)(a)(ii)

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Date: 11/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii)

SB23-000598

Table B – breakdown of total contracts awarded to the ‘big seven’

‘Big Seven’ contracts	Number	\$m (GST inclusive)
2022-23 (1 July to 31 March 2023)*		
Accenture	1	0.3
Boston Consulting	-	-
Deloitte	2	1.5
Ernst & Young	6	1.3
KPMG	6	1.1
McKinsey	-	-
PWC	4	3.1
Total	19	7.3
2021-22		
Accenture	-	-
Boston Consulting	-	-
Deloitte	7	5.2
Ernst & Young	15	3.5
KPMG	10	3.6
McKinsey	-	-
PWC	7	2.8
Total	39	15.1

* reflects contracts reported on AusTender as at 31 March 2023. These figures may change reflecting the Commonwealth Procurement Rules allowing 42 calendar days for contracts to be reported on AusTender (from the contract start date).

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Cha Jordanoski

Phone: (02) 6274 s22(1)(a)(ii)

Version Number: 01

Date: 11/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii)

SB23-000598

Table C – new consultancy contracts awarded (a subset of *Table A*)

Procurement Method	Number of new contracts	\$m (GST inclusive)	'Big Seven' contracts	\$m (GST inclusive)
2022-23 (1 July to 31 March 2023)*				
Open Tender	54	14.6	11	3.7
Limited Tender	22	1.9	-	-
Total	76	16.5	11	3.7
2021-22				
Open Tender	79	29.9	29	8.3
Limited Tender	41	9.5	-	-
Total	120	39.4	29	8.3

* reflects contracts reported on AusTender as at 31 March 2023. These figures may change reflecting the Commonwealth Procurement Rules allowing 42 calendar days for contracts to be reported on AusTender (from the contract start date).

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Cha Jordanoski

Phone: (02) 6274 s22(1)(a)(ii)

Version Number: 01

Date: 11/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii)

SB23-000598

Table D – new consultancy contracts awarded to the ‘big seven’ (a subset of *Table B*)

New ‘Big Seven’ consultancies	Number	\$m (GST inclusive)
2022-23 (1 July to 31 March 2023)*		
Accenture	-	-
Boston Consulting	-	-
Deloitte	-	-
Ernst & Young	5	0.9
KPMG	4	0.9
McKinsey	-	-
PWC	2	1.9
Total	11	3.7
2021-22		
Accenture	-	-
Boston Consulting	-	-
Deloitte	4	1.4
Ernst & Young	11	2.7
KPMG	8	2.2
McKinsey	-	-
PWC	6	2.0
Total	29	8.3

* reflects contracts reported on AusTender as at 31 March 2023. These figures may change reflecting the Commonwealth Procurement Rules allowing 42 calendar days for contracts to be reported on AusTender (from the contract start date).

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii)

SB23-000598

Table E - Top 10 by value consultancy contracts awarded in 2022-23 YTD

CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl)	Further information	Branch (Division)	SESB1
CN3950169	TSA Management (ACT) Pty Ltd	Property Management Services	27-Jan-23	30-Jun-27	3,472,646.10	Project management services to facilitate relocation of the Department to new Canberra premises	Human Resources & Property (COO Group)	Steph Bourke
CN3939138	Pricewaterhouse coopers Consulting	WSI Facilities Business Case	22-Dec-22	29-Sep-23	1,723,346.00	Procure a business case to determine the best approach to design, fund and construct the standalone facilities required by Commonwealth agencies at the Western Sydney International Airport	WSI - Program Delivery (Major Transport and Infrastructure Projects)	James Savage
CN3924385	To70 Aviation (Australia) Pty Ltd	Interactive Modelling Software	23-Sep-22	31-Dec-27	747,898.80	Online interactive noise tool	Western Sydney Airport Regulatory Policy Branch (International Aviation, Technology & Services)	David Jansen
CN3889973	Strategic Reform Pty Ltd	Data Services	1-Jul-22	30-Jun-23	655,820.00	Data service provider to support the establishment of the National Freight Data Hub	Data and Systems (Communications, Research, Strategy & Parliamentary)	Sally Todd

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Cha Jordanoski

Phone: (02) 6274 s22(1)(a)(ii)

Version Number: 01

Date: 11/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii)

SB23-000598

CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl)	Further information	Branch (Division)	SESB1
CN3903439	Rothschild & Co Australia Limited	Corporate Plan Review	29-Jul-22	30-Sep-22	600,000.00	Procure commercial advice in relation to the NBN Corporate Plan 2023	Broadband Policy (Communications Infrastructure)	Nicolle Power
CN3931163	KPMG	Financial Review	23-Nov-22	30-Jun-23	572,250.00	Audit of the payment of fortnightly salary and associated paid meal breaks of shift workers employed under the relevant Indian Ocean Territories (IOT) Enterprise Agreements	Human Resources & Property (COO Group)	Steph Bourke
CN3902313	Callida Pty Ltd	Development of Costing Model	1-Aug-22	28-Jun-24	543,525.00	Services to develop a new charging mechanism for environment protection at federally-leased airports	Airport Environment (Domestic Policy and programs)	Clare Chapple
CN3934059	L.E.K. Consulting Australia Pty Ltd	Stakeholder Engagement and Analysis	30-Nov-22	31-Mar-23	438,750.00	Procure scenario analysis of the future of Australian aviation to inform the Aviation White paper - key drivers of change in the aviation sector; identify potential tipping points and implications for reform; develop and validate possible future scenarios	Aviation White Paper & Reform (Domestic Aviation & Reform)	Clarke McNamara
CN3945916	Environmental Resources Management Australia	Independent Environmental Auditors	29-Jan-23	29-Jan-24	429,000.00	PFAS investigation program-Procure independent auditors-preliminary and detailed site investigations, and any remediation works, as required by state and territory legislation.	Airport Environment (Domestic Aviation & Reform)	Clare Chapple

Contact: s22(1)(a)(ii)

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Lead/Support contact: s22(1)(a)(ii)

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CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl)	Further information	Branch (Division)	SESB1
CN3905413	Aerodrome Management Service Pty Ltd	Remote Aerodrome Inspection Services	11-Aug-22	30-Apr-23	403,150.00	Procure Aerodrome technical inspections services for 47 identified certified Aerodromes and Aircrafts Landing Areas under the remote airstrip Inspection program 2022-23	Domestic Policy and Programs (Domestic Aviation & Reform)	Ben Vincent

Contact: s2

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Lead/Support contact: s22(1)(a)(ii)

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Table F - Top 10 by value non-consultancy contracts awarded in 2022-23 YTD

CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl)	Further information	Branch (Division)	SESB1
CN3860832	WSP Australia Pty Limited	Environmental Impact Assessment for Western Sydney Airport	21-Jul-22	31-Dec-26	11,895,653.00	Environmental assessment package for the Airspace and Flight Path Design for Western Sydney International Airport	Western Sydney Airport Regulatory Policy (International Aviation, Technology & Services)	David Jansen
CN3907859	Chartair Pty Ltd	Remote Air Services Subsidy - Region 9	1-Sep-22	31-Aug-24	8,953,707.37	Procure air services under the Remote Air Services Subsidy (RASS) Scheme	Airport Environment (Domestic Aviation & Reform)	Clare Chapple
CN3915113	Data#3 Ltd	Microsoft Volume Sourcing (VSA5)	1-Jul-22	30-Jun-25	5,179,028.60	Department portion of Australian Government Microsoft Volume Sourcing Agreement managed by the Digital Transformation Agency	IT Services (Information Technology)	s22(1)(a)(ii)
CN3908960	Chartair Pty Ltd	Remote Air Services Subsidy - Regions 7F, 7 and 8	1-Oct-22	30-Sep-24	5,047,776.83	Procure air services under the Remote Air Services Subsidy (RASS) Scheme	Airport Environment (Domestic Aviation & Reform)	Clare Chapple
CN3912105	Aviair Pty Ltd trading as Slingair Pty Ltd	Remote Air Services Subsidy - Region 2	1-Sep-22	31-Aug-24	4,711,799.00	Procure air services under the Remote Air Services Subsidy (RASS) Scheme	Airport Environment (Domestic Aviation & Reform)	Clare Chapple

Contact: s22(1)(a)(ii)

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Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii)

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CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl)	Further information	Branch (Division)	SESB1
CN3950148	CSIRO-Wildlife And Ecology	Supply Chain Resiliency Modelling Project	6-Feb-23	30-Jun-24	3,800,000.00	Modelling, measuring and monitoring Australia's supply chain resilience	Land Transport Policy (Surface Transport Emissions & Policy)	Paula Stagg
CN3890866	Modis Consulting Pty Ltd	Software Development	1-Jul-22	30-Jun-23	3,604,480.00	Application development and system integration services for the Road Vehicle Certification System (Rover)	Digital Initiatives (Information Technology)	Alex Clarke
CN3912106	Aviair Pty Ltd trading as Slingair Pty Ltd	Remote Air Services Subsidy - Region 1	1-Sep-22	31-Aug-24	3,363,528.00	Procure air services under the Remote Air Services Subsidy (RASS) Scheme	Airport Environment (Domestic Aviation & Reform)	Clare Chapple
CN3939154	Data#3 Ltd	Video Conferencing	16-Dec-22	15-Dec-25	2,201,588.18	Video conferencing solution for the Department	IT Services (Information Technology)	Tony Castley
CN3894453	Kellogg Brown & Root Pty Ltd	Airport Environment Officers	1-Jul-22	30-Jun-24	2,122,338.90	Service provider to deliver the Airport Environment Officer (AEO) regulatory function for a number of leased federal airports	Airport Environment (Domestic Aviation & Reform)	Clare Chapple

Contact: s2

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Table G – breakdown of consultancy contracts awarded to the 'Big 7' (a subset of *Table A*)

New 'Big 7' consultancies	Number	\$m (GST inclusive)
2022-23 (1 July to 31 March 2023)*		
Ernst & Young	5	0.9
KPMG	4	0.9
PWC	2	1.9
Deloitte	-	-
Accenture	-	-
Boston Consulting	-	-
McKinsey	-	-
Total	11	3.7
2021-22		
Ernst & Young	11	2.7
KPMG	8	2.2
PWC	6	2.0
Deloitte	4	1.4
Accenture	-	-
Boston Consulting	-	-
McKinsey	-	-
Total	29	8.3

* reflects contracts reported on AusTender as at 31 March 2023. These figures may change reflecting the Commonwealth Procurement Rules allowing 42 calendar days for contracts to be reported on AusTender (from the contract start date).

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Cha Jordanoski

Phone: (02) 6274 s22(1)(a)(ii)

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Date: 11/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii)

SB23-000598

Table H – breakdown of non-consultancy contracts awarded to the ‘Big 7’ (a subset of *Table A*)

New ‘Big 7’ non-consultancy contracts	Number	\$m (GST inclusive)
2022-23 (1 July to 31 March 2023)*		
Ernst & Young	1	0.4
KPMG	2	0.2
PWC	2	1.3
Deloitte	2	1.5
Accenture	1	0.3
Boston Consulting	-	-
McKinsey	-	-
Total	8	3.7
2021-22		
Ernst & Young	4	0.8
KPMG	2	1.4
PWC	1	0.8
Deloitte	3	3.8
Accenture	-	-
Boston Consulting	-	-
McKinsey	-	-
Total	10	6.8

* reflects contracts reported on AusTender as at 31 March 2023. These figures may change reflecting the Commonwealth Procurement Rules allowing 42 calendar days for contracts to be reported on AusTender (from the contract start date).

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Cha Jordanoski

Phone: (02) 6274 s22(1)(a)(ii)

Version Number: 01

Date: 11/05/2023

2022-23 (to 31 March 2023)	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3944404	3 KOALAS PTY LTD	Printing	24-Jan-23	31-Mar-23	56,422.30	Non-Consultancy	not applicable	Limited	CEA-OFTA	s22(1)(a)(ii)
CN3897701	4DATA IT PTY LTD	Project Coordination	11-Jul-22	30-Jun-23	200,000.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3902304	ABD RAHIM, MOHMMAD S H	Provision of Locum Doctors	13-Sep-22	30-Jun-23	247,400.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3947218	ABORIGINAL PACIFIC ART	Work of Art	14-Nov-22	28-Feb-23	14,365.00	Non-Consultancy	not applicable	Limited	CEA-OFTA	
CN3948666	ABT JTA PTY LTD	Logistics and Security Services	10-Feb-23	30-Jun-23	76,736.00	Non-Consultancy	not applicable	Limited	TRANSPORT-IATS	
CN3927578	ABT JTA PTY LTD	Logistics and Security Services	8-Nov-22	31-Dec-22	28,528.00	Non-Consultancy	not applicable	Limited	TRANSPORT-IATS	
CN3916365	ACCENTURE AUSTRALIA LTD	Program Establishment Services	12-Sep-22	28-Apr-23	341,000.00	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3943956	ACCESSIBILITY OZ PTY LTD	Accessibilty Testing Services	6-Feb-23	5-May-23	40,150.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3942493	ACKER PTY LTD	Fence Maintenance	16-Jan-23	28-Feb-23	15,981.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3942486	ACKER PTY LTD	Rockfall fence maintenance	19-Jan-23	28-Feb-23	20,440.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3936362	ACKER PTY LTD	Storage and Transport	15-Dec-22	30-Jun-23	51,722.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3929036	ACKER PTY LTD	Safety Barrier Maintenance	17-Nov-22	9-Dec-22	22,439.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3947211	ACKER PTY LTD	Earthworks	30-Jan-23	31-Jan-23	25,500.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3907854	AcronymIT	Software Licence	29-Aug-22	28-Aug-25	480,084.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3951713	ACTION SOLUTION	Structural building products	28-Feb-23	31-Mar-23	53,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3871869	Adam Chant Projectionist	Classification Projectionist	1-Jul-22	30-Jun-23	70,000.00	Non-Consultancy	not applicable	Limited	COMMS-OSMP	
CN3905413	AERODROME MANAGEMENT SERVICE PTY LTD	Remote Aerodrome Inspection Services	11-Aug-22	30-Apr-23	403,150.00	Consultancy	Skills currently unavailable within agency	Open tender	TRANSPORT-DAR	
CN3915088	AESTRA PTY LTD FORMERLY MAXWELL STRATEGIC CONSULTI	Environmental Services	19-Sep-22	17-Mar-23	51,491.50	Consultancy	Need for specialised or professional skills	Limited tender	REGTER-TER	
CN3932579	AGORA CONSULTING PTY LTD	Contractors	5-Dec-22	5-Jun-23	250,000.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3950140	Allthings Holding Pty Ltd The Trustee for Motor Cycle Trust	All Terrain Vehicles	22-Feb-23	30-Jun-23	92,865.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3950164	ANABELLE BITS PTY LTD	IT Equipment	24-Feb-23	30-Jun-23	18,156.60	Non-Consultancy	not applicable	Open	COO-IT	
CN3927574	ANABELLE BITS PTY LTD	Computer Equipment	10-Nov-22	21-Dec-22	18,348.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3924317	ANYA RICHARDS	Project Management Services	24-Oct-22	31-Mar-23	31,050.00	Non-Consultancy	not applicable	Limited	COO-DAP-BB	
CN3912108	ARRPWERE PEOPLE PTY LTD	Contractor	12-Sep-22	12-Mar-23	70,276.80	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3942501	ARTBANK PTY LTD	Artwork Rental	1-Jan-23	31-Dec-23	18,833.55	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3942502	ARTBANK PTY LTD	Artwork Rental	1-Jan-23	31-Dec-23	27,006.54	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3935751	ASHURST	Legal Services 2021-2022	15-Nov-22	30-Jun-23	10,500.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3929060	ASHURST	Legal Services 2022-2023	23-Nov-22	30-Jun-23	200,000.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3907823	ASHURST	Legal Services 2022-2023	22-Aug-22	30-Jun-23	26,891.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3903437	ASHURST	Legal Services 2022-2023	3-Aug-22	30-Jun-23	69,146.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3890864	ASHURST	Legal Services 2022-2023	1-Jul-22	30-Jun-23	155,000.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3903438	ASTRYX PTY LTD	Contractor	27-Jul-22	28-Oct-22	40,000.00	Non-Consultancy	not applicable	Open	COO-FAB	
CN3942490	AURORA BIOSCIENCE PTY LTD	Medical Equipment	17-Jan-23	30-Jun-23	32,595.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3907856	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services 2022-2023	4-Aug-22	30-Jan-23	30,925.00	Non-Consultancy	not applicable	Limited	COO-Legal	
CN3905405	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services 2022-2023	8-Aug-22	30-Sep-22	64,000.00	Non-Consultancy	not applicable	Limited	COO-Legal	
CN3903430	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	5-Aug-22	31-Dec-22	18,000.00	Non-Consultancy	not applicable	Limited	COO-Legal	
CN3902300	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services 2022-2023	26-Jul-22	30-Jun-23	10,000.00	Non-Consultancy	not applicable	Limited	COO-Legal	
CN3897706	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services 2022-2023	8-Jul-22	30-Sep-22	23,500.00	Non-Consultancy	not applicable	Limited	COO-IT	
CN3897705	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services 2022-2023	15-Jul-22	15-Feb-23	12,000.00	Non-Consultancy	not applicable	Limited	COO-Legal	
CN3892550	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services 2022-2023	5-Jul-22	30-Sep-22	10,000.00	Non-Consultancy	not applicable	Limited	COO-IT	
CN3892549	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services 2022-2023	4-Jul-22	30-Jun-23	66,000.00	Non-Consultancy	not applicable	Limited	COO-IT	
CN3890862	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services 2022-2023	1-Jul-22	30-Jun-23	53,325.00	Non-Consultancy	not applicable	Limited	COO-IT	
CN3890861	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services 2022-2023	1-Jul-22	30-Jun-23	46,687.50	Non-Consultancy	not applicable	Limited	COO-IT	
CN3889967	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services 2022-2023	1-Jul-22	30-Jun-23	106,850.00	Non-Consultancy	not applicable	Limited	COO-IT	
CN3918949	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Probity Advisory Services	1-Sep-22	31-Mar-23	34,725.00	Consultancy	Need for specialised or professional skills	Limited tender	COO-PGPC	
CN3934051	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services 2022-2023	26-Oct-22	28-Feb-23	10,500.00	Non-Consultancy	not applicable	Limited	COO-Legal	
CN3929049	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services 2022-2023	23-Nov-22	30-Jun-23	200,000.00	Non-Consultancy	not applicable	Limited	COO-Legal	
CN3929048	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services 2022-2023	23-Nov-22	30-Jun-23	300,000.00	Non-Consultancy	not applicable	Limited	COO-Legal	
CN3924401	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services 2022-2023	19-Oct-22	30-Jun-23	45,914.00	Non-Consultancy	not applicable	Limited	COO-Legal	

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2022-23 (to 31 March 2023)	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3924404	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services 2022-2023	21-Oct-22	21-Apr-23	12,000.00	Non-Consultancy	not applicable	Limited	COO-IT	s22(1)(a)(ii)
CN3924321	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services 2022-2023	12-Dec-22	30-Jun-23	161,865.00	Non-Consultancy	not applicable	Limited	COO-Legal	
CN3918946	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	External Probity Advice	5-Oct-22	30-Jun-23	137,970.00	Non-Consultancy	not applicable	Limited	COMMS-OSMP	
CN3915106	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services 2022-2023	15-Sep-22	31-Dec-22	24,500.00	Non-Consultancy	not applicable	Limited	COO-Legal	
CN3912107	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services 2022-2023	7-Sep-22	31-Dec-22	43,086.00	Non-Consultancy	not applicable	Limited	COO-Legal	
CN3907828	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services 2022-2023	28-Jul-22	30-Jun-23	210,000.00	Non-Consultancy	not applicable	Limited	COO-Legal	
CN3907500	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services 2022-2023	19-Aug-22	23-Dec-22	30,000.00	Non-Consultancy	not applicable	Limited	COO-Legal	
CN3890863	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services 2022-2023	1-Jul-22	31-Dec-22	57,520.00	Non-Consultancy	not applicable	Limited	COO-IT	
CN3920634	AUSTRALASIAN RAILWAYS ASSOCIATION I	Staff Training	20-Oct-22	25-Nov-22	10,120.00	Non-Consultancy	not applicable	Limited	INFRA-SPIDO	
CN3915115	AUSTRALASIAN RAILWAYS ASSOCIATION I	Conference Fees	19-Oct-22	21-Oct-22	13,200.00	Non-Consultancy	not applicable	Limited	INFRA-SPIDO	
CN3942494	Australian Broadcasting Corporation ABC Heywire	ABC Heywire sponsorship	1-Jul-22	30-Jun-24	310,000.00	Non-Consultancy	not applicable	Limited	REGTER-RDLG	
CN3942507	AUSTRALIAN INSTITUTE OF MANAGEMENT	AIM Time Management Training	9-Feb-23	9-Feb-23	11,726.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3907852	AUSTRALIAN INSTITUTE OF MANAGEMENT	Staff Training	5-Sep-22	8-Sep-22	23,500.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3894435	AUSTRALIAN INSTITUTE OF MANAGEMENT	Staff Training	27-Sep-22	30-Jun-23	26,500.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3948664	AUSTRALIAN NATIONAL UNIVERSITY	Staff Training	27-Feb-23	31-Dec-24	279,735.60	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3919893	AUSTRALIAN NATIONAL UNIVERSITY	Research Services	22-Aug-22	30-Nov-22	18,756.10	Non-Consultancy	not applicable	Limited	CEA-OFTA	
CN3920628	AUSTRALIAN NETWORK ON DISABILITY	Australian Network on Disability Membership	20-Oct-22	30-Jun-23	12,705.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3908961	AUSTRALIAN PUBLIC SERVICE	Education and Training Services	27-Sep-22	3-Mar-23	12,000.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3908764	AUSTRALIAN PUBLIC SERVICE	Staff Training	27-Sep-22	3-Apr-23	20,500.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3945913	AUSTRALIAN PUBLIC SERVICE COMMISSION	Staff Development	28-Feb-23	22-Dec-23	14,000.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3944403	AUSTRALIAN PUBLIC SERVICE COMMISSION	Staff Development	15-Mar-23	22-Dec-23	33,000.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3935758	AUSTRALIAN PUBLIC SERVICE COMMISSION	Staff Development	19-Oct-22	31-Mar-23	26,000.00	Non-Consultancy	not applicable	Limited	Executive	
CN3929046	AUSTRALIAN PUBLIC SERVICE COMMISSION	Staff Development	3-Oct-22	28-Apr-23	13,000.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3918952	AUSTRALIAN PUBLIC SERVICE COMMISSION	Staff Development	27-Sep-22	3-Apr-23	20,500.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3939163	AUXIOM PTY LTD AUXLAW	Probity Advisory Services	19-Dec-22	30-Jun-23	22,284.00	Consultancy	Need for specialised or professional skills	Open tender	COMMS-CSC	
CN3918953	AVENTEDGE PTY LTD	Conference Attendances	29-Nov-22	1-Dec-22	17,875.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3912106	AVIAIR PTY LTD T/AS SLINGAIR PTY LT	Remote Air Services Subsidy - Region 1	1-Sep-22	31-Aug-24	3,363,528.00	Non-Consultancy	not applicable	Open	TRANSPORT-IATS	
CN3912105	AVIAIR PTY LTD T/AS SLINGAIR PTY LT	Remote Air Services Subsidy - Region 2	1-Sep-22	31-Aug-24	4,711,799.00	Non-Consultancy	not applicable	Open	TRANSPORT-IATS	
CN3945910	Axiell Pty Ltd	Software Maintenance and Support	1-Mar-23	29-Feb-24	26,853.20	Non-Consultancy	not applicable	Limited	CEA-OFTA	
CN3943949	BARDACH PTY LTD	Contractor	1-Feb-23	31-Jul-23	70,160.00	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3939160	BARDACH PTY LTD	IT Contractor	15-Dec-22	30-Jun-23	63,888.00	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3894444	BARRINGTON TRAINING SERVICES PTY LI	Staff Training	18-Jul-22	30-Jun-23	33,880.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3924323	BELGIAN ROAD SAFETY INSTITUTE	Australian Participation in E-Survey of Road User Attitudes	18-Oct-22	30-Jun-23	16,000.00	Non-Consultancy	not applicable	Limited	INFRA-RVS	
CN3920630	BELLCHAMBERSBARRETT PTY LTD	Internal Audit Services 2022-23	6-Oct-22	30-Jun-23	338,000.00	Consultancy	Need for independent research or assessment	Open tender	COO-PGPC	
CN3950141	BIBIANA ANDERSON	Allied Health Services	3-Mar-23	30-Jun-24	96,600.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3939137	BIO-RAD LABORATORIES	Medical Equipment	10-Jan-23	30-Jun-23	16,142.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3932151	BIS OXFORD ECONOMICS	Cost Estimation Review	26-Oct-22	31-May-23	260,000.00	Consultancy	Need for specialised or professional skills	Open tender	INFRA-MTIP	
CN3907853	BIS OXFORD ECONOMICS	Cost Index Updates 2022-23	16-Aug-22	31-Dec-22	111,430.00	Consultancy	Need for independent research or assessment	Open tender	INFRA-ININ	
CN3931164	BLISS MEDIA PTY LTD	Software Engineering and Development	17-Nov-22	17-May-23	140,008.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3927566	BLUE CRAB INVESTMENTS PTY LTD T/A GREGORY CI MAINTENANCE	Property Repairs and Maintenance	7-Nov-22	22-Jun-23	85,441.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3934038	BRADLEY RAYMOND STRINGER T/A LEADERSHIP ANALYTICAL TECHNICAL	Emergency Management Review	2-Jan-23	31-Mar-23	55,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3912096	BRITTANY WEAVER AUSTRALIAN MEDICAL	Provision of Locum Doctors	18-Oct-22	15-Nov-22	46,500.00	Non-Consultancy	not applicable	Limited	REGTER-TER	

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2022-23 (to 31 March 2023)	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3884434	C.I TOURISM ASSOCIATION INC	Tourism Promotion Services	1-Jul-22	30-Jun-23	366,200.00	Non-Consultancy	not applicable	Limited	REGTER-TER	s22(1)(a)(ii)
CN3951718	CALLEO RESOURCING PTY LTD	Contractor	20-Mar-23	19-Mar-24	610,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3934050	CALLEO RESOURCING PTY LTD	Contractor	6-Dec-22	30-Jun-23	90,855.19	Non-Consultancy	not applicable	Open	#not applicable	
CN3912110	CALLEO RESOURCING PTY LTD	Contractor	21-Sep-22	22-Mar-24	232,000.00	Non-Consultancy	not applicable	Open	REGTER-RDLG	
CN3932584	CALLIDA PTY LTD	Program Assessment Advice	28-Nov-22	30-Jun-23	55,743.60	Consultancy	Need for independent research or assessment	Open tender	REGTER-TER	
CN3932576	CALLIDA PTY LTD	Road Vehicle Standards Cost Recovery Review	5-Dec-22	19-May-23	183,120.00	Consultancy	Need for specialised or professional skills	Open tender	INFRA-RVS	
CN3926162	CALLIDA PTY LTD	Independent Review Services	1-Nov-22	23-Dec-22	133,040.00	Consultancy	Need for specialised or professional skills	Open tender	TRANSPORT-STEP	
CN3908957	CALLIDA PTY LTD	Quality Assurance Services	17-Aug-22	30-Jun-23	166,350.00	Consultancy	Need for specialised or professional skills	Open tender	REGTER-TER	
CN3907507	CALLIDA PTY LTD	Business Review Services	15-Aug-22	31-May-24	197,775.00	Consultancy	Need for independent research or assessment	Open tender	TRANSPORT-DAR	
CN3907504	CALLIDA PTY LTD	Service Delivery Support	4-Jul-22	31-Dec-22	209,587.50	Consultancy	Need for specialised or professional skills	Open tender	REGTER-TER	
CN3902313	CALLIDA PTY LTD	Development of Costing Model	1-Aug-22	28-Jun-24	543,525.00	Consultancy	Need for specialised or professional skills	Open tender	TRANSPORT-DAR	
CN3905421	CANBERRA CONSULTING PTY LTD	Contractor	1-Aug-22	30-Jun-23	167,042.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3934056	CANBERRA REX HOTEL	Venue Hire	6-Dec-22	6-Dec-22	13,297.00	Non-Consultancy	not applicable	Limited	REGTER-RDLG	
CN3927579	CANPRINT COMMUNICATIONS P/L	Printing	14-Oct-22	25-Oct-22	13,002.00	Non-Consultancy	not applicable	Limited	COO-IT	
CN3924319	CANPRINT COMMUNICATIONS P/L	Printing	23-Oct-22	25-Oct-22	17,699.00	Non-Consultancy	not applicable	Limited	REGTER-RDLG	
CN3944402	CAPITAL ANALYTICS PTY LTD	Software Licences	20-Dec-22	30-Jun-23	56,236.84	Non-Consultancy	not applicable	Open	COO-FAB	
CN3950170	CAPITAL RECRUIT PTY LTD	Contractor	20-Feb-23	19-Feb-24	266,005.74	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3915116	CAPITAL RECRUIT PTY LTD	Placement Fee	7-Sep-22	26-Sep-22	21,525.66	Non-Consultancy	not applicable	Open	INFRA-MTIP	
CN3951708	CARER SOLUTIONS PTY LTD	Prov. of Payroll Services	6-Mar-23	31-Dec-23	182,416.56	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3934042	CASA LEISURE PTY LTD	Accessibility Support Equipment	16-Dec-22	22-Jun-23	11,500.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3899090	CBIT DIGITAL FORENSICS SERVICES	Software Support Services	15-Jul-22	15-Jan-23	276,848.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3951719	CBR RECRUITMENT PTY LTD	Recruitment Services	6-Mar-23	30-Apr-23	16,691.40	Non-Consultancy	not applicable	Open	REGTER-PP	
CN3920636	CCH Australia Limited	Subscriptions	10-Oct-22	9-Oct-23	28,132.50	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3912109	CENTRE ASIA PACIFIC AVIATION P/L	Data Subscription	1-Oct-22	30-Sep-23	25,135.00	Non-Consultancy	not applicable	Limited	TRANSPORT-IATS	
CN3903444	Centre for Inclusive Design	Accessibility Testing Services	29-Jul-22	15-Jan-23	50,756.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3899084	Challis & Company Pty Limited	Executive Recruitment Services	15-Jul-22	17-Jul-24	180,000.00	Consultancy	Need for specialised or professional skills	Open tender	COMMS-OSMP	
CN3935753	CHANDLER MACLEOD GROUP LIMITED	Contractor	12-Dec-22	11-Mar-23	65,796.24	Non-Consultancy	not applicable	Open	COO-IT	
CN3908960	CHARTAIR PTY LTD	Remote Air Services Subsidy - Regions 7F, 7 and 8	1-Oct-22	30-Sep-24	5,047,776.83	Non-Consultancy	not applicable	Open	TRANSPORT-DAR	
CN3907859	CHARTAIR PTY LTD	Remote Air Services Subsidy - Region 9	1-Sep-22	31-Aug-24	8,953,707.37	Non-Consultancy	not applicable	Open	TRANSPORT-IATS	
CN3907857	Charthel Developments Pty Ltd	Property Lease	1-Aug-22	31-Jul-27	589,882.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3919885	CHES POWER GROUP PTY LTD	Generator Repairs and Maintenance	6-Oct-22	29-Jun-23	81,323.08	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3935756	CHORUS CALL AUSTRALIA PTY LTD	Teleconferencing	1-Jan-23	31-Dec-23	35,000.00	Non-Consultancy	not applicable	Limited	COO-IT	
CN3902298	CHRISTMAS ISLAND COMMUNITY RADIO	Emergency Broadcasting	25-Jul-22	30-Jun-23	10,556.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3950149	CHRISTMAS ISLAND ENGINEERING & MAINTENANCE PTY LTD	Plant Repairs and Maintenance	22-Feb-23	30-Jun-23	42,480.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3950143	CHRISTMAS ISLAND ENGINEERING & MAINTENANCE PTY LTD	Plant Repairs and Maintenance	10-Mar-23	2-Jun-23	82,160.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3929033	CHRISTMAS ISLAND ENGINEERING & MAINTENANCE PTY LTD	Generator Repairs and Maintenance	18-Nov-22	30-Jun-23	17,820.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3924384	CI MAINTENANCE SERVICES PTY LTD	Earthworks and Electrical Maintenance	26-Oct-22	30-Nov-22	65,580.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3943947	Civica Pty Ltd	2022-23 Public Lending Right Survey	19-Dec-22	30-Jun-23	13,310.00	Non-Consultancy	not applicable	Limited	CEA-CE	
CN3952566	COCOS (K) ISLANDS SHIRE COUNCIL	Fisheries management services	14-Mar-23	14-Mar-24	308,166.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3907499	COCOS (KEELING) ISLANDS SHIRE	2022-23 Supplementay Road Funding Cocos (Keeling) Islands	17-Aug-22	30-Jun-23	200,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3931161	COCOS (KEELING) ISLANDS SHIRE COUNCIL	Coastal Erosion Repairs	28-Nov-22	30-Jun-23	234,677.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3912104	COCOS (KEELING) ISLANDS SHIRE COUNCIL	Coastal Erosion Repair	26-Aug-22	31-Dec-22	156,775.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3890860	Cocos (Keeling) Islands Tourism	Tourism Promotion Services	1-Jul-22	30-Jun-23	322,250.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3932570	COCOS COMMUNICATIONS AND IT PTY LTD	Digital Broadcasting Equipment	30-Nov-22	30-Jun-23	625,736.78	Non-Consultancy	not applicable	Limited	REGTER-TER	

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2022-23 (to 31 March 2023)	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3932574	COCOS ISLANDS CO-OPERATIVE SOCIETY CATERING DIVISION	Property Repairs and Maintenance	12-Dec-22	30-Jun-23	25,850.00	Non-Consultancy	not applicable	Limited	REGTER-TER	s22(1)(a)(ii)
CN3926157	COCOS ISLANDS CO-OPERATIVE SOCIETY CATERING DIVISION	Property Repairs and Maintenance	14-Nov-22	30-Dec-22	22,570.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3924314	COCOS ISLANDS CO-OPERATIVE SOCIETY CATERING DIVISION	Property Repairs and Maintenance	17-Oct-22	30-Dec-22	24,630.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3950171	COMCARE AUSTRALIA	Insurance	1-Jul-22	30-Jun-23	1,427,768.00	Non-Consultancy	not applicable	Limited	COO-IT	
CN3932585	COMMONWEALTH SUPERANNUATION CORPARA	Superannuation Administration	13-Sep-22	30-Jun-23	307,291.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3939157	COMPAS PTY LTD	Contractor services	16-Jan-23	15-Apr-23	41,131.20	Non-Consultancy	not applicable	Open	COO-IT	
CN3931173	COMPAS PTY LTD	Contractor	1-Jan-23	31-Dec-23	344,256.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3931168	CONFERENCE AND EDUCATION MANAGEMENT	Sponsorships	23-Nov-22	24-Nov-22	27,500.00	Non-Consultancy	not applicable	Limited	REGTER-PP	
CN3924381	CONRAD GARGETT GROUP PTY LTD	Heritage Management Strategy	31-Oct-22	30-Jun-23	13,700.00	Consultancy	Need for specialised or professional skills	Limited tender	REGTER-TER	
CN3926160	CORDELTA PTY. LTD.	Contractor	7-Nov-22	30-Jun-23	193,336.00	Non-Consultancy	not applicable	Open	TRANSPORT-DAR	
CN3908766	CORDELTA PTY. LTD.	Procurement Advisory Services	25-Aug-22	30-Apr-23	107,600.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3915119	CPA AUSTRALIA	Staff Training	15-Aug-22	31-Oct-22	20,000.00	Non-Consultancy	not applicable	Limited	COO-IT	
CN3934045	CSIRO	Supply Chains Analysis	25-Nov-22	31-Dec-23	398,000.00	Non-Consultancy	not applicable	Limited	INFRA-MTIP	
CN3950148	CSIRO-WILDLIFE AND ECOLOGY	Supply Chain Resiliency Modelling Project	6-Feb-23	30-Jun-24	3,800,000.00	Non-Consultancy	not applicable	Limited	TRANSPORT-STEP	
CN3950151	CUMMINS SOUTH PACIFIC PTY LTD TRADING AS CUMMINIS	Plant Repairs and Maintenance	15-Feb-23	30-Jun-23	223,841.66	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3915089	CYCLONIC CONSTRUCTIONS PTY LTD	Property Repairs and Maintenance	23-Sep-22	23-Jun-23	289,651.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3918937	DATA ANALYSIS AUSTRALIA	Statistical Analysis	12-Sep-22	30-Jun-23	26,400.00	Non-Consultancy	not applicable	Limited	CEA-OFTA	
CN3942506	DATA#3 LTD	IT Software	23-Mar-23	22-Mar-24	18,700.00	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3940664	DATA#3 LTD	ICT Services	9-Jan-23	30-Jun-23	61,826.86	Non-Consultancy	not applicable	Open	COO-IT	
CN3939159	DATA#3 LTD	Database Upgrade	1-Jan-23	30-Jun-25	389,816.93	Non-Consultancy	not applicable	Open	COO-IT	
CN3939154	DATA#3 LTD	Video Conferencing	16-Dec-22	15-Dec-25	2,201,588.18	Non-Consultancy	not applicable	Open	COO-IT	
CN3929042	DATA#3 LTD	Microsoft License Power Apps	14-Nov-22	30-Jun-25	62,096.10	Non-Consultancy	not applicable	Open	COO-IT	
CN3924406	DATA#3 LTD	Contractor	31-Oct-22	30-Jun-23	218,768.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3924397	DATA#3 LTD	Software Licences	30-Oct-22	30-Oct-23	13,276.26	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3918943	DATA#3 LTD	Software Licences	1-Oct-22	30-Sep-23	528,746.05	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3915113	DATA#3 LTD	Microsoft Volume Sourcing (VSA5)	1-Jul-22	30-Jun-25	5,179,028.60	Non-Consultancy	not applicable	Open	COO-IT	
CN3915111	DATA#3 LTD	Microsoft Volume Sourcing (VSA5)	1-Jul-22	30-Jun-25	1,600,364.06	Non-Consultancy	not applicable	Open	COO-IT	
CN3907509	DATA#3 LTD	Wireless Access Points	22-Aug-22	21-Aug-25	252,497.96	Non-Consultancy	not applicable	Open	COO-IT	
CN3945908	DAVIS HART ELECTRICAL SOLUTIONS PTY	Electrical Equipment	3-Feb-23	30-Jun-23	137,830.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3908769	DECISIVE PUBLISHING PTY LTD	Subscriptions	1-Sep-22	1-Sep-23	18,975.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3934052	DELOITTE TOUCHE TOHMATSU	Financial Advisory Services	1-Dec-22	30-Sep-23	118,718.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3915104	DELOITTE TOUCHE TOHMATSU	Program Implementation Services	1-Sep-22	28-Apr-23	1,394,899.52	Non-Consultancy	not applicable	Open	INFRA-RVS	
CN3954257	DENTSPLY SIRONA PTY LTD GINO SERRETT	Provision of 3D Intraoral Scanner	21-Mar-23	30-Jun-23	62,457.44	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3907502	DEPT OF PARLIAMENTARY SERVICES	Catering Services	17-Aug-22	17-Aug-22	10,171.00	Non-Consultancy	not applicable	Limited	COMMS-CSC	
CN3934048	DESIGN TASMANIA LIMITED	Venue Hire	13-Dec-22	13-Dec-22	15,703.86	Non-Consultancy	not applicable	Limited	CEA-OFTA	
CN3932578	DFP RECRUITMENT SERVICES	Contractor	5-Dec-22	5-May-23	90,000.00	Non-Consultancy	not applicable	Open	INFRA-ININ	
CN3902308	DFP RECRUITMENT SERVICES	Placement Fee	25-Jul-22	30-Aug-22	14,815.17	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3902305	DFP RECRUITMENT SERVICES	Contractors	1-Aug-22	24-Mar-23	200,000.00	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3905426	DIALOG PTY LTD	Contractor	15-Aug-22	15-May-23	209,352.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3926164	DIGITAL TRANSFORMATION AGENCY	Software Licences	30-Jul-22	30-Jun-23	16,515.06	Non-Consultancy	not applicable	Limited	COO-IT	
CN3908959	DIRECT COMMUNICATIONS PTY LTD	Telecommunications Equipment	22-Aug-22	31-Oct-22	13,379.97	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3934040	DR MYRA PATRICIA BROWN	Provision of Locum Doctors	24-Mar-23	28-Apr-23	36,500.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3931162	DR PAUL TAYLOR	Locum Dentist Services	3-Feb-23	24-Mar-23	58,657.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3915085	DR PAUL TAYLOR	Provison of Locum Dentist	19-Sep-22	9-Dec-22	46,040.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3935746	DR QUET FUI HO	Prosvision of Locum Doctors	28-Feb-23	28-Mar-23	47,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3948658	DRONESEC PTY LTD	Research and Analysis Services	23-Feb-23	31-Mar-23	46,200.00	Consultancy	Need for independent research or assessment	Limited tender	TRANSPORT-IATS	
CN3952567	DRUMSITE ELECTRICAL	Electrical works	6-Mar-23	30-May-23	22,224.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3929037	DUNN INVESTMENTS (WA) PTY LTD	Safety Barrier Maintenance	15-Nov-22	6-Dec-22	23,400.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3915084	DUNN INVESTMENTS (WA) PTY LTD	Earthworks	15-Sep-22	31-Jan-23	124,840.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3903434	DUNN INVESTMENTS (WA) PTY LTD	Earthworks	8-Aug-22	16-Sep-22	89,480.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3899093	DUNN INVESTMENTS (WA) PTY LTD	Earthworks	20-Jul-22	31-Aug-22	25,750.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3939147	EASY READ AUSTRALIA	Document accessibility development	21-Dec-22	31-Jan-23	10,010.00	Non-Consultancy	not applicable	Limited	CEA-OFTA	

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2022-23 (to 31 March 2023)	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3948665	ECHO-1 PTY LTD	Records Digitisation Equipment	20-Dec-22	20-Dec-22	13,863.94	Non-Consultancy	not applicable	Limited	REGTER-TER	s22(1)(a)(ii)
CN3927563	ECOWISE AUSTRALIA PTY LTD	Water Infrastructure Maintenance	10-Nov-22	30-Sep-23	35,530.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3924313	EDUCATION SERVICES AUSTRALIA LTD	School Library Survey	6-Oct-22	30-Jun-23	259,710.00	Non-Consultancy	not applicable	Limited	CEA-CE	
CN3952569	Elliott Gray	Labour Hire Staff	27-Mar-23	22-Sep-23	173,800.00	Consultancy	Need for specialised or professional skills	Open tender	REGTER-RDLG	
CN3916364	Elliott Gray	Contractor	17-Oct-22	20-Oct-23	158,000.00	Non-Consultancy	not applicable	Open	REGTER-PP	
CN3943945	ENERGY SKILLS INTERNATIONAL PTY LTD ENERGY SKILLS SOLUTIONS	Staff Training	27-Jan-23	28-Feb-23	17,172.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3899075	ENLIGHTEN LEADERSHIP	Staff Training	10-Aug-22	30-Jun-23	37,730.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3945916	ENVIRONMENTAL RESOURCES MANAGEMENT AUSTRALIA	Independent Environmental Auditors	29-Jan-23	29-Jan-24	429,000.00	Consultancy	Need for independent research or assessment	Limited tender	TRANSPORT-DAR	
CN3924393	EPI-USE AUSTRALIA PTY LIMITED	SAP Support Services 2022-2023	1-Jul-22	30-Jun-23	571,472.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3954259	ERNST & YOUNG	Market research	14-Mar-23	1-Jun-23	79,121.00	Consultancy	Need for independent research or assessment	Open tender	COMMS-CSC	
CN3950157	ERNST & YOUNG	Valuation Services	1-Mar-23	29-Nov-24	84,000.00	Consultancy	Need for specialised or professional skills	Open tender	COO-FAB	
CN3950154	ERNST & YOUNG	Valuation Services	1-Mar-23	29-Nov-24	220,000.00	Consultancy	Need for specialised or professional skills	Open tender	COO-FAB	
CN3936358	ERNST & YOUNG	Desk Top Freight Task Analysis	7-Nov-22	18-Dec-22	132,300.00	Consultancy	Skills currently unavailable within agency	Open tender	INFRA-ININ	
CN3920195	ERNST & YOUNG	Stakeholder Engagement	23-Aug-22	30-Nov-22	346,121.36	Consultancy	Skills currently unavailable within agency	Open tender	INFRA-RVS	
CN3943954	ERNST & YOUNG	Development of Evaluation and Reporting Framework	17-Oct-22	17-Mar-23	420,310.00	Non-Consultancy	not applicable	Open	WATER-ONA	
CN3915110	ESRI AUSTRALIA PTY LTD	IT Services	13-Sep-22	5-Oct-22	22,000.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3950160	ESRI AUSTRALIA PTY LTD	Staff Training	2-Mar-23	30-Apr-23	14,476.00	Non-Consultancy	not applicable	Limited	COO-DAP-DS	
CN3929043	ETHAN GROUP PTY LTD	Computer Equipment	17-Nov-22	21-Dec-22	22,275.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3939158	ETHAN INDIGENOUS PTY LTD	ICT Goods	7-Dec-22	31-Jan-23	112,200.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3903440	ETHAN INDIGENOUS PTY LTD	IT Equipment	28-Jul-22	30-Jun-23	334,404.40	Non-Consultancy	not applicable	Open	COO-IT	
CN3931169	EVOLVE FM PTY LTD	Property Cost Benefit Analysis	21-Nov-22	30-Nov-23	31,900.00	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3942505	EXCEL CONSULTING SOLUTIONS PTY LIMI	Microsoft Power BI Training	7-Mar-23	31-Dec-23	19,580.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3950159	EXECUTIVE INTELLIGENCE GROUP	Recruitment Services	15-Feb-23	30-Apr-23	71,500.00	Non-Consultancy	not applicable	Open	COMMS-CSC	
CN3932569	EYE CANDY ANIMATION	Prime Minister's Literary Awards Promotion	19-Oct-22	31-Dec-22	18,756.22	Non-Consultancy	not applicable	Open	CEA-CE	
CN3951707	F L COSTELLO & CO	Commercial Laundry Equipment	13-Mar-23	30-Jun-23	62,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3954267	FACE2FACE RECRUITMENT	Contractor	27-Mar-23	22-Sep-23	77,000.00	Non-Consultancy	not applicable	Open	REGTER-RDLG	
CN3945912	FACE2FACE RECRUITMENT	Contractor	30-Jan-23	30-Jun-23	142,382.00	Non-Consultancy	not applicable	Open	TRANSPORT-DAR	
CN3927573	FACE2FACE RECRUITMENT	Contractor	16-Nov-22	18-Aug-23	111,770.00	Non-Consultancy	not applicable	Open	CEA-OFTA	
CN3899091	FACE2FACE RECRUITMENT	Contractor	18-Jul-22	30-Dec-22	68,000.00	Non-Consultancy	not applicable	Open	REGTER-RDLG	
CN3934053	FELLOWS MEDLOCK AND ASSOCIATES PTY PETER MEDLOCK	Review of WHS Practices	15-Sep-22	14-Mar-23	30,000.00	Consultancy	Need for specialised or professional skills	Limited tender	COMMS-OSMP	
CN3935755	FINITE GROUP APAC PTY. LTD.	Contractor	12-Dec-22	11-Jun-23	142,084.80	Non-Consultancy	not applicable	Open	COO-IT	
CN3924392	FINXL PROFESSIONAL SERVICES PTY LTD	SAP Support Services 2022-2023	1-Jul-22	30-Jun-23	152,064.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3936359	FIRE & SAFETY SERVICES CO PTY LTD	Fire Protection Equipment Servicing	1-Jan-23	30-Apr-23	33,287.60	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3934044	FIRE & SAFETY SERVICES CO PTY LTD	Fire Protection System Inspection and Testing	2-Jan-23	30-Jun-23	30,232.20	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3894451	FIRST AKROW TRUST & BRIAN T WILSON	Legal Services 2022-2023	7-Jul-22	30-Jun-23	88,837.64	Non-Consultancy	not applicable	Open	COO-IT	
CN3929040	FIRST AKROW TRUST & BRIAN T WILSON T/A CLAYTON UTZ	Workplace Services	14-Nov-22	31-Jan-23	33,000.00	Consultancy	Need for independent research or assessment	Open tender	COO-PGPC	
CN3929057	FIRST AKROW TRUST & BRIAN T WILSON T/A CLAYTON UTZ	Legal Services 2022-2023	23-Nov-22	30-Jun-23	100,000.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3915118	FIRST AKROW TRUST & BRIAN T WILSON T/A CLAYTON UTZ	Biodiversity Credits	2-Sep-22	30-Jun-23	93,500.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3915108	FIRST AKROW TRUST & BRIAN T WILSON T/A CLAYTON UTZ	Legal Services 2022-2023	9-Sep-22	30-Jun-23	58,300.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3947212	FLASHLANE PTY LTD TA LAKES ELECTRICAL DISTRIBUTORS PE	Electrical Equipment	10-Feb-23	26-Jun-23	134,925.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3942491	FLW MEDICAL PTY LTD	Medical Services	16-Jan-23	30-Jun-23	35,500.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3885511	FOXTEL CABLE TELEVISION PTY LTD	FY 2022-23 Subscription	1-Jul-22	30-Jun-23	45,000.00	Non-Consultancy	not applicable	Limited	COO-IT	

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CN3899078	Franklin Covey	Staff Training	22-Aug-22	30-Jun-23	46,134.00	Non-Consultancy	not applicable	Limited	COO-PGPC	s22(1)(a)(ii)
CN3945917	FRED FERNANDES	Risk Management	23-Jan-23	23-Feb-24	68,475.00	Consultancy	Need for independent research or assessment	Limited tender	COMMS-CMI	
CN3947221	FUJITSU AUSTRALIA LIMITED	ICT Services	13-Feb-23	30-Jun-23	687,500.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3942509	GENERATION-E PRODUCTIVITY SOLUTIONS	ICT Services	13-Jan-23	13-Feb-23	27,280.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3905418	GENERATION-E PRODUCTIVITY SOLUTIONS	IT Architecture and Design	5-Aug-22	5-May-23	167,910.40	Non-Consultancy	not applicable	Open	COO-IT	
CN3920620	GEOBRUGG AUSTRALIA PTY LTD	Fencing Supplies	13-Oct-22	30-Dec-22	33,217.30	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3942503	GEOSYNTEC CONSULTANTS PTY LTD	Independent Environmental Auditors for PFAS Airports Investigation Program	9-Jan-23	9-Jan-24	147,202.00	Consultancy	Need for independent research or assessment	Limited tender	TRANSPORT-DAR	
CN3936369	GEOSYNTEC CONSULTANTS PTY LTD	Independent Environmental Auditors	12-Dec-22	12-Dec-23	147,202.00	Consultancy	Need for independent research or assessment	Limited tender	TRANSPORT-DAR	
CN3889959	GETTY IMAGES SALES AUSTRALIA PTY LT	Stock Images Subscription	1-Aug-22	1-Aug-23	18,150.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3894442	GHD PTY LTD	Norfolk Island PFAS Firetruck Cleaning Consultant	5-Jul-22	31-Dec-22	78,356.00	Consultancy	Need for specialised or professional skills	Limited tender	REGTER-TER	
CN3929034	GHD PTY LTD	Independent Pricing Assessment	15-Nov-22	29-Nov-22	33,000.00	Consultancy	Need for independent research or assessment	Open tender	REGTER-TER	
CN3919881	GHD PTY LTD	PFAS Investigation	1-Aug-22	30-Jun-23	302,924.05	Consultancy	Need for specialised or professional skills	Open tender	INFRA-MTIP	
CN3918939	GHD PTY LTD	Review of Wastewater Reuse Opportunities	31-Aug-22	31-Dec-22	34,600.00	Consultancy	Need for independent research or assessment	Open tender	WATER-NWGA	
CN3948661	GHD PTY LTD	Reconstruction Support Services	11-Jan-23	31-Dec-25	326,645.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3943946	GHD PTY LTD	Project Management	18-Jan-23	30-Jun-24	954,900.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3837704	GHD PTY LTD	Waste Management Strategy	15-Aug-22	30-Jun-23	173,945.20	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3951711	GHD PTY LTD	Development and Design Services	8-Mar-23	5-May-23	102,998.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3951710	GHD PTY LTD	Design Services	8-Mar-23	17-Apr-23	65,880.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3916361	GHD PTY LTD	Safety Inspection	21-Sep-22	30-Jun-23	32,672.10	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3926163	Gillian Beaumont Recruitment Pty Li	Recruitment	18-Oct-22	28-Sep-23	66,000.00	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3915114	Gillian Beaumont Recruitment Pty Li	Recruitment Services	8-Sep-22	7-Sep-23	22,000.00	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3935761	GLOBAL DATA UK LTD	Telecommunications, Media and Technology Market Data	12-Dec-22	11-Dec-23	40,000.00	Non-Consultancy	not applicable	Limited	~COO-DAP-BCARR	
CN3935744	GP SERVICES GARRY GEORGE PARSONS	Construction Services	2-Jan-23	30-Jun-23	804,499.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3924382	GP SERVICES GARRY GEORGE PARSONS	Property Repairs and Maintenance	28-Oct-22	20-Mar-23	31,848.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3907855	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Staff Relocations	25-Aug-22	30-Nov-22	21,890.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3902312	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Staff Relocations	1-Aug-22	30-Sep-22	12,856.25	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3892545	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Staff Relocations	5-Jul-22	30-Aug-22	22,880.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3892544	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Staff Relocations	1-Aug-22	30-Oct-22	17,452.60	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3954254	GRACE WORLDWIDE (AUSTRALIA) PTY LTD T/A GRACE REMOVALS GROUP	Relocation Services	24-Mar-23	30-Jun-23	35,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3948656	GRACE WORLDWIDE (AUSTRALIA) PTY LTD T/A GRACE REMOVALS GROUP	Staff Relocations	27-Feb-23	28-Jun-23	18,925.50	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3945909	GRACE WORLDWIDE (AUSTRALIA) PTY LTD T/A GRACE REMOVALS GROUP	Staff Relocations	6-Feb-23	31-May-23	20,959.62	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3944398	GRACE WORLDWIDE (AUSTRALIA) PTY LTD T/A GRACE REMOVALS GROUP	Staff Relocations	31-Jan-23	28-Apr-23	14,137.20	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3939143	GRACE WORLDWIDE (AUSTRALIA) PTY LTD T/A GRACE REMOVALS GROUP	Relocation Uplift for Building and Work Supervisor	28-Dec-22	30-Apr-23	23,606.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3934041	GRACE WORLDWIDE (AUSTRALIA) PTY LTD T/A GRACE REMOVALS GROUP	Staff Relocations	4-Jan-23	30-Apr-23	14,782.80	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3924386	GRACE WORLDWIDE (AUSTRALIA) PTY LTD T/A GRACE REMOVALS GROUP	Staff Relocations	24-Oct-22	30-Mar-23	27,809.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3919884	GRACE WORLDWIDE (AUSTRALIA) PTY LTD T/A GRACE REMOVALS GROUP	Staff Relocations	10-Oct-22	30-Mar-23	23,335.84	Non-Consultancy	not applicable	Open	REGTER-RDLG	
CN3915094	GRACE WORLDWIDE (AUSTRALIA) PTY LTD T/A GRACE REMOVALS GROUP	Staff Relocations	13-Sep-22	30-Nov-22	25,181.07	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3926156	GRAEME PAUL MAGUIRE	Provision of Specialist Physician Services	25-Nov-22	30-Jun-23	74,400.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3927570	GREENBOX GROUP PTY LTD	Disposal Services	9-Nov-22	9-May-23	27,637.50	Non-Consultancy	not applicable	Open	COO-IT	
CN3899080	GREG P SCOTT	Medical Imaging Services	29-Jul-22	30-Jun-24	288,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	

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CN3915100	GRIFFIN LEGAL PTY LIMITED	External Probity Advisor	22-Aug-22	31-Aug-23	22,300.00	Consultancy	Need for independent research or assessment	Open tender	TRANSPORT-IATS	s22(1)(a)(ii)
CN3892547	GRIFFIN LEGAL PTY LIMITED	External Probity Advice	1-Jul-22	30-Apr-23	27,080.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3902314	HAPPY JACKS CKI PTY LTD	Pest Control	2-Aug-22	30-Sep-22	21,470.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3942496	HARVARD KENNEDY SCHOOL	Learning and Development	16-Jan-23	17-Jan-23	14,189.48	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3954268	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor Services	20-Mar-23	22-Mar-24	140,130.00	Non-Consultancy	not applicable	Open	TRANSPORT-IATS	
CN3950168	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	6-Mar-23	8-Sep-23	111,646.00	Non-Consultancy	not applicable	Open	TRANSPORT-IATS	
CN3948669	HAYS SPECIALIST RECRUITMENT (AUST)	Placement Fee	16-Dec-22	23-Feb-23	14,059.11	Non-Consultancy	not applicable	Open	COMMS-CMI	
CN3948667	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	27-Feb-23	28-Aug-23	140,348.00	Non-Consultancy	not applicable	Open	TRANSPORT-IATS	
CN3947214	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	15-Feb-23	31-Mar-23	33,034.87	Non-Consultancy	not applicable	Open	COMMS-CMI	
CN3947215	HAYS SPECIALIST RECRUITMENT (AUST)	Placement Fee	16-Dec-22	23-Feb-23	14,059.11	Non-Consultancy	not applicable	Open	COMMS-CMI	
CN3944405	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Feb-23	30-Jun-23	75,500.00	Non-Consultancy	not applicable	Open	COO-DAP-BB	
CN3943957	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	24-Jan-23	24-Apr-23	50,229.00	Non-Consultancy	not applicable	Open	TRANSPORT-IATS	
CN3943958	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jan-23	31-Dec-23	228,080.00	Non-Consultancy	not applicable	Open	TRANSPORT-DAR	
CN3943955	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	23-Jan-23	13-Oct-23	185,130.00	Non-Consultancy	not applicable	Open	TRANSPORT-STEP	
CN3935757	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	19-Dec-22	30-Jun-23	80,000.00	Non-Consultancy	not applicable	Open	COMMS-CSC	
CN3934060	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	7-Nov-22	30-Jun-23	120,000.00	Non-Consultancy	not applicable	Open	REGTER-PP	
CN3934055	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	5-Dec-22	30-Jun-23	70,000.00	Non-Consultancy	not applicable	Open	COMMS-CSC	
CN3934054	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	12-Dec-22	11-May-23	250,000.00	Non-Consultancy	not applicable	Open	REGTER-PP	
CN3929041	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	21-Nov-22	21-May-23	112,500.00	Non-Consultancy	not applicable	Open	COMMS-CMI	
CN3927569	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	7-Nov-22	6-Nov-23	188,584.20	Non-Consultancy	not applicable	Open	COMMS-CSC	
CN3927568	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	15-Nov-22	15-May-23	112,500.00	Non-Consultancy	not applicable	Open	COMMS-CMI	
CN3924318	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	4-Nov-22	30-Jun-23	114,401.00	Non-Consultancy	not applicable	Open	TRANSPORT-DAR	
CN3920635	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	24-Oct-22	20-Oct-23	188,500.00	Non-Consultancy	not applicable	Open	INFRA-RVS	
CN3919894	HAYS SPECIALIST RECRUITMENT (AUST)	Placement Fee	12-Sep-22	30-Sep-22	11,628.94	Non-Consultancy	not applicable	Open	INFRA-MTIP	
CN3919889	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	10-Oct-22	31-May-23	143,000.00	Non-Consultancy	not applicable	Open	TRANSPORT-STEP	
CN3915121	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	5-Sep-22	30-Jun-23	153,129.00	Non-Consultancy	not applicable	Open	COMMS-CSC	
CN3915117	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	26-Sep-22	30-Dec-22	46,000.00	Non-Consultancy	not applicable	Open	REGTER-PP	
CN3915112	HAYS SPECIALIST RECRUITMENT (AUST)	Placement Fee	22-Aug-22	14-Oct-22	14,871.35	Non-Consultancy	not applicable	Open	COMMS-CMI	
CN3912115	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	5-Sep-22	1-Sep-23	250,000.00	Non-Consultancy	not applicable	Open	REGTER-RDLG	
CN3912120	HAYS SPECIALIST RECRUITMENT (AUST)	Placement Fee	26-Aug-22	31-Dec-22	15,356.75	Non-Consultancy	not applicable	Open	REGTER-RDLG	
CN3912114	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	5-Sep-22	8-Sep-23	395,000.00	Non-Consultancy	not applicable	Open	REGTER-RDLG	
CN3912113	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	29-Aug-22	24-Aug-23	186,500.00	Non-Consultancy	not applicable	Open	INFRA-RVS	
CN3908765	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	29-Aug-22	30-Jun-23	167,707.00	Non-Consultancy	not applicable	Open	COMMS-CSC	
CN3907506	HAYS SPECIALIST RECRUITMENT (AUST)	Placement Fee	20-Jul-22	20-Jul-22	14,253.28	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3905415	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	8-Aug-22	30-Jun-24	297,582.12	Non-Consultancy	not applicable	Open	INFRA-MTIP	
CN3903443	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	10-Aug-22	30-Jun-24	401,586.74	Non-Consultancy	not applicable	Open	INFRA-MTIP	
CN3903442	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	8-Aug-22	28-Feb-23	50,000.00	Non-Consultancy	not applicable	Open	INFRA-MTIP	
CN3903436	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	27-Jul-22	27-Jul-23	200,000.00	Non-Consultancy	not applicable	Open	WATER-ONA	
CN3897700	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	13-Jul-22	11-Jan-23	99,100.00	Non-Consultancy	not applicable	Open	COMMS-CSC	
CN3894458	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-22	30-Jun-23	65,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3894454	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	11-Jul-22	23-Dec-22	72,000.00	Non-Consultancy	not applicable	Open	COO-DAP-BB	
CN3892546	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	11-Jul-22	30-Jun-23	128,800.00	Non-Consultancy	not applicable	Open	REGTER-RDLG	
CN3889970	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-22	30-Jun-23	220,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3945907	HEALTHCARE AUSTRALIA	Provision of Agency Nurse	9-Feb-23	30-Jun-23	55,903.60	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3934043	HEALTHCARE AUSTRALIA	Provision of Nursing Staff	6-Dec-22	3-Mar-23	60,112.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3920622	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	29-Nov-22	21-Feb-23	55,903.60	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3920621	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	6-Jan-23	7-Apr-23	48,214.40	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3915097	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	25-Oct-22	23-Dec-22	34,290.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3912094	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	2-Sep-22	30-Dec-22	60,039.20	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3902310	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	9-Aug-22	14-Oct-22	78,296.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3929056	Herbert Smith Freehills	Legal Services 2022-2023	23-Nov-22	30-Jun-23	50,000.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3890879	Herbert Smith Freehills	Legal Services 2022-2023	1-Jul-22	30-Jun-23	103,800.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3907503	HEWLETT PACKARD AUST PTY LTD	IT Storage Upgrade	15-Aug-22	15-Aug-25	151,755.08	Non-Consultancy	not applicable	Open	COO-IT	
CN3932577	HILL EXECUTIVE GROUP PTY LTD	Accounting Services	1-Nov-22	30-Jun-23	39,930.00	Non-Consultancy	not applicable	Open	COO-FAB	
CN3935760	HITECH GROUP AUSTRALIA LIMITED HITECH PERSONNEL	Contractor	1-Jan-23	31-Dec-23	372,345.60	Non-Consultancy	not applicable	Open	COO-IT	
CN3948660	HIVAC SERVICES PTY LTD	Contractor	28-Feb-23	31-Mar-23	49,057.50	Non-Consultancy	not applicable	Limited	REGTER-TER	

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2022-23 (to 31 March 2023)	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3918936	HIVAC SERVICES PTY LTD	Electricians	9-Oct-22	31-Jan-23	357,737.50	Non-Consultancy	not applicable	Limited	REGTER-TER	s22(1)(a)(ii)
CN3902302	HIVAC SERVICES PTY LTD	Engineering Services	27-Jul-22	1-May-23	200,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3892552	HIVAC SERVICES PTY LTD	Contractors	1-Jul-22	30-Sep-22	272,810.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3929055	HOLDING REDLICH	Legal Services 2022-2023	23-Nov-22	30-Jun-23	50,000.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3934047	Horizon One Recruitment Pty Ltd	Contractor	12-Dec-22	9-Jun-23	138,076.00	Consultancy	Skills currently unavailable within agency	Open tender	TRANSPORT-IATS	
CN3943948	Horizon One Recruitment Pty Ltd	Contractor	13-Feb-23	14-Jul-23	60,500.00	Non-Consultancy	not applicable	Open	REGTER-PP	
CN3934057	Horizon One Recruitment Pty Ltd	Contractor	1-Jan-23	31-Dec-23	228,080.00	Non-Consultancy	not applicable	Open	TRANSPORT-DAR	
CN3929059	Horizon One Recruitment Pty Ltd	Placement Fee	14-Nov-22	14-Nov-22	11,471.50	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3929058	Horizon One Recruitment Pty Ltd	Contractor	5-Dec-22	28-Feb-23	65,851.50	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3927581	Horizon One Recruitment Pty Ltd	Contractor	7-Nov-22	17-Feb-23	47,971.00	Non-Consultancy	not applicable	Open	TRANSPORT-DAR	
CN3919890	Horizon One Recruitment Pty Ltd	Contractor	6-Oct-22	7-Apr-23	265,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3912117	Horizon One Recruitment Pty Ltd	Contractor	2-Aug-22	30-Jun-23	192,756.00	Non-Consultancy	not applicable	Open	TRANSPORT-IATS	
CN3903441	Horizon One Recruitment Pty Ltd	Contractor	14-Jul-22	30-Jun-23	260,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3905412	Horizon One Recruitment Pty Ltd	Placement Fee	8-Aug-22	8-Aug-22	27,084.98	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3915101	HOTEL REALM PTY LTD	Venue Hire	20-Sep-22	30-Sep-22	45,682.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3950161	Hudson Global Resources (Aust) P/L	Executive Recruitment Services	28-Feb-23	31-May-23	106,260.00	Non-Consultancy	not applicable	Open	INFRA-ININ	
CN3947219	Hudson Global Resources (Aust) P/L	Contractor	27-Mar-23	22-Mar-24	129,800.00	Non-Consultancy	not applicable	Open	REGTER-RDLG	
CN3944409	Hudson Global Resources (Aust) P/L	Recruitment Services	20-Jan-23	31-Mar-23	43,500.00	Non-Consultancy	not applicable	Open	REGTER-RDLG	
CN3943951	Hudson Global Resources (Aust) P/L	Contractor	13-Feb-23	28-Jul-23	77,000.00	Non-Consultancy	not applicable	Open	COMMS-CMI	
CN3943952	Hudson Global Resources (Aust) P/L	Contractor	13-Feb-23	7-Apr-23	44,000.00	Non-Consultancy	not applicable	Open	COMMS-CMI	
CN3940661	Hudson Global Resources (Aust) P/L	Contractor	23-Jan-23	21-Jul-23	124,000.00	Non-Consultancy	not applicable	Open	INFRA-MTIP	
CN3939162	Hudson Global Resources (Aust) P/L	Contractor	6-Dec-22	30-Jun-23	90,855.19	Non-Consultancy	not applicable	Open	COMMS-CMI	
CN3935762	Hudson Global Resources (Aust) P/L	Contractor	6-Dec-22	30-Jun-23	90,855.19	Non-Consultancy	not applicable	Open	#not applicable	
CN3934262	Hudson Global Resources (Aust) P/L	Placement Fee	14-Dec-22	16-Jun-23	16,500.00	Non-Consultancy	not applicable	Open	TRANSPORT-STEP	
CN3932583	Hudson Global Resources (Aust) P/L	Contractor	5-Dec-22	5-Dec-23	310,000.00	Non-Consultancy	not applicable	Open	REGTER-PP	
CN3929047	Hudson Global Resources (Aust) P/L	Contractor	21-Nov-22	19-May-23	127,004.00	Non-Consultancy	not applicable	Open	TRANSPORT-IATS	
CN3929039	Hudson Global Resources (Aust) P/L	Contractor	30-Nov-22	30-Jun-23	200,000.00	Non-Consultancy	not applicable	Open	REGTER-PP	
CN3919892	Hudson Global Resources (Aust) P/L	Contractor	4-Oct-22	6-Jan-23	65,301.00	Non-Consultancy	not applicable	Open	TRANSPORT-IATS	
CN3919891	Hudson Global Resources (Aust) P/L	Contractor	10-Oct-22	31-May-23	128,700.00	Non-Consultancy	not applicable	Open	TRANSPORT-STEP	
CN3918941	Hudson Global Resources (Aust) P/L	Contractor	4-Oct-22	1-Apr-23	135,000.00	Non-Consultancy	not applicable	Open	TRANSPORT-IATS	
CN3915105	Hudson Global Resources (Aust) P/L	Contractor	19-Sep-22	18-Jun-23	290,000.00	Non-Consultancy	not applicable	Open	INFRA-ININ	
CN3905422	Hudson Global Resources (Aust) P/L	Contractor	29-Aug-22	3-Mar-23	80,000.00	Non-Consultancy	not applicable	Open	WATER-NWGA	
CN3903435	Hudson Global Resources (Aust) P/L	Contractor	3-Aug-22	16-Dec-22	61,000.00	Non-Consultancy	not applicable	Open	INFRA-ININ	
CN3897699	Hudson Global Resources (Aust) P/L	Contractor	18-Jul-22	18-Jan-23	79,500.00	Non-Consultancy	not applicable	Open	TRANSPORT-DAR	
CN3894450	Hudson Global Resources (Aust) P/L	Contractor	18-Jul-22	30-Jun-23	183,000.00	Non-Consultancy	not applicable	Open	INFRA-RVS	
CN3890877	Hudson Global Resources (Aust) P/L	Contractor	4-Jul-22	3-Jul-23	190,000.00	Non-Consultancy	not applicable	Open	TRANSPORT-IATS	
CN3932581	IAS Logistics Pty Ltd	Domestic Freight Logistics	11-Nov-22	15-Dec-22	11,642.14	Non-Consultancy	not applicable	Limited	CEA-OFTA	
CN3931171	IAS Logistics Pty Ltd	International Air Freight Logistics	10-Nov-22	15-Dec-22	108,294.00	Non-Consultancy	not applicable	Limited	CEA-OFTA	
CN3931172	IAS Logistics Pty Ltd	International Air Freight Logistics	3-Nov-22	15-Dec-22	108,059.49	Non-Consultancy	not applicable	Limited	CEA-OFTA	
CN3924325	IAS Logistics Pty Ltd	Freight Logistics	6-Oct-22	7-Dec-22	27,975.22	Non-Consultancy	not applicable	Limited	CEA-OFTA	
CN3920633	IAS Logistics Pty Ltd	Freight Logistics	6-Oct-22	30-Nov-22	25,114.76	Non-Consultancy	not applicable	Limited	CEA-OFTA	
CN3903429	IAS Logistics Pty Ltd	Repatriation of Ancestral Remains	20-Jul-22	29-Aug-22	19,512.11	Non-Consultancy	not applicable	Limited	CEA-OFTA	
CN3902299	IAS Logistics Pty Ltd	Freight and Logistics	20-Jul-22	26-Aug-22	166,146.22	Non-Consultancy	not applicable	Limited	CEA-OFTA	
CN3912112	Icon Agency Melbourne	Website Publishing	2-Sep-22	30-Nov-22	30,000.00	Non-Consultancy	not applicable	Open	COMMS-CMI	
CN3908768	IMAGING AUSTRALIA & NEW ZEALAND PTY	Computer Hardware	19-Aug-22	13-Dec-22	12,065.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3939139	INDIAN OCEAN GROUP TRAINING ASSOCIA	Adult Education and Group Training Service	9-Jan-23	30-Jun-24	1,800,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3924312	INDIAN OCEAN GROUP TRAINING ASSOCIA	Staff Training	20-Oct-22	3-Nov-22	31,058.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3939142	INDIAN OCEAN OIL COMPANY	Fuel Storage Tank Maintenance	22-Dec-22	30-Jun-23	1,382,725.20	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3942510	INDIVIDUAL CAREER SOLUTIONS	Learning and Development	5-Dec-22	5-Jun-23	20,000.00	Consultancy	Need for specialised or professional skills	Limited tender	COMMS-OSMP	
CN3912093	INFINITE DENTAL LABORATORY T/A FINESSE DENTAL LABORATORY	Allied Health Services	31-Aug-22	30-Jun-25	111,354.30	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3926165	INFRASTRUCTURE PARTNERSHIPS AUSTRAL	Professional Memberships	1-Nov-22	31-Oct-23	33,198.00	Non-Consultancy	not applicable	Limited	Executive	
CN3689842	INSTITUTE OF PUBLIC ADMINISTRATION	Membership Fees - ACT Division of IPAA	1-Jul-22	30-Jun-23	28,028.00	Non-Consultancy	not applicable	Limited	~CORP-Executive	

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CN3915122	INSTITUTE OF PUBLIC ADMINISTRATION AUSTRALIA (ACT DIVISION)	Conference Attendance	31-Aug-22	30-Jun-23	17,550.00	Non-Consultancy	not applicable	Limited	COO-PGPC	s22(1)(a)(ii)
CN3884433	INTELLIGENT TRANSPORT SYSTEMS AUSTR	Professional Memberships	1-Jul-22	30-Jun-23	18,812.20	Non-Consultancy	not applicable	Limited	TRANSPORT-STEP	
CN3947217	INTERACTION CONSULTING GROUP PTY LI	Planning Day Facilitation	16-Nov-22	29-Nov-22	15,249.50	Non-Consultancy	not applicable	Limited	COMMS-CMI	
CN3907498	International Assoc for Public	Staff Training	5-Aug-22	30-Dec-22	30,151.50	Non-Consultancy	not applicable	Limited	REGTER-RDLG	
CN3903433	International Assoc for Public	Engagement Essentials Program Training	12-Sep-22	30-Jun-23	40,500.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3950165	IONIZE PTY LTD	IT Services	23-Feb-23	22-Aug-23	24,200.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3939155	IONIZE PTY LTD	Penetration Testing Services	16-Nov-22	28-Nov-22	18,150.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3926158	IONIZE PTY LTD	Contractor	7-Nov-22	23-Dec-22	18,150.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3944965	IROS AUSTRALIA	Building, Pest and Contamination Reports	29-Dec-22	2-Jan-23	11,744.70	Non-Consultancy	not applicable	Limited	TRANSPORT-IATS	
CN3952565	ISLAND PLUMBING & GAS	Upgrade of Power Supply	3-Feb-23	31-Jul-23	164,007.05	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3915091	ISLAND PLUMBING & GAS	Sewer Infrastructure Construction	13-Sep-22	31-Dec-23	743,908.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3942485	JACOBS GROUP (AUSTRALIA) PTH LTD	CKI plant approvals process	19-Jan-23	30-Jun-23	190,245.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3926167	JACOBS GROUP (AUSTRALIA) PTH LTD	Biodiversity Offset Delivery Plan Indepedent Audit	17-Oct-22	28-Apr-23	81,098.00	Non-Consultancy	not applicable	Open	TRANSPORT-IATS	
CN3950166	Jarah Hill Pty Limited	Financial Management Services - Portfolio Agencies	20-Feb-23	30-Sep-23	179,520.00	Non-Consultancy	not applicable	Open	COO-FAB	
CN3931165	JB HI-FI GROUP PTY LTD	ICT equipment	23-Nov-22	21-Dec-22	27,780.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3899089	JB HI-FI GROUP PTY LTD	Computer Hardware	7-Jul-22	30-Jun-23	44,584.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3941900	JBS&G AUSTRALIA PTY LTD	Independent Environmental Auditors	12-Dec-22	12-Dec-23	115,951.00	Consultancy	Need for independent research or assessment	Limited tender	TRANSPORT-DAR	
CN3939153	JDS AUSTRALIA PTY LTD AS TRUSTEE FOR JDS SOLUTIONS UNIT T	Software Services	16-Jan-23	15-Jan-25	1,066,548.83	Non-Consultancy	not applicable	Open	COO-IT	
CN3939151	JDS AUSTRALIA PTY LTD AS TRUSTEE FOR JDS SOLUTIONS UNIT T	ICT Services	5-Jan-23	5-Apr-23	119,047.50	Non-Consultancy	not applicable	Open	COO-IT	
CN3916367	Jigsaw Notions Pty Ltd	Contractor	1-Oct-22	30-Jun-23	262,812.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3950305	JOHN WATSON PROMOTIONS PTY LTD	National Cultural Policy Launch	1-Feb-23	1-Feb-23	10,945.00	Non-Consultancy	not applicable	Limited	CEA-OFTA	
CN3932575	JON AND JON CONSULTING PTY LTD	Provision of Locum Doctor	15-Nov-22	30-Jun-23	51,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3924315	JON AND JON CONSULTING PTY LTD	Locum Medical Officer	30-Nov-22	30-Jun-23	303,320.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3915086	JON AND JON CONSULTING PTY LTD	Locum Director of Public Health and Medicine	16-Sep-22	29-Nov-22	142,420.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3954264	KATHLEEN O'CALLAGHAN OUTPOST CONSULTING	Disability Transport Standards Review 2022	10-Mar-23	29-Dec-23	110,000.00	Consultancy	Need for specialised or professional skills	Limited tender	TRANSPORT-STEP	
CN3890857	KEANY'S ELECTRICAL SERVICE PTY LTD	Electrical Maintenance Services	1-Jul-22	30-Jun-23	27,500.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3894453	Kellogg Brown & Root Pty Ltd	Airport Environment Officers	1-Jul-22	30-Jun-24	2,122,338.90	Non-Consultancy	not applicable	Open	TRANSPORT-DAR	
CN3926166	Kent Moving and Storage	Staff Relocations	17-Oct-22	28-Feb-23	103,903.22	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3935752	KERRY SCHOTT PTY LTD	Consultancy Services	27-Sep-22	1-Mar-23	63,181.00	Consultancy	Need for independent research or assessment	Limited tender	INFRA-MTIP	
CN3924316	KONNECT LEARNING PTY LTD	Indigenous Leadership Summit	15-Nov-22	18-Nov-22	10,998.90	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3951716	KPMG	Financial Accountant	8-Mar-23	31-Dec-23	75,000.00	Consultancy	Need for specialised or professional skills	Open tender	COMMS-CMI	
CN3950155	KPMG	Valuation Services	1-Mar-23	29-Nov-24	150,000.00	Consultancy	Need for specialised or professional skills	Open tender	COO-FAB	
CN3931163	KPMG	Financial Review	23-Nov-22	30-Jun-23	572,250.00	Consultancy	Need for independent research or assessment	Open tender	COO-PGPC	
CN3915095	KPMG	Funding Model Development	15-Sep-22	24-Nov-22	110,000.00	Consultancy	Need for specialised or professional skills	Open tender	REGTER-RDLG	
CN3950158	KPMG	Supplementary Costings Advice	27-Feb-23	10-Mar-23	54,846.00	Non-Consultancy	not applicable	Open	CEA-OFTA	
CN3939156	KPMG	Financial Advisory Services	15-Dec-22	30-Sep-23	99,000.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3934059	L.E.K. CONSULTING AUSTRALIA PTY LTD	Stakeholder Engagement and Analysis	30-Nov-22	31-Mar-23	438,750.00	Consultancy	Need for specialised or professional skills	Open tender	TRANSPORT-DAR	
CN3927571	LAWYERBANK	Legal Services 2022-2023	10-Jan-23	30-Jun-23	129,580.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3918945	LAWYERBANK	Legal Services 2022-2023	2-Nov-22	30-Jun-23	403,920.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3894446	LAWYERBANK	Legal Services 2022-2023	11-Jul-22	30-Jun-23	261,250.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3903431	LexisNexis	Legal Research Services	1-Jul-22	30-Jun-23	126,710.89	Non-Consultancy	not applicable	Limited	COO-IT	
CN3935759	LIFE UNLIMITED HEALTH SOLUTIONS	Staff Training	23-Dec-22	30-Jun-23	21,120.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3932580	LIFELINE AUSTRALIA LTD	Staff Training	5-Dec-22	30-Jun-23	26,950.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3924402	LIFELINE AUSTRALIA LTD	Staff Training	25-Jul-22	30-Jun-23	21,560.00	Non-Consultancy	not applicable	Limited	COO-PGPC	

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CN3916369	LISA MICHELLE CORNISH	Data Visualisation	20-Sep-22	30-Jun-23	79,200.00	Non-Consultancy	not applicable	Open	COO-DAP-BB	s22(1)(a)(ii)
CN3929038	MACRO CONSULTING SURVEYORS PTY LTD	Road Surveyancing	7-Nov-22	31-Jan-23	43,978.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3929053	MADDOCKS	Legal Services 2022-2023	23-Nov-22	30-Jun-23	150,000.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3924391	MADDOCKS	Legal Services 2022-2023	7-Nov-22	30-Jun-23	143,589.60	Non-Consultancy	not applicable	Open	COO-Legal	
CN3950167	Matthew Lynch	Location Offset Audit Services	15-Feb-23	30-Apr-23	16,500.00	Non-Consultancy	not applicable	Limited	CEA-CE	
CN3942495	Matthew Lynch	Location Offset Audit Services	22-Dec-22	20-Apr-23	16,500.00	Non-Consultancy	not applicable	Limited	CEA-CE	
CN3919888	Matthew Lynch	Assessment of Location Offset Application	17-Sep-22	30-Dec-22	16,500.00	Non-Consultancy	not applicable	Limited	CEA-CE	
CN3902306	MBITS Pty Ltd	Software Licence	1-Jul-22	30-Jun-25	515,443.49	Non-Consultancy	not applicable	Open	COO-IT	
CN3940663	McGrath Nicol Advisory Partnership	Financial Analysis of Federal Airports	9-Jan-23	30-Jun-23	70,954.00	Consultancy	Need for specialised or professional skills	Open tender	TRANSPORT-DAR	
CN3929052	MCINNES WILSON LAWYERS PTY LTD	Legal Services 2022-2023	23-Nov-22	30-Jun-23	50,000.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3897698	MEDIBRANDS AUSTRALIA PTY LTD	Advertising Services	29-Jul-22	19-Aug-22	48,999.50	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3880198	MEDIBRANDS AUSTRALIA PTY LTD	Recruitment Advertising	1-Jul-22	30-Jun-23	16,170.32	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3948662	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising - Graduate program	20-Feb-23	30-Jun-23	43,996.44	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3940660	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Recruitment Advertising	1-Dec-22	31-Jan-23	17,669.55	Non-Consultancy	not applicable	Open	REGTER-RDLG	
CN3936368	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Recruitment Advertising	9-Dec-22	9-Dec-23	39,180.61	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3935743	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Recruitment Advertising	18-Nov-22	9-Dec-22	20,096.30	Non-Consultancy	not applicable	Open	REGTER-RDLG	
CN3927576	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Advertising	6-Nov-22	31-Mar-23	155,000.00	Non-Consultancy	not applicable	Open	COMMS-CMI	
CN3927564	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Recruitment Advertising	25-Oct-22	30-Nov-22	19,591.15	Non-Consultancy	not applicable	Open	REGTER-RDLG	
CN3920637	MEDIBRANDS AUSTRALIA PTY LTD (TRADING AS UNIVERSAL MCCANN)	Recruitment Advertising	30-Sep-22	2-Nov-22	10,481.15	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3950142	MEDICAL AIR PTY LTD	Medical Evacuation Services	26-Feb-23	27-Feb-23	65,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3942492	MEDICAL AIR PTY LTD	Emergency Medical Evacuation Services	10-Jan-23	11-Jan-23	65,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3934046	MEDICAL AIR PTY LTD	Emergency Medical Evacuation Services	30-Nov-22	1-Dec-22	65,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3916360	MEDICAL AIR PTY LTD	Medical Evacuation Services	20-Sep-22	21-Sep-22	65,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3912097	MEDICAL AIR PTY LTD	Medical Evacuation Services	30-Aug-22	31-Aug-22	65,000.00	Non-Consultancy	not applicable	Open	~TER-IOT-CI	
CN3905417	MEDICAL AIR PTY LTD	Medical Evacuation Services	10-Aug-22	31-Aug-22	19,479.90	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3899088	MEDICAL AIR PTY LTD	Medical Evacuation Services	17-Jul-22	18-Jul-22	76,500.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3897696	MEDISERVE PTY LTD	Provision of Locum Nurses	13-Sep-22	11-Nov-22	51,134.92	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3894449	MEDISERVE PTY LTD	Provision of Locum Nurses	12-Jul-22	30-Sep-22	36,644.32	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3924396	MICHAEL MRDAK	Consultancy Services	27-Jul-22	26-Jan-23	52,394.00	Consultancy	Need for independent research or assessment	Limited tender	INFRA-ININ	
CN3890874	MICHAEL PAGE INTERNATIONAL (AUST) P	Contractor	11-Jul-22	30-Sep-22	62,200.00	Non-Consultancy	not applicable	Open	TRANSPORT-DAR	
CN3945911	MICHAEL PAGE INTERNATIONAL (AUST) P MICHAEL PAGE	Contractor	21-Feb-23	18-Aug-23	107,000.00	Non-Consultancy	not applicable	Open	INFRA-ININ	
CN3924320	MICHAEL PAGE INTERNATIONAL (AUST) P MICHAEL PAGE	Contractor	13-Oct-22	12-Jan-23	33,069.00	Non-Consultancy	not applicable	Open	TRANSPORT-IATS	
CN3899082	MICRO FOCUS AUSTRALIA PTY LTD	Software Licence	1-Jul-22	31-Aug-22	21,780.00	Consultancy	Need for specialised or professional skills	Limited tender	COO-PGPC	
CN3945915	MIKE PIELOOR AND ASSOCIATES CONSULT	Staff Training	13-Feb-23	30-Jun-23	33,972.00	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3890865	MINDAVATION PTY LIMITED	Contractor	1-Jul-22	30-Jun-23	425,000.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3936363	MINGARA AUSTRALASIA PTY LTD	Cell Broadcast Expert NMS	1-Jan-23	31-Dec-23	120,000.00	Consultancy	Need for specialised or professional skills	Limited tender	COMMS-CMI	
CN3929051	MINTER ELLISON	Legal Services 2022-2023	23-Nov-22	30-Jun-23	50,000.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3948657	MJK ENTERPRISES NSW PTY LTD T/A KICO PLAYGROUND INSPECTION SERV	Site Inspections	13-Feb-23	31-Mar-23	19,500.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3950146	MM ELECTRICAL & DATA SUPPLIES	Electrical Equipment	27-Feb-23	14-Apr-23	57,300.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3950145	MM ELECTRICAL & DATA SUPPLIES	Electrical Equipment	27-Feb-23	31-Mar-23	65,250.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3924308	MM ELECTRICAL & DATA SUPPLIES	Electrical Equipment	9-Nov-22	30-May-23	32,941.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3924307	MM ELECTRICAL & DATA SUPPLIES	Generator Repairs and Maintenance	21-Oct-22	30-Jun-23	63,330.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3915099	MM ELECTRICAL & DATA SUPPLIES	Electrical Supplies	8-Sep-22	31-Mar-23	64,862.50	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3912099	MM ELECTRICAL & DATA SUPPLIES	Electrical Supplies	30-Aug-22	31-Mar-23	35,975.00	Non-Consultancy	not applicable	Limited	REGTER-TER	

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CN3912098	MM ELECTRICAL & DATA SUPPLIES	Electrical Supplies	30-Aug-22	31-Mar-23	35,975.00	Non-Consultancy	not applicable	Limited	REGTER-TER	s22(1)(a)(ii)
CN3899077	MOCK COURT INTERNATIONAL	Staff Training	25-Jul-22	19-Dec-22	14,300.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3890880	MODIS CONSULTING PTY LTD	Contractor	1-Jul-22	30-Jun-23	438,663.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3890866	MODIS CONSULTING PTY LTD	Software Development	1-Jul-22	30-Jun-23	3,604,480.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3890867	MODIS CONSULTING PTY LTD	Contractor	1-Jul-22	30-Jun-23	421,204.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3932586	MONASH UNIVERSITY	Qualitative Research	22-Nov-22	31-May-23	135,786.20	Non-Consultancy	not applicable	Open	COMMS-OSMP	
CN3927565	MRJ CONTRACT SERVICES	Property Repairs & Maintenance	7-Nov-22	24-Mar-23	83,334.30	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3918938	NEPTUNE PACIFIC AGENCY (SYD)	Seafreight Conveyancing Services	1-Oct-22	28-Feb-23	1,275,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3942511	NGAMURU ADVISORYPTY LTD	Workshop Facilitation	9-Jan-23	31-Mar-23	35,695.00	Consultancy	Need for specialised or professional skills	Open tender	TRANSPORT-IATS	
CN3924324	NICHOLLS.MMC PTY LIMITED ATF NICHOLLS.MMC TRUST	Mediation services	11-Oct-22	9-Dec-22	60,000.00	Non-Consultancy	not applicable	Limited	COMMS-CMI	
CN3924398	NICOLE LOCKWOOD LOCKWOOD ADVISORY	Consultancy Services	27-Jul-22	26-Jan-23	52,394.00	Consultancy	Need for independent research or assessment	Limited tender	INFRA-ININ	
CN3908767	NIDA NAT INST DRAMATIC ART	Staff Training	8-Sep-22	30-Jun-23	16,720.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3907501	NIGAS PTY LTD	High Temperature Incinerator	22-Jul-22	22-Dec-22	261,550.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3936364	NOBLE WORDS	Publicity Services	11-Nov-22	31-Jan-23	13,000.00	Non-Consultancy	not applicable	Limited	CEA-CE	
CN3950162	NOETIC SOLUTIONS PTY LTD	Internet Governance Systems Mapping	27-Feb-23	30-Jun-23	74,979.00	Consultancy	Need for specialised or professional skills	Open tender	COMMS-CSC	
CN3935749	NORFOLK ISLAND MECHANICAL	Property Maintenance Equipment	8-Dec-22	30-Jun-23	41,050.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3920626	NORFOLK ISLAND MECHANICAL	Property Maintenance Equipment	6-Oct-22	31-Mar-23	117,650.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3919886	NORFOLK ISLAND MECHANICAL	Liquid Transport Trailer	6-Oct-22	20-Jun-23	22,140.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3915098	Northern Refueling Maintenance Pty	Motor Vehicle Repairs and Maintenance	9-Sep-22	30-Dec-22	28,288.52	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3905407	NORTHERN TERRITORY AIR SERVICES PTY	Remote Air Subsidy Scheme - Region 10	1-Sep-22	31-Aug-24	906,820.00	Non-Consultancy	not applicable	Open	TRANSPORT-DAR	
CN3948668	NOVA SYSTEMS PTY LTD	Technical Advice Services	3-Feb-23	30-Jun-23	100,000.00	Consultancy	Need for specialised or professional skills	Open tender	COMMS-CSC	
CN3894448	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	26-Jul-22	28-Oct-22	98,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3894447	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	12-Jul-22	30-Sep-22	50,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3890870	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	1-Jul-22	30-Aug-22	65,705.60	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3890871	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	12-Aug-22	14-Oct-22	73,154.96	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3885515	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	9-Aug-22	2-Dec-22	109,600.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3944400	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Provision of Agency Nurse	1-Feb-23	30-Jun-23	43,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3944399	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Provision of Agency Nurse	1-Feb-23	30-Jun-23	73,700.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3943944	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Provision of Agency Nurse	25-Jan-23	30-Jun-23	107,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3942487	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Agency Nurse for IOTH5	20-Jan-23	30-Jun-23	71,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3939145	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Provision of Locum Nurses	27-Dec-22	21-Feb-23	68,500.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3920623	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Provision of Locum Nurses	28-Oct-22	27-Dec-22	56,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3915093	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Provision of Locum Nurses	27-Sep-22	8-Nov-22	33,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3915092	NURSE AT CALL .COM PTY LTD BEJAMIN SUTER	Provision of Locum Nurses	6-Dec-22	13-Feb-23	78,500.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3889961	OAG AVIATION WORLDWIDE PTE LTD	Dataset Subscription	1-Jul-22	30-Jun-23	17,067.48	Non-Consultancy	not applicable	Limited	COO-DAP-BB	
CN3927575	OFFICE PARTNERS INTERNATIONAL PTY LTD	Office Equipment	9-Nov-22	31-Dec-22	30,910.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3918942	Omaha IT Services Pty Ltd	Contractor Services	5-Oct-22	5-Oct-23	346,368.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3899083	ONNEER PTY LTD	Geospatial Independent Review	15-Jul-22	1-Feb-23	59,224.00	Consultancy	Need for specialised or professional skills	Open tender	COO-DAP-BB	
CN3920629	ONPOINT365	Contractor	19-Oct-22	30-Jun-23	100,000.00	Non-Consultancy	not applicable	Open	INFRA-MTIP	
CN3916363	ONPOINT365	Contractor	31-Oct-22	30-Jun-23	609,408.13	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3929045	OPTUS BILLING SERVICES PTY LTD	VOIP Soft Phone Licenses	18-Nov-22	17-Nov-23	54,362.75	Non-Consultancy	not applicable	Limited	COO-IT	
CN3924322	ORIMA RESEARCH	Research Evaluation Services	10-Oct-22	30-Jun-23	89,600.00	Non-Consultancy	not applicable	Open	COMMS-CMI	
CN3942504	OXIDE INTERACTIVE	Web Development	12-Jan-23	12-Jul-23	79,500.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3905420	OXIDE INTERACTIVE	Website Development	28-Jul-22	29-Jul-23	338,712.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3905425	PEOPLEBANK AUSTRALIA LTD	Contractor	15-Aug-22	15-May-23	291,482.40	Non-Consultancy	not applicable	Open	COO-IT	
CN3897697	PEOPLEBANK AUSTRALIA LTD	Contractor	15-Jul-22	30-Jun-23	480,128.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3912091	PEPWORLDWIDE PTY LTD	Staff Development	1-Sep-22	31-Dec-23	10,324.60	Non-Consultancy	not applicable	Open	REGTER-RDLG	
CN3897703	PEPWORLDWIDE PTY LTD	Staff Development	14-Jul-22	30-Jun-23	10,325.00	Non-Consultancy	not applicable	Limited	INFRA-RVS	
CN3932571	PHARM CONSULT PTY LTD	Pharmaceutical Services Review	1-Jan-23	31-Mar-23	35,700.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3924390	PHOENIX MANAGEMENT SERVICES PTY LTD	SAP Support Services 2022-2023	1-Nov-22	30-Jun-23	132,000.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3888048	PHYSIOTHERAPY POSTURE & PILATES PTY	Allied Health Services	1-Jul-22	30-Jun-23	124,800.00	Non-Consultancy	not applicable	Open	REGTER-TER	

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CN3939150	PIPELINE TALENT PTY LTD	Recruitment consultancy	19-Dec-22	19-Dec-23	22,000.00	Consultancy	Need for specialised or professional skills	Limited tender	COO-DAP-SEPP	s22(1)(a)(ii)
CN3939140	PLANNING ASSIST	KAVHA Sewer Stage 2 and 3	12-Dec-22	30-Jun-24	250,470.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3935745	PLATINUM BIOMEDICAL PTY LTD TRADING AS ASPIRE MEDICAL PERTH	Medical Equipment Repairs and Maintenance	1-Jan-23	30-Jun-24	43,855.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3931160	PLATINUM FLOW PLUMBING SOLUTIONS	Drainage Improvement and Installation	27-Oct-22	30-Nov-22	33,385.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3915103	Premier Catering and Events	Catering	28-Sep-22	28-Sep-22	57,000.00	Non-Consultancy	not applicable	Limited	COMMS-CSC	
CN3912095	PRESCRIPT RECRUITMENT PTY LTD	Provision of Locum Doctors	1-Sep-22	10-Sep-22	18,565.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3905410	PRESCRIPT RECRUITMENT PTY LTD	Provision of Locum Doctors	12-Aug-22	30-Aug-22	34,130.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3939138	PRICEWATERHOUSECOOPERS CONSULTING	WSI Faciities Business Case	22-Dec-22	29-Sep-23	1,723,346.00	Consultancy	Need for specialised or professional skills	Open tender	INFRA-MTIP	
CN3931166	PRICEWATERHOUSECOOPERS CONSULTING	Data Analytics	14-Nov-22	23-Dec-22	170,000.00	Consultancy	Need for specialised or professional skills	Open tender	TRANSPORT-STEP	
CN3951717	PRICEWATERHOUSECOOPERS CONSULTING	Corporate Strategic Design Program	9-Mar-23	31-Aug-23	1,224,417.00	Non-Consultancy	not applicable	Open	COO-FAB	
CN3951721	PRICEWATERHOUSECOOPERS INDIGENOUS CONSULTING PTY LTD	Workshop Facilitator	28-Sep-22	18-Oct-22	31,295.00	Non-Consultancy	not applicable	Open	REGTER-PP	
CN3902307	PROSCI PTY LTD	Staff Training	5-Aug-22	30-Jun-23	48,099.00	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3944407	PROSCI PTY LTD	Staff Training	17-Mar-23	31-Dec-23	31,500.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3920631	PROTIVITI PTY LTD	Internal Audit Services 2022-23	6-Oct-22	30-Jun-23	188,000.00	Consultancy	Need for independent research or assessment	Open tender	COO-PGPC	
CN3905423	PROTIVITI PTY LTD	Grant Governance Review	9-Aug-22	16-Sep-22	63,318.75	Consultancy	Need for independent research or assessment	Open tender	COO-PGPC	
CN3905424	PROTIVITI PTY LTD	Manual Processing of EFT Review	9-Aug-22	28-Oct-22	52,035.50	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3924389	PUBLIC AFFAIRS NETWORK PTY LTD	Stakeholder Engagement	28-Oct-22	16-Nov-22	11,550.00	Consultancy	Need for specialised or professional skills	Limited tender	TRANSPORT-STEP	
CN3951720	PUBLIC AFFAIRS NETWORK PTY LTD	Conference Facilitator	6-Mar-23	30-Apr-23	54,000.00	Non-Consultancy	not applicable	Limited	TRANSPORT-DAR	
CN3924311	PURCELL ASIA PACIFIC LIMITED	Property Repairs and Maintenance	17-Oct-22	30-Jun-25	115,003.55	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3942498	PwC - Global Entertainment and Medi	Media Outlook Services	16-Jan-23	16-Jan-24	26,500.00	Non-Consultancy	not applicable	Limited	COMMS-OSMP	
CN3932573	QANTAS AIRWAYS LIMITED	Flight Simulator Data	4-Nov-22	28-Nov-22	119,350.00	Non-Consultancy	not applicable	Limited	TRANSPORT-IATS	
CN3927567	RAINDALE HOLDINGS T/A GLOBAL TESTING SERVICES	Electricity Network Repairs and Maintenance	14-Oct-22	30-Jun-23	66,514.80	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3936365	RANDSTAD PTY LTD	Contractor	16-Jan-23	14-Jul-23	160,000.00	Non-Consultancy	not applicable	Open	INFRA-ININ	
CN3929061	RANDSTAD PTY LTD	Placement Fee	17-Aug-22	17-Aug-22	14,109.48	Non-Consultancy	not applicable	Open	INFRA-ININ	
CN3924405	RANDSTAD PTY LTD	Contractor	31-Oct-22	30-Apr-24	532,265.63	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3918944	RANDSTAD PTY LTD	Placement Fee	28-Sep-22	28-Sep-22	14,109.48	Non-Consultancy	not applicable	Open	COMMS-CSC	
CN3918948	RANDSTAD PTY LTD	Contractor	10-Oct-22	10-Oct-23	214,016.00	Non-Consultancy	not applicable	Open	TRANSPORT-STEP	
CN3916362	RANDSTAD PTY LTD	Contractor	17-Oct-22	28-Apr-23	194,000.00	Non-Consultancy	not applicable	Open	INFRA-ININ	
CN3915120	RANDSTAD PTY LTD	Contractor	8-Sep-22	3-Mar-23	144,000.00	Non-Consultancy	not applicable	Open	INFRA-ININ	
CN3912119	RANDSTAD PTY LTD	Recruitment Services	22-Aug-22	7-Oct-22	17,482.30	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3908958	RANDSTAD PTY LTD	Contractor	31-Aug-22	1-Sep-23	190,000.00	Non-Consultancy	not applicable	Open	INFRA-ININ	
CN3905414	RANDSTAD PTY LTD	Contractor	22-Aug-22	18-Aug-23	289,500.00	Non-Consultancy	not applicable	Open	INFRA-MTIP	
CN3899092	RANDSTAD PTY LTD	Contractor	25-Jul-22	23-Jan-23	103,263.00	Non-Consultancy	not applicable	Open	COMMS-CSC	
CN3892548	REASON GROUP PTY LTD	Program Support	1-Jul-22	30-Jun-23	258,500.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3950153	RECOVERIES CORPORATION PTY LTD	Debt recovery Services	30-Jan-23	31-Aug-24	30,000.00	Non-Consultancy	not applicable	Open	COO-FAB	
CN3899079	REGIONAL AUSTRALIA INSTITUTE LTD	Conference Attendance	13-Sep-22	14-Sep-22	12,100.00	Non-Consultancy	not applicable	Limited	REGTER-RDLG	
CN3894439	RICHARD NEIL MORGAN	Provision of Locum Doctors	2-Aug-22	19-Aug-22	30,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3897707	RICHARD WEATE	Provision of Locum Doctors	19-Jul-22	5-Aug-22	33,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3894452	RICOH AUSTRALIA PTY LTD	Major Office Machines	8-Jul-22	6-Jul-25	1,893,200.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3912100	RIDER LEVETT BUCKNALL ACT PTY LTD TA RIDER HUNT	Independent Costing Review	31-Aug-22	30-Jun-23	47,432.00	Consultancy	Need for specialised or professional skills	Open tender	REGTER-TER	
CN3939141	RISK MANAGEMENT TECHNOLOGIES	Licensing Fee	2-Feb-23	2-Feb-24	12,560.00	Non-Consultancy	not applicable	Limited	~TER-IOT-CI	
CN3920625	ROD TWITCHIN MARINE PTY LTD	Compliance Monitoring and Reporting	28-Sep-22	28-Jun-24	21,360.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3903439	ROTHSCHILD & CO AUSTRALIA LIMITED	Corporate Plan Review	29-Jul-22	30-Sep-22	600,000.00	Consultancy	Need for independent research or assessment	Open tender	COMMS-CMI	
CN3907505	ROYAL FLYING DOCTOR SERVICE OF AUST	Medical Evacuation Services	21-Jul-22	22-Jul-22	65,153.25	Non-Consultancy	not applicable	Open	~TER-IOT-CI	
CN3899086	ROYAL FLYING DOCTOR SERVICE OF AUST	Medical Evacuation Services	9-Jul-22	10-Jul-22	36,240.10	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3899087	ROYAL FLYING DOCTOR SERVICE OF AUST	Medical Evacuation Services	9-Jul-22	10-Jul-22	36,240.10	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3899085	ROYAL FLYING DOCTOR SERVICE OF AUST	Medical Evacuation Services	8-Jul-22	9-Jul-22	59,352.00	Non-Consultancy	not applicable	Open	REGTER-TER	

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CN3954256	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	11-Feb-23	12-Feb-23	57,705.39	Non-Consultancy	not applicable	Open	REGTER-TER	s22(1)(a)(ii)
CN3954255	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	1-Mar-23	2-Mar-23	72,601.11	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3942488	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	27-Dec-22	28-Dec-22	72,601.11	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3942489	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Emergency Medical Evacuation Services	24-Dec-22	25-Dec-22	61,429.32	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3924383	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Medical Evacuation Services	17-Oct-22	18-Oct-22	61,429.32	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3918811	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Medical Evacuation Services	19-Aug-22	20-Aug-22	72,601.11	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3918674	ROYAL FLYING DOCTOR SERVICE OF AUST (WESTERN OPERATIONS)	Medical Evacuation Services	19-Aug-22	20-Aug-22	70,750.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3932582	ROYAL MELBOURNE INSTITUTE OF TECHNO	Report on Telecommunication Technology	21-Nov-22	16-Jan-23	10,000.00	Non-Consultancy	not applicable	Limited	COMMS-CSC	
CN3943942	RP DATA PTY LIMITED	Dataset Creation	30-Jan-23	30-Jan-23	41,937.50	Non-Consultancy	not applicable	Limited	TRANSPORT-IATS	
CN3954266	RPM Solutions PTY LTD	IT Services	1-Mar-23	31-Mar-23	33,550.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3918594	RPS Advisory Services Pty Ltd	Stakeholder Engagement	15-Aug-22	4-Nov-22	147,219.60	Non-Consultancy	not applicable	Open	TRANSPORT-STEP	
CN3936367	RUBIK3 INDIGENOUS PTY LTD	Contractor	1-Jan-23	31-Dec-23	368,350.56	Non-Consultancy	not applicable	Limited	COO-IT	
CN3941901	SAGE ENVIRONMENTAL SERVICES PTY LTD	Independent Environmental Auditors	12-Dec-22	12-Dec-23	163,867.00	Consultancy	Need for independent research or assessment	Limited tender	TRANSPORT-DAR	
CN3919882	SALT MEDICAL RECRUITMENT PTY LTD	Provision of Locum Doctors	7-Oct-22	30-Dec-22	30,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3902297	SALT MEDICAL RECRUITMENT PTY LTD	Provision of Locum Doctors	30-Aug-22	30-Sep-22	52,575.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3894440	SCIENTELL PTY LTD	NWGA Science Program Annual Report	5-Jul-22	31-Dec-22	28,950.00	Non-Consultancy	not applicable	Limited	WATER-NWGA	
CN3929035	SCIENTIFIC TECHNICAL SERVICES (AUSTRALIA) PTY LTD	Medical Equipment Maintenance	28-Nov-22	30-Jun-25	57,225.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3920632	SENTENTIA CONSULTING PTY LTD	Internal Audit Services 2022-23	6-Oct-22	30-Jun-23	138,000.00	Consultancy	Need for independent research or assessment	Open tender	COO-PGPC	
CN3905416	SGS ECONOMICS AND PLANNING	Program Evaluation and Review	26-Jul-22	30-Sep-22	183,604.00	Consultancy	Need for specialised or professional skills	Open tender	REGTER-RDLG	
CN3944397	SHIMADZU MEDICAL SYSTEMS (OCEANIA)	Medical Imaging Equipment	3-Feb-23	30-Jun-23	266,141.12	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3951709	SHIRE OF CHRISTMAS ISLAND	Fisheries management services	3-Mar-23	3-Mar-24	418,944.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3924306	SHIRE OF CHRISTMAS ISLAND	Roadside Maintenance	21-Oct-22	15-Nov-22	58,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3915090	SHIRE OF CHRISTMAS ISLAND	Road Funding 2022-2023	15-Sep-22	30-Jun-23	600,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3924387	SMEC AUSTRALIA PTY LTD	Surveyancing	21-Oct-22	11-Dec-22	74,250.00	Consultancy	Need for specialised or professional skills	Limited tender	TRANSPORT-IATS	
CN3947213	SOUTHSIDE MITSUBISHI	Motor Vehicles	25-Jan-23	30-Jun-23	499,840.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3954270	SPARKE HELMORE LAWYERS	Probity Advisory Services	24-Feb-23	30-Jun-24	51,575.00	Consultancy	Need for independent research or assessment	Open tender	COMMS-CSC	
CN3948663	SPARKE HELMORE LAWYERS	External Probity Advisor	28-Feb-23	22-Dec-23	55,777.50	Consultancy	Need for independent research or assessment	Open tender	COMMS-CSC	
CN3954265	SPARKE HELMORE LAWYERS	Legal Services 2022-2023	27-Mar-23	30-Jun-23	155,708.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3929050	SPARKE HELMORE LAWYERS	Legal Services 2022-2023	23-Nov-22	30-Jun-23	150,000.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3918951	SPARKE HELMORE LAWYERS	Legal Services 2022-2023	13-Sep-22	30-Jun-23	11,000.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3918947	SPARKE HELMORE LAWYERS	Legal Services 2022-2023	1-Oct-22	30-Jun-23	281,204.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3939144	ST JOHN AMBULANCE AUSTRALIA WESTERN AUST) INC	First Aid Equipmment	22-Dec-22	31-Jan-23	12,507.20	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3919883	ST JOHN AMBULANCE AUSTRALIA WESTERN AUST) INC	Paramedic Support and Training	6-Oct-22	30-Jun-23	65,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3890856	STANFIELD RE PTY LTD	Property Management Services	1-Jul-22	30-Jun-23	30,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3905427	STARTECH IT CONSULTING PTY LTD	Contractor	15-Aug-22	15-May-23	264,105.60	Non-Consultancy	not applicable	Open	COO-IT	
CN3924310	STATEWIDE OIL DISTRIBUTOR	Generator Consumables	20-Oct-22	30-Dec-22	25,529.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3907508	STRATEGIC REFORM PTY LTD	Corporate Reporting System Review	18-Aug-22	31-Dec-22	75,000.00	Consultancy	Need for specialised or professional skills	Open tender	COO-DAP-Executive	
CN3889973	STRATEGIC REFORM PTY LTD	Data Services	1-Jul-22	30-Jun-23	655,820.00	Consultancy	Need for specialised or professional skills	Open tender	COO-DAP-BB	
CN3903428	STUTCH DATA SERVICES PTY LTD	Data Storage Cartridges	7-Jul-22	30-Jun-23	21,491.80	Non-Consultancy	not applicable	Limited	COO-IT	
CN3889960	SUMAC CONSULTING PTY LTD	Contractor	1-Jul-22	30-Jun-23	228,832.00	Non-Consultancy	not applicable	Limited	REGTER-TER	

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2022-23 (to 31 March 2023)	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3934039	SUNDRIVE ENTERPRISES PTY LTD	Locum Director of Public Health and Medicine	30-Dec-22	30-Jun-24	1,044,600.00	Non-Consultancy	not applicable	Limited	REGTER-TER	s22(1)(a)(ii)
CN3890859	SUNDRIVE ENTERPRISES PTY LTD	Provision of Locum Doctors	5-Jul-22	30-Sep-22	198,600.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3931167	Swift Digital	Marketing Automation Platform	5-Nov-22	4-Nov-23	11,550.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3944408	SYNERGY GROUP AUSTRALIA LTD	System Security Assurance	30-Jan-23	29-Apr-23	50,600.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3944401	SYNERGY GROUP AUSTRALIA LTD	External Probity Advisor	3-Jan-23	30-Jun-23	39,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3920627	TALENT INTERNATIONAL HOLDINGS	Contractor	24-Oct-22	30-Jun-23	397,229.00	Non-Consultancy	not applicable	Open	TRANSPORT-DAR	
CN3894436	TALKFORCE MEDIA	Staff Training	21-Jul-22	30-Jun-23	33,000.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3947220	Tangentyere Council Aboriginal Corporation	Work of Art	16-Nov-22	31-Dec-23	38,500.00	Non-Consultancy	not applicable	Limited	CEA-OFTA	
CN3954260	TCG DEVELOPMENTS PTY LTD	Purchase of Biodiversity Credits	17-Feb-23	16-Mar-23	1,670,625.00	Non-Consultancy	not applicable	Limited	TRANSPORT-IATS	
CN3935747	TECHSAFE AUSTRALIA PTY LTD	Electrical Inspection Services	5-Dec-22	30-Jun-23	150,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3954263	TELUS HEALTH SMG HEALTH PTY LTD	Influenza Vaccinations and Health checks	6-Mar-23	5-Jun-23	75,000.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3915087	THE AUSTRALIAN COUNCIL ON HEALTHCAR	Professional Accreditation	16-Sep-22	30-Jun-23	12,051.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3924400	THE CITADEL GROUP LIMITED	Business Management Services	17-Oct-22	16-Oct-23	277,860.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3927577	THE HATCHERY (HUB) PTY LTD	Staff Training	14-Feb-23	15-Feb-23	14,248.08	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3927572	THE HATCHERY (HUB) PTY LTD	Staff Development	16-Nov-22	30-Jun-23	88,000.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3907497	THE HATCHERY (HUB) PTY LTD	Staff Training	31-Aug-22	30-Jun-23	22,000.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3940662	THE ITSM HUB PTY LTD	ICT Services	16-Jan-23	16-May-23	373,956.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3915109	THE ITSM HUB PTY LTD	Documentation Development Services	9-Sep-22	12-Dec-22	235,400.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3932572	THE KARRAN FAMILY TRUST NARRAK EM SOLUTIONS PTY LTD	Emergency Response Plan Update	30-Nov-22	31-Mar-23	42,130.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3899081	THE MARTINEZ HWL PRACTICE TRUST & T	Legal Services 2021-2022	19-Jul-22	30-Sep-22	12,415.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3897702	THE MARTINEZ HWL PRACTICE TRUST & T	Legal Services 2021-22	11-Jul-22	30-Jun-23	82,500.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3935750	THE MARTINEZ HWL PRACTICE TRUST & T HWL EBSWORTH LAWYERS	Probity Advisor	19-Dec-22	30-Nov-23	19,900.00	Consultancy	Need for independent research or assessment	Open tender	COO-PGPC	
CN3929054	THE MARTINEZ HWL PRACTICE TRUST & T HWL EBSWORTH LAWYERS	Legal Services 2022-2023	23-Nov-22	30-Jun-23	200,000.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3918940	THE MARTINEZ HWL PRACTICE TRUST & T HWL EBSWORTH LAWYERS	Legal Services 2022-2023	4-Oct-22	31-Dec-22	14,200.00	Non-Consultancy	not applicable	Open	COO-Legal	
CN3934061	THE RECRUITMENT HIVE PTY LTD	Contractor	31-Oct-22	31-Mar-23	50,820.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3943953	THE SOCIAL DECK PTY LTD	Provision of Statutory Review	19-Jan-23	31-May-23	160,850.00	Non-Consultancy	not applicable	Open	TRANSPORT-STEP	
CN3952568	THE SOCIAL RESEARCH CENTRE	Program Evaluation Services	14-Mar-23	31-Aug-23	136,312.00	Consultancy	Need for independent research or assessment	Open tender	COMMS-OSMP	
CN3939161	THE SOCIAL RESEARCH CENTRE	Online Safety Issues Survey	21-Dec-22	14-Jun-23	199,460.83	Non-Consultancy	not applicable	Open	COMMS-OSMP	
CN3942500	THE TRUSTEE FOR CONSTECH UNIT TRUST CTDS AUSTRALIA PTY LTD	ICT Professional Technical Services	19-Jan-23	18-Apr-23	23,320.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3884443	THE TRUSTEE FOR EXETER FAMILY TRUST	Contractor	1-Jul-22	30-Jun-23	79,200.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3954262	THE TRUSTEE FOR OFFICE PROJECT SERV OPERATING TRUST T/A MRB COMMUNICATI	IT Services	24-Mar-23	23-Sep-23	56,885.40	Non-Consultancy	not applicable	Open	COO-IT	
CN3927580	The Trustee for Resilient Results T/a Reselient Results Pty Ltd	Business Continuity Planning Services	7-Nov-22	31-Mar-23	20,000.00	Consultancy	Skills currently unavailable within agency	Open tender	COO-PGPC	
CN3897695	THERAPY FOCUS LTD	Allied Health Services	19-Jul-22	30-Sep-22	107,157.05	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3912102	THERAPY FOCUS LTD RUTH LEE	Allied Health Services	7-Feb-23	31-Mar-23	142,768.70	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3912103	THERAPY FOCUS LTD RUTH LEE	Allied Health Services	25-Oct-22	31-Dec-22	144,968.70	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3950150	THINK HQ PTY LTD	Communications Support	17-Feb-23	31-May-23	195,665.25	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3907826	THUNDERSTONE ABORIGINAL CULTURAL	Indigenous Language and Cultural Awareness	25-Aug-22	30-Jun-23	22,220.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3924385	TO70 AVIATION (AUSTRALIA) PTY LTD	Interactive Modelling Software	23-Sep-22	31-Dec-27	747,898.80	Consultancy	Need for specialised or professional skills	Open tender	Executive	
CN3926159	TORQUE SOFTWARE PTY LTD	Software Licences	1-Nov-22	31-Oct-25	204,227.10	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3950169	TSA MANAGEMENT (ACT) PTY LTD	Property Management Services	27-Jan-23	30-Jun-27	3,472,646.10	Consultancy	Need for specialised or professional skills	Open tender	COO-PGPC	
CN3954261	TWIN CREEKS HOLDINGS (AUSTRALIA) LI	Purchase of Biodiversity Credits	17-Feb-23	16-Mar-23	1,670,625.00	Non-Consultancy	not applicable	Limited	TRANSPORT-IATS	
CN3915096	TYCO AUSTRALIA PTY LIMITED T/A WORMALD	Emergency Systems Maintenance	12-Sep-22	16-Dec-22	24,245.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3920624	UNITED EQUIPMENT PTY LTD	Compliance and Safety Inspections	11-Oct-22	11-Dec-22	17,179.03	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3951714	Universal McCann	Recruitment Advertising	10-Mar-23	30-Apr-23	79,666.55	Non-Consultancy	not applicable	Open	COMMS-CSC	
CN3915107	Universal McCann	Recruitment Advertising	12-Sep-22	30-Dec-22	11,025.65	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3912116	Universal McCann	Recruitment Advertising	31-Aug-22	15-Sep-22	46,248.37	Non-Consultancy	not applicable	Open	COMMS-OSMP	

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CN3943950	UNIVERSITY OF CANBERRA	Staff Training	1-Feb-23	17-Jan-24	81,477.00	Non-Consultancy	not applicable	Open	COO-PGPC	s22(1)(a)(ii)
CN3942508	UNIVERSITY OF CANBERRA	2023 University of Canberra Graduate Certificates	6-Feb-23	15-Dec-23	718,869.00	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3950156	VENTIA PROPERTY PTY LTD	Office Fitout	6-Mar-23	30-Jun-23	336,120.40	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3924395	VENTIA PROPERTY PTY LTD	Project Management	20-Oct-22	1-Jan-23	213,490.20	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3907824	VENTIA PROPERTY PTY LTD	Office Fitout	11-Aug-22	30-Jun-23	876,030.10	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3902309	VENTIA PROPERTY PTY LTD	Office Fitout	27-Jul-22	30-Jun-23	891,821.70	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3894457	Ventia Property Pty Ltd	Property Management Services	1-Jul-22	30-Jun-23	677,830.92	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3894456	Ventia Property Pty Ltd	Property Management Services	1-Jul-22	30-Jun-23	82,788.00	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3894445	Ventia Property Pty Ltd	Property Services Management Fees	1-Jul-22	30-Jun-24	1,858,428.00	Non-Consultancy	not applicable	Open	COO-PGPC	
CN3894438	VMWARE AUSTRALIA PTY LTD	IT Services	6-Jul-22	5-Jul-23	297,940.50	Non-Consultancy	not applicable	Limited	COO-IT	
CN3942499	VN GLOBAL GROUP PTY LTD	Norfolk Island Residential property	6-Feb-23	5-Aug-24	53,300.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3903432	VOIP PTY LTD	Desktop Phones	8-Aug-22	7-Aug-23	17,652.99	Non-Consultancy	not applicable	Limited	COO-IT	
CN3952564	WA CALIBRTATIONS PTY LTD	Medical Refrigeration Calibration	30-Mar-23	30-Jun-25	63,460.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3950147	WA COUNTRY HEALTH SERVICE	Medical Equipment Maintenance	27-Feb-23	30-Jun-25	184,989.28	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3907827	WA DEPARTMENT OF HEALTH	Medical Services	23-Aug-22	30-Jun-25	282,792.60	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3954258	WARTSILA AUSTRALIA PTY LTD	Provision of Service Engineer for Electrical & Instrumentation Training	27-Mar-23	28-Apr-23	30,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3950144	WARTSILA AUSTRALIA PTY LTD	Plant Repairs and Maintenance	6-Mar-23	30-Jun-23	118,854.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3936361	WARTSILA AUSTRALIA PTY LTD	Equipment Maintenance	20-Dec-22	30-Jun-23	182,348.79	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3936360	WARTSILA AUSTRALIA PTY LTD	Equipment Manintenance	20-Dec-22	30-Jun-23	123,757.20	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3935748	WARTSILA AUSTRALIA PTY LTD	Generator Repairs and Maintenance	8-Dec-22	30-Jun-23	48,891.85	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3924309	WARTSILA AUSTRALIA PTY LTD	Generator Consumables	20-Oct-22	31-May-23	40,468.60	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3905411	WARTSILA AUSTRALIA PTY LTD	Air Compressor Replacement	11-Aug-22	30-Dec-22	45,933.25	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3902303	WARTSILA AUSTRALIA PTY LTD	Plant and Equipment Repairs and Maintenance	1-Aug-22	30-Dec-22	77,145.40	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3950152	WASTE ASSETS MANAGEMENT CORPORATION	Purchase of Biodiversity Credits	2-Feb-23	28-Feb-23	16,830.00	Non-Consultancy	not applicable	Limited	TRANSPORT-IATS	
CN3916359	WATSON ISLAND CARPENTRY & EXCAVATIN T/A The Watson Island Family Trust	Property Repairs and Maintenance	1-Oct-22	30-Jun-23	40,700.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3912092	WATSON ISLAND CARPENTRY & EXCAVATIN T/A The Watson Island Family Trust	Public Amenity Repairs and Maintenance	5-Sep-22	31-Dec-22	100,000.00	Non-Consultancy	not applicable	Open	REGTER-TER	
CN3948659	WATSON ISLAND CARPENTRY & EXCAVATIN T/A The Watson Island Family Trust	Facilities Maintenance	24-Mar-23	30-Jun-23	24,300.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3931170	WAYARANG PTY LTD	First Nations Design System	14-Nov-22	31-Mar-23	77,000.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3907496	WEST AIR INVESTMENTS PTY LTD	Remote Air Services Subsidy - Reg 2F	1-Sep-22	31-Aug-24	947,668.60	Non-Consultancy	not applicable	Open	TRANSPORT-IATS	
CN3918935	WEST COAST DENTAL	Dental Equipment Maintenance	10-Oct-22	30-Jun-25	72,000.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3939148	WHERE TO RESEARCH BASED CONSULTING P LTD	Program/Project Evaluation Services	3-Jan-23	29-Mar-24	349,690.00	Non-Consultancy	not applicable	Open	REGTER-RDLG	
CN3939149	WHON PTY LTD	Staff development	9-Jan-23	6-Feb-23	10,340.00	Non-Consultancy	not applicable	Limited	COMMS-CMI	
CN3939146	WHON PTY LTD	Membership for Executive Learning Group	9-Feb-23	9-Feb-24	11,440.00	Non-Consultancy	not applicable	Limited	INFRA-ININ	
CN3936366	WHON PTY LTD	Professional Development	5-Dec-22	31-Dec-22	10,340.00	Non-Consultancy	not applicable	Limited	REGTER-PP	
CN3934058	WHON PTY LTD	Staff Development	23-Nov-22	23-Nov-23	11,440.00	Non-Consultancy	not applicable	Limited	REGTER-PP	
CN3934049	WHON PTY LTD	Staff Development	1-Jan-23	1-Jan-24	10,340.00	Non-Consultancy	not applicable	Limited	TRANSPORT-IATS	
CN3924403	WHON PTY LTD	Staff Development	24-Nov-22	25-Nov-22	11,440.00	Non-Consultancy	not applicable	Limited	INFRA-ININ	
CN3924394	WHON PTY LTD	Staff Development	28-Oct-22	15-Dec-22	11,440.00	Non-Consultancy	not applicable	Limited	COMMS-CMI	
CN3918950	WHON PTY LTD	Staff Development	24-Nov-22	24-Nov-23	25,850.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3915102	WHON PTY LTD	Staff Development	24-Aug-22	24-Aug-22	11,440.00	Non-Consultancy	not applicable	Limited	INFRA-ININ	
CN3907858	WHON PTY LTD	Staff Development	1-Sep-22	31-Aug-23	22,880.00	Non-Consultancy	not applicable	Limited	COO-PGPC	
CN3894437	WHON PTY LTD	Staff Development	5-Jul-22	30-Jun-23	25,850.00	Non-Consultancy	not applicable	Limited	INFRA-RVS	
CN3929044	WILDBEAR ENTERTAINMENT PTY LTD	Creation of Video Content	15-Nov-22	31-Jan-23	35,221.60	Non-Consultancy	not applicable	Open	TRANSPORT-STEP	
CN3935754	Wings Education	Provision of Training to PNG Government Officials	15-Dec-22	30-Jun-23	110,000.00	Non-Consultancy	not applicable	Limited	TRANSPORT-IATS	
CN3939152	WISDOM LEARNING PTY LTD WISDOM LEARNING PTY LTD	Facilitation of planning day	22-Nov-22	21-Dec-22	15,750.00	Non-Consultancy	not applicable	Limited	REGTER-RDLG	
CN3945914	WORLD ROAD ASSOCIATION (PIARC) MONDIALE DE LA ROUTE	World Road Association Membership	8-Feb-23	31-Dec-23	42,000.00	Non-Consultancy	not applicable	Limited	TRANSPORT-STEP	
CN3951715	WSP AUSTRALIA PTY LIMITED	Software Implementation Advice	10-Mar-23	31-May-23	143,950.40	Consultancy	Need for specialised or professional skills	Open tender	TRANSPORT-STEP	

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CN3860832	WSP AUSTRALIA PTY LIMITED	Environmental Impact Assessment for Western Sydney Airport	21-Jul-22	31-Dec-26	11,895,653.00	Non-Consultancy	not applicable	Open	Executive	s22(1)(a)(ii)
CN3951712	WTP AUSTRALIA PTY LTD	Quantity Surveyor	7-Mar-23	30-Jun-23	11,000.00	Consultancy	Need for specialised or professional skills	Open tender	REGTER-TER	
CN3950163	XAMPLIFY SERVICES PTY LTD	Contractor	27-Feb-23	26-Feb-24	306,240.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3947216	XAMPLIFY SERVICES PTY LTD	ICT Services	20-Feb-23	19-Feb-24	875,000.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3924399	XAMPLIFY SERVICES PTY LTD	Contractor	24-Oct-22	30-Jun-23	77,000.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3924388	XAMPLIFY SERVICES PTY LTD	Contractor	14-Nov-22	13-Nov-23	359,040.00	Non-Consultancy	not applicable	Open	COO-IT	
CN3943943	Your Doctor Jobs Pty Ltd	Provision of Locum Doctors	27-Jan-23	2-Jun-23	73,379.50	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3905406	Your Doctor Jobs Pty Ltd	Provision of Locum Doctors	29-Sep-22	22-Oct-22	37,050.00	Non-Consultancy	not applicable	Limited	REGTER-TER	
CN3947210	YOUR HOBART CHEMIST TRADUBG AS ISLAND PHARMACY	Provision of Pharmaceutical Services	1-Feb-23	31-Dec-23	507,332.57	Non-Consultancy	not applicable	Limited	REGTER-TER	
2022-23 CONTRACTS TOTAL YTD (to 31 March 2023)*				705	\$ 156,918,301.80					

* data is accurate on AusTender as at 31 March 2023 and may be subject to change.

2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3824818	33 Creative Pty Limited	Online Safety Indigenous Communication Services	13-Oct-21	30-Jun-22	330,000.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	s22(1)(a)(ii)
CN3866855	360 ENTERTAINMENT PTY LIMITED	Software Development and Maintenance	6-Apr-22	6-Apr-25	75,000.00	Non-Consultancy	not a consultancy	Limited	COMMS-CSC	
CN3830281	360 ENVIRONMENTAL PTY LTD	Hazardous Materials Removal and Disposal	17-Nov-21	28-Jan-22	14,700.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3831741	ABD RAHIM, MOHMMAD S H	Provision of Locum Drs	22-Nov-21	29-Apr-22	166,930.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3799300	ACCESS CARE NETWORK AUSTRALIA PTY LTD	Remote Assessment Services to Aged Care	19-Jul-21	30-Jun-22	47,000.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3837685	AccessEAP	Employee Assistance Program	15-Dec-21	31-Dec-23	10,000.00	Non-Consultancy	not a consultancy	Limited	COMMS-OSMP	
CN3863845	ACIL ALLEN CONSULTING	Engineering Advice – Concept Assurance and Risk Identification	4-Apr-22	29-Apr-22	19,167.50	Consultancy	Need for independent research or assessment	Open	WATER-ONA	
CN3866865	ACIL ALLEN CONSULTING	Independent Analysis Services	4-Apr-22	31-Aug-22	123,145.00	Consultancy	Skills currently unavailable within agency	Open	COMMS-OSMP	
CN3797453	ACKER PTY LTD	Infrastructure Repairs and Maintenance	26-Jul-21	30-Sep-21	250,000.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-CI	
CN3830285	ACKER PTY LTD	Sea Freight	18-Nov-21	31-Mar-22	14,640.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3837706	ACKER PTY LTD	Infrastructure Repairs and Maintenance	16-Dec-21	30-Jun-22	17,790.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3839500	ACKER PTY LTD	Repairs and Maintenance	22-Dec-21	30-Jun-22	21,550.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3845029	ACKER PTY LTD	Sea Freight	14-Jan-22	30-Apr-22	18,550.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3845040	ACKER PTY LTD	Seawall Repairs	21-Jan-22	30-Jun-22	435,600.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3863812	ACKER PTY LTD	Electrical Infrastructure Repairs and Maintenance	1-Apr-22	22-Apr-22	83,500.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3875862	ACKER PTY LTD	Property Repairs and Maintenance	19-May-22	30-Jun-22	178,476.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3855064	ACOR MCE CONSULTANTS PTY LTD	Christmas Island Aviation Fuel Review	10-Mar-22	30-Jun-22	22,511.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3797463	ACTEWAGL Retail	WoAG (ACT) Electricity	1-Jul-21	30-Jun-24	608,631.00	Non-Consultancy	not a consultancy	Open	~CORP-Office Servs	
CN3839490	ADAM PEKOL CONSULTING PTY LTD	Dataset Subscription Services	20-Dec-21	31-Dec-21	24,200.00	Consultancy	Need for specialised or professional skills	Limited	COO-DAP-BITRE	
CN3812714	ADVISIAN PTY LTD	Engineering Services	28-Jul-21	27-Aug-21	27,770.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3710653	ADVISIAN PTY LTD FORMALLY EVANS & PECK PTY LTD	Kingston Pier Channel Stage One - Design	28-Mar-22	31-Dec-23	2,111,538.99	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3797452	AECOM AUSTRALIA PTY LTD	Project Management Services	12-Jul-21	30-Jun-22	100,000.00	Non-Consultancy	not a consultancy	Open	~ININ-IAB	
CN3797460	AECOM AUSTRALIA PTY LTD	Project Review Services	7-Jul-21	31-Jul-21	80,000.00	Non-Consultancy	not a consultancy	Open	~ININ-IAB	
CN3797461	AECOM AUSTRALIA PTY LTD	Project Review Services	12-Jul-21	6-Aug-21	80,000.00	Non-Consultancy	not a consultancy	Open	~ININ-IAB	
CN3827102	AECOM AUSTRALIA PTY LTD	Biodiversity Offset Delivery Plan	28-Oct-21	30-Jun-24	500,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-IATS	
CN3828648	AECOM AUSTRALIA PTY LTD	Program Assurance and Technical Services	11-Oct-21	10-Oct-24	3,609,633.18	Consultancy	Skills currently unavailable within agency	Open	INFRA-MTIP	
CN3858163	AECOM AUSTRALIA PTY LTD	Detailed Business Case	4-Mar-22	30-Jun-23	954,742.80	Consultancy	Need for specialised or professional skills	Open	REGTER-CTS	
CN3827078	AEQUALIS CONSULTING PTY LTD	Recruitment Services	4-Nov-21	30-Apr-22	50,000.00	Non-Consultancy	not a consultancy	Limited	INFRA-SPIDO	
CN3818516	AERISON PTY LTD	Supply of Aluminium Enclosure	30-Sep-21	31-Dec-21	15,380.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3870384	AERODROME MANAGEMENT SERVICE PTY LT	Remote Aerodrome Inspection Program	26-Apr-22	31-Oct-22	74,360.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3797428	AESTRA PTY LTD FORMERLY MAXWELL STRATEGIC CONSULTI	Technical Review and Implementation	7-Jul-21	30-Jun-23	2,678,369.00	Consultancy	Need for specialised or professional skills	Limited	~TER-IOT-Canberra	
CN3824823	AIRLINES OF TASMANIA PTY LTD	Remote Air Services Subsidy (RASS) Region 4	1-Dec-21	30-Nov-23	590,975.00	Non-Consultancy	not a consultancy	Open	~ARP-RegionlNetwrk	
CN3824054	Airnorth Regional Airlines	Domestic Aviation Network Support 6.0	1-Oct-21	31-Dec-21	2,988,585.60	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3828187	ALLIANCE POWER & DATA PTY LTD	Testing and Audit Services	8-Nov-21	31-Jan-22	65,690.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3867945	ALLIANCE POWER & DATA PTY LTD	Electrical Maintenance and Repairs	21-Apr-22	30-Jun-22	57,930.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3875846	AMALGAM PTY LTD	Valuation Services	12-May-22	30-Jun-22	79,200.00	Consultancy	Need for specialised or professional skills	Limited	COO-DAP-BITRE	
CN3867942	Ampere Analysis Limited	Data Subscription	23-Apr-22	1-Apr-23	240,000.00	Non-Consultancy	not a consultancy	Limited	COO-DAP-BCARR	
CN3818882	Analysys Mason Limited	Telecommunications Market Services	24-Sep-21	23-Sep-22	48,300.00	Non-Consultancy	not a consultancy	Limited	~COO-PSPC	
CN3799334	APPLIKA PTY LTD	Contractor	1-Jul-21	30-Jun-22	295,680.00	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3816137	ARA ELECTRICAL HIGH VOLTAGE SERVICE	Management of Electricity Network	17-Sep-21	30-Jun-24	825,000.00	Non-Consultancy	not a consultancy	Open	~TER-NI & JBT	
CN3863818	ARA ELECTRICAL HIGH VOLTAGE SERVICE	Electrical Infrastructure Repairs and Maintenance	28-Feb-22	30-Jun-22	682,508.20	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3888029	ARA ELECTRICAL HIGH VOLTAGE SERVICE	Electrical Equipment Maintenance	6-Jun-22	30-Jun-22	52,800.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3827087	ARJO AUSTRALIA PTY LTD	Medical Equipment Repairs and Maintenance	1-Nov-21	30-Nov-23	39,885.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3858134	ARJO AUSTRALIA PTY LTD	Medical Equipment	8-Mar-22	30-Jun-22	21,486.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3853156	ARRB GROUP LTD	Research and Analysis Services	21-Feb-22	17-May-22	163,363.31	Non-Consultancy	not a consultancy	Limited	TRANSPORT-STP	

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2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3808004	ARRPWERE PEOPLE PTY LTD	Contractor	17-Aug-21	30-Jun-23	538,648.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	s22(1)(a)(ii)
CN3889976	ARUP PTY LTD	Flying Fish Cove Building Works	1-Jan-22	30-Jun-23	1,423,319.90	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	
CN3799330	ASG GROUP LIMITED	Contractor	1-Jul-21	30-Jun-23	662,126.00	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3799331	ASG GROUP LIMITED	Contractor	1-Jul-21	30-Jun-23	639,985.20	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3803328	ASG GROUP LIMITED	Software Support Licence	1-Jul-21	30-Jun-22	25,163.71	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3797445	ASHURST	Legal Services	15-Jul-21	30-Jun-22	153,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3797454	ASHURST	Legal Services	13-Jul-21	30-Jun-22	52,560.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3803346	ASHURST	Legal Services	26-Jul-21	31-Oct-21	12,936.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3816159	ASHURST	Legal Services	21-Sep-21	30-Sep-22	51,698.65	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3824076	ASHURST	Legal Services	22-Oct-21	30-Jun-22	88,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3827099	ASHURST	Legal Services	5-Oct-21	30-Jun-22	14,300.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3828209	ASHURST	Legal Services	15-Nov-21	13-May-22	106,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3849718	ASHURST	Legal Services	8-Feb-22	30-Jun-22	103,523.12	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3851790	ASHURST	Legal Services	15-Feb-22	30-Jun-22	14,500.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3858145	ASHURST	Legal Services	28-Feb-22	30-Jun-22	14,300.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3860842	ASHURST	Legal Services	16-Mar-22	30-Jun-22	28,701.82	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3824066	ASSOCIATE PRODUCERS	Workplace Training Development	18-Oct-21	17-Dec-21	21,818.50	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3866878	ASSOCIATE PRODUCERS	Digital Services	7-Apr-22	30-Jun-22	12,826.00	Non-Consultancy	not a consultancy	Open	CEA-OFTA	
CN3837695	AT3AM IT PTY LTD	Contractor	1-Feb-22	31-Jan-24	791,208.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3843384	AT3AM IT PTY LTD	Contractor	10-Jan-22	10-Apr-23	355,397.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3853155	ATHERTON	Medical Equipment	23-Feb-22	30-Jun-22	18,952.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3774874	AUREC PTY LTD	Microsoft Developers	1-Jul-21	30-Jun-23	749,980.00	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3799318	AUREC PTY LTD	Contractor	21-Jul-21	30-Jun-22	337,920.00	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3835134	AUREC PTY LTD	Contractor	4-Jan-22	31-Dec-22	359,040.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3858152	AUREC PTY LTD	Contractor	7-Mar-22	6-Mar-24	771,013.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3814776	AURECON AUSTRALASIA PTY LTD	Modelling Design Services	13-Sep-21	11-Oct-21	23,100.00	Consultancy	Need for specialised or professional skills	Open	WATER-NWGA	
CN3837700	AURECON AUSTRALASIA PTY LTD	Interactive Mapping Tool	14-Dec-21	14-Dec-22	334,620.00	Consultancy	Need for specialised or professional skills	Open	WATER-NWGA	
CN3858156	AURECON AUSTRALASIA PTY LTD	Management Advisory Services	22-Feb-22	28-Oct-22	682,209.00	Consultancy	Need for specialised or professional skills	Open	TRANSPORT-STP	
CN3890872	AURECON AUSTRALASIA PTY LTD	Independent Assurance Review	24-May-22	30-Jun-22	60,000.00	Consultancy	Need for independent research or assessment	Open	REGTER-CTS	
CN3790759	AUST GOVT SOLICITOR-CENTRAL OFF	Staff Training	6-Jul-21	6-Jul-21	10,554.00	Non-Consultancy	not a consultancy	Limited	~CORP-Governance	
CN3797413	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	19-Jul-21	31-Dec-21	30,500.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3797424	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	9-Jul-21	30-Jun-22	62,250.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3797430	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	7-Jul-21	30-Jun-22	60,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3809295	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	26-Aug-21	31-Dec-21	15,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3811006	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	3-Sep-21	30-Jun-22	25,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3814747	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	15-Sep-21	15-Mar-22	15,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3814757	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	8-Sep-21	30-Jun-22	300,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3818509	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	28-Sep-21	30-Jun-22	37,500.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3818514	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	30-Sep-21	30-Jun-22	10,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3821730	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	12-Oct-21	30-Jun-22	10,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3824052	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	20-Oct-21	30-Jun-22	24,800.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3824825	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	26-Oct-21	30-Jun-22	14,957.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3827079	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	27-Sep-21	1-Oct-21	11,733.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3827082	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	1-Sep-21	30-Nov-21	14,957.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3827083	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	22-Oct-21	21-Apr-22	19,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3827086	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	1-Nov-21	31-Dec-21	13,500.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3827090	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	27-Sep-21	30-Jun-22	15,500.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3830283	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	26-Oct-21	30-Jun-22	16,300.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3831743	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	16-Nov-21	16-May-22	44,035.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3835123	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	6-Dec-21	21-Dec-21	12,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3835381	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	22-Nov-21	31-Dec-21	20,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3843364	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	7-Dec-21	30-Jun-22	11,800.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3844456	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	24-Jan-22	30-Jun-22	29,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3845031	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	21-Jan-22	30-Jun-22	135,650.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	

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2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3846999	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	27-Jan-22	30-Jun-22	10,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	s22(1)(a)(ii)
CN3849730	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	17-Feb-22	23-Dec-22	275,715.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3855056	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	9-Dec-21	31-Mar-22	10,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3858120	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	8-Mar-22	18-Mar-22	20,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3858123	AUST GOVT SOLICITOR-CENTRAL OFF	Policy and Legislation Drafting Services	15-Mar-22	15-Apr-22	15,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3858129	AUST GOVT SOLICITOR-CENTRAL OFF	Expert Reports	23-Feb-22	30-Jun-22	125,175.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3858133	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	9-Mar-22	30-Jun-22	14,500.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3862407	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	28-Mar-22	30-Sep-22	80,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3863826	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services 2021-2022	28-Mar-22	31-Jan-23	160,000.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-STP	
CN3866850	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	5-Apr-22	30-Jun-22	31,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3866851	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	8-Apr-22	30-Jun-22	12,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3870381	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	11-Apr-22	30-Jun-22	10,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3875270	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	16-May-22	30-Jul-22	37,800.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3880207	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services	26-May-22	30-Jun-22	11,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3888037	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services 2021-2022	21-Jun-22	30-Jun-23	42,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3888038	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services 2021-2022	17-Jun-22	30-Sep-22	27,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3889966	AUST GOVT SOLICITOR-CENTRAL OFF	Legal Services 2022-2023	28-Jun-22	30-Jun-23	30,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3897704	AUST GOVT SOLICITOR-CENTRAL OFF	External Probity Advice	27-May-22	9-May-23	30,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3801805	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services	30-Jul-21	30-Sep-22	10,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3814752	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Probity Advice	16-Sep-21	30-Aug-23	99,150.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3835115	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services	30-Nov-21	30-Jan-23	20,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3853148	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services 2022-2023	22-Feb-22	31-Mar-23	225,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3866848	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services	5-Apr-22	30-Sep-22	31,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3866856	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services 2022-2023	6-Apr-22	30-Sep-22	19,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3866857	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services	6-Apr-22	30-Sep-22	19,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3866858	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services 2022-2023	6-Apr-22	30-Jun-23	12,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3871862	AUST GOVT SOLICITOR-CENTRAL OFF 9090 CENTRAL OFFICE	Legal Services	22-Apr-22	31-Dec-22	10,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3843376	AUSTRALASIAN CENTRE FOR RAIL INNOVA	Freight Productivity Research Study	10-Dec-21	30-Nov-22	152,298.30	Consultancy	Need for specialised or professional skills	Limited	COO-DAP-BITRE	
CN3796489	AUSTRALIA PACIFIC AIRPORTS (Launces	Landside Vehicle Control Services	1-Jul-21	30-Jun-23	74,083.63	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3796490	Australia Pacific Airports (Melbour	Landside Vehicle Control Services	1-Jul-21	30-Jun-23	996,701.46	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3796513	AUSTRALIAN BRITISH CHAMBER OF COMME	Sponsorships	1-Jul-21	30-Jun-22	44,000.00	Non-Consultancy	not a consultancy	Limited	INFRA-ININ	
CN3774851	AUSTRALIAN BUREAU OF STATISTIC	Subscriptions	1-Jul-21	30-Jun-22	15,430.00	Non-Consultancy	not a consultancy	Limited	COO-DAP-BITRE	
CN3778505	AUSTRALIAN BUREAU OF STATISTIC	Software Subscription	1-Jul-21	30-Jun-22	17,345.44	Non-Consultancy	not a consultancy	Limited	COO-DAP-BCARR	
CN3797417	AUSTRALIAN BUREAU OF STATISTIC	Statistics	1-Jul-21	30-Jun-22	19,353.24	Non-Consultancy	not a consultancy	Limited	COO-DAP-BCARR	
CN3837697	Australian Government Actuary	Valuation of Employee Provisions	29-Nov-21	30-Sep-22	14,300.00	Consultancy	Need for independent research or assessment	Open	COO-Finance&IT	
CN3855281	Australian Government Solicitor	Contractor	7-Mar-22	8-Mar-24	705,706.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3814746	AUSTRALIAN INSTITUTE OF COMPANY	Staff Training	6-Jan-22	12-Jan-22	11,020.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-STP	
CN3828186	AUSTRALIAN INSTITUTE OF COMPANY	Staff Training	9-Nov-21	13-May-22	11,020.00	Non-Consultancy	not a consultancy	Limited	REGTER-RDLG	
CN3835135	AUSTRALIAN INSTITUTE OF FAMILY STUD	Literature Review Services	26-Nov-21	1-Apr-22	53,356.00	Non-Consultancy	not a consultancy	Open	COMMS-OSMP	
CN3889971	AUSTRALIAN INSTITUTE OF HEALTH	Dataset ubscription - Hospitalisations	22-Jun-22	30-Jun-22	29,010.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	
CN3863815	Australian Local Government Associa	Sponsorships	25-Mar-22	23-Jun-22	30,800.00	Non-Consultancy	not a consultancy	Limited	REGTER-RDLG	
CN3828200	AUSTRALIAN NATIONAL UNIVERSITY	Staff Training	9-Nov-21	30-Dec-22	199,292.97	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3888025	AUSTRALIAN NATIONAL UNIVERSITY	Independent Advisory Services - International Telecommunication Union	24-Jun-22	30-Nov-22	156,200.00	Consultancy	Need for specialised or professional skills	Limited	COMMS-CSC	
CN3889964	AUSTRALIAN NATIONAL UNIVERSITY	Telecommunications Sector Risk Profile	24-Jun-22	31-Oct-23	328,102.50	Non-Consultancy	not a consultancy	Limited	COMMS-CMI	

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2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3860834	AUSTRALIAN NETWORK ON DISABILITY	Membership Renewal	16-Mar-22	16-Mar-22	12,705.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	s22(1)(a)(ii)
CN3840294	AUSTRALIAN PUBLIC SERVICE	APS Academy Subscription 2021-22	10-Jan-22	10-Jan-22	171,300.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3926161	AUSTRALIAN PUBLIC SERVICE	Staff Development	20-Sep-21	10-Feb-22	14,000.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3797429	AUSTRALIAN RADIATION PROTECTION AND	Annual Licence	7-Jul-21	30-Jun-22	14,469.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3824821	AUSTROADS LTD	Road Vehicle Safety	25-Oct-21	30-Nov-21	84,700.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-STP	
CN3839488	AUSTROADS LTD	Dataset Subscription Services	22-Dec-21	30-Jun-22	260,150.00	Consultancy	Need for specialised or professional skills	Limited	COO-DAP-BITRE	
CN3888028	AUSTROADS LTD	Operation and Maintenance of the Approved Vehicles Register	1-Jul-21	30-Jun-23	550,000.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-STP	
CN3831746	AVIATION AEROSPACE AUSTRALIA	Women in Aviation - Partnership Project	19-Nov-21	30-Jun-22	60,500.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3858128	Axiell Pty Ltd	Software Subscription	1-Mar-22	28-Feb-23	23,779.80	Non-Consultancy	not a consultancy	Limited	CEA-OFTA	
CN3837683	BEAMIBLE PTY LTD	Flexible Work Charter	2-Dec-21	30-Jun-22	27,500.00	Non-Consultancy	not a consultancy	Limited	INFRA-MTIP	
CN3821743	Behavioural Insights Australia	Independent Review Services	30-Jul-21	22-Oct-21	19,200.00	Non-Consultancy	not a consultancy	Open	COMMS-OSMP	
CN3847016	BENDELTA	Staff Training	7-Feb-22	30-Jun-22	11,825.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3790745	Benestar Group Pty Ltd	Employee Assistance Program	1-Jul-21	30-Jun-23	235,000.00	Non-Consultancy	not a consultancy	Open	~CORP-People&Perf	
CN3818524	BEVINGTON CONSULTING PTY LTD	Risk Framework Development	14-Aug-21	31-Dec-21	278,190.00	Consultancy	Need for specialised or professional skills	Open	TRANSPORT-STP	
CN3866874	BEVINGTON CONSULTING PTY LTD	Risk Framework Implementation	1-Mar-22	30-Jun-22	250,000.00	Consultancy	Need for specialised or professional skills	Open	TRANSPORT-STP	
CN3858122	BIOLINE GLOBAL PTY LTD	Medical Equipment	15-Mar-22	30-Jun-22	38,500.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3814767	BIS OXFORD ECONOMICS	Cost Review Services	13-Sep-21	29-Oct-21	114,180.00	Consultancy	Need for specialised or professional skills	Open	INFRA-ININ	
CN3866873	BLISS MEDIA PTY LTD	Digital Services	7-Apr-22	7-Oct-22	149,776.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3843389	BLUE CRAB INVESTMENTS PTY LTD	Property Repairs and Maintenance	14-Jan-22	17-Jun-22	88,403.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3863828	BLUE CRAB INVESTMENTS PTY LTD	Property Repairs and Maintenance	11-Apr-22	30-Jun-22	116,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3835391	BMT DEFENCE AND SECURITY AUSTRALIA	Economic Analysis	6-Dec-21	25-Feb-22	60,000.00	Consultancy	Need for specialised or professional skills	Open	TRANSPORT-STP	
CN3902296	Box	Software License	28-Jun-22	28-Jun-23	48,614.41	Non-Consultancy	not a consultancy	Limited	COMMS-OSMP	
CN3862404	BOYA EQUIPMENT PTY LTD	Property Maintenance Equipment	30-Mar-22	30-Jun-22	12,900.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3799322	BRIDGE IT ENGINEER PTY LTD	Contractor	1-Jul-21	30-Jun-22	411,840.00	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3796487	BRISBANE AIRPORT CORPORATION PTY LT	Landside Vehicle Control Services	1-Jul-21	30-Jun-23	282,027.22	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3801806	BUNNINGS GROUP LIMITED	CProperty Repairs and Maintenance	30-Jul-21	30-Jun-22	18,116.90	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CKI	
CN3878969	BUNNINGS GROUP LIMITED	Property Repairs and Maintenance	24-May-22	30-Jun-22	21,433.67	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3801807	BUREAU SRH PTY LTD	Architectural Design Services	26-Jul-21	31-Aug-21	19,525.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3863843	Business Review Group Pty Ltd	Contractor	28-Mar-22	27-Mar-24	849,420.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3796509	C.I TOURISM ASSOCIATION INC	Tourism Promotion Services	1-Jul-21	30-Jun-22	250,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3816139	C.I TOURISM ASSOCIATION INC	Signage Installation	21-Sep-21	31-Dec-21	15,765.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3878975	Calleo Indigeno Pty Ltd	PSPF Maturity Uplift	1-Apr-22	30-Jun-22	80,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3796444	CALLEO RESOURCING PTY LTD	Contractor	1-Jul-21	31-Dec-21	79,500.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3796535	CALLEO RESOURCING PTY LTD	Contractor	1-Jul-21	31-Dec-21	79,500.00	Non-Consultancy	not a consultancy	Open	~RDLG-Executive	
CN3796536	CALLEO RESOURCING PTY LTD	Contractor	1-Jul-21	31-Dec-21	79,500.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3796537	CALLEO RESOURCING PTY LTD	Contractor	1-Jul-21	30-Jun-22	277,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3796540	CALLEO RESOURCING PTY LTD	Contractor	1-Jul-21	30-Jun-22	160,000.00	Non-Consultancy	not a consultancy	Open	~RDLG-Executive	
CN3796541	CALLEO RESOURCING PTY LTD	Contractor	1-Jul-21	31-Dec-21	90,000.00	Non-Consultancy	not a consultancy	Open	~RDLG-Executive	
CN3796543	CALLEO RESOURCING PTY LTD	Contractor	1-Jul-21	31-Dec-21	79,500.00	Non-Consultancy	not a consultancy	Open	~RDLG-Executive	
CN3796544	CALLEO RESOURCING PTY LTD	Contractor	1-Jul-21	31-Dec-21	79,500.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3796545	CALLEO RESOURCING PTY LTD	Contractor	1-Jul-21	31-Dec-21	64,500.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3796546	CALLEO RESOURCING PTY LTD	Contractor	1-Jul-21	31-Dec-21	64,500.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3796550	CALLEO RESOURCING PTY LTD	Contractor	1-Jul-21	30-Jun-22	160,000.00	Non-Consultancy	not a consultancy	Open	~RDLG-Executive	
CN3796552	CALLEO RESOURCING PTY LTD	Contractor	1-Jul-21	31-Dec-21	79,500.00	Non-Consultancy	not a consultancy	Open	~RDLG-Executive	
CN3803339	CALLEO RESOURCING PTY LTD	Contractor	9-Aug-21	31-Dec-21	93,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3811013	CALLEO RESOURCING PTY LTD	Contractor	9-Aug-21	30-Jun-22	150,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3811018	CALLEO RESOURCING PTY LTD	Contractor	6-Sep-21	30-Jun-22	130,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3811019	CALLEO RESOURCING PTY LTD	Contractor	13-Sep-21	2-Jun-23	375,100.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3811020	CALLEO RESOURCING PTY LTD	Contractor	6-Sep-21	31-Dec-21	47,844.40	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3811021	CALLEO RESOURCING PTY LTD	Contractor	6-Sep-21	31-Dec-22	181,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3812726	CALLEO RESOURCING PTY LTD	Contractor	13-Sep-21	30-Jun-22	125,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	

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CN3830299	CALLEO RESOURCING PTY LTD	Contractor	1-Dec-21	31-Mar-23	165,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	s22(1)(a)(ii)
CN3830300	CALLEO RESOURCING PTY LTD	Contractor	1-Dec-21	30-Dec-22	167,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3835137	CALLEO RESOURCING PTY LTD	Contractor	1-Dec-21	31-Mar-23	167,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3840289	CALLEO RESOURCING PTY LTD	Contractor	24-Jan-22	31-Mar-23	143,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3860839	CALLEO RESOURCING PTY LTD	Contractor	28-Mar-22	30-Dec-22	121,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3867948	CALLEO RESOURCING PTY LTD	Contractor	2-May-22	30-Dec-22	109,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3867952	CALLEO RESOURCING PTY LTD	Contractor	20-May-22	30-Dec-22	98,275.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3814751	CALLIDA INDIGENOUS CONSULTING	Review of Service Arrangements	15-Sep-21	30-Nov-21	116,325.00	Consultancy	Skills currently unavailable within agency	Limited	REGTER-TER	
CN3816168	CALLIDA PTY LTD	Cost Benefits Review	27-Sep-21	28-Feb-22	128,325.00	Consultancy	Need for independent research or assessment	Open	CEA-OFTA	
CN3818525	CALLIDA PTY LTD	Financial Review and Audit Services	24-Sep-21	30-Jun-22	166,122.00	Consultancy	Need for specialised or professional skills	Open	REGTER-TER	
CN3821746	CALLIDA PTY LTD	Contractor	1-Oct-21	30-Sep-22	391,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3830298	CALLIDA PTY LTD	Reporting Dashboard	2-Nov-21	30-Nov-21	19,805.50	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3860845	CALLIDA PTY LTD	Critical Service Delivery Mapping	15-Feb-22	30-Jun-22	388,736.48	Consultancy	Need for specialised or professional skills	Open	REGTER-TER	
CN3799285	CANBERRA CONSULTING PTY LTD	Contractor	1-Jul-21	30-Jun-22	255,552.00	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3799321	CANBERRA CONSULTING PTY LTD	Contractor	14-Jul-21	30-Jun-23	728,552.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3837707	CANBERRA CONSULTING PTY LTD	Contractor	4-Jan-22	31-Dec-22	348,480.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3867940	CancerAid Pty Ltd	Employee Assistance Programs	19-Apr-22	18-Apr-23	21,780.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3858135	CANPRINT COMMUNICATIONS P/L	Printing	26-Mar-22	31-Mar-22	16,742.00	Non-Consultancy	not a consultancy	Limited	REGTER-RDLG	
CN3863819	CANPRINT COMMUNICATIONS P/L	Printing Services	18-Mar-22	29-Mar-22	13,024.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3858130	CANPRINT COMMUNICATIONS PTY LTD	Mailing Services	9-Mar-22	30-Jun-22	22,880.00	Non-Consultancy	not a consultancy	Limited	CEA-CE	
CN3892553	CAPGEMINI AUSTRALIA	Software Licence	27-Jun-22	19-Jun-24	125,649.15	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3840292	CAPITAL EA GROUP PTY LTD	Contractor	12-Jan-22	13-Jul-22	76,499.94	Non-Consultancy	not a consultancy	Limited	TRANSPORT-STP	
CN3860837	Capital Health Care Pty Ltd	2022 Vaccination and Health Checks	23-Mar-22	30-Jun-22	79,750.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3796473	CAPITAL RECRUIT PTY LTD	Contractor	1-Jul-21	28-Apr-23	455,000.00	Non-Consultancy	not a consultancy	Open	~STP-Executive	
CN3796584	CAPITAL RECRUIT PTY LTD	Contractor	1-Jul-21	30-Jun-23	558,500.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	
CN3796587	CAPITAL RECRUIT PTY LTD	Contractor	1-Jul-21	30-Sep-21	53,000.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	
CN3796591	CAPITAL RECRUIT PTY LTD	Contractor	1-Jul-21	27-May-22	191,500.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	
CN3818891	CAPITAL RECRUIT PTY LTD	Recruitment	7-Oct-21	29-Oct-21	20,614.55	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3867946	CAPITAL RECRUIT PTY LTD	Recruitment Services	8-Mar-22	7-Dec-22	10,876.22	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3888027	CAPITAL RECRUIT PTY LTD	Recruitment Services	27-Jun-22	30-Jun-22	18,097.13	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3888055	CAPITAL RECRUIT PTY LTD	Placement Fee	20-Jun-22	16-Jun-23	14,383.75	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3837686	CARDNO (NSW/ACT) PTY LTD	Property Repairs and Maintenance	27-Oct-21	28-Feb-22	28,600.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3835113	CASA LEISURE PTY LTD	Public Amenities	29-Nov-21	30-Jun-22	29,960.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3862406	CASA LEISURE PTY LTD	Cleaning Equipment	31-Mar-22	30-Jun-22	60,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3818505	CATHEDRAL STONE	Property Repairs and Maintenance	16-Sep-21	30-Jun-22	25,591.70	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3809291	Catherine Bishop	Location Offset Assessment Services	28-Jul-21	15-Oct-21	14,520.00	Non-Consultancy	not a consultancy	Limited	CEA-CE	
CN3824045	Catherine Bishop	Audit Review	12-Oct-21	31-Jan-22	14,520.00	Non-Consultancy	not a consultancy	Limited	CEA-CE	
CN3875851	CATHERINE BISHOP	Independent Assessment Services	22-Apr-22	30-Jun-22	12,100.00	Non-Consultancy	not a consultancy	Limited	CEA-CE	
CN3824063	CBIT DIGITAL FORENSICS SERVICES	Software Support Services	15-Oct-21	14-Apr-22	147,840.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3828185	CBR RECRUITMENT PTY LTD	Scribe Services	8-Nov-21	31-Jan-22	10,745.63	Non-Consultancy	not a consultancy	Limited	COMMS-OSMP	
CN3897708	CBR RECRUITMENT PTY LTD	Recrutment Services	4-Apr-22	3-Jun-22	13,000.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3799298	CCH Australia Limited	Subscriptions	10-Oct-21	9-Oct-22	33,398.90	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3871864	CDLP PTY LTD T/AS SPORTS SURFACES	Public Amenities	28-Apr-22	30-Jun-22	27,435.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3818510	CENTRE ASIA PACIFIC AVIATION P/L	Subscriptions	1-Oct-21	30-Sep-22	23,955.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-IATS	
CN3809304	Centre for Inclusive Design	Audit Services	2-Aug-21	30-Sep-21	11,880.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3811023	Centre for International Economics	Economic Analysis and Review	27-Aug-21	10-Nov-21	247,682.00	Consultancy	Need for specialised or professional skills	Open	~COO-DAP-TMRT	
CN3843378	CEPHEID HOLDINGS PTY LTD	COVID-19 Test Kits	14-Jan-22	30-Jun-22	55,250.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3870387	CHARTER MARINE	Invasive Weed Management	29-Apr-22	20-Jun-22	50,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3821728	CHINTA AIR PTY LTD	Remote Air Services Subsidy Region 3	1-Dec-21	30-Nov-23	997,932.48	Non-Consultancy	not a consultancy	Open	~ARP-RegionlNetwrk	
CN3889963	CHRISTMAS ISLAND BUSINESS ASSOCIATI	Christmas Island Business Growth Program	27-Jun-22	30-Jun-23	73,500.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3803330	CHRISTMAS ISLAND ENGINEERING	Plant Repairs and Maintenance	4-Aug-21	30-Sep-21	21,300.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3803331	CHRISTMAS ISLAND ENGINEERING	Plant Repairs and Maintenance	4-Aug-21	30-Sep-21	37,190.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	

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CN3814749	CHRISTMAS ISLAND ENGINEERING	Property Repairs and Maintenance	16-Sep-21	30-Oct-21	36,540.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	s22(1)(a)(ii)
CN3814754	CHRISTMAS ISLAND ENGINEERING	Plant and Equipment Repairs and Maintenance	27-Sep-21	30-Oct-21	21,300.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3816140	CHRISTMAS ISLAND ENGINEERING	Satellite Communication Equipment and Installation	27-Sep-21	30-Oct-21	15,800.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3830279	CHRISTMAS ISLAND ENGINEERING	Plant and Equipment Repairs and Maintenance	15-Nov-21	31-Dec-21	31,190.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3844458	CI MAINTENANCE SERVICES PTY LTD	Decommissioning of High Voltage Power Lines	21-Jan-22	31-Mar-22	29,877.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3863842	CI MAINTENANCE SERVICES PTY LTD	Property Repairs and Maintenance	5-Apr-22	30-Jun-22	556,765.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3878981	CI MAINTENANCE SERVICES PTY LTD	Property Repairs and Maintenance	25-May-22	30-Jun-22	22,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3818881	Civica Pty Ltd	Dataset Subscription	6-Oct-21	30-Jun-22	13,310.00	Non-Consultancy	not a consultancy	Limited	CEA-CE	
CN3830304	CLEAR HORIZON	Data Presentation Tool	8-Nov-21	31-Mar-22	63,049.00	Non-Consultancy	not a consultancy	Open	REGTER-CTS	
CN3811000	COCOS (KEELING) ISLANDS SHIRE	Seawall Repair	31-Aug-21	26-Sep-21	41,276.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3818513	COCOS (KEELING) ISLANDS SHIRE	Road Repairs and Maintenance	1-Oct-21	30-Jun-22	200,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3831747	COCOS (KEELING) ISLANDS SHIRE	Erosion Mitigation	1-Dec-21	10-Jun-22	79,762.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3790716	Cocos (Keeling) Islands Tourism	Tourism Promotion Services	1-Jul-21	30-Jun-22	225,000.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3839477	COCOS COMMUNICATIONS AND IT PTY LTD	Digital Broadcast Equipment	4-Jan-22	30-Jun-22	310,162.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3814753	COCOS ISLANDS CO-OPERATIVE SOCIETY	Property Repairs and Maintenance	16-Sep-21	30-Dec-21	19,810.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CKI	
CN3835378	COCOS ISLANDS CO-OPERATIVE SOCIETY	Property Repairs and Maintenance	8-Dec-21	31-Mar-22	19,950.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CKI	
CN3847003	COCOS ISLANDS CO-OPERATIVE SOCIETY	Property Repairs and Maintenance	7-Feb-22	30-Jun-22	20,010.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CKI	
CN3851775	COCOS ISLANDS CO-OPERATIVE SOCIETY	Property Repairs and Maintenance	14-Mar-22	30-Jun-22	20,150.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CKI	
CN3860835	COCOS ISLANDS CO-OPERATIVE SOCIETY	Property Repairs and Maintenance	18-Apr-22	30-Jun-22	28,300.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3862402	COCOS ISLANDS CO-OPERATIVE SOCIETY	Property Repairs and Maintenance	20-Apr-22	30-Jun-22	20,450.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CKI	
CN3870390	COMMITTEE FOR ECONOMIC DEVELOPMENT	Subscriptions	1-Jun-22	31-May-23	10,890.00	Non-Consultancy	not a consultancy	Limited	REGTER-RDLG	
CN3843367	COMMONWEALTH SCIENTIFIC	Bushfire Priority Mapping	5-Aug-21	30-Sep-21	47,300.00	Consultancy	Need for specialised or professional skills	Limited	COMMS-CSC	
CN3797426	COMPAIR (AUSTRALIA) LIMITED	Engine Parts	9-Jul-21	30-Dec-21	17,850.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3796533	COMPAS PTY LTD	Contractor	1-Jul-21	17-May-22	203,000.00	Non-Consultancy	not a consultancy	Open	COMMS-CSC	
CN3796580	COMPAS PTY LTD	Contractor	1-Jul-21	30-Jun-23	328,500.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	
CN3799284	COMPAS PTY LTD	Contractor	1-Jul-21	30-Jun-23	735,072.80	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3799312	COMPAS PTY LTD	Contractor	1-Jul-21	30-Jun-23	540,108.80	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3799332	COMPAS PTY LTD	Contractor	1-Jul-21	30-Jun-22	293,568.00	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3827093	COMPAS PTY LTD	Contractor	9-Nov-21	30-Jun-23	102,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3827094	COMPAS PTY LTD	Contractor	9-Nov-21	28-Jan-22	20,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3831762	COMPAS PTY LTD	Contractor	26-Nov-21	30-Jun-22	59,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3862405	CONCIERGE CONTRACTS PTY LTD	COVID-19 Test Kits	31-Mar-22	30-Jun-22	50,465.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3888032	CONFERENCE AND EDUCATION MANAGEMENT	Conference Attendance	1-Jun-22	1-Jun-22	17,804.60	Non-Consultancy	not a consultancy	Limited	WATER-ONA	
CN3844464	COOLAMON ADVISORS PTY LTD	Staff Training	24-Jan-22	24-Jan-22	13,800.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3844461	COPYRIGHT AGENCY LIMITED	Copyright Licence 2021-2022	13-Dec-21	30-Jun-22	23,440.97	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3835141	CORDELTA PTY. LTD.	Intranet Development Services	2-Dec-21	16-Dec-22	1,633,500.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3816138	CORPORTE TRAVEL MANAGEMENT GROUP PT	Travel and Accommodation	20-Sep-21	30-Sep-21	21,196.11	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3827072	CPA AUSTRALIA	Staff Training	29-Sep-21	30-Apr-22	26,070.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3850297	CreatEve Pty Ltd	Location Offset, reference 2021/3374	14-Jan-22	13-May-22	16,500.00	Non-Consultancy	not a consultancy	Limited	CEA-CE	
CN3888043	CreatEve Pty Ltd	Assessment of Location Offset Application	23-May-22	30-Jun-22	20,625.00	Non-Consultancy	not a consultancy	Limited	CEA-CE	
CN3843370	CREATING COMMUNITIES AUSTRALIA PTY	Community Consultation Services	24-Dec-21	15-Apr-22	156,750.00	Consultancy	Need for specialised or professional skills	Limited	REGTER-TER	
CN3814771	CSIRO	Data Modelling and Analysis	10-Sep-21	17-Dec-21	86,460.00	Consultancy	Need for specialised or professional skills	Open	TRANSPORT-STP	
CN3862408	CSIRO	Supply Chains Analysis	31-Mar-22	30-Sep-23	250,000.00	Consultancy	Need for specialised or professional skills	Limited	COO-DAP-BITRE	
CN3860836	CSIRO-WILDLIFE AND ECOLOGY	Scientific Research	25-Mar-22	30-Jun-24	1,098,397.30	Non-Consultancy	not a consultancy	Limited	WATER-NWGA	

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2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3862400	CSIRO-WILDLIFE AND ECOLOGY	Scientific Research	16-Mar-22	30-Jun-24	1,969,233.20	Consultancy	Need for independent research or assessment	Limited	WATER-NWGA	s22(1)(a)(ii)
CN3839503	CSO Group Pty Ltd	Software Licence	1-Feb-22	31-Mar-24	584,940.40	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3797423	CULTURAL FACILITIES CORPORATION	Collection Management Agreement	1-Jul-21	30-Jun-24	1,592,020.00	Non-Consultancy	not a consultancy	Limited	~RDLG-ACT	
CN3824077	CULTURE HQ PTY LTD (CULTUREVERSE)	Online Safety Campaign Media Services	21-Oct-21	30-Jun-22	341,305.73	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3803342	CYCLONIC CONSTRUCTIONS PTY LTD	Building Repairs and Maintenance	10-Aug-21	31-Aug-21	72,500.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-CI	
CN3867956	CYCLONIC CONSTRUCTIONS PTY LTD	Property Maintenance	22-Apr-22	30-Jun-22	47,862.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3855074	CYNTERRA PTY LTD	Contractor	15-Feb-22	13-Feb-23	359,040.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3816142	DATA ANALYSIS AUSTRALIA	Data Analysis Service	21-Sep-21	30-Jun-22	25,850.00	Non-Consultancy	not a consultancy	Limited	CEA-CE	
CN3799295	DATA#3 LTD	Software Maintenance and Support	21-Jul-21	30-Jun-22	35,868.73	Non-Consultancy	not a consultancy	Limited	~CORP-Inform Servs	
CN3809317	DATA#3 LTD	Computer Hardware	23-Aug-21	30-Jun-24	219,224.50	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3812721	DATA#3 LTD	Contractor	25-Aug-21	30-Dec-22	255,200.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3812723	DATA#3 LTD	Computer Hardware	23-Aug-21	30-Jun-22	19,250.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3812725	DATA#3 LTD	Network Architecture Services	9-Sep-21	8-Sep-24	568,828.55	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3818871	DATA#3 LTD	Microsoft Volume Sourcing Arrangement	1-Jul-21	22-Jun-22	241,773.73	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3821744	DATA#3 LTD	Computer Hardware	11-Oct-21	11-Oct-24	151,546.16	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3824072	DATA#3 LTD	IT Hardware	14-Oct-21	14-Oct-24	22,215.12	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3824075	DATA#3 LTD	IT Hardware	20-Oct-21	20-Oct-23	18,346.20	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3863832	DATA#3 LTD	Hardware Maintenance	1-Apr-22	30-Jun-23	96,980.76	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3878974	DATA#3 LTD	Computer Equipment	19-May-22	30-Sep-22	34,749.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3880204	DATA#3 LTD	Software Licence Subscription	2-Jun-22	30-Jun-23	37,885.76	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3888058	DATA#3 LTD	IT Hardware	17-Jun-22	30-Jun-27	2,537,736.96	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3843374	DAVID BRYANT CONSULTING PTY LTD	Audit and Risk Services	1-Jan-22	31-Dec-24	97,500.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3839482	DAVID W EVANS	Property Repairs and Maintenance	23-Dec-21	30-Jun-22	84,750.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3839485	DAVID W EVANS	Property Repairs and Maintenance	23-Dec-21	30-Jun-22	97,557.20	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3816149	DECISIVE PUBLISHING PTY LTD	Subscriptions	1-Sep-21	1-Sep-22	16,500.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3835376	DEFINE POTENTIAL PTY LTD	Recruitment Services	1-Dec-21	1-Dec-22	76,700.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3797465	DELOITTE TOUCHE TOHMATSU	Program Implementation Services	1-Jul-21	31-Aug-22	2,550,000.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	
CN3811029	DELOITTE TOUCHE TOHMATSU	Technical Advisory Services	1-Sep-21	30-Sep-21	101,794.02	Consultancy	Need for specialised or professional skills	Open	TRANSPORT-DAR	
CN3818536	DELOITTE TOUCHE TOHMATSU	Demand Management Review	30-Sep-21	30-Sep-22	1,011,194.80	Consultancy	Need for specialised or professional skills	Open	TRANSPORT-DAR	
CN3818538	DELOITTE TOUCHE TOHMATSU	Independent Review Services	1-Oct-21	12-Nov-21	150,000.00	Consultancy	Need for independent research or assessment	Open	INFRA-MTIP	
CN3818893	DELOITTE TOUCHE TOHMATSU	Financial Advisory Services	1-Oct-21	31-Oct-22	444,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3835142	DELOITTE TOUCHE TOHMATSU	System Design and Costing Services	2-Nov-21	2-Jun-22	806,632.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-IATS	
CN3863813	DELOITTE TOUCHE TOHMATSU	Independent Review Services	1-Apr-22	27-May-22	174,818.00	Consultancy	Need for specialised or professional skills	Open	COO-DAP-BITRE	
CN3843377	DEVELIIN'S CITY CHEMIST	COVID-19 Test Kits	13-Jan-22	31-Jan-22	60,945.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3875277	DFP BUSINESS TRUST	PContractor	2-May-22	28-Nov-22	56,547.00	Non-Consultancy	not a consultancy	Open	COMMS-CMI	
CN3796470	DFP RECRUITMENT SERVICES	Contractor	1-Jul-21	30-Jun-22	128,500.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	
CN3796581	DFP RECRUITMENT SERVICES	Contractor	1-Jul-21	30-Jun-22	143,500.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3796586	DFP RECRUITMENT SERVICES	Contractor	1-Jul-21	30-Jun-22	122,000.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	
CN3796592	DFP RECRUITMENT SERVICES	Contractor	1-Jul-21	31-Dec-21	126,500.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3796599	DFP RECRUITMENT SERVICES	Contractor	1-Jul-21	31-Jan-22	167,500.00	Non-Consultancy	not a consultancy	Open	~MTIP-Prog ShareMg	
CN3875283	DFP RECRUITMENT SERVICES	Contractor	16-May-22	30-Jun-23	324,500.00	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	
CN3772104	DIALOG PTY LTD	Business Analyst	1-Jul-21	30-Jun-23	625,759.20	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3837699	DIALOG PTY LTD T/A DIALOG INFORMATION TECHNOLOGY	Contractor	4-Jan-22	31-Dec-23	613,272.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3816145	DIANNE ADAMS	Property Maintenance	22-Sep-21	21-Sep-23	299,292.24	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3853149	DOCSTOCK PTY LTD	Medical Equipment	22-Feb-22	30-Jun-22	19,859.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3816144	DOYLE EXECUTIVE	Recruitment Services	16-Aug-21	30-Sep-21	40,831.63	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3805889	DR GARY MITCHELL	Provision of Locum Doctors 2020-2023	11-Aug-21	30-Jun-23	594,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3858126	DR HEATHER CONNORS	Provision of Locum Drs	14-Mar-22	1-Aug-22	103,500.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3799301	DR MYRA PATRICIA BROWN	Provision of Locum Drs	23-Jul-21	31-Aug-21	57,000.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3821731	DR MYRA PATRICIA BROWN	Provision of Locum Doctors	30-Sep-21	30-Jun-22	138,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3786908	DR PAUL TAYLOR	Locum Dental Services	1-Jul-21	31-Dec-21	78,750.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3875855	DR PAUL TAYLOR	Provision of Locum Dental Services	17-Jun-22	30-Sep-22	88,500.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	

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2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3855058	DRAEGER AUSTRALIA PTY LIMITED	Medical Equipment	28-Feb-22	30-Jun-22	18,500.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	s22(1)(a)(ii)
CN3797459	Drake Australia	Contractor	12-Jul-21	24-Dec-21	85,500.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3808010	Drake Australia	Contractor	23-Aug-21	22-Feb-22	70,500.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3797473	DUNN INVESTMENTS (WA) PTY LTD	Building Repairs and Maintenance	3-Jul-21	12-Jul-21	52,500.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-CI	
CN3803350	DUNN INVESTMENTS (WA) PTY LTD	Property Repairs and Maintenance	5-Aug-21	22-Oct-21	178,630.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3844457	DUNN INVESTMENTS (WA) PTY LTD	Decommissioning of High Voltage Power Lines	24-Jan-22	31-Mar-22	39,850.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3851796	DUNN INVESTMENTS (WA) PTY LTD	Excavation Works	17-Feb-22	16-Mar-22	20,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3863833	DUNN INVESTMENTS (WA) PTY LTD	Low Voltage Cabling - Cocos Keeling Islands	4-Apr-22	30-May-22	50,600.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3863841	DUNN INVESTMENTS (WA) PTY LTD	Earthworks	4-Apr-22	30-May-22	83,880.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3870392	DUNN INVESTMENTS (WA) PTY LTD	Earthworks	26-Apr-22	3-Jun-22	108,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3878984	DUNN INVESTMENTS (WA) PTY LTD	Earthworks	1-Jun-22	30-Jun-22	424,700.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3884444	DUNN INVESTMENTS (WA) PTY LTD	Earthworks	10-Jun-22	30-Jun-22	35,750.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3783601	EBSCO INTERNATIONAL INC.	Subscriptions	1-Jul-21	30-Jun-22	51,306.20	Non-Consultancy	not a consultancy	Limited	COO-DAP-BITRE	
CN3814744	EDUCATION SERVICES AUSTRALIA LTD	2021-22 ELR Schools Library Survey	10-Sep-21	30-Jun-22	248,050.00	Non-Consultancy	not a consultancy	Limited	CEA-CE	
CN3783585	EFFECTIVE PEOPLE PTY LTD	Contractors	1-Jul-21	30-Jun-23	3,160,152.39	Non-Consultancy	not a consultancy	Open	~TER-NI	
CN3790746	EFFECTIVE PEOPLE PTY LTD	Contractor	1-Jul-21	31-Dec-21	39,257.94	Non-Consultancy	not a consultancy	Open	~TER-NI	
CN3790747	EFFECTIVE PEOPLE PTY LTD	Contractor	1-Jul-21	31-Dec-21	46,769.77	Non-Consultancy	not a consultancy	Open	~TER-NI	
CN3797446	EFFECTIVE PEOPLE PTY LTD	Contractor	1-Jul-21	30-Jun-23	100,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3827097	EFFECTIVE PEOPLE PTY LTD	Contractor	1-Oct-21	30-Mar-22	50,105.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3839484	EFFECTIVE PEOPLE PTY LTD	Contractor	1-Jan-22	30-Jun-22	80,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3866862	ELECTRIC POWER CONSULTING PTY LTD	Electricity Supply Fees	10-Apr-22	31-Dec-24	24,750.00	Consultancy	Need for specialised or professional skills	Limited	INFRA-MTIP	
CN3816172	ELYSIUM DIGITAL PTY LTD	Contractor	20-Sep-21	30-Jun-23	601,216.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3799311	Emanate Technology Pty Ltd	Contractor	26-Jul-21	30-Jun-23	650,601.60	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3816162	Emanate Technology Pty Ltd	Contractor	27-Sep-21	30-Jun-23	638,792.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3816165	Emanate Technology Pty Ltd	Contractor	18-Oct-21	30-Jun-23	631,342.80	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3885512	EMERGING COMPOUNDS TREATMENT TECHNOLOGIES, INC	PFAS Treatment Cleanout	3-Jun-22	31-Dec-22	106,338.76	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3799309	ENCORE IT SERVICES PTY LTD	Contractor	1-Jul-21	30-Jun-23	775,693.00	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3799337	ENCORE IT SERVICES PTY LTD	Contractor	1-Jul-21	30-Jun-23	733,084.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3808003	ENCORE IT SERVICES PTY LTD	Contractor	4-Oct-21	30-Jun-23	541,508.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3885509	ENERGY SKILLS INTERNATIONAL PTY LTD	Specialist Technical Training	15-Jun-22	30-Jun-22	23,610.20	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3811002	ENGINEERING SUPPLIES (WA) PTY LTD	Plant and Equipment Repairs and Maintenance	3-Sep-21	30-Oct-21	27,799.50	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3858118	ENGINEERING SUPPLIES (WA) PTY LTD	Underground Cabling Installation	18-Mar-22	29-Apr-22	14,330.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3878966	ENGINEERING SUPPLIES (WA) PTY LTD	Electrical Supplies	23-May-22	30-Jun-22	58,350.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3827075	ENLIGHTEN LEADERSHIP	Leadership and Management Program	3-Nov-21	30-Dec-21	20,900.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3853153	ENLIGHTEN LEADERSHIP	Leadership and Management Program	1-Mar-22	30-Jun-23	95,480.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3867944	ENVIRONMENTAL SITE SERVICES PTY LTD	Personnel Protective Equipment	19-Apr-22	30-Jun-22	17,911.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3866876	EPI-USE AUSTRALIA PTY LIMITED	SAP Support Services	1-Jul-21	30-Jun-22	223,781.25	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3803344	ERNST & YOUNG	Consultancy Services	5-Aug-21	30-Jun-22	440,000.00	Consultancy	Need for specialised or professional skills	Open	WATER-NWGA	
CN3805883	ERNST & YOUNG	Scoping Study Services	9-Aug-21	13-Sep-21	93,500.00	Consultancy	Need for independent research or assessment	Open	INFRA-SPIDO	
CN3809316	ERNST & YOUNG	Study on Regulatory Barriers	10-Aug-21	31-Oct-21	462,002.00	Consultancy	Need for specialised or professional skills	Open	~RDLG-REP	
CN3816141	ERNST & YOUNG	Freight Consignment Information System	20-Sep-21	31-Mar-22	324,500.00	Consultancy	Need for specialised or professional skills	Open	COO-DAP-BITRE	
CN3816160	ERNST & YOUNG	Commercial Advisory Services	27-Aug-21	30-Nov-21	79,391.00	Non-Consultancy	not a consultancy	Open	INFRA-SPIDO	
CN3845010	Ernst & Young	Assurance Advisor	6-Oct-21	31-Oct-22	400,958.30	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3845011	Ernst & Young	Assurance Advisor	27-Jan-22	31-Oct-22	53,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3850947	ERNST & YOUNG	Economic and Market Advice	19-Nov-21	19-May-22	87,565.00	Consultancy	Skills currently unavailable within agency	Open	COMMS-CMI	
CN3852534	ERNST & YOUNG	Commercial Advisory Services	15-Feb-22	30-Jun-22	500,000.00	Consultancy	Skills currently unavailable within agency	Open	INFRA-SPIDO	
CN3858151	ERNST & YOUNG	Financial Statements Valuation NBN Co	7-Mar-22	30-Nov-22	175,000.00	Consultancy	Need for specialised or professional skills	Open	COO-Finance&IT	

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2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3858157	ERNST & YOUNG	Financial Statements Valuation Airservices Australia	15-Feb-22	30-Nov-22	42,000.00	Consultancy	Need for specialised or professional skills	Open	COO-Finance&IT	s22(1)(a)(ii)
CN3863838	ERNST & YOUNG	Independent Program Evaluation	31-Mar-22	31-Aug-22	175,916.20	Consultancy	Need for independent research or assessment	Open	TRANSPORT-DAR	
CN3888047	ERNST & YOUNG	Risk Management Advice	27-Jun-22	31-Jan-23	275,000.00	Non-Consultancy	not a consultancy	Open	WATER-ONA	
CN3889974	ERNST & YOUNG	Economic Assessment Services	24-Jun-22	31-Aug-22	80,000.00	Consultancy	Need for independent research or assessment	Open	TRANSPORT-DAR	
CN3889975	ERNST & YOUNG	Strategic Planning Services	28-Jun-22	24-Feb-23	298,449.00	Consultancy	Need for specialised or professional skills	Open	TRANSPORT-DAR	
CN3799286	ESRI AUSTRALIA PTY LTD	Contractor	5-Jul-21	30-Jun-22	330,000.00	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3824824	ESRI AUSTRALIA PTY LTD	Geospatial Software Support and Maintenance	1-Jul-21	27-May-22	19,135.22	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3824837	ESRI AUSTRALIA PTY LTD	Contractor	28-Oct-21	27-Nov-21	13,200.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3862409	ESRI AUSTRALIA PTY LTD	Software Licence	4-Apr-22	3-Apr-23	98,567.24	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3816164	ETHAN GROUP PTY LTD	Computer Hardware	20-Sep-21	30-Jun-22	13,420.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3845039	ETHAN INDIGENOUS PTY LTD	Computer Hardware	19-Jan-22	19-Jan-25	67,290.30	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3862417	ETHAN INDIGENOUS PTY LTD	Computer Hardware	29-Mar-22	31-Mar-23	65,571.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3821732	EXECUTIVE INTELLIGENCE GROUP	Recruitment Services	28-Sep-21	27-Feb-22	55,000.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3888044	EXECUTIVE INTELLIGENCE GROUP	Executive Recruitment Services	20-Jun-22	12-Jun-23	154,000.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3774867	EXPERIS AUSTRALIA PTY LTD	Microsoft Developers	1-Jul-21	30-Jun-23	767,122.40	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3799281	EXPERIS AUSTRALIA PTY LTD	Contractor	1-Jul-21	30-Jun-23	580,698.80	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3818531	EY DIGITAL PTY LTD	User Testing and Design	30-Sep-21	30-Mar-22	196,130.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3851786	EY DIGITAL PTY LTD	IT Services	8-Feb-22	11-Apr-22	107,470.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3855073	EY DIGITAL PTY LTD	Website Development	23-Feb-22	23-Aug-22	376,213.20	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3824065	EYE CANDY ANIMATION	Workplace Training Development	5-Oct-21	3-Dec-21	19,787.63	Non-Consultancy	not a consultancy	Open	CEA-CE	
CN3796532	FACE2FACE RECRUITMENT	Contractor	1-Jul-21	30-Dec-21	130,500.00	Non-Consultancy	not a consultancy	Open	~RDLG-Executive	
CN3867954	FACE2FACE RECRUITMENT	Contractor	2-May-22	30-Jun-23	211,700.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3858117	FAIRFAX MEDIA PUBLICATIONS PTY LIM FAIRFAX MEDIA	Subscriptions	7-Mar-22	3-Mar-24	60,374.95	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3774879	FINITE GROUP APAC PTY. LTD.	Microsoft Developers	1-Jul-21	30-Jun-22	348,480.00	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3799336	FINITE GROUP APAC PTY. LTD.	Contractor	5-Jul-21	30-Jun-23	715,818.40	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3809305	FINXL PROFESSIONAL SERVICES PTY LTD	SAP Support Services	1-Jul-21	30-Jun-22	304,128.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3855057	FIRE & SAFETY SERVICES CO PTY LTD	Maintenance of Emergency Equipment	1-Mar-22	30-Jun-22	12,144.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3862403	FIRE & SAFETY SERVICES CO PTY LTD	Electrical Infrastructure Repairs and Maintenance	29-Mar-22	30-Jun-22	29,820.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3867941	FIRE & SAFETY SERVICES CO PTY LTD	Electrical Maintenance and Repairs	19-Apr-22	30-Jun-22	58,205.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3818885	FIRE & SAFETY SERVICES CO PYT LTD	Regulatory Safety Inspection Services	11-Oct-21	31-Dec-22	82,195.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3827095	FIRST AKROW TRUST & BRIAN T WILSON	Legal Services	5-Nov-21	30-Jun-23	88,837.64	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3860847	FIRST AKROW TRUST & BRIAN T WILSON	Legal Services	22-Mar-22	30-Jun-23	88,837.64	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3824064	FIRST AKROW TRUST & BRIAN T WILSON T/A CLAYTON UTZ	Legal Services 2022-2023	15-Oct-21	16-Jan-23	188,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3824067	FIRST AKROW TRUST & BRIAN T WILSON T/A CLAYTON UTZ	Probiy Advisor Services	7-Oct-21	30-Jun-24	204,092.99	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3796579	FIRST PEOPLE RECRUITMENT SOLUTIONS	Contractor	1-Jul-21	30-Jun-22	181,500.00	Non-Consultancy	not a consultancy	Open	COO-DAP-BITRE	
CN3799282	FIRST PEOPLE RECRUITMENT SOLUTIONS	Contractor	1-Jul-21	30-Jun-23	773,081.67	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3812712	FIRST PEOPLE RECRUITMENT SOLUTIONS	Contractor	13-Sep-21	13-Dec-21	78,720.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3843383	FIRST PEOPLE RECRUITMENT SOLUTIONS	Contractor	17-Jan-22	16-Jan-24	685,765.84	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3843387	FIRST PEOPLE RECRUITMENT SOLUTIONS	Contractor	11-Jan-22	30-Jun-22	63,500.00	Non-Consultancy	not a consultancy	Open	REGTER-CTS	
CN3851792	FIRST PEOPLE RECRUITMENT SOLUTIONS	Contractor	15-Feb-22	30-Jun-23	350,000.00	Non-Consultancy	not a consultancy	Open	COO-DAP-BITRE	
CN3837682	FLIGHTDECK CREWING	2022 Careers and Employment Expos	10-Dec-21	9-Dec-22	573,254.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3840296	FRANK SMALLWOOD	Contractor	13-Dec-21	30-Jun-22	134,026.50	Non-Consultancy	not a consultancy	Limited	REGTER-RDLG	
CN3875268	GALLAGHER BASSETT PTY LTD	RDA Insurance 2022	31-Mar-22	31-Mar-23	135,979.25	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3796505	GARY STUART DOLMAN	Road Safety and Freight Analysis	1-Jul-21	31-Dec-22	125,950.00	Consultancy	Need for specialised or professional skills	Limited	COO-DAP-BITRE	

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CN3810998	GDP GROUP (QLD) PTY LTD	Art Storage System	13-Sep-21	1-Oct-21	70,271.30	Non-Consultancy	not a consultancy	Limited	~OFTA-CI-Artbank	s22(1)(a)(ii)
CN3830286	GEEKOS SERVICES	Property Maintenance	22-Nov-21	30-Jun-22	16,200.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3866853	GENELITE PTY LTD	Plant and Equipment Repairs and Maintenance	11-Apr-22	30-Jun-22	27,500.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3824832	GENERATION-E PRODUCTIVITY SOLUTIONS	IT Services	21-Oct-21	20-Apr-22	27,225.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3855075	GENERATION-E PRODUCTIVITY SOLUTIONS	Software Maintenance	1-Mar-22	1-Mar-23	52,717.61	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3796557	GEOPLEX PTY LTD	Data Services	1-Jul-21	30-Jun-23	1,911,342.00	Consultancy	Need for specialised or professional skills	Open	COO-DAP-BITRE	
CN3814770	GHD PTY LTD	Engineering and Design Services	4-Aug-21	30-Jun-25	269,824.50	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3831769	GHD PTY LTD	Review of Wastewater Reuse Opportunities for Agriculture	26-Nov-21	30-Jun-22	395,000.00	Consultancy	Need for specialised or professional skills	Open	WATER-NWGA	
CN3839491	GHD PTY LTD	Plant and Equipment Repairs and Maintenance	30-Nov-21	28-Feb-22	32,123.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3843366	GHD PTY LTD	Streetlighting Design Services	4-Jan-22	28-Feb-22	23,445.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3880205	GHD PTY LTD	Streetlighting Civil Design	1-Jun-22	30-Jun-22	20,603.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3880206	Gilimbaa Pty Ltd	Graphic Design Services	2-Jun-22	30-Jun-22	11,979.00	Non-Consultancy	not a consultancy	Limited	CEA-OFTA	
CN3843371	GINNANE CONSULTING	Audit and Risk Services	1-Jan-22	31-Dec-22	65,000.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3890855	GJW Enterprises Pty Ltd	Specialist Technical Advice	9-May-22	30-Jun-22	22,000.00	Consultancy	Need for specialised or professional skills	Limited	TRANSPORT-STP	
CN3796488	Gold Coast Airport Pty Limited	Landside Vehicle Control Services	1-Jul-21	30-Jun-23	51,615.51	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3851773	GP SERVICES	Property Repairs and Maintenance	1-Feb-22	30-Jun-22	87,312.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3855060	GP SERVICES	Property Repairs and Maintenance	24-Feb-22	30-Jun-22	92,893.90	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3870386	GP SERVICES	Invasive Weed Management	25-Apr-22	20-Jun-22	50,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3866849	GP SERVICES GARRY GEORGE PARSONS	Property Repairs and Maintenance	1-Apr-22	31-Jan-23	937,462.31	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3827108	Grace Records Management Aust P/L	Records Storage Facilities	6-Nov-21	30-Jun-23	330,000.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3796526	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Personnel Relocation Services	1-Jul-21	30-Sep-21	14,681.16	Non-Consultancy	not a consultancy	Open	~TER-IOT-CI	
CN3796556	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Personnel Relocation Services	1-Jul-21	30-Sep-21	12,726.07	Non-Consultancy	not a consultancy	Open	~TER-IOT-CI	
CN3797456	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Personnel Relocation Services	15-Jul-21	30-Sep-21	17,000.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-CI	
CN3799310	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Personnel Relocation Services	26-Jul-21	30-Sep-21	15,301.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-CI	
CN3821749	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Relocation Services	19-Oct-21	30-Dec-21	26,930.20	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3824834	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Relocation Services	28-Oct-21	30-Jun-22	30,500.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3827088	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Relocation Services	29-Oct-21	30-Nov-21	11,156.32	Non-Consultancy	not a consultancy	Limited	REGTER-RDLG	
CN3830302	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Relocation Services	22-Nov-21	30-Jun-22	22,035.70	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3847010	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Staff Relocation	4-Feb-22	30-Mar-22	15,818.60	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3847019	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Staff Relocation	7-Feb-22	30-Jun-22	19,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3851791	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Relocation Services	17-Feb-22	30-Mar-22	10,760.20	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3888056	GRACE WORLDWIDE (AUSTRALIA) PTY LTD	Staff Relocations	24-Jun-22	30-Jun-22	16,104.01	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3888045	GRAHAM FORWARD	Specialist Medical Services	11-May-22	30-Jun-25	185,250.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3888035	Granite Belt Integrated Pest Manage	Pest Management	6-Jun-22	31-Aug-22	20,790.00	Consultancy	Skills currently unavailable within agency	Limited	REGTER-TER	
CN3849727	GRAYLINE HOLDINGS PTY LTD	Computer Equipment	10-Feb-22	30-Jun-22	14,920.40	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3828189	GREIG ROBERTSON	Seafreight and Logistics Advice	1-Nov-21	31-Oct-23	480,000.00	Consultancy	Need for specialised or professional skills	Limited	REGTER-TER	
CN3801811	GRIFFIN LEGAL PTY LIMITED	External Probity Advisor	26-Jul-21	30-Apr-23	17,640.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-Canberra	
CN3831768	GRIFFIN LEGAL PTY LIMITED	External Probity Advisor	15-Nov-21	30-Jun-22	75,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3888061	GRIFFIN LEGAL PTY LIMITED	External Probity Advisor	17-Jun-22	17-Mar-23	17,940.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	

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CN3866852	GS1 AUSTRALIALTD	National Location Reg. Freight - Phase 3	31-Mar-22	30-Jun-23	304,729.18	Consultancy	Need for specialised or professional skills	Limited	COO-DAP-BITRE	s22(1)(a)(ii)
CN3816150	GURU PRODUCTIONS PTY LTD	Advertising Services	24-Sep-21	30-Sep-21	26,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3839506	HALL AND PARTNERS PTY LTD	Research Services	21-Dec-21	30-Jun-22	220,200.20	Consultancy	Need for specialised or professional skills	Limited	COO-PGPC	
CN3858150	HAPPY JACKS CKI PTY LTD	Pest Control	11-Apr-22	30-Jun-22	17,800.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3799299	HARVEY NORMAN AV/IT SUPERSTORE	Computer Hardware	19-Jul-21	30-Jun-22	140,900.00	Non-Consultancy	not a consultancy	Limited	~CORP-Inform Servs	
CN3809292	HARVEY NORMAN AV/IT SUPERSTORE	Computer Hardware	24-Aug-21	30-Jun-22	65,440.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3818507	HARVEY NORMAN AV/IT SUPERSTORE	Computer Hardware	24-Sep-21	24-Sep-23	47,714.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3824044	HARVEY NORMAN AV/IT SUPERSTORE	IT Hardware	18-Oct-21	18-Oct-23	80,552.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3830280	HARVEY NORMAN AV/IT SUPERSTORE	IT Hardware	14-Oct-21	14-Oct-24	28,530.06	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3831745	HARVEY NORMAN AV/IT SUPERSTORE	IT Hardware	25-Nov-21	25-Nov-24	285,670.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3796445	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Jun-22	166,500.00	Non-Consultancy	not a consultancy	Open	~AAA-Executive	
CN3796446	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	28-Feb-22	177,500.00	Non-Consultancy	not a consultancy	Open	~AAA-Executive	
CN3796447	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	31-Dec-21	113,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-IATS	
CN3796448	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	19-Jul-23	337,844.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3796449	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	31-Dec-22	325,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-IATS	
CN3796450	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	31-Dec-21	105,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3796451	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	31-Dec-21	104,500.00	Non-Consultancy	not a consultancy	Open	~CTS-CD Qld	
CN3796452	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	31-Dec-21	92,000.00	Non-Consultancy	not a consultancy	Open	~CTS-CD Qld	
CN3796453	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	18-Mar-22	148,000.00	Non-Consultancy	not a consultancy	Open	~COO-DAP-TMRT	
CN3796454	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	27-Oct-21	49,500.00	Non-Consultancy	not a consultancy	Open	~MTIP-Prog ShareMg	
CN3796455	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	28-Apr-23	398,500.00	Non-Consultancy	not a consultancy	Open	~MTIP-In Rail Ops	
CN3796456	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	31-Dec-21	99,500.00	Non-Consultancy	not a consultancy	Open	~MTIP-BMU	
CN3796457	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	31-Dec-21	87,500.00	Non-Consultancy	not a consultancy	Open	~MTIP-BMU	
CN3796458	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	31-Dec-21	113,886.46	Non-Consultancy	not a consultancy	Open	~SPIDO-Rail ConTsk	
CN3796459	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Dec-23	608,000.00	Non-Consultancy	not a consultancy	Open	~CMI-SPEC	
CN3796460	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	15-Sep-21	38,000.00	Non-Consultancy	not a consultancy	Open	~CMI-TELE	
CN3796461	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Dec-22	417,000.00	Non-Consultancy	not a consultancy	Open	~CMI-TELE	
CN3796462	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Jun-22	206,000.00	Non-Consultancy	not a consultancy	Open	~CMI-TELE	
CN3796463	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	31-Jul-22	184,003.00	Non-Consultancy	not a consultancy	Open	~CSC-CONS	
CN3796464	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Jun-22	181,500.00	Non-Consultancy	not a consultancy	Open	~CSC-CONS	
CN3796466	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	24-Dec-21	65,000.00	Non-Consultancy	not a consultancy	Open	WATER-NWGA	
CN3796467	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	31-Dec-22	258,000.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	
CN3796468	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Jun-22	242,000.00	Non-Consultancy	not a consultancy	Open	~STP-OfficeRoadSaf	
CN3796469	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Jun-22	178,500.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	
CN3796471	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	31-Dec-22	267,000.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	
CN3796475	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	5-Jul-21	1-Jan-23	302,585.90	Non-Consultancy	not a consultancy	Open	~CMI-TELE	
CN3796479	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Sep-21	65,000.00	Non-Consultancy	not a consultancy	Open	~AAA-Executive	
CN3796480	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	17-Sep-22	223,000.00	Non-Consultancy	not a consultancy	Open	~AAA-Executive	
CN3796527	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Dec-22	273,500.00	Non-Consultancy	not a consultancy	Open	~CMI-TELE	
CN3796529	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	31-Dec-22	249,500.00	Non-Consultancy	not a consultancy	Open	~CMI-PT	
CN3796530	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	31-Dec-22	273,000.00	Non-Consultancy	not a consultancy	Open	~RDLG-Executive	
CN3796534	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Sep-21	34,500.00	Non-Consultancy	not a consultancy	Open	COMMS-CSC	
CN3796538	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Jun-23	293,000.00	Non-Consultancy	not a consultancy	Open	~RDLG-Executive	
CN3796542	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	14-Jul-21	10,500.00	Non-Consultancy	not a consultancy	Open	~RDLG-Executive	
CN3796559	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Nov-22	729,273.60	Non-Consultancy	not a consultancy	Open	COO-DAP-BITRE	
CN3796562	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Sep-22	258,000.00	Non-Consultancy	not a consultancy	Open	REGTER-CTS	
CN3796565	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	7-Jan-22	59,100.00	Non-Consultancy	not a consultancy	Open	~CORP-Governance	
CN3796568	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Jul-21	12,500.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3796570	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Nov-21	78,500.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-Perth	
CN3796571	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	3-Sep-21	29,000.00	Non-Consultancy	not a consultancy	Open	~CORP-Governance	
CN3796572	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	24-Dec-21	135,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3796573	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	10-Mar-23	318,500.00	Non-Consultancy	not a consultancy	Open	COO-DAP-Executive	
CN3796575	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	2-May-22	163,500.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-Canberra	
CN3796576	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Sep-21	61,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3796578	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Nov-21	83,500.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-Canberra	
CN3796582	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Jun-22	206,000.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	

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2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3796585	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Jun-23	403,500.00	Non-Consultancy	not a consultancy	Open	COO-DAP-Executive	s22(1)(a)(ii)
CN3796588	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	31-Jul-21	11,500.00	Non-Consultancy	not a consultancy	Open	COO-DAP-BITRE	
CN3796593	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	10-Sep-21	32,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3796595	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	11-Nov-22	196,500.00	Non-Consultancy	not a consultancy	Open	~MTIP-ITSRD	
CN3797447	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	26-Nov-21	26-May-23	309,000.00	Non-Consultancy	not a consultancy	Open	~ININ-IPP	
CN3797466	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	12-Jul-21	1-Sep-21	99,000.00	Non-Consultancy	not a consultancy	Open	~CSC-UNIV	
CN3797468	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Jun-22	195,000.00	Non-Consultancy	not a consultancy	Open	~TER-NI & JBT	
CN3797471	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	31-Dec-21	110,000.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-Canberra	
CN3799288	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	5-Jul-21	30-Jun-23	377,280.00	Non-Consultancy	not a consultancy	Open	~AAA-Airspace&Int	
CN3799316	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Jul-21	30-Jun-23	678,334.80	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3799325	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	12-Jul-21	30-Jun-23	407,844.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3801813	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	9-Aug-21	10-Aug-22	145,000.00	Non-Consultancy	not a consultancy	Open	~STP-OfficeRoadSaf	
CN3801814	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	9-Aug-21	11-Feb-22	74,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3801817	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	2-Aug-21	1-Nov-21	26,916.13	Non-Consultancy	not a consultancy	Open	~CSC-POST	
CN3801820	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	19-Jul-21	21-Jan-22	110,000.00	Non-Consultancy	not a consultancy	Open	~CMI-TELE	
CN3803343	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	16-Aug-21	11-Feb-22	98,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3805876	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment	2-Aug-21	18-Aug-21	10,166.64	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	
CN3805878	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	16-Aug-21	30-Jun-22	180,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3805879	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	11-Aug-21	10-Aug-22	166,626.00	Non-Consultancy	not a consultancy	Open	COO-DAP-BITRE	
CN3808009	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment	2-Aug-21	2-Aug-21	13,200.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3809314	HAYS SPECIALIST RECRUITMENT (AUST)	Secretariat Services	23-Aug-21	18-Feb-22	120,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3816155	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	20-Sep-21	18-Mar-22	65,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3818889	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Oct-21	30-Jun-23	449,728.25	Non-Consultancy	not a consultancy	Open	COMMS-CSC	
CN3818890	HAYS SPECIALIST RECRUITMENT (AUST)	Placement Fee	30-Sep-21	30-Sep-21	14,955.50	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3821741	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Nov-21	31-Oct-22	230,000.00	Non-Consultancy	not a consultancy	Open	WATER-ONA	
CN3821747	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	25-Oct-21	29-Apr-22	92,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-IATS	
CN3824073	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	25-Oct-21	25-Apr-22	67,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3824081	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	14-Oct-21	31-May-22	95,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3824838	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment Services	18-Oct-21	31-Oct-21	17,616.41	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3824842	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Nov-21	11-Feb-22	70,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3824843	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Nov-21	31-Aug-22	94,494.27	Non-Consultancy	not a consultancy	Open	COMMS-CSC	
CN3824846	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	8-Nov-21	6-May-22	91,645.00	Non-Consultancy	not a consultancy	Open	COO-DAP-BCARR	
CN3828202	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Aug-21	30-Sep-21	25,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3828204	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	22-Nov-21	20-May-22	70,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-IATS	
CN3828206	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	17-Sep-21	16-Dec-22	288,000.00	Non-Consultancy	not a consultancy	Open	COMMS-CMI	
CN3828207	HAYS SPECIALIST RECRUITMENT (AUST)	Secretariat Services	15-Nov-21	30-Jun-22	143,562.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3830301	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Dec-21	30-Jun-22	110,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3835136	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	4-Jan-22	6-Jan-23	141,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3835139	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	1-Dec-21	30-Jun-23	277,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3835390	HAYS SPECIALIST RECRUITMENT (AUST)	Placement Fee	22-Nov-21	30-Nov-21	13,782.18	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3837703	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	5-Jan-22	30-Dec-22	143,283.00	Non-Consultancy	not a consultancy	Open	COMMS-CMI	
CN3839502	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	25-Dec-21	30-Jun-22	95,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3839505	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	10-Jan-22	30-Jun-23	290,184.00	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	
CN3840287	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	24-Jan-22	30-Jun-22	80,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3849712	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	11-Feb-22	30-Jun-22	51,500.00	Non-Consultancy	not a consultancy	Open	COO-DAP-BITRE	
CN3849713	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	11-Feb-22	29-Jul-22	72,000.00	Non-Consultancy	not a consultancy	Open	COO-DAP-BITRE	
CN3849721	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment Services	1-Feb-22	2-Feb-22	14,390.73	Non-Consultancy	not a consultancy	Open	WATER-NWGA	
CN3849722	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment Services	1-Feb-22	2-Feb-22	13,973.81	Non-Consultancy	not a consultancy	Open	WATER-ONA	
CN3853166	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	7-Mar-22	31-May-23	317,300.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3853169	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	28-Feb-22	28-Feb-23	186,186.00	Non-Consultancy	not a consultancy	Open	COMMS-CMI	
CN3855071	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	21-Mar-22	30-Jun-23	230,000.00	Non-Consultancy	not a consultancy	Open	WATER-ONA	
CN3858154	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	2-Mar-22	30-Jun-23	121,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3858155	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	14-Mar-22	14-Mar-23	193,557.00	Non-Consultancy	not a consultancy	Open	WATER-ONA	
CN3863814	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	28-Feb-22	30-Jun-22	73,500.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3863831	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	4-Apr-22	30-Dec-22	148,500.00	Non-Consultancy	not a consultancy	Open	COMMS-CMI	
CN3863839	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	11-Apr-22	6-Dec-22	166,510.00	Non-Consultancy	not a consultancy	Open	COMMS-CMI	
CN3866880	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	19-Apr-22	14-Apr-23	197,500.00	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	
CN3867947	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	21-Apr-22	30-Dec-22	181,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	

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2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3870391	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	11-Apr-22	30-Jun-23	225,000.00	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	s22(1)(a)(ii)
CN3871870	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	3-May-22	3-Nov-22	97,631.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3871874	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	9-May-22	12-May-23	173,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3871876	HAYS SPECIALIST RECRUITMENT (AUST)	Recruitment Services	5-May-22	31-Oct-22	104,159.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3880201	HAYS SPECIALIST RECRUITMENT (AUST)	Contractor	31-May-22	30-Jun-23	150,000.00	Non-Consultancy	not a consultancy	Open	COMMS-CSC	
CN3835120	HBA CONSULTING PTY LTD	Human Resources Services	29-Nov-21	18-Feb-22	11,400.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3840286	HEADSET SOLUTIONS PTY LTD	End User Support Agreement	10-Jan-22	30-Jun-22	43,087.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3851769	HEALTH ONE PTY LTD ATF HEALTH ONE U	COVID-19 Test Kits	12-Feb-22	30-Apr-22	31,194.38	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3803340	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	3-Aug-21	30-Sep-21	35,616.80	Non-Consultancy	not a consultancy	Open	~TER-IOT-CI	
CN3803341	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	3-Aug-21	31-Oct-21	22,420.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-CI	
CN3808011	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	20-Aug-21	26-Nov-21	77,400.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3811034	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	2-Sep-21	31-Dec-21	85,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3812728	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	10-Sep-21	30-Nov-21	28,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3821745	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	13-Oct-21	4-Feb-22	57,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3824080	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	25-Oct-21	15-Feb-22	51,119.39	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3845042	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	8-Feb-22	25-Apr-22	28,820.06	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3845045	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	18-Feb-22	29-Apr-22	29,909.59	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3853170	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	23-Feb-22	1-Apr-22	10,035.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3860843	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	23-Mar-22	9-Jun-22	35,928.52	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3867951	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	26-Apr-22	1-Aug-22	69,553.26	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3885513	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	28-Jun-22	13-Sep-22	50,622.76	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3885514	HEALTHCARE AUSTRALIA	Provision of Locum Nurses	28-Jun-22	23-Aug-22	79,443.48	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3797464	Herbert Smith Freehills	Legal Services	7-Jul-21	30-Jun-22	68,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3814777	Herbert Smith Freehills	Legal Services	16-Sep-21	30-Jun-22	440,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3871873	Herbert Smith Freehills	Legal Services	12-Apr-22	30-Jun-23	93,500.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3867934	Herron Todd White (Consolidated) Pt	Valuation Services	17-Mar-22	30-Jun-23	241,411.50	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3863829	HEWITT, RODNEY	Property Repairs and Maintenance	8-Apr-22	30-Jun-22	26,094.60	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3831763	HEWLETT PACKARD AUST PTY LTD	Software Licences	23-Nov-21	23-Nov-24	82,864.89	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3839504	HEWLETT PACKARD AUST PTY LTD	Computer Hardware	23-Dec-21	23-Dec-24	11,943.18	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3799335	HITECH GROUP AUSTRALIA LIMITED	Contractor	14-Jul-21	30-Jun-22	348,480.00	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3803326	HIVAC SERVICES PTY LTD	Contractor	30-Jul-21	10-Sep-21	106,060.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3814758	HIVAC SERVICES PTY LTD	Plant and Equipment Repairs and Maintenance	1-Oct-21	30-Oct-21	23,180.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3824046	HIVAC SERVICES PTY LTD	Communications Network Repairs and Maintenance	1-Dec-21	28-Jan-22	58,500.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3851771	HIVAC SERVICES PTY LTD	Contractor	12-Feb-22	4-Mar-22	61,640.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3855061	HIVAC SERVICES PTY LTD	Contract for Labor Hire IOTPS	2-Mar-22	1-Apr-22	47,880.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3866860	HIVAC SERVICES PTY LTD	Contractor	3-May-22	28-Jun-22	176,790.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3811026	HOBAN RECRUITMENT PTY LTD	Executive Recruitment	13-Aug-21	8-Sep-21	20,000.00	Non-Consultancy	not a consultancy	Open	COMMS-OSMP	
CN3796477	Horizon One Recruitment Pty Ltd	Contractor	1-Jul-21	30-Jun-22	196,000.00	Non-Consultancy	not a consultancy	Open	~AAA-Executive	
CN3796525	Horizon One Recruitment Pty Ltd	Contractor	1-Jul-21	30-Jun-22	216,432.00	Non-Consultancy	not a consultancy	Open	~CMI-PT	
CN3796561	Horizon One Recruitment Pty Ltd	Contractor	1-Jul-21	30-Jun-23	290,320.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3796567	Horizon One Recruitment Pty Ltd	Contractor	1-Jul-21	30-Jun-22	216,000.00	Non-Consultancy	not a consultancy	Open	~CORP-Finance Serv	
CN3796597	Horizon One Recruitment Pty Ltd	Contractor	1-Jul-21	30-Jun-22	140,000.00	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	
CN3799328	Horizon One Recruitment Pty Ltd	Contractor	27-Jul-21	21-Oct-22	320,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3824069	Horizon One Recruitment Pty Ltd	Placement Fee	19-Oct-21	30-Oct-21	10,150.16	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3827098	Horizon One Recruitment Pty Ltd	Placement Fee	22-Jul-21	22-Jul-21	27,287.05	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3830305	Horizon One Recruitment Pty Ltd	Placement Fee	19-Oct-21	25-Nov-21	22,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3830306	Horizon One Recruitment Pty Ltd	Contractor	22-Nov-21	30-Jun-22	139,281.45	Non-Consultancy	not a consultancy	Open	COMMS-CSC	
CN3835127	Horizon One Recruitment Pty Ltd	Contractor	1-Jul-21	31-Jul-22	257,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3837696	Horizon One Recruitment Pty Ltd	Contractor	20-Dec-21	2-Aug-22	140,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-IATS	
CN3849714	Horizon One Recruitment Pty Ltd	Placement Fee	7-Feb-22	7-Feb-22	10,150.16	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3860846	Horizon One Recruitment Pty Ltd	Contractor	28-Mar-22	27-Mar-23	274,176.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-IATS	
CN3862411	Horizon One Recruitment Pty Ltd	Contractor	15-Mar-22	15-Mar-23	164,736.00	Non-Consultancy	not a consultancy	Open	COMMS-CMI	
CN3885508	Horizon One Recruitment Pty Ltd	Placement Fee	6-Jun-22	6-Jun-22	19,137.51	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3885510	Horizon One Recruitment Pty Ltd	Placement Fee	6-Jun-22	6-Jun-22	19,137.51	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3888042	Horizon One Recruitment Pty Ltd	Recruitment Services	21-Jun-22	30-Jun-22	19,020.27	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3888051	Horizon One Recruitment Pty Ltd	Contractor	6-Jun-22	30-Jun-23	178,102.00	Non-Consultancy	not a consultancy	Open	COMMS-CSC	
CN3888053	Horizon One Recruitment Pty Ltd	Contractor	19-May-22	30-Jun-22	38,000.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	

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2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3890878	Horizon One Recruitment Pty Ltd	Placement Fee	17-May-22	30-Jun-22	14,173.57	Non-Consultancy	not a consultancy	Open	COMMS-OSMP	s22(1)(a)(ii)
CN3902311	Horizon One Recruitment Pty Ltd	Contractor	28-Mar-22	27-Mar-23	282,204.95	Non-Consultancy	not a consultancy	Open	COMMS-CMI	
CN3904394	Horizon One Recruitment Pty Ltd	Contractor	13-Sep-21	18-Feb-22	86,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3905419	Horizon One Recruitment Pty Ltd	Contractor	16-Jun-22	15-Jun-23	216,486.00	Non-Consultancy	not a consultancy	Open	COMMS-CMI	
CN3796478	Horizone One Recruitment Pty Ltd	Contractor	1-Jul-21	10-Sep-21	38,000.00	Non-Consultancy	not a consultancy	Open	~AAA-Executive	
CN3796523	Horizone One Recruitment Pty Ltd	Contractor	1-Jul-21	31-Dec-21	89,500.00	Non-Consultancy	not a consultancy	Open	~CMI-PT	
CN3796531	Horizone One Recruitment Pty Ltd	Contractor	1-Jul-21	21-Dec-21	99,500.00	Non-Consultancy	not a consultancy	Open	~CMI-PT	
CN3796547	Horizone One Recruitment Pty Ltd	Contractor	1-Jul-21	31-Dec-21	107,500.00	Non-Consultancy	not a consultancy	Open	~RDLG-Executive	
CN3796566	Horizone One Recruitment Pty Ltd	Contractor	1-Jul-21	31-Oct-21	78,000.00	Non-Consultancy	not a consultancy	Open	~CORP-Finance Serv	
CN3796569	Horizone One Recruitment Pty Ltd	Contractor	1-Jul-21	19-Nov-21	71,000.00	Non-Consultancy	not a consultancy	Open	~CORP-Executive	
CN3796574	Horizone One Recruitment Pty Ltd	Contractor	1-Jul-21	30-Jun-22	250,500.00	Non-Consultancy	not a consultancy	Open	COO-DAP-Executive	
CN3799326	Horizone One Recruitment Pty Ltd	Contractor	12-Jul-21	30-Jun-22	209,644.00	Non-Consultancy	not a consultancy	Open	~AAA-Airspace&Int	
CN3801821	Horizone One Recruitment Pty Ltd	Contractor	2-Aug-21	30-Jun-22	162,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3803337	Horizone One Recruitment Pty Ltd	Recruitment	12-Jul-21	12-Jul-21	12,709.99	Non-Consultancy	not a consultancy	Open	~CORP-Finance Serv	
CN3803347	Horizone One Recruitment Pty Ltd	Contractor	2-Aug-21	2-Feb-22	98,000.00	Non-Consultancy	not a consultancy	Open	~AAA-Airspace&Int	
CN3809319	Horizone One Recruitment Pty Ltd	Recruitment Services	31-Aug-21	28-Feb-22	12,321.70	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3812722	Horizone One Recruitment Pty Ltd	Placement Fee	12-Jul-21	11-Jul-22	14,253.78	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3814778	Horizone One Recruitment Pty Ltd	Placement Fee	27-Sep-21	27-Sep-22	14,253.78	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3818530	Horizone One Recruitment Pty Ltd	Recruitment	1-Sep-21	30-Sep-21	19,902.23	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3853792	HorizonOne Recruitment Pty Ltd	Placement fee	24-Feb-22	14-Mar-22	20,267.45	Non-Consultancy	not a consultancy	Open	TRANSPORT-IATS	
CN3827100	HOUSTON KEMP PTY LTD	Job Access Data	4-Nov-21	8-Dec-21	15,400.00	Consultancy	Need for specialised or professional skills	Open	COO-DAP-BCARR	
CN3844451	HP PPS AUSTRALIA PTY LTD	Computer Hardware	14-Jan-22	13-Jan-23	48,598.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3888057	HP PPS AUSTRALIA PTY LTD	IT Hardware	15-Jun-22	30-Jun-23	286,657.80	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3912111	HP PPS AUSTRALIA PTY LTD	Computer Hardware	10-Aug-21	30-Jun-22	18,700.00	Non-Consultancy	not a consultancy	Open	COO-IT	
CN3796472	Hudson Global Resources (Aust) P/L	Contractor	1-Jul-21	30-Jun-22	228,500.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	
CN3796528	Hudson Global Resources (Aust) P/L	Contractor	1-Jul-21	31-Dec-22	373,000.00	Non-Consultancy	not a consultancy	Open	~CMI-PT	
CN3796563	Hudson Global Resources (Aust) P/L	Contractor	1-Jul-21	31-Mar-22	191,500.00	Non-Consultancy	not a consultancy	Open	REGTER-CTS	
CN3796564	Hudson Global Resources (Aust) P/L	Contractor	1-Jul-21	15-Mar-22	103,500.00	Non-Consultancy	not a consultancy	Open	~CTS-CD NT Tas Reg	
CN3796583	Hudson Global Resources (Aust) P/L	Contractor	1-Jul-21	30-Jun-22	214,000.00	Non-Consultancy	not a consultancy	Open	COO-DAP-Executive	
CN3796589	Hudson Global Resources (Aust) P/L	Contractor	1-Jul-21	1-Apr-22	144,500.00	Non-Consultancy	not a consultancy	Open	COO-DAP-Executive	
CN3797462	Hudson Global Resources (Aust) P/L	Contractor	8-Jul-21	30-Sep-21	60,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3797467	Hudson Global Resources (Aust) P/L	Contractor	8-Jul-21	24-Dec-21	99,900.00	Non-Consultancy	not a consultancy	Open	~STP-Mar & Ship	
CN3799329	Hudson Global Resources (Aust) P/L	Contractor	26-Jul-21	30-Jun-22	189,500.00	Non-Consultancy	not a consultancy	Open	~CTS-CD NT Tas Reg	
CN3799333	Hudson Global Resources (Aust) P/L	Contractor	5-Jul-21	30-Jun-23	410,152.00	Non-Consultancy	not a consultancy	Open	~AAA-Airspace&Int	
CN3801815	Hudson Global Resources (Aust) P/L	Recruitment	22-Jul-21	30-Jun-22	16,500.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3803348	Hudson Global Resources (Aust) P/L	Contractor	9-Aug-21	31-Dec-22	331,500.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	
CN3803351	Hudson Global Resources (Aust) P/L	Contractor	10-Aug-21	5-Nov-21	52,478.40	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	
CN3805882	Hudson Global Resources (Aust) P/L	Contractor	11-Aug-21	4-Feb-22	100,000.00	Non-Consultancy	not a consultancy	Open	WATER-NWGA	
CN3809311	Hudson Global Resources (Aust) P/L	Contractor	23-Aug-21	18-Feb-22	147,600.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3812720	Hudson Global Resources (Aust) P/L	Placement fee	6-Aug-21	26-Aug-21	16,500.91	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	
CN3814768	Hudson Global Resources (Aust) P/L	Contractor	14-Sep-21	14-Sep-22	242,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3818537	Hudson Global Resources (Aust) P/L	Placement Fee	5-Oct-21	31-Mar-22	14,300.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3824060	Hudson Global Resources (Aust) P/L	Contractor	8-Sep-21	9-Jun-22	100,000.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3824835	Hudson Global Resources (Aust) P/L	Placement Fee	22-Sep-21	28-Oct-21	16,500.17	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	
CN3824836	Hudson Global Resources (Aust) P/L	Placement Fee	10-Sep-21	29-Oct-21	26,400.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3824840	Hudson Global Resources (Aust) P/L	Contractor	1-Nov-21	29-Apr-22	70,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3824845	Hudson Global Resources (Aust) P/L	Contractor	15-Nov-21	30-Jun-22	136,500.00	Non-Consultancy	not a consultancy	Open	REGTER-CTS	
CN3828208	Hudson Global Resources (Aust) P/L	Contractor	22-Nov-21	22-May-22	80,000.00	Non-Consultancy	not a consultancy	Open	WATER-NWGA	
CN3835130	Hudson Global Resources (Aust) P/L	Contractor	6-Dec-21	11-Apr-22	55,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3835138	Hudson Global Resources (Aust) P/L	Contractor	29-Nov-21	29-May-22	83,987.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-IATS	
CN3840288	Hudson Global Resources (Aust) P/L	Contractor	10-Jan-22	7-Jul-22	58,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3843388	Hudson Global Resources (Aust) P/L	Contractor	24-Jan-22	29-Jul-22	75,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3843391	Hudson Global Resources (Aust) P/L	Contractor	14-Jan-22	30-Jun-22	67,000.00	Non-Consultancy	not a consultancy	Open	REGTER-CTS	
CN3845043	Hudson Global Resources (Aust) P/L	Contractor	7-Feb-22	5-Aug-22	88,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3849719	Hudson Global Resources (Aust) P/L	Contractor	1-Feb-22	31-Jul-22	90,000.00	Non-Consultancy	not a consultancy	Open	~COO-PSPC	
CN3851793	Hudson Global Resources (Aust) P/L	Contractor	28-Feb-22	26-Aug-22	172,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3851794	Hudson Global Resources (Aust) P/L	Contractor	28-Feb-22	24-Feb-23	125,560.50	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	

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CN3853165	Hudson Global Resources (Aust) P/L	Placement Fee	29-Nov-21	23-Dec-21	16,500.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	s22(1)(a)(ii)
CN3855077	Hudson Global Resources (Aust) P/L	Contractor	7-Mar-22	9-Sep-22	117,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3858144	Hudson Global Resources (Aust) P/L	Contractor	31-Mar-22	28-Oct-22	122,500.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3858147	Hudson Global Resources (Aust) P/L	Contractor	29-Mar-22	31-Mar-23	384,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3863830	Hudson Global Resources (Aust) P/L	Contractor	4-Apr-22	30-Jun-23	139,000.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	
CN3863836	Hudson Global Resources (Aust) P/L	Contractor	11-Apr-22	12-Oct-22	75,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3863837	Hudson Global Resources (Aust) P/L	Recruitment Services	4-Feb-22	31-Mar-22	28,600.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3878977	Hudson Global Resources (Aust) P/L	Placement Fee	16-May-22	16-May-22	16,500.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3880199	Hudson Global Resources (Aust) P/L	Contractor	8-Jun-22	27-Jan-23	191,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3884439	Hudson Global Resources (Aust) P/L	Recruitment Services	2-Jun-22	31-Aug-22	66,880.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3889972	Hudson Global Resources (Aust) P/L	Recruitment Services	27-Jun-22	30-Jun-23	69,960.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3890868	Hudson Global Resources (Aust) P/L	Contractor	3-Jun-22	24-Feb-23	90,000.00	Non-Consultancy	not a consultancy	Open	COMMS-OSMP	
CN3851776	IAN HANSEN & ASSOCIATES	Executive Recruitment Services	17-Jan-22	31-Jul-22	33,000.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3847002	IAN HANSEN AND ASSOCIATES	Recruitment Services	13-Jan-22	31-Jul-22	33,000.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3858131	IAN MCALLISTER	Specialist Medical Services	9-Mar-22	30-Jun-23	41,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3843368	Ian McPhee Consulting	Audit and Risk Services	1-Jan-22	31-Dec-24	165,000.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3858116	IBISWORLD PTY LTD	Data Subscription	30-Apr-22	29-Apr-23	14,428.39	Non-Consultancy	not a consultancy	Limited	COO-DAP-BCARR	
CN3904312	IBS UNIVERSITY LIMITED P- ECOMMERCE	Executive leadership program in PNG	14-Sep-21	1-Oct-21	16,834.09	Non-Consultancy	not a consultancy	Limited	TRANSPORT-IATS	
CN3866871	ICENI GROUP PTY LTD	Infrastructure Investment Risk and Assurance Program	11-Apr-22	30-Jun-22	326,060.90	Consultancy	Need for independent research or assessment	Open	INFRA-ININ	
CN3797421	ICMI SPEAKERS AND ENTERTAINERS	Staff Development	28-Jul-21	28-Jul-21	17,097.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3867957	Icon Agency Melbourne	Digital Services	22-Apr-22	31-Jul-22	128,164.08	Non-Consultancy	not a consultancy	Open	COMMS-CMI	
CN3843385	IGNITE LIMITED	Contractor	10-Jan-22	9-Jan-23	291,456.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3858153	IGNITE LIMITED	Contractor	21-Mar-22	20-Mar-23	386,901.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3858132	IHS GLOBAL PTE LTD	Maritime Subscription	6-Mar-22	5-Mar-23	36,000.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-STP	
CN3797433	INDIAN OCEAN GROUP TRAINING ASSOCIA	Apprenticeship Program	5-Jul-21	30-Jun-24	297,067.82	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3839478	INDIAN OCEAN GROUP TRAINING ASSOCIA	Training and Workforce Development	1-Jan-22	31-Dec-22	900,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3855065	INDIAN OCEAN OIL COMPANY	Plant and Equipment Repairs and Maintenance	21-Mar-22	31-May-22	168,185.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3827076	INDIVIDUAL CAREER SOLUTIONS	Leadership and Management Program	3-Nov-21	30-Dec-21	20,900.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3853154	INDIVIDUAL CAREER SOLUTIONS	Leadership and Management Program	1-Mar-22	30-Jun-23	77,000.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3799283	INFINITE CONSULTING PTY LTD	Contractor	1-Jul-21	30-Jun-22	327,260.00	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3849720	INFINITE CONSULTING PTY LTD	Contractor	7-Feb-22	6-Feb-24	789,527.68	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3844459	INFORMA AUSTRALIA PTY LTD	Sponsorship	20-Jan-22	21-Mar-22	33,000.00	Non-Consultancy	not a consultancy	Limited	INFRA-MTIP	
CN3791036	INFORMA UK LTD	Data Subscription	1-Jul-21	30-Jun-24	98,936.58	Non-Consultancy	not a consultancy	Limited	COO-DAP-BITRE	
CN3863823	INFORMA UK LTD	Data Subscription	1-Apr-22	31-May-22	23,727.71	Non-Consultancy	not a consultancy	Limited	COO-DAP-BITRE	
CN3839479	INFRASTRUCTURE PARTNERSHIPS AUSTRAL	IPA Membership 2021-22	1-Nov-21	31-Oct-22	31,746.00	Non-Consultancy	not a consultancy	Limited	Executive	
CN3835383	INNOVATIVE LIGHTING AND SOUND PTY L	Event Management	14-Dec-21	15-Dec-21	13,024.00	Non-Consultancy	not a consultancy	Limited	CEA-CE	
CN3835377	INSIDE POLICY	Independent Review Services	26-Nov-21	31-Jan-22	86,592.00	Consultancy	Skills currently unavailable within agency	Limited	INFRA-ININ	
CN3888041	INTEGRITY HEALTH & SAFETY PTY. LTD	Automated External Defibrillators (AEDs)	17-Jun-22	8-Jul-22	57,195.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3816171	INTELLEDOX PTY LTD	Software Licencing and Maintenance	23-Sep-21	31-May-23	217,624.74	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3786903	INTELLIGENT TRANSPORT SYSTEMS AUSTR	Subscriptions	1-Jul-21	30-Jun-22	18,264.40	Non-Consultancy	not a consultancy	Limited	~COO-DAP-TMRT	
CN3807993	INTERNATIONAL ART SERVICES	Freight of Artworks	23-Jul-21	31-Jul-21	12,313.28	Non-Consultancy	not a consultancy	Limited	CEA-OFTA	
CN3828188	International Assoc for Public	Staff Training	15-Nov-21	23-Dec-21	11,721.50	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3863820	International Assoc for Public	Staff Training	6-Apr-22	30-Jun-22	120,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-RDLG	
CN3878970	International Assoc for Public	Staff Development	29-Jun-22	30-Jun-22	31,200.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3888049	INTOPIA PPTY LTD	Website Accessibility Testing	17-Jun-22	16-Feb-23	54,648.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3843379	INVERNESS MEDICAL INNOVATIONS	COVID-19 Test Kits	14-Jan-22	30-Jun-22	30,880.43	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3875279	IONIZE PTY LTD	Cloud Storage Licensing	16-May-22	15-May-23	340,100.25	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3875859	IONIZE PTY LTD	Cloud Storage Services	17-May-22	17-Jul-22	39,600.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3878980	IONIZE PTY LTD	IT Security Services	25-May-22	25-Nov-22	45,375.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3875287	Iron Mountain Australia Group Pty L	Records Management	12-May-22	30-Jun-22	112,150.60	Non-Consultancy	not a consultancy	Open	COO-PGPC	

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CN3828192	ISLAND PLUMBING & GAS	Construction Services	8-Nov-21	30-Jun-22	37,620.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	s22(1)(a)(ii)
CN3845033	ISLAND PLUMBING & GAS	Sewer Construction (Stage 1)	25-Jan-22	31-Aug-22	566,212.70	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3858136	ISLAND PLUMBING & GAS	Marine Grade Water Tank	14-Mar-22	30-Jun-22	76,715.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3844463	IVANTI UK LIMITED	Software Services Package	21-Jan-22	14-Jan-23	100,676.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3888026	IVANTI UK LIMITED	Software Licenses	27-Jun-22	30-Jun-22	150,686.44	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3837684	J.SANDERS CONSTRUCTION	Public Amenities	14-Dec-21	30-Jun-22	27,450.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3880203	J.SANDERS CONSTRUCTION	Landscaping Services	21-May-22	20-Jun-23	242,430.10	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3858127	J9 RECRUITMENT	Contractor	1-Mar-22	30-Aug-22	85,000.00	Non-Consultancy	not a consultancy	Limited	WATER-ONA	
CN3903427	J9 RECRUITMENT	Contractor	1-Mar-22	2-Mar-23	161,907.42	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3797451	JACOBS GROUP (AUSTRALIA) PTH LTD	Project Management Services	12-Jul-21	30-Jun-22	100,000.00	Non-Consultancy	not a consultancy	Open	~ININ-IAB	
CN3828190	JACOBS GROUP (AUSTRALIA) PTH LTD	Environmental Investigation Services	8-Nov-21	31-Dec-22	81,000.00	Consultancy	Need for independent research or assessment	Limited	REGTER-TER	
CN3835144	JACOBS GROUP (AUSTRALIA) PTH LTD	Program Framework Development	19-Nov-21	30-Jun-23	6,669,737.80	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3855072	JACOBS GROUP (AUSTRALIA) PTH LTD	Airport Regulatory and Assurance Services	28-Feb-22	30-Jun-23	165,000.00	Consultancy	Need for specialised or professional skills	Open	TRANSPORT-DAR	
CN3884438	JACOBS GROUP (AUSTRALIA) PTH LTD	Rail Strategic Assessment	30-May-22	31-Aug-22	45,159.40	Non-Consultancy	not a consultancy	Open	INFRA-SPIDO	
CN3816146	JANALA PTY. LIMITED	Express Freight Services	16-Sep-21	30-Jun-22	14,035.68	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3818517	JANE HARRINGTON	Heritage Management Services	30-Sep-21	31-Dec-22	148,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3835117	JASON D MCCOY	Architectural Services	26-Nov-21	31-Dec-21	10,575.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3835395	JB HI-FI GROUP PTY LTD	ICT Hardware	7-Dec-21	7-Dec-22	79,960.80	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3845038	JB HI-FI GROUP PTY LTD	Computer Hardware	21-Jan-22	20-Jan-23	12,300.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3862414	JB HI-FI GROUP PTY LTD	Computer Hardware	29-Mar-22	31-Mar-23	24,600.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3875285	JB HI-FI GROUP PTY LTD	Computer and Telecommunications Hardware	11-May-22	30-Jun-23	134,475.30	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3875286	JB HI-FI GROUP PTY LTD	Computer and Telecommunications Hardware	11-May-22	30-Jun-23	44,584.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3866872	JDS AUSTRALIA PTY LTD	IT Services	7-Apr-22	7-Oct-22	34,375.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3827085	JILBRIDGE PTY LTD	Property Lease	1-Jan-22	31-Dec-26	155,424.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3797432	JO-ANNE COLUCCIO	Property Management Services	1-Jul-21	30-Sep-21	20,000.00	Non-Consultancy	not a consultancy	Limited	~MTIP-BMU	
CN3818508	JODIE WILLIAMS DESIGN	Graphic Design Services	24-Sep-21	31-Dec-21	21,970.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3843365	Johanna Joyce Plante	Independent Contract Review	7-Jan-22	30-Jun-22	70,000.00	Consultancy	Need for independent research or assessment	Limited	COMMS-CSC	
CN3855062	JON AND JON CONSULTING PTY LTD	Locum Chief Medical Officer	21-Mar-22	30-Jun-22	234,720.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3870389	JON AND JON CONSULTING PTY LTD	Provision of Locum Drs	27-Apr-22	24-May-22	24,380.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3853167	JONES LANG LASALLE ADVISORY SERVICE	Revaluation of non-financial assets	19-Jan-22	30-Sep-23	460,763.00	Consultancy	Need for independent research or assessment	Open	COO-Finance&IT	
CN3860830	Jonty Claypole	Project Management Services	25-Mar-22	24-Jun-22	50,000.00	Consultancy	Need for specialised or professional skills	Limited	COMMS-CMI	
CN3827084	Josephine Schumann	Staff Development	29-Oct-21	31-Dec-21	67,000.00	Non-Consultancy	not a consultancy	Limited	WATER-ONA	
CN3858124	Josephine Schumann	Performance Review Project Manager	11-Mar-22	30-Jun-22	49,400.00	Non-Consultancy	not a consultancy	Limited	WATER-ONA	
CN3816147	JOSEPHINE-LEE ODDO	Dietician Services	20-Sep-21	30-Jun-22	27,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3805888	JVARA HEALTH (MATTHEW ECKERSLEY)	Provision of Locum Doctors 2020-2023	11-Aug-21	30-Jun-23	594,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3805886	KEANY'S ELECTRICAL SERVICE PTY LTD	Electricity Meter Reading 2021/2022	1-Jul-21	30-Jun-22	27,500.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3814764	Kellogg Brown & Root Pty Ltd	Contractor	27-Jul-21	30-Jun-22	372,612.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3816156	Kent Moving and Storage	Staff Relocation Services	20-Sep-21	19-Sep-22	105,965.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3843372	KEY ASSETS THE CHILDREN'S SERVICES	Child and Family Services	1-Jan-22	31-Dec-24	4,877,330.42	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3835116	KINGSTON REID PTY LIMITED	Human Resources Services	22-Nov-21	18-Feb-22	19,470.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3866854	KINGSTON REID PTY LIMITED	Human Resources Services	31-Jan-22	28-Feb-22	18,156.60	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3821727	KM PROPERTY FUNDS	Property Lease	1-Oct-21	30-Sep-22	23,793.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3843373	KNUCKEY FAMILY TRUST	Audit and Risk Services	1-Jan-22	31-Dec-23	80,000.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3812704	KOBRA SHREDDERS AUSTRALIA PTY LTD	Security Equipment	24-Aug-21	30-Jun-22	12,925.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3839481	KOBRA SHREDDERS AUSTRALIA PTY LTD	Security Equipment	23-Dec-21	23-Dec-22	14,619.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3875266	KOBRA SHREDDERS AUSTRALIA PTY LTD	Security Equipment	10-May-22	30-Jun-22	41,019.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3875848	KONICA MINOLTA BUSINESS SOLUTIONS A	Document Scanner	18-May-22	30-Jun-22	31,884.83	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3880200	KONICA MINOLTA BUSINESS SOLUTIONS A	Document Scanners	2-Jun-22	30-Jun-22	35,062.34	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3801818	KPMG	Logistics Process Analysis	24-Jul-21	20-Aug-21	17,000.00	Consultancy	Need for specialised or professional skills	Open	~OFTA-CCH	

2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3803352	KPMG	Consultancy Services	6-Aug-21	31-Mar-22	188,335.69	Consultancy	Need for specialised or professional skills	Open	COO-PGPC	s22(1)(a)(ii)
CN3809307	KPMG	Program Management	1-Jul-21	31-Dec-22	906,581.25	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3827106	KPMG	Sustainability Review Services	1-Nov-21	31-Jan-22	475,125.75	Non-Consultancy	not a consultancy	Open	CEA-OFTA	
CN3828205	KPMG	Accounting Services	9-Nov-21	31-Jan-23	110,000.00	Consultancy	Need for specialised or professional skills	Open	COMMS-CMI	
CN3831767	KPMG	Cost Modelling Services	25-Nov-21	21-Jan-22	91,297.80	Consultancy	Skills currently unavailable within agency	Open	REGTER-TER	
CN3858143	KPMG	Financial Statements Valuation Australia Post	14-Mar-22	30-Nov-22	72,000.00	Consultancy	Need for specialised or professional skills	Open	COO-Finance&IT	
CN3875273	KPMG	Detailed Business Case	11-May-22	30-Sep-22	1,494,980.14	Consultancy	Skills currently unavailable within agency	Open	CEA-OFTA	
CN3885519	KPMG	Financial Advisory Services	1-Jun-22	30-Sep-22	74,250.00	Consultancy	Need for specialised or professional skills	Open	COO-Finance&IT	
CN3890873	KPMG	Financial Sustainability Review	29-Jun-22	30-Sep-22	179,528.25	Consultancy	Need for independent research or assessment	Open	CEA-OFTA	
CN3878983	KREPP ELECTRICS	Electrical Infrastructure Repairs and Maintenance	30-May-22	15-Jun-22	12,020.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3816136	KUULI PLUNS	Horticultural and Property Maintenance	30-Aug-21	30-Jun-23	364,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3884436	L&L DESIGN AND PRODUCTION PTY LTD	Graphic Design Services	19-Apr-22	31-Oct-22	21,742.60	Non-Consultancy	not a consultancy	Limited	COMMS-OSMP	
CN3843390	L.E.K. CONSULTING AUSTRALIA PTY LTD	Technical Advisory Services	17-Jan-22	14-Feb-22	88,000.00	Consultancy	Need for independent research or assessment	Open	INFRA-SPIDO	
CN3824047	LIFE UNLIMITED HEALTH SOLUTIONS	Staff Training	7-Oct-21	24-Dec-21	39,105.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3851770	LIFE UNLIMITED HEALTH SOLUTIONS	Staff Training	16-Feb-22	30-Jun-22	42,240.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3853147	LIFE UNLIMITED HEALTH SOLUTIONS	Staff Training	23-Mar-22	23-Mar-23	35,200.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3830282	LIQUID LEARNING GROUP PTY LTD	Staff Training	29-Nov-21	29-Nov-21	16,417.50	Non-Consultancy	not a consultancy	Limited	REGTER-RDLG	
CN3818526	LISA MICHELLE CORNISH	Specialist Communication Services	23-Sep-21	30-Jun-22	49,500.00	Non-Consultancy	not a consultancy	Open	COO-DAP-BITRE	
CN3885521	M&T RESOURCES	Contractor	15-Sep-21	30-Jun-23	597,908.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3801816	MADDOCKS	Legal Services	28-Jul-21	30-Jun-22	10,800.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3809309	MADDOCKS	Legal Services	24-Aug-21	30-Sep-21	13,847.90	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3812724	MADDOCKS	External Probity Advisor	13-Sep-21	30-Nov-22	37,402.60	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3821739	MADDOCKS	Legal Services	16-Aug-21	30-Sep-21	25,137.75	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3828203	MADDOCKS	Legal Services	6-Oct-21	30-Jun-22	19,350.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3831760	MADDOCKS	Legal Services	22-Nov-21	30-Jun-22	20,065.10	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3831761	MADDOCKS	Legal Services 2022-2023	23-Nov-21	30-Jun-23	274,576.50	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3835129	MADDOCKS	Legal Services	21-Oct-21	30-Jun-22	11,502.50	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3847018	MADDOCKS	External Probity Advisor	3-Feb-22	31-Oct-22	60,000.00	Non-Consultancy	not a consultancy	Open	CEA-OFTA	
CN3858146	MADDOCKS	Legal Services 2021-2022	4-Mar-22	30-Sep-22	35,124.99	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3863847	MADDOCKS	Legal Services	4-Apr-22	30-Jun-22	14,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3871872	MADDOCKS	Legal Services 2021-2022	2-May-22	30-Jun-23	151,800.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3853172	Major Training Services Pty Ltd	Staff Training	24-Feb-22	30-Jun-22	13,970.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3797434	MARGARET ALLISON CONSULTING	Consultancy Services	1-Jul-21	30-Jun-22	15,000.00	Consultancy	Need for specialised or professional skills	Limited	~TER-NI	
CN3872916	MARITIME ENGINEERS PTY LTD	Procurement and Contract Management Services	30-Mar-22	17-Jun-23	23,408.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3871860	MARSH PTY LTD	Insurance Advisory Services	4-Feb-22	30-Jun-22	53,322.50	Consultancy	Need for specialised or professional skills	Limited	TRANSPORT-DAR	
CN3878967	MARTINUS STEFANUS NEL	Motor Vehicle Repairs and Maintenance	24-May-22	30-Jun-22	17,403.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3851774	Matthew Lynch	Independent Assurance Review	31-Jan-22	27-May-22	16,500.00	Non-Consultancy	not a consultancy	Limited	CEA-CE	
CN3888039	Matthew Lynch	Assessment of Location Offset Application	19-May-22	30-Jun-22	16,500.00	Non-Consultancy	not a consultancy	Limited	CEA-CE	
CN3870388	MATTHEW REEVES	Invasive Weed Management	25-Apr-22	20-Jun-22	50,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3853171	McGrath Nicol Advisory Partnership	Financial Analysis	22-Feb-22	11-Jun-22	69,558.00	Consultancy	Need for specialised or professional skills	Open	TRANSPORT-DAR	
CN3824826	MCKAY, MARYANNE	Annual Report Publishing Services	1-Oct-21	1-Oct-21	13,090.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3884440	MDR Security Pty Ltd	Contractor	23-May-22	6-Apr-23	434,414.00	Non-Consultancy	not a consultancy	Open	COMMS-OSMP	
CN3811030	MEDIBRANDS AUSTRALIA PTY LTD	Government Advertising	30-Jul-21	30-Jun-22	49,950.43	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3835380	MEDIBRANDS AUSTRALIA PTY LTD	License Renewal	9-Dec-21	8-Dec-22	36,605.57	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3875275	MEDIBRANDS AUSTRALIA PTY LTD	Graduate Recruitment Advertising	5-May-22	1-May-23	41,407.47	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3892543	MEDIBRANDS AUSTRALIA PTY LTD	Event Advertising	6-Jun-22	1-Jul-22	10,996.44	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3894455	MEDIBRANDS AUSTRALIA PTY LTD	Recruitment Advertising	7-Feb-22	30-Jun-22	10,850.03	Non-Consultancy	not a consultancy	Open	CEA-OFTA	

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2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3797470	MEDICAL AIR PTY LTD	Medical Evacuation Services	4-Jul-21	5-Jul-21	65,000.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-CI	s22(1)(a)(ii)
CN3801812	MEDICAL AIR PTY LTD	Medical Evacuation Services	26-Jul-21	27-Jul-21	65,000.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-CI	
CN3803353	MEDICAL AIR PTY LTD	Medical Evacuation Services	4-Aug-21	5-Aug-21	76,500.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3809310	MEDICAL AIR PTY LTD	Medical Evacuation Services	21-Aug-21	22-Aug-21	76,500.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3821742	MEDICAL AIR PTY LTD	Medical Evacuation Services	10-Oct-21	11-Oct-21	65,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3824071	MEDICAL AIR PTY LTD	Medical Evacuation Services	16-Oct-21	17-Oct-21	65,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3828210	MEDICAL AIR PTY LTD	Medical Evacuation Services	13-Nov-21	14-Nov-21	65,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3844449	MEDICAL AIR PTY LTD	Medical Evacuation Services	17-Jan-22	18-Jan-22	65,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3851795	MEDICAL AIR PTY LTD	Medical Evacuation Services	15-Feb-22	16-Feb-22	65,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3858148	MEDICAL AIR PTY LTD	Medical Evacuation Services	12-Mar-22	13-Mar-22	65,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3866864	MEDICAL AIR PTY LTD	Medical Evacuation Services	6-Apr-22	7-Apr-22	65,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3871879	MEDICAL AIR PTY LTD	Medical Evacuation Services	6-May-22	30-May-22	65,000.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-CI	
CN3871880	MEDICAL AIR PTY LTD	Medical Evacuation Services	6-May-22	30-May-22	76,500.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-CI	
CN3880197	MEDICAL AIR PTY LTD	Medical Evacuation Services	27-May-22	28-May-22	65,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3884448	MEDICAL AIR PTY LTD	Medical Evacuation Services	8-Jun-22	9-Jun-22	65,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3797443	MEDISERVE PTY LTD	Provision of Locum Nurses	19-Jul-21	28-Sep-21	19,903.44	Non-Consultancy	not a consultancy	Open	~TER-IOT-CKI	
CN3799313	MEDISERVE PTY LTD	Provision of Locum Nurses	22-Jul-21	28-Sep-21	34,818.24	Non-Consultancy	not a consultancy	Open	~TER-IOT-CKI	
CN3824070	MEDISERVE PTY LTD	Provision of Locum Nurses	20-Oct-21	16-Dec-21	27,910.68	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3837708	MEDISERVE PTY LTD	Provision of Locum Nurses	17-Dec-21	8-Mar-22	23,653.12	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3862412	MEDISERVE PTY LTD	Provision of Locum Nurses	30-Mar-22	17-Jun-22	32,175.30	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3867949	MEDISERVE PTY LTD	Provision of Locum Nurses	26-Apr-22	17-Jul-22	47,637.04	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3867950	MEDISERVE PTY LTD	Provision of Locum Nurses	21-Jun-22	19-Aug-22	31,400.27	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3826456	MELTWATER AUSTRALIA PTY LTD	Software Licence	8-Nov-21	27-Feb-24	92,479.20	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3844460	MELVILLE MITSUBISHI	Motor Vehicles (Indian Ocean Territories)	21-Jan-22	30-Jun-22	91,971.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3811032	MICHAEL PAGE INTERNATIONAL (AUST) P	Contractor	9-Sep-21	30-Mar-22	193,300.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3814765	MICHAEL PAGE INTERNATIONAL (AUST) P	Contractor	13-Sep-21	18-Feb-22	84,447.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3814769	MICHAEL PAGE INTERNATIONAL (AUST) P	Contractor	13-Sep-21	7-Oct-22	281,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3814773	MICHAEL PAGE INTERNATIONAL (AUST) P	Contractor	20-Sep-21	30-Jun-22	147,500.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3818528	MICHAEL PAGE INTERNATIONAL (AUST) P	Contractor	6-Oct-21	31-Mar-22	115,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3818529	MICHAEL PAGE INTERNATIONAL (AUST) P	Contractor	11-Oct-21	11-Aug-22	127,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3824844	MICHAEL PAGE INTERNATIONAL (AUST) P	Contractor	1-Nov-21	30-Jun-22	86,500.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3839510	MICHAEL PAGE INTERNATIONAL (AUST) P	Contractor	20-Dec-21	28-Feb-22	50,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3860840	MICHAEL PAGE INTERNATIONAL (AUST) P	Project and Program Support	24-Mar-22	31-Jul-22	63,300.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3885507	MICHAEL PAGE INTERNATIONAL (AUST) P	Placement Fee	1-Jun-22	1-Jun-22	11,194.39	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3888050	MICHAEL PAGE INTERNATIONAL (AUST) P	Contractor	27-Jun-22	23-Sep-22	46,533.60	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3809320	MICHAEL PAGE INTERNATIONAL (AUST) P MICHAEL PAGE	Contractor	24-Aug-21	30-Dec-22	237,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3812715	MICHAEL PAGE INTERNATIONAL (AUST) P MICHAEL PAGE	Contractor	13-Sep-21	29-Sep-23	577,500.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3816161	MICHAEL PAGE INTERNATIONAL (AUST) P MICHAEL PAGE	Contractor	11-Oct-21	13-Oct-23	550,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3875276	MICHAEL PAGE INTERNATIONAL (AUST) P MICHAEL PAGE	Contractor	16-May-22	18-Aug-23	185,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3840295	MICROSOFT PTY LTD	Software Support Subscription	11-Jan-22	31-May-23	244,933.12	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3803332	MILESTONE PACIFIC PTY LIMITED	Road User Charging Trials	2-Aug-21	30-Jun-23	211,280.00	Consultancy	Need for specialised or professional skills	Limited	~COO-DAP-TMRT	

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2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3811016	MILLER AVIATION PARTNERS PTY LTD	Technical Advisory Services	28-Aug-21	30-Sep-21	42,625.00	Consultancy	Need for specialised or professional skills	Open	TRANSPORT-DAR	s22(1)(a)(ii)
CN3831758	MILLER AVIATION PARTNERS PTY LTD	Aviation Services	22-Nov-21	28-Feb-23	123,750.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3858158	MILLER AVIATION PARTNERS PTY LTD	Technical Analysis	8-Mar-22	28-Apr-22	42,625.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-DAR	
CN3878982	MILLER AVIATION PARTNERS PTY LTD	Specialist Technical Advice	24-May-22	30-Jun-22	79,750.00	Consultancy	Need for specialised or professional skills	Open	TRANSPORT-DAR	
CN3839487	Miller Metal Imaging Pty Ltd	Property Repairs and Maintenance	23-Dec-21	30-Jun-22	49,012.70	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3892551	MILLODON CONSULTING	Indian Ocean Territories Fisheries Framework	16-Dec-21	30-Jun-23	79,530.00	Consultancy	Need for specialised or professional skills	Limited	REGTER-TER	
CN3831744	MILLS OAKLEY	Human Resources Services	23-Nov-21	30-Apr-22	12,500.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3827089	MINGARA AUSTRALASIA PTY LTD	Technical Communications Advice	8-Oct-21	30-Jun-22	70,000.00	Consultancy	Need for specialised or professional skills	Limited	COMMS-CMI	
CN3866870	MINTER ELLISON	Privacy Impact Assessment	11-Apr-22	13-May-22	30,000.00	Consultancy	Need for independent research or assessment	Open	TRANSPORT-IATS	
CN3875274	MINTER ELLISON	Staff Training	5-May-22	30-Jun-22	12,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3796496	MISSING BITS	Video Content Production	1-Jul-21	20-Dec-21	78,100.00	Non-Consultancy	not a consultancy	Limited	INFRA-RVS	
CN3807994	MM ELECTRICAL & DATA SUPPLIES	Plant and Equipment Maintenance	23-Aug-21	28-Feb-22	33,133.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3807996	MM ELECTRICAL & DATA SUPPLIES	Plant and Equipment Maintenance	19-Aug-21	30-Dec-21	10,464.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3839476	MM ELECTRICAL & DATA SUPPLIES	Plant and Equipment Repairs and Maintenance	4-Jan-22	15-Mar-22	12,800.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3862398	MM ELECTRICAL & DATA SUPPLIES	Uninterrupted Power Supply (UPS)	22-Mar-22	30-May-22	17,190.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3862399	MM ELECTRICAL & DATA SUPPLIES	Heavy Duty Electrical Equipment	22-Mar-22	15-May-22	26,500.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3863824	MM ELECTRICAL & DATA SUPPLIES	Electrical Infrastructure Repairs and Maintenance	4-Apr-22	30-Jun-22	27,450.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3811027	MODIS CONSULTING PTY LTD	Contractors	12-Aug-21	30-Jun-22	5,184,307.92	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3818883	MONASH UNIVERSITY	Staff Development	5-Oct-21	3-Dec-21	33,660.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-STP	
CN3837680	MONASH UNIVERSITY	Independent Research Services	25-Oct-21	30-Jun-22	79,800.00	Consultancy	Need for specialised or professional skills	Limited	TRANSPORT-STP	
CN3871863	MOREE PLAINS SHIRE COUNCIL	Property Lease	1-Mar-22	28-Feb-27	95,255.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3797414	MOUNT GRAVATT MAZDA	Motor Vehicles	15-Jul-21	31-Aug-21	78,703.73	Non-Consultancy	not a consultancy	Limited	~TER-NI	
CN3797431	MOUNTAIN VISTA ADVISORY PTY LTD	Staff Training	12-Jul-21	23-Oct-21	10,285.00	Non-Consultancy	not a consultancy	Limited	~COO-DAP-TMRT	
CN3799294	MRJ CONTRACT SERVICES	Economic Stimulus - Public Amenities	16-Jul-21	30-Sep-21	56,835.50	Non-Consultancy	not a consultancy	Limited	~TER-NI	
CN3860848	MTP SERVICES PTY LTD	Contractor	4-Apr-22	3-Apr-23	369,512.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3863840	MTP SERVICES PTY LTD	Contractor	14-Mar-22	13-Mar-23	271,700.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3875850	MTR PTY LTD	Health Promotion Workshops	18-May-22	10-Jun-22	18,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3827074	MULTISPARES LIMITED	Measurement Equipment and Services	4-Nov-21	30-Jun-23	75,823.50	Non-Consultancy	not a consultancy	Limited	~COO-DAP-TMRT	
CN3816143	MULTIWAVE NETWORKS PTY LTD	Satellite Communication Equipment and Installation	22-Nov-21	30-Apr-23	104,406.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3814742	MURU MANAGEMENT CONSULTING	WHS Desktop Audit	13-Sep-21	6-Oct-21	42,000.00	Consultancy	Need for specialised or professional skills	Limited	CEA-OFTA	
CN3885506	NATIONAL INDIGENOUS TRAINING EMPLOY	Cultural Awareness Training	16-Jun-22	30-Jun-22	19,470.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3821734	NATIONAL INDIGENOUS TRAINING EMPLOY SOLUTIONS	Staff Development	11-Oct-21	30-Jun-23	63,250.00	Non-Consultancy	not a consultancy	Limited	REGTER-RDLG	
CN3824048	NATIONAL MUSEUM OF AUSTRALIA	Repatriation of Ancestral Indigenous Remains	14-Oct-21	9-Jul-23	310,000.00	Non-Consultancy	not a consultancy	Limited	CEA-OFTA	
CN3818512	NATS SERVICES (ASIA PACIFIC) PTE LT	Independent Review Services	7-Sep-21	30-Oct-21	153,813.00	Non-Consultancy	not a consultancy	Limited	~AAA-Airspace&Int	
CN3814750	NEPTUNE PACIFIC AGENCY (SYD)	Sea Freight	16-Sep-21	30-Sep-21	18,495.08	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3814755	NEPTUNE PACIFIC AGENCY (SYD)	Motor Vehicles	14-Sep-21	30-Sep-21	18,495.08	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3845044	Neuro Leadership Institute	Staff Training	24-Jan-22	30-Jun-22	42,460.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3818879	NEXTGEN NETWORKS PTY LTD	Network Connectivity Services	1-Oct-21	30-Sep-24	167,220.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3831765	NEXTGEN NETWORKS PTY LTD	Telecommunication Services	30-Nov-21	29-Apr-23	989,403.70	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3812703	NIDA NAT INST DRAMATIC ART	Staff Training	2-Sep-21	31-Mar-22	24,603.00	Non-Consultancy	not a consultancy	Limited	COO-DAP-Executive	
CN3867943	NIDA NAT INST DRAMATIC ART	Staff Training	27-Apr-22	28-Apr-22	25,407.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-STP	
CN3814743	Noble Words	Publicity Services	2-Sep-21	31-Dec-21	10,000.00	Non-Consultancy	not a consultancy	Limited	CEA-CE	
CN3851772	NORFOLK FORWARDING SERVICES	Relocation Services	1-Dec-21	31-Dec-21	23,314.96	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3863816	NORFOLK ISLAND DATA SERVICES	Fibre Cabling Installation	7-Apr-22	30-Jun-22	34,631.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3884435	NORFOLK ISLAND MECHANICAL	Light Vehicle Elevated Work Platform	7-Jun-22	20-Dec-22	246,650.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3867939	NORTHERN TERRITORY AIR SERVICES PTY	Remote Air Services Subsidy Scheme (RASS) Region 8 (Freight)	1-Jun-22	31-May-24	1,550,920.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3797455	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	12-Jul-21	31-Aug-21	45,000.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-CI	
CN3805881	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses 2021-23	10-Aug-21	30-Sep-21	42,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	

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2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3811022	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	31-Aug-21	30-Nov-21	65,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	s22(1)(a)(ii)
CN3816157	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	21-Sep-21	30-Nov-21	85,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3824831	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	26-Oct-21	28-Feb-22	106,500.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3830303	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	17-Nov-21	1-Mar-22	70,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3835396	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	8-Dec-21	30-Jan-22	72,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3837694	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	8-Dec-21	18-Feb-22	72,266.08	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3839511	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	21-Dec-21	1-Mar-22	74,500.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3847017	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	3-Feb-22	3-May-22	80,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3849717	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	4-Feb-22	1-Jul-22	104,500.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3851788	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	11-Feb-22	28-Jun-22	115,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3862413	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	30-Mar-22	8-Jul-22	123,447.76	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3870396	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	28-Apr-22	6-Sep-22	126,447.76	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3885516	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	17-Jun-22	26-Aug-22	51,352.32	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3885517	NURSE AT CALL .COM PTY LTD	Provision of Locum Nurses	17-Jun-22	9-Sep-22	87,500.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3809293	OAG AVIATION WORLDWIDE PTE LTD	Data-Set Subscription	25-Aug-21	30-Jun-22	14,681.16	Non-Consultancy	not a consultancy	Limited	COO-DAP-BITRE	
CN3858125	OECD	Membership Fees	1-Mar-22	31-Dec-22	104,000.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-STP	
CN3799314	Omaha IT Services Pty Ltd	Contractor	1-Jul-21	30-Jun-23	694,390.40	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3837702	Omaha IT Services Pty Ltd	Contractor	4-Jan-22	31-Dec-22	327,360.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3797457	Omera Partners Pty Ltd	Recruitment	12-Jul-21	19-Nov-21	55,000.00	Non-Consultancy	not a consultancy	Open	COMMS-OSMP	
CN3816170	OUBE PTY LTD	IT Support Services	10-Sep-21	10-Sep-22	148,566.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3796507	OPEN LINES PTY LTD	Strategic Assessment Services	1-Jul-21	30-Jun-22	759,000.00	Consultancy	Need for specialised or professional skills	Limited	~TER-IOT-Canberra	
CN3812713	OPTUS NETWORKS PTY LIMITED	Telecommunications Upgrade	3-Sep-21	3-Dec-21	66,136.77	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3916368	OPTUS NETWORKS PTY LIMITED OPTUS	Soft Phone Licences	18-Aug-21	30-Sep-22	18,860.95	Non-Consultancy	not a consultancy	Limited	COO-IT	
CN3805884	ORIMA RESEARCH	Online Safety Campaign Market Research	9-Aug-21	30-Jun-22	417,881.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3839509	ORIMA RESEARCH	Independent Research Services	16-Dec-21	13-May-22	140,111.00	Consultancy	Need for independent research or assessment	Open	COMMS-OSMP	
CN3811005	ORMAZABAL AUSTRALIA PTY LTD	Engine Parts	5-Aug-21	30-Jun-22	43,200.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3888036	ORMAZABAL AUSTRALIA PTY LTD	Electrical Equipment Maintenance	22-Jun-22	30-Jun-22	23,400.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3888040	OUR COMMUNITY PTY LTD	Software Licence Renewal	15-Jun-22	14-Jun-23	120,000.00	Non-Consultancy	not a consultancy	Limited	CEA-OFTA	
CN3827073	OUTSOURCE SAFETY PTY LTD	Cargo Unloading Services	8-Nov-21	22-Feb-22	15,950.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3888034	OzTAM Pty Ltd	Dataset Subscription - Media Consumption	22-Jun-22	30-Jun-22	12,599.40	Non-Consultancy	not a consultancy	Limited	COMMS-OSMP	
CN3889965	OzTAM Pty Ltd	Dataset Subscription - Media Consumption	28-Jun-22	30-Jun-22	40,167.60	Non-Consultancy	not a consultancy	Limited	COMMS-OSMP	
CN3845032	PACIFIC LIVE MEDIA PTY LTD	Media Equipment	21-Jan-22	21-Jan-25	16,060.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3866861	PAEMAC PTY LTD	Risk Analysis Services	25-Feb-22	30-Jun-22	20,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3843375	PARTECH PTY LIMITED	Printing Services	30-Nov-21	31-Jan-22	11,038.54	Non-Consultancy	not a consultancy	Limited	COMMS-CMI	
CN3803325	PARTNER CONSULTING GROUP	Security Assessment	2-Aug-21	30-Nov-21	21,147.50	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3835128	PAXON CONSULTING GROUP PTY LTD	Independent Review Services	1-Nov-21	31-Dec-21	62,920.00	Consultancy	Need for independent research or assessment	Open	REGTER-CTS	
CN3799315	PAXUS AUSTRALIA PTY LTD	Contractor	1-Jul-21	30-Jun-23	717,930.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3799324	PAXUS AUSTRALIA PTY LTD	Contractor	1-Jul-21	30-Jun-22	147,840.00	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3812705	PENSKE AUSTRALIA	Plant and Equipment Repairs and Maintenance	10-Sep-21	22-Oct-21	66,825.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3863822	PENSKE AUSTRALIA	Electrical Infrastructure Repairs and Maintenance	4-Apr-22	30-Jun-22	60,750.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3812719	PEOPLEBANK AUSTRALIA LTD	Contractor	1-Jul-21	30-Jun-22	418,704.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3835112	PEPWorldwide Pty Ltd	Staff Training and Development	17-Nov-21	31-Dec-22	20,649.20	Non-Consultancy	not a consultancy	Limited	REGTER-RDLG	
CN3858119	PEPWorldwide Pty Ltd	Staff Training and Development	11-Feb-22	31-Dec-22	10,325.60	Non-Consultancy	not a consultancy	Limited	REGTER-RDLG	
CN3899074	PEPWorldwide Pty Ltd	Staff Development	9-Jun-22	16-Nov-22	10,324.60	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3796491	PERTH AIRPORT PTY LTD	Landside Vehicle Control Services	1-Jul-21	30-Jun-23	148,446.25	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3905408	PERTH AIRPORT PTY LTD	Building Lease - Perth Airport	1-Mar-22	28-Feb-29	479,990.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3905409	PERTH AIRPORT PTY LTD	Perth Airport Car Park Licence	1-Mar-22	28-Feb-29	37,929.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3810999	PHILIP CHUN AND ASSOCIATES PTY LTD	Airport Building Controller	2-Aug-21	31-Dec-22	875,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-IATS	
CN3858162	PHOENIX MANAGEMENT SERVICES PTY LTD	cPRF and AREX Upgrade	7-Mar-22	29-Apr-22	108,900.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3875858	PHOENIX MANAGEMENT SERVICES PTY LTD	cPRF and AREX Upgrade Phase 2	17-May-22	31-Oct-22	587,400.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3824068	PHYSIOTHERAPY POSTURE & PILATES PTY	Provision of Allied Health Services	19-Oct-21	30-Nov-21	21,536.45	Non-Consultancy	not a consultancy	Open	REGTER-TER	

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CN3828201	PHYSIOTHERAPY POSTURE & PILATES PTY	Allied Health Services	10-Nov-21	30-Jun-22	32,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	s22(1)(a)(ii)
CN3831759	PHYSIOTHERAPY POSTURE & PILATES PTY	Allied Health Services	22-Nov-21	25-Mar-22	23,107.75	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3863827	PHYSIOTHERAPY POSTURE & PILATES PTY	Provision of Allied Health Services	18-Mar-22	30-Jun-22	23,107.75	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3824828	PK LOH	Provision of Geriatrician Services	29-Oct-21	30-Jun-23	63,900.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3814772	PLAIN ENGLISH FOUNDATION PTY LTD	Staff Training	31-Aug-21	31-Dec-21	60,000.00	Non-Consultancy	not a consultancy	Open	COMMS-OSMP	
CN3875284	PLAIN ENGLISH FOUNDATION PTY LTD	Staff Training	1-May-22	30-Jun-22	25,000.00	Non-Consultancy	not a consultancy	Open	COMMS-OSMP	
CN3827080	PLANEX SALES P/L	Secure Containers	29-Sep-21	29-Sep-31	21,018.80	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3875849	PLANEX SALES P/L	Security Equipment	18-May-22	30-Sep-22	24,733.50	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3818880	PLATINUM BIOMEDICAL PTY LTD	Medical Equipment Repairs and Maintenance	29-Sep-21	30-Jun-22	38,780.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3870383	PM CONTROL SYSTEMS (AUST) PTY LTD	Maintenance of Electrical Infrastructure	26-Apr-22	30-Jun-22	22,868.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3801803	PREDICATE PARTNERS PTY LTD	Specialist and Technical ICT Services	20-Jul-21	30-Nov-21	275,000.00	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3818534	PREDICATE PARTNERS PTY LTD	Analysis, Design and Migration Planning	27-Sep-21	8-Nov-21	385,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3818535	PREDICATE PARTNERS PTY LTD	Network Architecture	27-Sep-21	8-Nov-21	385,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3854218	Pricewaterhouse Coopers Consulting (Australia) Pty Limited	Data Standards Scoping Study	21-Mar-22	30-Jun-22	265,927.20	Consultancy	Skills currently unavailable within agency	Open	COO-DAP-BITRE	
CN3859115	PricewaterhouseCoopers	Land and Asset Valuations	31-Jan-22	30-Jun-23	96,300.00	Consultancy	Skills currently unavailable within agency	Open	TRANSPORT-DAR	
CN3818888	PRICEWATERHOUSECOOPERS CONSULTING	Cost Benefit Analysis	1-Oct-21	30-Jun-23	767,564.05	Consultancy	Need for specialised or professional skills	Open	TRANSPORT-STP	
CN3831766	PRICEWATERHOUSECOOPERS CONSULTING	Drone Rule Management System	12-Nov-21	12-May-22	847,000.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-IATS	
CN3851785	PRICEWATERHOUSECOOPERS CONSULTING	Monitoring and Evaluation	22-Dec-21	8-Apr-22	176,884.40	Consultancy	Skills currently unavailable within agency	Open	REGTER-CTS	
CN3863811	PRICEWATERHOUSECOOPERS CONSULTING	Darwin City Deal Program Review - Darwin	28-Mar-22	30-Jun-22	174,051.00	Consultancy	Need for specialised or professional skills	Open	REGTER-CTS	
CN3885520	PRICEWATERHOUSECOOPERS INDIGENOUS CONSULTING PTY LTD	Evaluation of Australian Government Support for Safety and Access at Remote Airstrips	13-Jun-22	21-Dec-22	479,658.30	Consultancy	Need for specialised or professional skills	Open	TRANSPORT-DAR	
CN3844450	PROCUREMENT PROFESSIONALS	Procurement Support Services	23-Dec-21	31-Mar-23	355,520.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3878968	PROFORM PRODUCTS PTY LTD	CProperty Repairs and Maintenance	24-May-22	30-Jun-22	21,338.10	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CKI	
CN3805890	Project Coordination (Australia) Pty Ltd	Construction Services	29-Jul-21	31-Dec-23	844,939.14	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3875853	PROPERTY WORKS PTY LTD	Building Inspection	4-Apr-22	30-Jun-22	61,435.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3809322	PROXIMITY ADVISORY SERVICES PTY LTD	Legal Services	27-Aug-21	31-Jan-22	361,948.40	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3818523	PROXIMITY ADVISORY SERVICES PTY LTD	Legal Services	27-Sep-21	15-Dec-21	58,080.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3847015	PROXIMITY ADVISORY SERVICES PTY LTD	External Probity Advisor	20-Jan-22	20-Jan-23	16,593.50	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3867953	PROXIMITY ADVISORY SERVICES PTY LTD	Legal Services	31-Mar-22	30-Jun-22	33,600.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3818878	PUBLIC AFFAIRS NETWORK PTY LTD	Communication and Engagement Services	5-Oct-21	30-Jun-22	21,450.00	Non-Consultancy	not a consultancy	Limited	COO-DAP-BITRE	
CN3835118	PUBLIC AFFAIRS NETWORK PTY LTD	Australian Logistics Council Dialogue Facilitation	1-Nov-21	1-Dec-21	10,780.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-STP	
CN3837681	PUBLIC AFFAIRS NETWORK PTY LTD	Event Management	13-Dec-21	28-Feb-22	13,200.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-STP	
CN3839507	Pursuit Technology	Software Licence Renewal	31-Dec-21	31-Dec-23	132,000.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3839508	Pursuit Technology	Software Licence Renewal	31-Dec-21	31-Dec-23	64,350.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3835121	PwC - Global Entertainment and Medi	Data Subscription Service	1-Dec-21	1-Dec-22	21,865.00	Non-Consultancy	not a consultancy	Limited	COMMS-OSMP	
CN3803323	QANTAS AIRWAYS LIMITED	Domestic Aviation Network Support 5.0	12-Jul-21	30-Sep-21	83,944,813.88	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3814748	QANTAS AIRWAYS LIMITED	Airline Services	30-Aug-21	30-Oct-21	1,000,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3824053	QANTAS AIRWAYS LIMITED	Domestic Aviation Network Support 6.0	1-Oct-21	31-Dec-21	88,224,612.17	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3835382	QANTAS AIRWAYS LIMITED	Air Passenger Services	12-Dec-21	30-Jun-22	1,300,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3803329	QT CANBERRA	Staff Development	28-Jul-21	28-Jul-21	48,528.50	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3830284	RAINDALE HOLDINGS	Plant and Equipment Repairs and Maintenance	22-Nov-21	31-Mar-22	38,858.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3796481	RANDSTAD PTY LTD	Contractor	1-Jul-21	30-Sep-21	46,000.00	Non-Consultancy	not a consultancy	Open	~PCR-FreightSupChn	
CN3796522	RANDSTAD PTY LTD	Contractor	1-Jul-21	31-Dec-21	220,500.00	Non-Consultancy	not a consultancy	Open	~SPIDO-Rail ConTsk	
CN3796549	RANDSTAD PTY LTD	Contractor	1-Jul-21	31-Oct-21	71,500.00	Non-Consultancy	not a consultancy	Open	REGTER-CTS	
CN3796590	RANDSTAD PTY LTD	Contractor	1-Jul-21	30-Jun-22	142,500.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	

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2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3796594	RANDSTAD PTY LTD	Contractor	1-Jul-21	18-Aug-21	19,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	s22(1)(a)(ii)
CN3796596	RANDSTAD PTY LTD	Contractor	1-Jul-21	26-Nov-21	108,500.00	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	
CN3796598	RANDSTAD PTY LTD	Contractor	1-Jul-21	31-Dec-21	78,500.00	Non-Consultancy	not a consultancy	Open	~MTIP-In Rail Ops	
CN3799287	RANDSTAD PTY LTD	Contractor	19-Jul-21	28-Jan-22	82,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3799319	RANDSTAD PTY LTD	Contractor	2-Aug-21	26-Nov-21	43,500.00	Non-Consultancy	not a consultancy	Open	COO-DAP-SEPP	
CN3803345	RANDSTAD PTY LTD	Contractor	9-Aug-21	29-Jul-22	161,000.00	Non-Consultancy	not a consultancy	Open	~ININ-IAB	
CN3808006	RANDSTAD PTY LTD	2021-22 University Vocation Placement Program	17-Aug-21	23-Sep-21	11,055.00	Non-Consultancy	not a consultancy	Open	~CORP-People&Perf	
CN3809308	RANDSTAD PTY LTD	Contractor	25-Aug-21	20-Oct-21	22,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3809315	RANDSTAD PTY LTD	Contractor	23-Aug-21	2-Dec-22	192,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3809318	RANDSTAD PTY LTD	Contractor	23-Aug-21	26-May-23	261,500.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3809321	RANDSTAD PTY LTD	Contractor	23-Aug-21	28-Feb-22	67,500.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3811017	RANDSTAD PTY LTD	Contractor	2-Sep-21	4-Mar-22	74,600.00	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	
CN3811028	RANDSTAD PTY LTD	Contractor	6-Sep-21	2-Sep-22	152,385.75	Non-Consultancy	not a consultancy	Open	~MTIP-ITSRD	
CN3812709	RANDSTAD PTY LTD	Contractor	6-Sep-21	30-Sep-22	133,333.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3812710	RANDSTAD PTY LTD	Contractor	6-Sep-21	30-Sep-22	133,333.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3812711	RANDSTAD PTY LTD	Contractor	6-Sep-21	30-Sep-22	133,333.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3812730	RANDSTAD PTY LTD	Contractor	15-Sep-21	12-Nov-21	24,059.15	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3814774	RANDSTAD PTY LTD	Contractor	20-Sep-21	16-Sep-22	140,000.00	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	
CN3814775	RANDSTAD PTY LTD	Contractor	5-Oct-21	6-Oct-23	370,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3827096	RANDSTAD PTY LTD	Contractor	15-Nov-21	27-May-22	70,531.50	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3827105	RANDSTAD PTY LTD	Contractor	8-Nov-21	13-May-22	77,863.50	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3831757	RANDSTAD PTY LTD	Contractor	29-Nov-21	25-Feb-22	37,291.50	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3839501	RANDSTAD PTY LTD	Contractor	17-Jan-22	4-Jul-22	87,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3855070	RANDSTAD PTY LTD	Contractor	28-Feb-22	25-Nov-22	157,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3855078	RANDSTAD PTY LTD	Contractor	14-Mar-22	30-Jun-22	85,000.00	Non-Consultancy	not a consultancy	Open	WATER-NWGA	
CN3862415	RANDSTAD PTY LTD	Contractor	18-Apr-22	21-Oct-22	69,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3863834	RANDSTAD PTY LTD	Contractor	19-Apr-22	30-Dec-22	98,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3867955	RANDSTAD PTY LTD	Contractor	27-Apr-22	28-Apr-23	222,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3871881	RANDSTAD PTY LTD	Contractor	11-May-22	12-May-23	152,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3878978	RANDSTAD PTY LTD	Contractor	31-May-22	2-Sep-22	41,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3884442	RANDSTAD PTY LTD	Contractor	16-May-22	4-Nov-22	80,630.00	Non-Consultancy	not a consultancy	Open	INFRA-RVS	
CN3885523	RANDSTAD PTY LTD	Contractor	27-Jun-22	30-Jun-23	215,000.00	Non-Consultancy	not a consultancy	Open	REGTER-CTS	
CN3890875	RANDSTAD PTY LTD	Contractor	6-Jun-22	8-Dec-22	91,000.00	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	
CN3818892	REASON GROUP PTY LTD	Reporting and Program Management Improvement Services	22-Sep-21	21-Mar-22	424,864.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3875282	REASON GROUP PTY LTD	Management Advisory Services	28-Apr-22	30-Jun-22	149,503.75	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3809313	REDBACK CONSULTING PTY LTD	SAP Financial Services	1-Jul-21	30-Jun-22	458,304.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3797420	REED INTERNATIONAL BOOKS AUSTRALIA	Legal Research Services	1-Jul-21	30-Jun-22	124,515.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3824055	REGIONAL EXPRESS PTY LTD	Domestic Aviation Network Support 6.0	1-Oct-21	31-Dec-21	316,673.28	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3853150	REMOTE STRATEGY PLUS	Economic Advisory Services	19-Feb-22	30-Jun-22	162,576.00	Consultancy	Need for specialised or professional skills	Limited	REGTER-CTS	
CN3858121	RICHARD NEIL MORGAN	Provision of Locum Drs	15-Mar-22	31-May-22	73,500.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3871868	RICHARD NEIL MORGAN	Provision of Locum Doctor	24-May-22	5-Jul-22	67,500.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3862401	RIMCO PTY LTD	Electrical Infrastructure Repairs and Maintenance	28-Mar-22	30-Jun-22	34,593.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3835379	RISK MANAGEMENT TECHNOLOGIES	Licensing Fee	2-Feb-22	2-Feb-23	11,214.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3870385	RISKMAN INTERNATIONAL PTY LTD	Software License	28-Apr-22	30-Apr-23	12,449.79	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3888033	ROY MORGAN RESEARCH LTD	Dataset Subscription - Media Consumption	24-Jun-22	30-Sep-23	169,950.00	Non-Consultancy	not a consultancy	Limited	COMMS-OSMP	
CN3801804	ROYAL FLYING DOCTOR SERVICE OF AUST	Medical Evacuation Services	28-Jul-21	29-Jul-21	103,315.40	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3812716	ROYAL FLYING DOCTOR SERVICE OF AUST	Medical Evacuation Services	3-Sep-21	4-Sep-21	86,104.14	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3812717	ROYAL FLYING DOCTOR SERVICE OF AUST	Medical Evacuation Services	6-Sep-21	7-Sep-21	78,645.92	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3827107	ROYAL FLYING DOCTOR SERVICE OF AUST	Medical Evacuation Services	25-Oct-21	26-Oct-21	70,146.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3849715	ROYAL FLYING DOCTOR SERVICE OF AUST	Medical Evacuation Services	31-Jan-22	1-Feb-22	45,595.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	

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CN3849716	ROYAL FLYING DOCTOR SERVICE OF AUST	Medical Evacuation Services	31-Jan-22	1-Feb-22	45,595.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	s22(1)(a)(ii)
CN3875288	ROYAL FLYING DOCTOR SERVICE OF AUST	Medical Evacuation Services	24-Apr-22	25-Apr-22	75,000.00	Non-Consultancy	not a consultancy	Open	~TER-IOT-CI	
CN3884446	ROYAL FLYING DOCTOR SERVICE OF AUST	Medical Evacuation Services	22-May-22	23-May-22	77,157.60	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3884447	ROYAL FLYING DOCTOR SERVICE OF AUST	Medical Evacuation Services	24-May-22	25-May-22	55,754.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3888060	ROYAL FLYING DOCTOR SERVICE OF AUST	Medical Evacuation Services	9-Jun-22	10-Jun-22	59,352.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3890876	ROYAL FLYING DOCTOR SERVICE OF AUST	Medical Evacuation Services	24-Jun-22	25-Jun-22	59,352.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3847011	ROYAL MELBOURNE INSTITUTE OF TECHNO	Research Services	1-Feb-22	28-Mar-22	92,900.28	Non-Consultancy	not a consultancy	Open	COO-DAP-BCARR	
CN3809294	RP DATA PTY LIMITED	Data-Set Subscription	25-Aug-21	28-Feb-24	35,728.00	Non-Consultancy	not a consultancy	Limited	COO-DAP-BCARR	
CN3839483	RP DATA PTY LIMITED	Dataset Subscription Services	23-Dec-21	23-Jun-23	28,049.87	Non-Consultancy	not a consultancy	Limited	COO-DAP-BCARR	
CN3818532	RPM Solutions PTY LTD	Performance Testing	23-Sep-21	23-Dec-21	23,100.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3799327	RPV CONSULTANTS PTY LTD	Contractor	21-Jul-21	14-Oct-21	70,000.00	Non-Consultancy	not a consultancy	Open	~STP-OfficeRoadSaf	
CN3824074	RPV CONSULTANTS PTY LTD	Program Manager	11-Oct-21	11-Oct-22	381,000.00	Consultancy	Need for specialised or professional skills	Open	COO-PGPC	
CN3818527	RPV CONSULTANTS PTY LTD RPV CONSULTANTS	Procurement Management Services	1-Oct-21	31-May-23	149,314.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3811035	RUBIK3 PTY LTD	Contractor	13-Sep-21	30-Jun-22	147,382.40	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3818884	S&P GLOBAL MARKET INTELLIGENCE	Dataset Subscription	24-Sep-21	23-Sep-22	41,219.01	Non-Consultancy	not a consultancy	Limited	COO-DAP-BCARR	
CN3871875	Salsa Digital	Web Development	27-Apr-22	26-Apr-23	165,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3778500	SAS INSTITUTE AUST PTY LTD	Software Subscription	1-Jul-21	30-Jun-22	32,527.00	Non-Consultancy	not a consultancy	Limited	~CORP-Inform Servs	
CN3824827	SAS INSTITUTE AUST PTY LTD	Software Upgrade	28-Oct-21	30-Jun-23	48,730.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3888046	SBG Companies Ltd	Data Services	2-May-22	30-Jun-23	15,000.00	Non-Consultancy	not a consultancy	Limited	COMMS-OSMP	
CN3849729	Schumann & Fisher	Staff Development	25-Feb-22	25-Feb-23	72,600.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3860831	SCIENTIFIC TECHNICAL SERVICES	Medical Equipment Maintenance	29-Mar-22	30-Jun-22	20,475.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3862416	SCREENCRAFT MEDIA PTY LTD	Video and Image Library Filming	4-Apr-22	1-Jun-22	55,000.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3875845	SCREENCRAFT MEDIA PTY LTD	Website Development	12-May-22	11-Aug-22	40,674.70	Non-Consultancy	not a consultancy	Limited	COMMS-CSC	
CN3799292	SENTENTIA CONSULTING PTY LTD	External Assurance Review	22-Jul-21	30-Sep-21	79,050.00	Consultancy	Need for independent research or assessment	Limited	COO-PGPC	
CN3866875	SENTENTIA CONSULTING PTY LTD	Internal Audit Services	1-Apr-22	30-Sep-22	200,000.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3827081	SENVERSA PTY LTD	Environmental Investigation Services	2-Nov-21	31-Dec-22	120,000.00	Consultancy	Need for specialised or professional skills	Limited	REGTER-TER	
CN3851777	SENVERSA PTY LTD	Norfolk Island PFAS Mitigation Assessment	15-Feb-22	31-Dec-22	85,581.00	Consultancy	Need for specialised or professional skills	Limited	REGTER-TER	
CN3899076	SG FLEET AUSTRALIA PTY LTD	Motor Vehicles	23-Jun-22	26-Mar-24	24,088.32	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3818877	SHAPE TRANSPORT PTY LTD	Independent Review Services	1-Oct-21	29-Oct-21	22,000.00	Consultancy	Need for independent research or assessment	Limited	INFRA-SPIDO	
CN3843369	SHAPE TRANSPORT PTY LTD	Demand Modelling Review	17-Jan-22	18-Feb-22	22,000.00	Consultancy	Need for independent research or assessment	Limited	INFRA-SPIDO	
CN3853152	SHIMADZU MEDICAL SYSTEMS (OCEANIA)	Medical Equipment	23-Feb-22	30-Jun-25	162,887.63	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3805892	SHIRE OF CHRISTMAS ISLAND	Residential Lease	1-Aug-21	30-Jun-23	47,268.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3809290	SHIRE OF CHRISTMAS ISLAND	Road Maintenance	20-Aug-21	30-Jun-22	400,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3814745	SHOALHAVEN CITY COUNCIL	Water Concept Design and Costing	10-Sep-21	31-Mar-22	200,786.30	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3866859	SHOALHAVEN CITY COUNCIL	Water Supply Design and Costing	7-Apr-22	30-Jun-23	792,909.78	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3807995	SIBORG TECHNOLOGIES PTY LTD	Plant and Equipment Maintenance	18-Aug-21	31-Mar-22	24,620.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3814756	SIBORG TECHNOLOGIES PTY LTD	Netwrok Architecture Services	17-Sep-21	31-Oct-21	32,052.50	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3885518	Simpler Technology Pty Ltd	Contractor	13-Jun-22	30-Jun-23	395,069.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3799320	SISU CONSULTING (AUSTRALIA) PTY LTD	Contractor	21-Jul-21	30-Jun-22	359,040.00	Non-Consultancy	not a consultancy	Open	~CORP-Inform Servs	
CN3808005	SISU CONSULTING (AUSTRALIA) PTY LTD	Contractor	26-Jul-21	30-Jun-23	557,128.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3816154	SISU CONSULTING (AUSTRALIA) PTY LTD	Contractor	27-Sep-21	30-Jun-22	253,440.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3816163	SISU CONSULTING (AUSTRALIA) PTY LTD	Contractor	13-Sep-21	22-Dec-23	768,792.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3816166	SISU CONSULTING (AUSTRALIA) PTY LTD	Contractor	24-Sep-21	30-Jun-23	472,032.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	

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CN3858159	SISU CONSULTING (AUSTRALIA) PTY LTD	Contractor	15-Mar-22	14-Mar-24	588,060.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	s22(1)(a)(ii)
CN3870382	SIXTYFOURSIXTY PTY LTD	Independent Assessment Services	15-Mar-22	15-Jun-22	14,520.00	Non-Consultancy	not a consultancy	Limited	CEA-CE	
CN3835114	SKYTRANS PTY LTD	Remote Air Services Subsidy Scheme (RASS) Region 5	1-Feb-22	31-Jan-24	4,069,975.00	Non-Consultancy	not a consultancy	Open	~ARP-RegionlNetwrk	
CN3839486	Slade Smith	Graphic Design Services	23-Dec-21	30-Jun-22	49,830.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3863817	SLEEPMARKER	Property Repairs and Maintenance	6-Apr-22	30-Jun-22	13,700.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3875854	SLR CONSULTING AUSTRALIA	Allied Health Services	6-Apr-22	30-Jun-22	36,520.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3889962	SMALLS RECRUITING	Contractor	14-Jun-22	30-Dec-22	79,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-RDLG	
CN3797450	SMEC AUSTRALIA PTY LTD	Project Management Services	13-Jul-21	30-Jun-22	100,000.00	Non-Consultancy	not a consultancy	Open	~ININ-IAB	
CN3845037	SMEC AUSTRALIA PTY LTD	Major Road Project	21-Jan-22	28-Feb-22	93,637.72	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3824056	SOUTH METROPOLITAN HEALTH SERVICE T	Radiographer Services	27-Aug-21	14-Sep-21	10,077.26	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3863821	SOUTH METROPOLITAN HEALTH SERVICE T	Medical Imaging Services	4-Feb-22	22-Feb-22	10,077.26	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3844462	SOUTHSIDE MITSUBISHI	Motor Vehicles (Indian Ocean Territories)	21-Jan-22	30-Jun-22	501,481.62	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3797415	SPARKE HELMORE LAWYERS	Probity Services	13-Jul-21	30-Jun-22	18,280.00	Consultancy	Need for specialised or professional skills	Limited	COMMS-CSC	
CN3839512	SPARKE HELMORE LAWYERS	Independent Probity Advice	24-Nov-21	30-Jun-22	18,280.00	Consultancy	Need for specialised or professional skills	Open	COMMS-CSC	
CN3860844	SPARKE HELMORE LAWYERS	Legal Services	1-Apr-22	30-Jun-23	245,160.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3916366	SPARKE HELMORE LAWYERS	External Probity Advice	8-Jun-22	30-Jan-23	39,060.00	Consultancy	Need for specialised or professional skills	Open	COMMS-CSC	
CN3786910	Spatial Australia Pty Ltd	Licence Renewal	1-Jul-21	30-Jun-22	18,216.00	Non-Consultancy	not a consultancy	Limited	COO-DAP-BCARR	
CN3858149	Special Broadcasting Service Corpor	Translation Services	23-Feb-22	28-Feb-22	10,956.00	Non-Consultancy	not a consultancy	Open	COMMS-CSC	
CN3839489	ST JOHN AMBULANCE AUSTRALIA	Volunteer Support and Training	21-Dec-21	31-Dec-21	18,652.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3862397	ST JOHN AMBULANCE AUSTRALIA	Provision of St John Volunteer	10-Mar-22	30-Jun-22	58,400.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3839480	St John Ambulance Australia (NSW)	Ambulance Services	1-Jan-22	31-Dec-24	1,080,000.00	Non-Consultancy	not a consultancy	Limited	~TER-NI & JBT	
CN3796577	STAFFING AND OFFICE SOLUTIONS P/L	Contractor	1-Jul-21	30-Jul-21	16,000.00	Non-Consultancy	not a consultancy	Open	COO-DAP-BITRE	
CN3803338	STAFFING AND OFFICE SOLUTIONS P/L	Contractor	2-Aug-21	31-Jan-22	94,500.00	Non-Consultancy	not a consultancy	Open	COO-DAP-BITRE	
CN3812718	STAFFING AND OFFICE SOLUTIONS P/L	Contractor	13-Sep-21	30-Jun-22	120,300.00	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	
CN3847012	STAFFING AND OFFICE SOLUTIONS P/L	Contractor	2-Feb-22	31-Oct-22	141,000.00	Non-Consultancy	not a consultancy	Open	COO-DAP-BITRE	
CN3803333	STANFIELD RE PTY LTD	Property Management	1-Jul-21	30-Jun-22	30,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3839514	STANTEC AUSTRALIA PTY LTD	Independent Assurance Services	27-Aug-21	30-Jun-22	78,485.00	Consultancy	Need for specialised or professional skills	Open	INFRA-SPIDO	
CN3858164	STARTECH IT CONSULTING PTY LTD	Contractor	15-Mar-22	14-Mar-24	580,519.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3812702	STATEWIDE OIL DISTRIBUTOR	Plant and Equipment Repairs and Maintenance	6-Sep-21	30-Oct-21	44,150.47	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3821729	STATEWIDE OIL DISTRIBUTOR	Plant and Equipment Repairs and Maintenance	11-Oct-21	30-Nov-21	42,938.45	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3888030	STATEWIDE OIL DISTRIBUTOR	Electrical Equipment Maintenance	23-Jun-22	30-Jun-22	46,477.98	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3790733	STRATEGIC REFORM PTY LTD	Data Services	1-Jul-21	30-Jun-22	1,369,734.00	Consultancy	Need for specialised or professional skills	Open	COO-DAP-BITRE	
CN3835392	STRATEGIC REFORM PTY LTD	Strategic Reform Advice	6-Dec-21	28-Jan-22	18,700.00	Consultancy	Need for specialised or professional skills	Open	COO-DAP-BCARR	
CN3851799	STRATEGIC REFORM PTY LTD	IT Services	15-Feb-22	15-Apr-22	96,558.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3870393	STRATEGIC REFORM PTY LTD	Data Mapping Services	26-Apr-22	31-Dec-22	820,688.00	Consultancy	Skills currently unavailable within agency	Open	TRANSPORT-STP	
CN3797449	STRUBER PTY LTD	Stakeholder Engagement Services	14-Jul-21	14-Oct-21	49,852.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-IATS	
CN3797419	STYLECRAFT	Office Furniture	8-Jul-21	31-Dec-21	20,350.00	Non-Consultancy	not a consultancy	Limited	~CORP-Office Servs	
CN3866879	SUE BIRD CONSULTING AND PEOPLE SERV	Business Processes Review	4-Apr-22	31-Jan-23	40,000.00	Consultancy	Need for specialised or professional skills	Open	COO-PGPC	
CN3803327	SUMAC CONSULTING PTY LTD	Locum Project Officer Services	12-Aug-21	30-Jun-22	283,200.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3875271	SUPPLY NATION	Supply Nation Membership	26-May-22	25-May-23	16,500.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3835119	SUSAN JOY FLETCHER	Provision of Locum Dental Services	29-Nov-21	30-Jun-22	117,690.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3824049	Swift Digital	Software Licence	21-Oct-21	30-Jun-22	25,630.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-STP	
CN3824050	Swift Digital	Software Licence	21-Oct-21	20-Oct-22	11,000.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-STP	
CN3824822	Swift Digital	Software Licence	5-Nov-21	4-Nov-22	11,550.00	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3796492	SYDNEY AIRPORT CORPORATION	Landside Vehicle Control Services	1-Jul-21	30-Jun-23	581,314.33	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3816148	SYNERGY GROUP AUSTRALIA LTD	Governance Review Services	16-Aug-21	8-Oct-21	132,000.00	Consultancy	Need for specialised or professional skills	Limited	~MTIP-Prog ShareMg	
CN3875272	SYNERGY GROUP AUSTRALIA LTD	Stakeholder Engagement	6-May-22	24-Jun-22	79,328.30	Non-Consultancy	not a consultancy	Open	COO-PGPC	

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2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3855063	TANYA CROSS	Medical Imaging Services	3-Mar-22	30-Jun-23	60,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	s22(1)(a)(ii)
CN3824817	TBWA MELBOURNE PTY LTD	Creative and Advertising Services	19-Oct-21	30-Jun-22	673,213.41	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3860841	TELSTRA CORPORATION LIMITED	Telecommunications Equipment	18-Mar-22	20-May-24	225,659.50	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3863844	TELSTRA CORPORATION LIMITED	Enterprise Mobility Services	1-Apr-22	1-Apr-25	1,595,008.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3835133	TERRACE SERVICES PTY LTD	Contractor	29-Nov-21	30-Jun-23	689,832.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3847020	TERRACE SERVICES PTY LTD	Contractor	1-Feb-22	30-Jun-23	913,637.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3818511	THE AUSTRALIAN COUNCIL ON HEALTHCAR	Subscriptions	15-Sep-21	14-Sep-22	11,700.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3809296	THE DEPARTMENT OF DEFENCE	Security Vetting	27-Aug-21	30-Jun-24	1,374,000.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3807991	THE FLINDERS UNIVERSITY OF SOUTH AU	Environmental Consultancy Services	1-Aug-21	31-Dec-21	92,400.00	Consultancy	Need for specialised or professional skills	Limited	WATER-NWGA	
CN3889968	THE FLINDERS UNIVERSITY OF SOUTH AU	Staff Training	27-Jun-22	4-Jul-22	12,540.00	Non-Consultancy	not a consultancy	Limited	WATER-NWGA	
CN3853157	THE HATCHERY (HUB) PTY LTD	Staff Training	16-Feb-22	16-Feb-22	12,664.08	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3840293	THE KARRAN FAMILY TRUST	Emergency Services Review	17-Dec-21	30-Jun-22	52,690.00	Consultancy	Skills currently unavailable within agency	Limited	REGTER-TER	
CN3875280	THE LEARNING DELI	Training Delivery Services	10-May-22	30-Jun-22	22,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3808007	THE MARTINEZ HWL PRACTICE TRUST & T	Legal Services	17-Aug-21	30-Jun-22	10,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3808008	THE MARTINEZ HWL PRACTICE TRUST & T	Legal Services	16-Jul-21	30-Sep-21	18,603.50	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3812727	THE MARTINEZ HWL PRACTICE TRUST & T	Legal Services	3-Sep-21	30-Jun-22	80,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3835132	THE MARTINEZ HWL PRACTICE TRUST & T	Legal Services	8-Oct-21	30-Jun-22	37,400.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3835394	THE MARTINEZ HWL PRACTICE TRUST & T	Legal Services	13-Dec-21	13-Jun-22	142,560.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3884445	THE MARTINEZ HWL PRACTICE TRUST & T	Legal Services	10-Jun-22	30-Sep-22	15,000.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3867958	THE MARTINEZ HWL PRACTICE TRUST & T HWL EBSWORTH LAWYERS	Probity Advisory Services	13-Apr-22	31-Mar-23	79,772.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3870395	THE MARTINEZ HWL PRACTICE TRUST & T HWL EBSWORTH LAWYERS	Legal Services 2022-2023	29-Apr-22	30-Jun-23	167,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3871871	THE MARTINEZ HWL PRACTICE TRUST & T HWL EBSWORTH LAWYERS	Legal Services	11-Apr-22	11-Oct-22	198,990.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3866877	THE NOUS GROUP	Strategic Planning Workshop	6-Apr-22	30-Jun-22	20,300.00	Consultancy	Need for specialised or professional skills	Open	REGTER-CTS	
CN3796558	THE RECRUITMENT HIVE PTY LTD	Data Services	1-Jul-21	30-Jun-23	597,484.40	Consultancy	Need for specialised or professional skills	Open	COO-DAP-BITRE	
CN3835143	THE RECRUITMENT HIVE PTY LTD	Contractor	3-Dec-21	30-Jun-22	76,500.00	Non-Consultancy	not a consultancy	Open	COO-DAP-BITRE	
CN3843382	THE RECRUITMENT HIVE PTY LTD	Contractor	24-Jan-22	23-Jan-24	620,136.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3870394	THE RECRUITMENT HIVE PTY LTD	Project Management Services	9-May-22	16-Sep-22	72,168.00	Non-Consultancy	not a consultancy	Open	COO-DAP-BITRE	
CN3812700	THE SIMON O'HART FAMILY TRUST	Medical Equipment	11-Aug-21	29-Oct-21	12,082.75	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3858161	THE SOCIAL DECK PTY LTD	Public Relations	3-Mar-22	30-Jun-22	162,800.00	Consultancy	Need for specialised or professional skills	Open	COO-PGPC	
CN3878979	THE SOCIAL DECK PTY LTD	Stakeholder Engagement	6-Apr-22	31-Dec-22	217,060.00	Non-Consultancy	not a consultancy	Open	TRANSPORT-STP	
CN3837701	THE SOCIAL RESEARCH CENTRE	National Online Safety Survey	15-Dec-21	1-Jun-22	298,924.89	Non-Consultancy	not a consultancy	Open	COMMS-OSMP	
CN3888059	THE SOCIAL RESEARCH CENTRE	Media Consumption Research Services	10-Jun-22	31-Mar-23	362,140.26	Non-Consultancy	not a consultancy	Open	COMMS-OSMP	
CN3875847	The Trustee for Edwards Family Trus	Electrical Equipment Maintenance	16-May-22	30-Jun-22	55,167.87	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3824833	THE TRUSTEE FOR NEOTERIC GROUP	Contractor	14-Oct-21	28-Feb-22	90,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3824839	THE TRUSTEE FOR OFFICE PROJECT SERV	Data Cabling Installation	1-Nov-21	1-Feb-22	114,466.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3871878	The Trustee for Resilient Results	Business Continuity Planning Services	2-May-22	30-Jun-22	30,000.00	Consultancy	Need for specialised or professional skills	Open	COO-PGPC	
CN3805877	THE TRUSTEE OF KIRRA SERVICES UNIT	Computer Hardware	27-Jul-21	30-Jun-22	11,344.85	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3821740	THE TRUSTEE OF KIRRA SERVICES UNIT	Computer Hardware	8-Oct-21	8-Oct-25	49,280.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3847013	THE TRUSTEE OF KIRRA SERVICES UNIT	Computer Hardware	1-Feb-22	1-Feb-23	35,269.85	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3847014	THE TRUSTEE OF KIRRA SERVICES UNIT	Computer Hardware	1-Feb-22	1-Feb-25	35,269.85	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	

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CN3875856	THE TRUSTEE OF KIRRA SERVICES UNIT	Computer Hardware	16-May-22	30-Jun-23	87,120.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	s22(1)(a)(ii)
CN3875267	The University of Melbourne	Staff Training	16-May-22	31-Aug-22	10,700.00	Non-Consultancy	not a consultancy	Limited	INFRA-MTIP	
CN3824841	THERAPY FOCUS LTD	Allied Health Services	28-Oct-21	31-Dec-21	78,321.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3835131	THERAPY FOCUS LTD	Allied Health Services	25-Nov-21	31-Mar-22	87,394.50	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3875281	THERAPY FOCUS LTD	Allied Health Services	6-May-22	30-Jun-22	98,803.25	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3853168	THINKPLACE AUSTRALIA PTY LTD	Strategic Planning Advice	28-Jan-22	30-Jun-22	64,799.86	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3875278	THINKPLACE AUSTRALIA PTY LTD	Business Process Review	6-May-22	31-Aug-22	82,326.00	Consultancy	Need for independent research or assessment	Open	INFRA-ININ	
CN3797418	Thomson Reuters (Professional) Aust	Legal Research Services	1-Jul-21	30-Jun-22	158,687.10	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3851787	THOUGHTPOST GOVERNANCE PTY LTD	Governance Workshops	8-Feb-22	30-Jun-22	46,612.50	Non-Consultancy	not a consultancy	Open	#Not applicable	
CN3851789	THOUGHTPOST GOVERNANCE PTY LTD	Governance Workshops	8-Feb-22	30-Jun-22	46,612.50	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3799293	TIMOTHY ALASTAIR PHILLIPS	Contract	1-Jul-21	28-Feb-22	121,275.00	Non-Consultancy	not a consultancy	Limited	CEA-CE	
CN3866868	Toll Remote Logistics Pty Ltd	Air Freight Services	1-Apr-22	30-Jun-23	5,000,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3894434	Townsville Airport Pty Ltd	Landside Vehicle Parking Control Services	1-Jul-21	30-Jun-23	61,583.34	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3844452	TRACEY BRUNSTROM & HAMMOND PTY LTD	Independent Strategic Project Review	13-Jan-22	28-Feb-22	50,479.00	Consultancy	Need for independent research or assessment	Open	REGTER-RDLG	
CN3807997	TRAIN IT MEDICAL PTY LTD	Staff Training	9-Aug-21	30-Jun-22	63,500.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3888031	Transport Margeting Australia Pty L	Sponsorships	21-Jun-22	26-Aug-22	35,750.00	Non-Consultancy	not a consultancy	Limited	INFRA-MTIP	
CN3878971	TRUIS	Computer Accessories	25-May-22	30-Sep-22	11,165.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3890858	TRUIS	Computer Accessories	30-Jun-22	30-Sep-22	11,165.00	Non-Consultancy	not a consultancy	Limited	COO-Finance&IT	
CN3875861	TSA Management (ACT) PTY LTD	Functional Needs Analysis	11-May-22	31-Oct-22	454,182.00	Consultancy	Skills currently unavailable within agency	Open	CEA-OFTA	
CN3828199	TURNER & TOWNSEND PTY LTD	Project Costing Services	8-Nov-21	29-Nov-21	80,000.00	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3828647	TURNER & TOWNSEND PTY LTD	Program Assurance and Technical Services	11-Oct-21	10-Oct-24	5,487,767.82	Consultancy	Skills currently unavailable within agency	Open	INFRA-MTIP	
CN3811004	TYCO AUSTRALIA PTY LIMITED	Plant and Equipment Repairs and Maintenance	1-Sep-21	31-Mar-22	48,911.20	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3818515	UNITED EQUIPMENT PTY LTD	Mechanical Inspection and Maintenance	8-Nov-21	30-Dec-21	12,846.50	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3805887	Universal McCann	Media Campaign	13-Aug-21	30-Jun-22	18,500.00	Non-Consultancy	not a consultancy	Limited	COMMS-CSC	
CN3812699	Universal McCann	Media Services	30-Jul-21	30-Jun-22	42,967.27	Non-Consultancy	not a consultancy	Limited	COMMS-CSC	
CN3830308	Universal McCann	Executive Recruitment Services	10-Nov-21	28-Feb-22	12,610.48	Non-Consultancy	not a consultancy	Open	COMMS-OSMP	
CN3830309	Universal McCann	Executive Recruitment Services	18-Nov-21	28-Feb-22	29,907.36	Non-Consultancy	not a consultancy	Open	COMMS-OSMP	
CN3839513	Universal McCann	Media Services	21-Dec-21	30-Jun-22	2,419,999.91	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3884437	Universal McCann	2023 Graduate Program Recruitment	27-Apr-22	30-Jun-22	30,590.35	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3805875	UNIVERSITY OF ADELAIDE	Framework Review	23-Aug-21	15-Nov-21	97,159.50	Consultancy	Need for specialised or professional skills	Open	~RDLG-RDP	
CN3827103	UNIVERSITY OF ADELAIDE	Road Use Data Collection Services	3-Nov-21	30-Jun-22	425,000.00	Consultancy	Need for specialised or professional skills	Open	COO-DAP-BITRE	
CN3814762	UNIVERSITY OF CANBERRA	Staff Training and Development	9-Aug-21	30-Jun-22	76,404.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3843386	UNIVERSITY OF CANBERRA	Staff Learning and Development	7-Feb-22	16-Dec-22	770,940.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3871861	University of New South Wales	Staff Training	1-May-22	30-Jun-22	33,985.00	Non-Consultancy	not a consultancy	Limited	COMMS-OSMP	
CN3878976	University of New South Wales	Independent Research Services	31-Jan-22	28-Feb-23	91,856.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3797458	VENDOME CONSULTING PTY LTD	Contractor	5-Jul-21	31-Oct-22	334,042.28	Non-Consultancy	not a consultancy	Open	COO-DAP-BITRE	
CN3762711	Ventia Property Pty Ltd	Property Services	1-Jul-21	30-Jun-22	677,831.00	Non-Consultancy	not a consultancy	Open	~CORP-Office Servs	
CN3796560	Ventia Property Pty Ltd	Facilities Management	1-Jul-21	30-Jun-24	3,990,000.00	Non-Consultancy	not a consultancy	Open	~TER-NI	
CN3797422	Ventia Property Pty Ltd	Property Services	8-Jul-21	15-Apr-22	755,370.00	Non-Consultancy	not a consultancy	Open	~CORP-Office Servs	
CN3803349	Ventia Property Pty Ltd	Relocation Services	4-Aug-21	30-Jun-22	68,845.70	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3805880	Ventia Property Pty Ltd	Property Management Services	26-Jul-21	31-Dec-23	310,200.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3809306	Ventia Property Pty Ltd	Architectural Services	10-Aug-21	17-Sep-21	21,450.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3811024	Ventia Property Pty Ltd	Strategic Property and Accomodation Plan	10-Sep-21	31-Jan-22	77,000.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3811025	Ventia Property Pty Ltd	Property Services	10-Sep-21	10-Nov-21	38,280.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3811031	Ventia Property Pty Ltd	Asset Management Review	2-Sep-21	30-Sep-21	26,710.20	Non-Consultancy	not a consultancy	Open	CEA-OFTA	
CN3835140	Ventia Property Pty Ltd	Relocation Services	25-Oct-21	30-Jun-22	60,500.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3835393	Ventia Property Pty Ltd	Office Fitout	10-Nov-21	30-Dec-22	383,680.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3837705	Ventia Property Pty Ltd	Office Fitout	26-Oct-21	30-Jun-22	119,181.70	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3844448	Ventia Property Pty Ltd	Storage Facility Location Analysis	6-Jan-22	18-Mar-22	180,655.00	Non-Consultancy	not a consultancy	Open	CEA-OFTA	
CN3845041	Ventia Property Pty Ltd	Staff Relocation	19-Jan-22	1-Feb-22	57,552.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3847008	Ventia Property Pty Ltd	Emergency Management Services	12-Jan-22	30-Jun-23	40,792.65	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3858160	Ventia Property Pty Ltd	Staff Relocation	7-Mar-22	30-Jun-22	32,924.10	Non-Consultancy	not a consultancy	Open	COO-PGPC	

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CN3860833	Ventia Property Pty Ltd	Office Fitout	27-Jan-22	30-Jun-22	34,421.20	Non-Consultancy	not a consultancy	Limited	COO-PGPC	
CN3866866	VENTIA PROPERTY PTY LTD	Office Fit Out	5-Apr-22	31-Dec-22	626,615.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3866867	VENTIA PROPERTY PTY LTD	Office Fit Out	30-Apr-22	31-Mar-23	467,610.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3878972	Ventia Property Pty Ltd	Office Fitout	18-May-22	30-Jun-22	491,590.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3884441	VENTIA PROPERTY PTY LTD	Accommodation Evaluation	31-May-22	30-Jun-23	97,817.50	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3885522	Ventia Property Pty Ltd	Project Management Services	7-Jun-22	1-Jun-23	155,870.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3889969	Ventia Property Pty Ltd	Property Services	7-Apr-22	1-Nov-22	35,200.00	Non-Consultancy	not a consultancy	Open	COO-PGPC	
CN3880202	VERIZON AUSTRALIA PTY LIMITED	Internet Connection Services	1-Jun-22	30-Jul-23	367,000.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3875269	VICTORIAN DEAF SOCIETY	Website Development Accessibility	10-May-22	9-Aug-22	12,201.19	Non-Consultancy	not a consultancy	Limited	COMMS-CSC	
CN3828191	VIRGIN BLUE AIRLINES PTY LTD	Domestic Aviation Network Support 6.0	1-Oct-21	31-Dec-21	138,056,831.14	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3858137	VIVA ENERGY AUSTRALIA PTY LTD	Heavy Vehicle	7-Mar-22	30-Mar-22	30,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3871866	WA COUNTRY HEALTH SERVICE	Medical Equipment Maintenance	2-May-22	30-May-22	23,797.50	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3871867	WA COUNTRY HEALTH SERVICE	Medical Equipment Maintenance	4-May-22	14-Jun-22	27,552.45	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3853151	WA DEPARTMENT OF HEALTH	Medical Imaging Services	3-Sep-21	30-Jun-22	11,074.31	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3875852	WA DEPARTMENT OF HEALTH	Specialist Medical Services	20-May-22	30-Jun-22	56,257.37	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3796514	WAI AUSTRALIAN CHAPTER INCORPORATED	Women in Aviation International Events 2021	2-Jul-21	31-Dec-21	141,845.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-IATS	
CN3799291	WARTSILA AUSTRALIA PTY LTD	Repairs and Maintenance	23-Jul-21	31-Dec-21	13,123.28	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3811001	WARTSILA AUSTRALIA PTY LTD	Engine Parts	31-Aug-21	30-Dec-21	12,403.13	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3811003	WARTSILA AUSTRALIA PTY LTD	Plant and Equipment Repairs and Maintenance	31-Aug-21	19-Nov-21	345,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3821733	WARTSILA AUSTRALIA PTY LTD	Staff Development	18-Oct-21	30-Jun-22	15,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3835122	WARTSILA AUSTRALIA PTY LTD	Engineering Services	4-Dec-21	10-Dec-21	25,351.00	Non-Consultancy	not a consultancy	Limited	REGTER-RDLG	
CN3837687	WARTSILA AUSTRALIA PTY LTD	Plant and Equipment Repairs and Maintenance	18-Dec-21	24-Dec-21	19,246.00	Non-Consultancy	not a consultancy	Limited	REGTER-RDLG	
CN3839499	WARTSILA AUSTRALIA PTY LTD	Plant and Equipment Repairs and Maintenance	4-Jan-22	15-Mar-22	30,620.30	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3845030	WARTSILA AUSTRALIA PTY LTD	Generator Parts	14-Jan-22	30-Jun-22	156,164.12	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3847001	WARTSILA AUSTRALIA PTY LTD	Generator Parts	7-Feb-22	30-Jun-22	125,000.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3866863	WARTSILA AUSTRALIA PTY LTD	Engine Equipment	14-Apr-22	30-Jun-22	161,489.76	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3816158	WATSON ISLAND CARPENTRY & EXCAVATIN	Property Repairs and Maintenance	24-Sep-21	30-May-22	209,955.16	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3816167	WATSON ISLAND CARPENTRY & EXCAVATIN	Property Repairs and Maintenance	1-Oct-21	20-Mar-22	77,144.90	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3818533	WATSON ISLAND CARPENTRY & EXCAVATIN	Property Repairs and Maintenance	15-Oct-21	30-Jun-23	94,087.25	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3824079	WATSON ISLAND CARPENTRY & EXCAVATIN	Property Repairs and Maintenance	22-Oct-21	30-May-22	251,890.71	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3827104	WATSON ISLAND CARPENTRY & EXCAVATIN	Property Refurbishment	2-Nov-21	22-Mar-22	135,280.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3851797	WATSON ISLAND CARPENTRY & EXCAVATIN	Excavation Works	17-Feb-22	16-Mar-22	20,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3866869	WATSON ISLAND CARPENTRY & EXCAVATIN	Property Repairs and Maintenance	12-Apr-22	30-Jun-22	46,000.00	Non-Consultancy	not a consultancy	Open	REGTER-TER	
CN3847000	WEROMBI AG & MECHANICAL	Property Management Services	3-Feb-22	24-Dec-23	120,000.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-IATS	
CN3862410	WESTERN SYDNEY WOMEN PTY LTD	Mentoring Programs for Women in Aviation	1-Apr-22	28-Apr-23	539,000.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-DAR	
CN3797425	WESTERN TECHNICAL & ELECTRICAL CONT	Plant and Equipment Maintenance	1-Jul-21	30-Jun-24	300,000.00	Non-Consultancy	not a consultancy	Limited	~TER-IOT-CI	
CN3809023	Whereeto Research Based Consulting Pty Ltd	Market Research	1-Jul-21	3-Sep-21	83,230.00	Consultancy	Need for independent research or assessment	Open	COO-PGPC	
CN3778502	WHON PTY LTD	Staff Development	1-Jul-21	30-Jun-22	12,203.12	Non-Consultancy	not a consultancy	Limited	REGTER-CTS	
CN3824051	WHON PTY LTD	Staff Development	29-Sep-21	28-Sep-22	10,078.75	Non-Consultancy	not a consultancy	Limited	REGTER-TER	
CN3855059	WHON PTY LTD	Staff Training	3-Mar-22	25-Nov-22	14,410.00	Non-Consultancy	not a consultancy	Limited	Executive	
CN3858138	WHON PTY LTD	Staff Development	24-Feb-22	31-Dec-22	11,440.00	Non-Consultancy	not a consultancy	Limited	REGTER-RDLG	
CN3860956	WHON Pty Ltd	Staff Development	25-Feb-22	25-Feb-23	11,440.00	Non-Consultancy	not a consultancy	Limited	INFRA-SPIDO	
CN3871865	WHON PTY LTD	Staff Development	17-Jun-22	17-Jun-23	13,689.50	Consultancy	Need for specialised or professional skills	Limited	COMMS-CMI	
CN3894441	WHON PTY LTD	Staff Development	16-Jun-22	16-Jun-23	13,689.50	Non-Consultancy	not a consultancy	Open	INFRA-ININ	
CN3818506	WILLIAMS CONSUTING ENGINEERS AUSTRA	Engineering Design Services	27-Sep-21	31-Mar-22	24,750.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	

2021-22 CN ID	Supplier Name	Contract Title	Start Date	End Date	Value (GST incl.)	Consultancy or Non-Consultancy	Consultancy Reason - where applicable	Tender process	Division	Project Officer
CN3831742	WILLIAMS CONSUTING ENGINEERS AUSTRA	Architectural Design Services	15-Nov-21	30-Jun-22	10,450.00	Non-Consultancy	not a consultancy	Limited	REGTER-TER	s22(1)(a)(ii)
CN3871877	WORKPAC GROUP PTY LTD	Contractor	9-May-22	29-Jul-22	38,884.50	Non-Consultancy	not a consultancy	Open	INFRA-MTIP	
CN3890869	WORKPLACE RESEARCH ASSOC P/L	Business Process Review	15-Nov-21	30-Jun-22	59,400.00	Non-Consultancy	not a consultancy	Open	REGTER-RDLG	
CN3849728	WORLD ROAD ASSOCIATION (PIARC)	World Road Association Membership	1-Jan-22	31-Dec-22	39,000.00	Non-Consultancy	not a consultancy	Limited	TRANSPORT-STP	
CN3904310	WRECK BAY ABORIGINAL COMMUNITY CNL.	WBACC Services Agreement 2021-2024	1-Jul-21	30-Jun-24	920,000.00	Non-Consultancy	not a consultancy	Limited	~TER-NI & JBT	
CN3863846	WSP AUSTRALIA PTY LIMITED	Economic Analysis and Project Services	28-Mar-22	12-Sep-22	700,260.00	Non-Consultancy	not a consultancy	Open	WATER-ONA	
CN3888054	YELLOW EDGE	Staff Development Services	15-Jun-22	30-Jul-22	12,430.00	Non-Consultancy	not a consultancy	Open	COO-DAP-Executive	
CN3799323	YNOT Consulting Services Pty Ltd	Contractor	1-Jul-21	30-Jun-23	793,093.14	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
CN3809312	YNOT Consulting Services Pty Ltd	Contractor	16-Aug-21	15-Aug-23	987,690.00	Non-Consultancy	not a consultancy	Open	COO-Finance&IT	
2021-22 CONTRACTS TOTAL *				1,316	570,859,069.47					

* data is accurate on AusTender as at 6 April 2023 and may be subject to change.

Rural and Regional Affairs and Transport

Lead/Support contact: Ian Porter / Brendon Buckley

SB23-000534

SUBJECT: Net Zero Unit

Talking Points

- Our portfolio plays a significant role in supporting the Australian Government to reach its emissions reductions targets and achieve net zero.
- This includes reducing emissions in the infrastructure and transport sectors, increasing resilience of our infrastructure, supporting regions in the transition from fossil fuels and responding to natural disasters.
- We have established a Net Zero Unit in the Department of Infrastructure, Transport, Regional Development, Communications and the Arts. The unit head, Mr Ian Porter, commenced on 21 November 2022 and is a senior SES officer, reporting directly to the Secretary (Media release provided at [Attachment A](#)).
- In the 2023-24 Federal Budget, the Government funded development of a comprehensive Transport and Infrastructure Net Zero Roadmap and Action Plan to reduce emissions across this sector of the economy. The Net Zero Unit will lead its development.
- The Net Zero Unit engages with other government agencies, portfolio stakeholders and climate experts. It will prepare and collate papers and provide advice to ensure our policy areas have the latest research.
- Divisions within the department continue to lead their emissions reduction and climate adaptation initiatives, supported by the Net Zero Unit.

Key Issues

If asked about the current work of the roadmap and action plan:

- In 2023-24 Budget, the Government committed \$7.8 million for the development of a Transport and Infrastructure Roadmap and Action Plan, led by the Net Zero Unit.
- The assessment work to inform the transport and infrastructure roadmap and action plan has commenced.
- A draft roadmap for consultation is expected in late 2023, with agreement for the finalised roadmap, action plan, and initial set of proposals for implementation to be sought in the 2024-25 Budget.
- A media release announcing the infrastructure and transport roadmap and action plan is at [Attachment B](#).
- In the 2023-24 Budget, the department received the following additional ASL to deliver the roadmap, action plan and associated emissions reduction work:

Contact: Brendon Buckley

Cleared by First Assistant Secretary: Ian Porter

Phone: (02) 6274 6060

Version Number: 01

Date: 12/04/2022

Rural and Regional Affairs and Transport

Lead/Support contact: Ian Porter / Brendon Buckley

SB23-000534

- 2.5 ASL for 2022-23.
 - 12 ASL for 2023-24.
 - 12 ASL for 2024-25.
 - 10 ASL for 2025-26.
- This allocation includes the two ASL over 2023-24 and 2024-25 to support aviation decarbonisation including work to identify appropriate industry specific certification for sustainable aviation fuels and maximise local market establishment.
- Funding was also allocated to support the implementation of the Government's existing decarbonisation commitments for transport, including the National Electric Vehicle Strategy (see SB23-000654 for further details) and development of a Maritime Emissions Reduction National Action Plan (see SB23-000654 for further details).
- \$0.8 million of the \$7.8 million was allocated for technical research, data development and capability enhancements not currently available within the department.

If asked about the Net Zero Unit:

- In an address to the 2021 Australian Financial Review Infrastructure Summit, the now Minister for Infrastructure, Transport, Regional Development and Local Government outlined her expectations that the department would work to identify reductions and offsets in the transport and infrastructure sectors and that this should be a priority for the department. The media release for the Net Zero Unit's announcement is at **Attachment A**.
- The Net Zero Unit is leading on the development of the roadmap and action plan. The Net Zero Unit also supports the infrastructure portfolio to work across government and with industry to help achieve net zero and improve the resilience of our transport networks and supply chains in the face of increasing extreme weather events.
- In addition to Ian Porter, the Unit currently has seven staff (7.4 FTE). This includes:
 - two Directors (EL2) – with one working 0.5 FTE, and
 - two EL1s and three APS staff.
- Since the last Senate Estimates hearings, the Net Zero Unit has:
 - continued to meet with key stakeholders in the Government, across the public service and industry;
 - established a Net Zero Unit work plan, narrative, governance framework and engagement strategy;
 - supported teams across the department and APS to progress proposals that were brought forward in the 2023-24 Budget; and

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SB23-000534

- commenced assessment work that will form the basis of the infrastructure and transport roadmap and action plan.

If asked about the process to appoint the head of the Net Zero Unit.

- The appointment of the head of the Net Zero Unit was made directly by the Secretary as a non-ongoing staff member under section 22 of the Public Service Act 1999. The Australian Public Service Commissioner's Directions 2022 allow the Secretary to engage a person for 18 months.
- The Net Zero Unit head is an SES Band 2, the remuneration of the officer currently holding the position is set at the department's entry point for SES Band 2, being \$253,599 per annum plus superannuation at 15.4 per cent.
- As per the department's standard SES conditions, the SES B2 position receives a car park at the department's premises and two domestic airline memberships in addition to their salary and superannuation at 15.4 per cent.

If asked about the travel costs and emissions from the Net Zero head working being based in Melbourne

- The head of the Net Zero Unit is based in Melbourne and travels to Canberra approximately one week out of every three. The costs to date associated with the travel to the 26 May 2023 are:
 - \$14,856.34 on accommodation;
 - \$12,772.09 on flights.
- The department adheres to the Whole of Australian Government (WoAG) travel arrangements managed by the Department of Finance. As part of the APS Net Zero agenda, the Department of Finance are considering how to offsetting emissions from flights to fly carbon neutral.

Background

- Questions on notice taken at the previous Senate Estimates Session are at **Attachments C-F.**

Rural and Regional Affairs and Transport

Lead/Support contact: Ian Porter / Brendon Buckley

SB23-000534

Financials

Departmental Costs Breakdown	2022-23 (\$)	2023-24 (\$)	2024-25 (\$)	2025-26 (\$)	2026-27 (\$)	Total (\$)
ASL cost including on-costs*	475,000	2,231,000	2,285,000	1,962,000	0	6,953,000
Other costs*	50,000	450,000	203,000	102,000	0	806,000
Total Departmental Costs per year*	525,000	2,681,000	2,488,000	2,065,000	0	7,759,000

*This includes the application of indexation and any applicable efficiency dividends.

Attachments

- Attachment A: Net Zero Unit Media Release
- Attachment B: Media Release for Infrastructure and Transport Roadmap and Action Plan
- Attachment C: Position Description (SQ22-000772)
- Attachment D: Head of the Net Zero Unit remuneration (SQ22-000771)
- Attachment E: Net Zero Unit establishment (SQ22-000770)
- Attachment F: Net Zero Unit (SQ23-003430).



**The Hon Catherine King MP
Minister for Infrastructure, Transport, Regional
Development and Local Government**

MEDIA RELEASE

NET ZERO UNIT TO DRIVE TRANSPORT AND INFRASTRUCTURE EMISSIONS REDUCTION

A Net Zero Unit has been established in the Department of Infrastructure, Transport, Regional Development, Communication and the Arts, to be led by Ian Porter.

The new unit will identify how the infrastructure portfolio can work across government and with industry to help achieve net zero and improve the resilience of our transport networks and supply chains in the face of increasing extreme weather events.

The unit will support the cross-portfolio Net Zero Taskforce that will advise the Government on ensuring regional Australians benefit from Australia's transformation to a renewable energy superpower.

Mr Porter brings significant experience in climate change, energy and sustainability policy, as well as working across government, public service, consulting and the not-for-profit sector – including most recently heading up program delivery for Climateworks.

This builds on important initiatives already underway across the portfolio, including creating a Jet Zero Council to promote sustainable aviation fuels in this country and consulting on fuel efficiency standards for light vehicles to support the National Electric Vehicle Strategy.

This forms part of the Government's commitment to reduce greenhouse gas emissions by 43 per cent below 2005 levels by 2030 and achieve net zero emissions by 2050.

The unit will help advance the Government's emissions commitments by connecting government agencies, industry and climate experts to translate the

latest research into action, while ensuring climate expertise is embedded into policies and investments.

Quotes attributable to Infrastructure, Transport, Regional Development and Local Government Minister Catherine King:

“Achieving our Government’s emissions reduction targets on the path to net zero by 2050 will require concerted action to drive emissions lower across the transport sector.

“We are already helping to achieve this by increasing the uptake of electric vehicles, considering fuel efficiency standards, improving consumer information, promoting alternative aviation fuels and other technologies, and engaging with international partners to reduce shipping emissions.

“Ian Porter brings a wealth of experience that will support the new Net Zero Unit’s critical work to take our transport and infrastructure climate change policy, research and engagement to the next level.

“I look forward to continuing to work closely with my department as we facilitate a cleaner, greener era for Australia’s transport and infrastructure sectors.”

24 NOVEMBER 2022

**MEDIA CONTACT:
LYNDAL CURTIS 0497 847 212**





The Hon Catherine King MP
Minister for Infrastructure, Transport, Regional Development and
Local Government

MEDIA RELEASE

Commitment to reducing transport emissions highlighted at APEC meeting

Today I am travelling to the 2023 Asia-Pacific Economic Cooperation Transportation Ministerial Meeting where I will highlight the Albanese Government's commitments towards a cleaner, more inclusive and better-connected transport future.

This commitment has been strengthened in the 2023-24 Federal Budget which has funded development of a comprehensive Transport and Infrastructure Net Zero Roadmap and Action Plan to reduce emissions across this sector of the economy.

The Government will invest \$8.4 million to fund a strategy that covers all forms of transport, alternative fuels, new technology and the infrastructure to support the transition to net zero. This will include hard to abate sectors, such as heavy vehicles, rail, freight, maritime and aviation.

This integrated transport and infrastructure decarbonisation roadmap will be developed in a planned and coordinated way to ensure we can take up opportunities, while carefully managing the transition to new energy sources.

I look forward to sharing Australia's commitments, progress and insights at the first APEC transportation meeting since 2017, while learning from the experiences of the other 20 countries being represented at the Michigan event.

The investment will help Australians secure long lasting benefits from the renewable energy transformation, while managing and minimising the impacts of the transition. The Roadmap will also deliver the most emissions abatement for each dollar spent.

Transport emissions are currently on track to be the largest source of CO2 emissions in Australia by 2030.

This work will deliver the policy certainty required to plan for emissions reductions and help ensure Australia achieves our reduction targets.

This Government is committed to reducing greenhouse gas emissions to 43 per cent below 2005 levels by 2030 and achieving net zero emissions by 2050.

Achieving our economy-wide targets will require concerted action to drive emissions lower, including across the transport sector. This includes pathways to progress heavy vehicle, rail and maritime decarbonisation in cooperation with industry, states and territories.

The Roadmap and Action Plan will complement the recently announced consultation process to implement a Fuel Efficiency Standard for light vehicles and the introduction of Euro VI noxious emissions standards for new trucks and buses.

This investment includes the development of a Maritime Emissions Reduction National Action Plan, to be co-designed with industry to set out a pathway for Australia to become an international leader in green shipping. This will secure our future as a global supplier of renewable zero emissions energy and provider of sustainable maritime fuels.

This work builds on the practical action the Government is taking to reduce transport emissions, including investing \$125 million toward electric bus charging infrastructure in Perth to facilitate the transition of Transperth's buses from diesel to electric, establishing the country's first ever Jet Zero Council, and the launch of the National Electric Vehicle Strategy with the first ever commitment by an Australian Government to introducing Fuel Efficiency Standards.

By delivering the evidence and leadership required to accelerate decarbonisation across the infrastructure and transport sectors, the plan will advance the Government's commitment to meeting its emissions targets.

The Government will work with other governments, industry and communities to make the most of opportunities provided by public and private sector investment to support secure long-term jobs in the regions and ensure the costs and benefits of the transition to net zero are shared.

Climate action, inclusivity and gender, as well as supply chain and connectivity are the agenda items for the meeting – all of which are priorities for our Government as we work to secure a stronger transport future to underpin prosperity for Australia.

The Government will also continue to engage with international partners, to learn from best-practice transport solutions overseas and collaborate on global efforts – such as through events like the APEC transportation meeting in Michigan from 15-17 May.

14 MAY 2023

Media contact: Lyndal Curtis | Lyndal.Curtis@mo.infrastructure.gov.au 0497 847 212

Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Budget Estimates 2022 - 2023

Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 190

Departmental Question Number: SQ22-000770

Division/Agency Name: Secretary

Hansard Reference: Spoken, Page No. 28 (25 November 2022)

Topic: Net Zero Unit

Senator Matthew Canavan asked:

Senator CANAVAN: How did the idea for the Net Zero Unit come about?

Mr Betts: I believe it was an election commitment, but if it wasn't an election commitment it was certainly conceived early in the—

Senator CANAVAN: Can you take that on notice? I haven't heard of it before, but could you take on notice how that happened?

Answer:

In an address to the 2021 Australian Financial Review Infrastructure Summit, the now Minister for Infrastructure, Transport, Regional Development and Local Government outlined her expectations that the Department of Infrastructure, Transport, Regional Development, Communications and the Arts would work to identify reductions and offsets in the transport and infrastructure sectors and that this should be a priority for the department.

Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Budget Estimates 2022 - 2023

Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 191

Departmental Question Number: SQ22-000771

Division/Agency Name: DIV - People Governance Parliamentary and Communication

Hansard Reference: Spoken, Page No. 29 (25 November 2022)

Topic: Head of The Net Zero Unit remuneration

Senator Matthew Canavan asked:

Senator CANAVAN: What's the remuneration for the position?

Mr Betts: I'll have to take that on notice.

Answer:

The Net Zero Unit is headed by a SES Band 2, the remuneration of the officer currently holding the position is set at the department's entry point for SES Band 2, being \$253,599 per annum plus superannuation at 15.4 per cent.

Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Budget Estimates 2022 - 2023

Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 192

Departmental Question Number: SQ22-000772

Division/Agency Name: DIV - People Governance Parliamentary and Communication

Hansard Reference: Spoken, Page No. 29-30 (25 November 2022)

Topic: Position description

Senator Matthew Canavan asked:

Senator CANAVAN: Okay. It does seem quite unusual for no recruitment process to occur. What level of classification is the position?

Mr Betts: SES band 2.

Senator CANAVAN: And there's not an application process.

Mr Betts: In due course—

Senator CANAVAN: There've got to be some pretty angry public servants behind you, Mr Betts, who didn't get the opportunity.

Mr Betts: I can't tell whether they look angry or not.

Senator CANAVAN: I would have been upset.

Senator McKENZIE: They're not showing it on their faces.

Senator CANAVAN: They're auditioning!

[...]

Senator CANAVAN: people with experience in politics can offer a lot in public service, but, as I say, I think it's very important that processes are adhered to and established. Can I also ask—you might have to take it on notice—what are the other benefits? I've asked for the salary and remuneration, but are there other benefits like a car or any other non-salary remuneration?

Mr Betts: Sure. I don't think there's anything exceptional, but we'll give you all the details that we can.

Senator CANAVAN: Is there a position description?

Mr Betts: Yes, there is.

Senator CANAVAN: Could you provide that to the committee, on notice.

Mr Betts: Yes.

Answer:

As per the Department of Infrastructure, Transport, Regional Development, Communications and the Arts' standard SES conditions, the SES B2 position receives a car park at the department's premises and two domestic airline memberships in addition to their salary and superannuation at 15.4 per cent.

Position Description

Role

Thought leader, driving forward the Minister's agenda (in conjunction with relevant line areas), advocating and influencing the policy debate within the APS and industry.

Expert adviser on transport and infrastructure emissions reduction and climate transition and adaptation in our regions and cities.

Required Skill Set

- Deep stakeholder engagement expertise
- Networks throughout industry and government
- Credible background in climate change policy
- Strong technical background in emission reduction policy
- Research community networks
- Communicate complex policy to influence decision making

Unit's Functions

The new unit will identify how the infrastructure portfolio can work across government and with industry to help achieve net zero and improve the resilience of our transport networks and supply chains in the face of increasing extreme weather events.

The unit will support the cross-portfolio Net Zero Taskforce that will advise the Government on ensuring regional Australians benefit from Australia's transformation to a renewable energy superpower.

Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Supplementary Budget Estimates 2022 - 2023

Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 165

Departmental Question Number: SQ23-003430

Division/Agency Name: Taskforce - Net Zero Unit

Hansard Reference: Written (3 March 2023)

Topic: Net Zero Unit

Senator Bridget McKenzie asked:

- a) Can the Department provide the position description of the Strategic Adviser – Net Zero Unit?
- b) Can the Department provide a list of all stakeholder organisations the Strategic Adviser Net Zero has met with, either in person or via electronic meeting platforms, between 1 November 2022 and 13 February 2023, and on which dates?
- c) What is the cost of the Net Zero Unit, including salaries and employee benefits, on-costs including IT equipment, support and usage, apportionment of office space costs, etc?
- d) Has there been any refurbishment or remodelling of offices to accommodate the Net Zero Unit? If so, what was the cost?
- e) Have key performance indicators been agreed for the Net Zero Unit? If so, how will these be measured?
- f) Can the Department please list all policy papers, briefings, presentations or submissions completed by the Net Zero Unit since 1 November 2022?
- g) Can the Department advise the total number of days worked from home by all members of the Net Zero Unit since its establishment in November 2022?
- h) How many members of the Net Zero Unit are based in regional Australia?
- i) What is the projected proportion of the i) car fleet, ii) light truck, iii) heavy vehicle and iv) bus fleets that will be low or no emission by
 - 2030, and
 - 2035?
- j) what is the projected cost to consumers and business of converting the fleet to low or no emission by
 - 2030 and
 - 2035
- k) Has the Department communicated to the Energy department the transport industry concerns that target deadlines for EV/low no emissions vehicle uptake in Australia

have been set to political timelines and not with reference to projections of what the supply chain, marketplace or technology may be likely to deliver?

- l) Has the Government undertaken any modelling on the cost of retro-fitting the nation's housing stock (especially in high density areas with no on-property parking), hotels, apartment complexes and commercial carparks with electric vehicle charging stations, and if so, what are the projected costs?
- m) Has the Government undertaken modelling on projected wait times to access a vehicle charging device at regional roadside charging stations, through to 2030 and 2035?
- n) Has the Government undertaken any modelling on the potential penetration of no emission jet fuel into the Australian aircraft fleet by 2030 and 2035 - and what the projected cost of the transition will be?
- o) Has the Government done any modelling on the reduction in fuel tax revenue per year through to 2035 as more Australians convert to EV or hybrid EV vehicles, and if so, what are the results by year?
- p) Has the Government undertaken a distributional analysis of disadvantaged segments of the community who will be left with an inequitable burden of funding fuel taxes as wealthier people choose to transition to EVs and no longer contribute to road maintenance via purchases of fuel? If so, what are the impacts by segment?
- q) In relation to transitioning the national vehicle fleet from ICE (internal combustion engine) vehicles to low and no emission vehicles, has the Government undertaken any modelling or assessment regarding the stages at which it would be optimal to transition from fuel tax-based model of road user charging and an alternative model, that would equitably capture all vehicle classes and makes? If so, according to the assessment, when is the optimal stage of transition to implement a new form of road user charge?

Answer:

- a) Please refer to Committee Question Number 192 (SQ22-000772) from the 2022-23 Budget estimates October and November hearing.
- b) The Strategic Advisor for Net Zero commenced at the Department of Infrastructure, Transport, Regional Development, Communications and the Arts on the 21 November 2022. In addition to meetings with Australian Government departments, as of 13 February 2023, the Strategic Advisor had met with the following stakeholders external to the Australian Government:
 - Infrastructure Sustainability Council on 30 November 2022.
 - Australian Road Research Board on 1 December 2022.
 - Australian Institute of Petroleum on 12 December
 - Infrastructure Australia on 14 December 2022.
 - Kardinia Energy on 20 December 2022.
 - Truck Industry Council on 20 December 2022.

- L.E.K Consulting on 16 January 2023.
 - Salesforce Inc on 17 January 2023.
 - WeRide Australia on 19 January 2023.
 - PricewaterhouseCoopers on 20 January 2023.
 - Port of Melbourne 1 February 2023.
 - Port of Newcastle on 6 February 2023.
 - Transport for New South Wales on 6 February 2023.
 - Aurizon on 7 February 2023.
- c) The Net Zero Unit is estimated to cost \$766,762 in salary and corporate overheads for the 2022-2023 financial year.
- d) No.
- e) The Net Zero Unit's workplan and deliverables are to support the Net Zero Strategic Advisor's role, as described in the Net Zero Strategic Advisor's position description to assist with the Australian Government's agenda to reduce emissions and drive the climate transition in the infrastructure, transport, regional development, communications and the arts portfolio while supporting the adaption of our affected regions and cities.
- f) The Net Zero Unit works in partnership with all line areas across the department. The Unit has contributed to various policy papers, briefings, presentations and submissions since 1 November 2022 which contain information which would reveal a Cabinet deliberation or decision, and as such, cannot be listed. The Net Zero Unit has contributed to the following workstreams within the department: reducing embodied emissions in land transport infrastructure, fuel efficiency standards and the National Electric Vehicle Strategy, the Safeguards Mechanism, reducing emissions in domestic aviation, supporting regional transition to Net Zero and increasing resilience to climate change.
- g) As per departmental policy, Net Zero Unit staff have access to work from home arrangements. This has totalled nine work from home days for seven employees since the Net Zero Unit's establishment in November 2022 to 13 February 2023.
- h) None.
- i) The latest publicly available emissions projection report from the Department of Climate Change, Energy, the Environment and Water (DCCEEW), Australia's Emissions Projections 2022, released in December 2022, provides the projected transport emissions by mode until 2030 and 2035. The report includes projected sales by technology type for low and zero emission light duty vehicle until 2035 and the projected stock of zero emission vehicles in 2025, 2030 and 2035. These projections do not take account of potential new policies under the National Electric Vehicle Strategy. This data can be found at: <https://www.dcceew.gov.au/climate-change/publications/australias-emissions-projections-2022>. The emissions projections are updated and published each year to account for the latest policies and measures, technology and economic developments. DCCEEW does not publish the projected stock of zero emissions trucks and buses.

- j) The savings (or any costs) of transitioning to a low or zero emission vehicle will depend on the policy settings that are put in place.
- k) The Australian Government has not set targets or deadlines for low and zero emission vehicle uptake.
- l) DCCEEW has responsibility for policy regarding housing stock charging infrastructure. DCCEEW advised the Government has not undertaken modelling on the costs of retrofitting housing stocks.
- m) No. DCCEEW advised future wait times will be dependent on a range of variables including EV uptake, consumer behaviours, charging preferences and available charging technologies.
- n) No.
- o) Please refer to written Committee Question 200 (SQ23-003465) from the 2022-2023 Supplementary Budget Estimates hearing.
- p) No.
- q) No.

Rural and Regional Affairs and Transport

Lead/Support contact: Brendon Buckley

SB23-000535

SUBJECT: Climate Change: Summary of Portfolio Actions

Talking Points

- This portfolio has a significant contribution to make to the government's climate change agenda and the transition to net zero emissions by 2050.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts has established a Net Zero Unit to help coordinate this work.
- The department is working with industry, state and territory governments, and communities to reduce emissions, improve resilience to climate change impacts, and support the transition to a lower emissions economy, particularly in regional Australia.

Key Issues

Reducing emissions in the transport sector

- Emissions from the transport sector account for 19 per cent of Australia's direct greenhouse gas emissions.
 - On a full-fuel cycle basis (including emissions from generation of electricity used in transport), transport accounts for 24 per cent of national emissions.
 - Since 2005 (baseline for Australia's 43 per cent emissions target by 2030), emissions generated by transport activity have increased by 12 per cent. This figure is current to 2021-22, therefore, includes the impacts of COVID disruptions.
 - Road transport – cars, trucks and buses – is the dominant source of transport emissions, (accounting for around 85 per cent).
- The department is working with all levels of government, industry and consumers to reduce land transport sector emissions. The department is also continuing to partner with industry, other countries and international organisations to reduce aviation and maritime emissions.
- Key departmental actions include:
 - Developing a comprehensive **Transport and Infrastructure Net Zero Emissions Roadmap and Action Plan** to reduce emissions across this sector of the economy (SB23-000534 refers).
 - On 19 April, the Government released the **National Electric Vehicle Strategy (NEVS)** to increase the supply of affordable and accessible electric vehicles (EVs), and establish the resources, systems and infrastructure to enable rapid EV uptake (SB23-000652 refers).

Rural and Regional Affairs and Transport

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SB23-000535

- As part of the NEVS, the Government announced that it will introduce a **Fuel Efficiency Standard (FES)** and has released a consultation paper on the design, with submissions closing on 31 May 2023 (SB23-000653 refers).
- Introduction of **Euro VI standards for heavy vehicles**, such as trucks and buses, to be phased in from 1 November 2024 to 1 November 2025, to improve air quality and contribute to emissions reductions targets.
- Implementing a **real-world fuel testing program** for vehicles to help better inform consumers, delivered through the Australian Automobile Association.
- Introduction of a **Green Vehicle Guide** to provide comparative information about the environmental impacts, noise and air pollution and fuel consumption of new light vehicles
- Supporting the government's consideration of how best to improve **fuel quality**, which would enable introduction of Euro 6d standards for light vehicles.
- The department is progressing work to implement **vehicle safety standards for electric vehicles and hydrogen fuel cell vehicles**. The implementation of a national approach will benefit road users, including vehicle occupants, first responders and the wider community.
- Supporting implementation of the **National Hydrogen Highways Refuelling Network** being led by the Department of Industry, Science and Resources and DCCEEW.
- Austroads guidance, funded by the department and published in July 2022, on use of **recycled materials in road pavement and asphalt**. Use of these materials can reduce embodied emissions in infrastructure projects.
- The department supports **active transport** primarily through the inclusion of new cycling and pedestrian infrastructure in projects funded under other infrastructure commitments, including through the Infrastructure Investment Pipeline and under City and Regional Deals.
- The Australian Government has committed to establishing the **Australian Jet Zero council** to inform the development of policy settings to encourage emissions reduction in the aviation industry. To inform the design of the Council three roundtable sessions were held, which were attended by a wide range of government, airline, airport, fuel, research, manufacturing, feedstock producer and other key industry representatives (SB23-000623 - Jet Zero Council refers).
- In line with the Government's election commitment, the **Aviation White Paper** will consider (amongst other issues) how to maximise the aviation sector's contribution to achieving net zero carbon emissions, including through sustainable aviation fuel and emerging technologies.

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SB23-000535

- Australia supported the successful establishment of a long-term aspirational goal for international aviation of net zero carbon emissions by 2050 at the **International Civil Aviation Organization (ICAO)** Assembly in October 2022. This complements Australia's existing participation in the ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), which aims to cap international aviation emissions at a global baseline.
- Leading the government's engagement, in collaboration with the Australian Maritime Safety Authority (AMSA) and other Australian Government agencies, on emissions reduction at the **International Maritime Organization**, and on commitments to low and zero emissions green shipping corridors.
- The government has signed up to the **Green Shipping Challenge** to align the shipping industry with the goal to keep global warming below 1.5 degrees. In support of this challenge the Government is working with Singapore to implement a **green shipping corridor** between our two countries.
- Developing the **Maritime Emissions Reduction National Plan (MERNAP)** to support domestic maritime emissions reduction and signal to global trading partners and the maritime industry the pathway Australia is taking to implement zero emissions shipping in our waters and ports.
- The **Northern Australia Infrastructure Facilities' Statement of Expectations** include supporting the transition to net zero. (SB23-000617 on the NAIF refers).
- Supporting the **decarbonisation of infrastructure** in partnership with the states and territories through the Infrastructure and Transport Ministers Meeting.

Supporting adaptation and resilience to climate change impacts

- The department is working with all levels of government, business and the community to support improved adaptation and resilience to climate change impacts in portfolio sectors. Key actions include:
 - A jointly-developed State, Territory and Commonwealth **National Freight and Supply Chain Strategy**.
 - The Australian Government committed \$100 million to fund **Regional Recovery Partnerships** to coordinate investments with all levels of government and to support recovery and growth in 10 regions across Australia, delivering jobs and economic diversification.
 - Ongoing work to improve the resilience of Australia's telecommunications and broadcasting infrastructure, including new resilience programs in the Better Connectivity Plan and completion of the **Strengthening Telecommunications Against Natural Disasters (STAND)** program.

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SB23-000535

- The new resilience programs are the Broadcasting Infrastructure Resilience Program and the Telecommunications Resilience Disaster and Innovation Program (SB23-000574 Telecommunications Resilience and SB23-000585 Better Connectivity Plan – Resilience refer)
- o Supporting infrastructure resilience work being led by the portfolio's Government Business Enterprises – for example, Inland Rail (ARTC) and NBN Co.
- o The department is currently developing a **National Urban Policy** which will outline the Australian Government's vision for sustainably managing population and economic growth in current and future major urban centres over the coming decades.
- o The **Disaster Ready Fund (DRF)**, delivered by the National Emergency Management Agency (NEMA) and will provide up to one billion dollars over the next five years, from 2023-24 to help communities protect themselves against the impacts of natural hazards across Australia. The department is supporting requests for analysis of applications and sits on the DRF Assessment Panel.
- o The department has published **Phase One of the Road and Rail Supply Chain Resilience Review**, which utilises CSIRO's Transport Network Strategic Investment Tool (TraNSIT) to assess the vulnerability of 65 critical land freight routes.

Supporting the transition to a low emissions economy

- The department will implement the new **Regional Precincts and Partnerships Program** which will see all levels of government and other stakeholders working together to invest in the long-term priorities of a region, including those related to the transition to net zero (SB23-000615 refers).
- The department will work with the Northern Territory government to implement the government's election commitment on the development of **common use marine infrastructure at Middle Arm in Darwin Harbour**. This investment will support industries of the future, including renewable energy and related developments.
- The department is working with key stakeholders, including the New South Wales government and the Port of Newcastle, to implement the commitment to invest \$100 million to support the Port of Newcastle and the **Hunter region to become hydrogen-ready**.
- As part of the October 2022-23 Budget, the Government committed to provide \$565 million to support **common-user marine infrastructure upgrades** within the Pilbara.
- The department will work closely with the newly established **Net Zero Authority** – which will drive coordination and engage locally in regions to support positive transformations as Australia decarbonises.

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SB23-000535

Net Zero Unit

- The department has established a Net Zero Unit to coordinate climate change related work within the portfolio. The Net Zero Unit was announced by the Minister for Infrastructure, Transport, Regional Development and Local Government in July 2022 (SB23-000534 refers).

Rural and Regional Affairs and Transport

Lead/Support contact: Ian Porter / Brendon Buckley

SB23-000536

SUBJECT: Safeguard Mechanism: Interaction with the Infrastructure, Transport and Regional Development portfolio

Talking Points

- The Safeguard Mechanism will be a key policy to decarbonise major transport facilities.
- The transport sector accounts for 19 per cent of Australia's carbon emissions, and is expected to be Australia's largest emitting sector by 2030.
- The Safeguard Mechanism covers 17 transport facilities across Australia. It is designed to enable cost-effective decarbonisation of these key industries, to support the achievement of Australia's emissions reduction targets.
- Many Safeguard facilities are important regional employers and drivers of regional economies.
- The department works collaboratively across Commonwealth agencies to ensure there is a shared understanding of and joined-up investment in communities and regions, as industries and regions transition to net zero.

Key Issues

If asked: what Government support is available for hard to abate sectors in the regions?

- To support competitiveness, industry decarbonisation, develop a skilled workforce for a decarbonised economy, and ensure emissions do not 'leak' overseas through businesses moving their industrial facilities overseas, the Government has committed \$1.9 billion for the Powering the Regions Fund, specifically the \$600 million Safeguard Transformation Stream, which will provide assistance to trade exposed facilities.
- The Government will commence a review this year to explore additional policy options to prevent carbon leakage due to the strong stakeholder interest in an Australian carbon border adjustment mechanism (CBAM), the Government will commence a review this year to explore additional policy options to prevent carbon leakage.
- Additional assistance is targeted at businesses whose scheme costs exceed 3 per cent of the facility's revenue. This assistance has been designed so that it is only given to those facilities that genuinely need it and where there is a genuine risk of carbon leakage.

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SB23-000536

If asked: will the Safeguards Mechanism increase the cost of transport?

- Of the 17 transport facilities, 11 have commitments to reach net zero by 2050, or sooner.
- It is up to individual entities to determine how they will meet their baseline carbon limits. As such, it is uncertain what the specific impacts on costs will be flowing through to the consumer.
- Some forms of abatement, such as improved energy efficiency, will likely lower business costs.
- Other measures to reduce, or offset, emissions may increase business costs, which may be passed on to consumers, result in reduced business profits or provide incentives for operators to reduce other business costs.

If asked: will the Safeguard Mechanism make it more costly to use rail freight, compared to road, with perverse emissions reduction outcomes?

- The portion of the rail freight sector covered by the Safeguard Mechanism is larger than road freight. This is due to road freight operators being more fragmented – that is more smaller operators. Whereas there are less, but larger, rail freight operators.
- There are currently 7 rail freight operators and 2 road freight operators covered by the Safeguard Mechanism.
- The \$400 million Industrial Transformation Stream (ITS) of the Powering the Regions Fund will provide financial support for decarbonisation investments at any existing regional facility in Australia, including non-trade-exposed facilities covered by the Safeguard Mechanism, such as rail and aviation.
- The Government is also supporting the rail freight sector through the National Rail Action Plan which aims to improve rail's competitiveness, boost national productivity and improve connections between cities, regions and ports.
- In addition, the Net Zero Unit is developing a transport and infrastructure road map and action plan, which will consider what other measures are required to support our transport industries to reach the Government's emissions reduction targets.

Sensitivities

- The Safeguard Mechanism covers only cover a small portion of transport sector emissions. Sixty per cent of transport emissions are produced by light vehicles. The National Electric Vehicle Strategy (NEVs), including the introduction of a Fuel Efficiency Standard, will support emissions abatement for light vehicles.
- Transport facilities Pacific National and Aurizon are concerned that the Safeguard Mechanism will lead to an increase in emissions as rail freight moves to the road to avoid coverage. Less greenhouse gas emissions are generated by rail per tonne of

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freight compared with road transport, given one train can carry a load equivalent to 150 semi-trailers. Pacific National's press release can be found in **Attachment B**.

Background

- The Australian Government's Safeguard Mechanism provides a framework to require Australia's largest emitters to reduce and manage their carbon emissions.
- Any large facility with net emissions exceeding the Safeguard threshold are required to keep their emissions at or below emissions baselines set by the Clean Energy Regulator. These baselines are for any industrial facilities that releases at least 100,000 tonnes of Scope 1 emissions (direct emissions) per annum.
- This covers approximately 215 facilities, which are spread across all sectors of the economy and are estimated to be responsible for 28 per cent of Australia's total greenhouse gas emissions.
 - In the transport space this covers 17 facilities, including Qantas and Virgin Australia, as well as 7 rail freight transport facilities, 2 road freight facilities and a maritime passenger facility (the Spirit of Tasmania). A full list of Safeguard facilities in the transport sector is available at **Attachment A**.
- The scheme is designed to provide a flexible means of compliance, in order to stimulate cost-effective abatement. In order to reduce costs for Safeguard facilities, particularly in hard to abate sectors such as the transport sector, facilities will continue to have access to Australian Carbon Credit Units (ACCUs).
- Many Safeguard facilities are located in regional areas, and are important regional employers and drivers of regional economies.
- The department will work closely with the Department of Climate Change, Energy, the Environment and Water and others to monitor the impacts of the Safeguard mechanism reforms in regional Australia.

Attachments

- Attachment A: Transport Facilities covered by the Safeguard Mechanism
- Attachment B: Pacific National Press Release

Attachment A – Transport Facilities covered by the Safeguard Mechanism

Facility Name	ANZSIC Group	Location
Alliance Aviation - Queensland	Air and space transport	QLD
Alliance Aviation - Western Australia	Air and space transport	WA
Aurizon Rail Freight NSW	Rail freight transport	NSW
Aurizon Rail Freight QLD	Rail freight transport	QLD
Aurizon Rail Freight WA	Rail freight transport	WA
CSL Australia	Water freight transport	VIC
CTC (Centurion Transport Co.) WA Facility	Road freight transport	WA
Pacific National Transport Facility	Rail freight transport	National
Pilbara Rail Infrastructure Pty Ltd.	Rail freight transport	WA
Pilbara Rail Operations (Rio Tinto) Facility	Rail freight transport	WA
PRL03 Rail - IOR Facility	Rail freight transport	WA
Qantas Airways Limited National Transport Facility	Air and space transport	National
Rio Tinto Marine - Qld	Water freight transport	QLD
Toll National Transport Facility	Road freight transport	National
TT-Line - Victorian Operation	Water passenger transport	VIC
V/Line	Rail passenger transport	VIC
Virgin Australia Holdings National Transport Facility	Air and space transport	National

Attachment B – Pacific National Press Release

Safeguard Mechanism off the tracks when it comes to rail freight

Australia's largest private rail freight company has warned current settings of the Safeguard Mechanism will result in more freight shifting from trains to trucks perversely increasing emissions, traffic congestion, and road trauma incidents in the nation's transport network.

Pacific National CEO Paul Scurrah said under the current Safeguard Mechanism a major rail hauler of goods and commodities may incur significant additional costs, while tens of thousands of trucking companies are not required to comply with mandated emissions reduction targets.

"The quickest and most efficient way to decarbonise the national supply chain is to support the haulage of more freight by trains – the current Safeguard Mechanism does the opposite by tilting the playing field in favour of more freight being transported by bigger and heavier trucks," he said.

Compared to road freight transport, rail haulage is up to four times more fuel efficient and so provides a low-emissions transport solution for the Australian supply chain. Rail freight transport also allows for reduced traffic congestion and better road safety outcomes.

Mr Scurrah said although rail freight represents less than four per cent of total transport emissions it is significantly over-represented in terms of the proportion of transport activity that is captured by the Safeguard Mechanism.

"Approximately 65 per cent of rail freight activity is captured under the Safeguard Mechanism against a mere 2 per cent for road freight transport," he said.

Mr Scurrah said alternative-fuelled locomotives, like hydrogen fuel cell power, capable of long-distance heavy haulage operations are more than a decade away from being available commercially.

"In the meantime, to help comply with the Safeguard Mechanism to reduce emissions by 4.9 per cent year-on-year to 2030 and offset the need to buy a bundle of Australian carbon credit units capped at \$75 a tonne, Pacific National has invested \$330 million to purchase 50 new state-of-the-art freight locomotives which will yield a lower carbon footprint during operations," he said.

The new freight locomotives are being locally manufactured and assembled in Newcastle and will be delivered to Pacific National starting in 2024.

Pacific National is also investing millions to procure new rollingstock, including 110 tandem well wagons which allow for the double-stacking of shipping containers. When placed end-to-end, these new wagons are equivalent to 4.7 kilometres of new rollingstock.

Mr Scurrah said if the Safeguard Mechanism is not carefully crafted, then technological constraints beyond the control of Australian companies will result in rail becoming less price competitive with road freight operations which are not captured under the Safeguard Mechanism.

"Large costs in procuring and deploying more technologically advanced locomotives and the need to offset any future emissions above mandated thresholds in the Safeguard Mechanism via the purchase of potentially millions-of-dollars of carbon credits each year will inevitably result in road freight operations becoming more cost competitive than rail haulage," he said.

Mr Scurrah said the Australian rail freight sector is further boxed-in because electrification of the rail network nationally is cost-prohibitive and emissions intensity is influenced by the condition and alignment of track infrastructure, which is not owned or controlled by operators like Pacific National.

“Australian rail freight companies have no control over the condition of the track infrastructure they operate on or global technological developments in locomotives and rollingstock,” he said.

Each week across Australia, 2,300 Pacific National frontline workers deploy 570 diesel-powered locomotives to carry out 800 rail freight services for more than 340 customers.

These weekly services include the rail haulage of approximately 570,000 tonnes of bulk freight like grain and steel and 18,000 twenty-foot equivalent shipping containers filled with tinned and refrigerated food, beverages, white goods, electronics, furniture, and machinery parts.

Mr Scurrah said the result of more freight being transported by trucks is increased emissions, traffic congestion, and road accidents. It means taxpayers and ratepayers are forking out more money to repair and maintain roads and highways.

“It also means added costs in the national rail supply chain which are ultimately paid for by Australian families at the supermarket checkout, adding to the pain they are feeling from inflation and rising interest rates,” he said.

Mr Scurrah said the political class needs to do its homework when it comes to the unique and demanding characteristics of Australian supply chain operations.

“For instance, our vast continent is not like a small European nation – in Australia, we haul massive volumes of goods and commodities over some of the harshest, most remote landscapes on earth,” he said.

Mr Scurrah said politicians also fail to realise that you can’t just nip down to a local dealership and purchase a brand new \$7 million 130-tonne freight locomotive off the lot.

“Freight locomotives are highly specialised pieces of equipment and compared to the demand for new freight locomotives in North America, Australia’s market is small.

“This means our nation faces both scaling and technological hurdles when it comes to procuring, field-testing and maintaining new freight locomotives for deployment under unique Australian infrastructure settings and operational conditions,” he said

Rural and Regional Affairs and Transport

Lead/Support contact: Lil Gordon

SB23-000537

SUBJECT: First Nations Outcomes

Talking Points

- Our portfolio has a significant role to proactively contribute to the Australian Government's national commitment to reconciliation, Closing the Gap and developing genuine partnerships with First Nations peoples for better outcomes.

Key Issues

If asked about staffing of the First Nations Strategy and Outcomes Project team

- Lil Gordon First Assistant Secretary, First Nations Outcomes, temporarily appointed until June 30, 2023.
 - The project is supported by the existing First Nations Policy and Coordination team.
 - The project is also supported by Assistant Secretary, Ben Phelps for a temporary period to be determined.

If asked about the inception of the First Nations Strategy and Outcomes Project.

- Following the Secretary's appointment, it was recognised that while we have a broad sphere of influence we acknowledge that we, from an organisational maturity perspective, are in our infancy and need a concerted and concentrated effort to expedite and intensify our partnerships with, and contributions to, First Nations peoples and communities, and embed the Closing the Gap Priority Reforms.
- The Secretary has established the First Nations Strategy and Outcomes Project in the Office of the Secretary and identified the need for the project to be led by an appropriately senior and respected individual in the First Nations and public service community.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts has commenced a review of internal and external First Nations commitments. Part of this work underway, is the development of a First Nations Outcomes Strategy, which will guide future actions, including actions focused on embedding the Closing the Gap Priority Reforms across the department.

If asked about the process to appoint the head of the First Nations Outcomes Team.

- The Secretary engaged the SES Band 2 to lead the First Nations Strategy and Outcomes Project in a non-ongoing temporary appointment from 1 November 2022 to 30 June 2023.
- An Agency Head may engage a person for a specified term (18 months) in accordance with section 27 of the Australian Public Service Commissioners Directions 2022. This time period may be extended for up to a maximum of three years.

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- The annual remuneration of the officer currently holding the SES Band 2 position is \$303,837 plus superannuation, prorated at 4 days per week.
- As per the department's standard SES conditions, the SES B2 position receives a car park at the department's premises and two domestic airline memberships in addition to their salary and superannuation at 15.4 per cent.

If asked about the current work of the First Nations Strategy & Outcomes Project

The First Nations Strategy & Outcomes Project will deliver advice to the executive on how, as an organisation, we can equip ourselves to ensure our programs and functions best support the delivery of outcomes with First Nations peoples and communities, as well as delivery of Closing the Gap and the Reconciliation Action Plan (RAP) responsibilities.

The project will focus on how the department can improve and bring together our delivery and engagement with First Nations communities, and the interconnected elements of our programs, organisational culture, cultural safety and First Nations leadership and employment. The project will also provide strategy recommendations to build the internal capability of the department, particularly in upskilling and building capability within the department's newly established First Nations Policy Coordination section to support the implementation of this work following the conclusion of the project.

The project will also consider how the department can expedite implementation of the Closing the Gap Priority Reforms. The National Agreement contains four Priority Reforms that focus on changing the way governments work with Aboriginal and Torres Strait Islander people:

- Priority Reform 1 – Partnership and Shared Decision-Making
- Priority Reform 2 – Building the Community-Controlled Sector
- Priority Reform 3 – Transforming Government Organisations
- Priority Reform 4 – Shared Access to Data and Information at a Regional Level

If asked about work undertaken by the department in relation to Closing the Gap

Department activities contributing to progress on the Priority Reforms:

Priority Reform One

- the UN International Decade of Indigenous Languages Directions Group (lead division: Office for the Arts);
- The establishment of the First Nations Digital Inclusion Advisory Group (lead division: Communications Infrastructure); and
- The Aboriginal and Torres Strait Islander Languages Policy Partnership (lead division: Office for the Arts)

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Priority Reform Three

- The department's Innovate RAP (lead division: Communication, Research, Strategy and Parliamentary); and
- A Monitoring and Accountability Framework for Secretaries Board (APS lead: Department of the Prime Minister and Cabinet. Department Lead: Lil Gordon, FAS - First Nations Outcomes). To complement this work, the department is collaborating with the Department of Social Services on a project to review progress under Priority Reform Three.

Priority Reform Four

- The Australian Regions and Cities Dashboard (lead division: Communication, Research, Strategy and Parliamentary); and
- The Regional Data Hub (lead division: Communication, Research, Strategy and Parliamentary)

The department has responsibility for three socio-economic targets, and has established a First Nations Steering Committee to provide monitoring and accountability.

Target 9b: By 2031, all Aboriginal and Torres Strait Islander households:

- i. within discrete Aboriginal or Torres Strait Islander communities receive essential services that meet or exceed the relevant jurisdictional standard;
 - ii. in or near to a town receive essential services that meet or exceed the same standard as applies generally within the town (including if the household might be classified for other purposes as a part of a discrete settlement such as a "town camp" or "town-based reserve") (lead division: Partnership and Projects)
- The Closing the Gap Joint Council confirmed the addition of the target under the National Agreement in August 2022.
 - The department is undertaking stakeholder mapping in preparation for the co-development of an implementation plan for this target.
 - The department is participating in the Data and Digital Ministers Meeting – Community Infrastructure Data Sharing Project, where baseline indicators for power and drinking water are being developed.

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Target 16: By 2031, there is a sustained increase in number and strength of Aboriginal and Torres Strait Islander languages being spoken (lead division: Office for the Arts)

- The Government funds the Indigenous Languages and Arts program (approximately \$27 million per annum, which is inclusive of an additional Closing the Gap implementation measure to support language centres and at-risk languages – \$22.8 million over four years from 2021-22 and approximately \$5 million ongoing).
- The Language Policy Partnership (LPP) is the agreed mechanism for driving reform against Target 16 under the National Agreement on Closing the Gap. The structure of the LPP ensures that First Nations organisations and community members make the majority of the membership. The first meeting was held in March.
- The Government is participating in the United Nations International Decade of Indigenous Languages 2022-32
- The Government has provided \$1.2 million over 2 years from 2022-23, to fund the National Indigenous Languages Survey (NILS). The funding will allow for the department to assess the suitability of the survey going forward and how it can better be tailored to support reporting against target 16.

Target 17: By 2026, Aboriginal and Torres Strait Islander people have equal levels of digital inclusion (lead division: Communications Infrastructure)

- In January, the Government established the First Nations Digital Inclusion Advisory Group to provide advice to the Minister for Communications on addressing digital inclusion issues experienced by First Nations people and communities. The Advisory Group has met three times (January, February and April 2023), and will provide its initial advice to the Minister in mid-2023.
- The Better Connectivity Plan for Regional and Rural Australia is providing more than \$1.1 billion to rural and regional communities.
- This includes \$656m to improve mobile and broadband connectivity and resilience in regional and rural Australia, with \$400 million for mobile coverage and communications resilience and \$200 million for additional rounds of the Regional Connectivity Program (RCP).
- Rounds 1 and 2 of the RCP resulted in Government funding of \$253 million (GST Incl) towards 223 telecommunications projects, including 79 projects in Northern Australia. A further \$200 million (GST Excl) towards two further rounds of the RCP was announced as part of the Better Connectivity Plan in the October 2022 Federal Budget.

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- The approach to market for the combined grant opportunity for Round 3 of the RCP and Round 7 of the Mobile Black Spot Program (MBSP) opened on 20 March 2023 and closes on 12 July 2023. This brings together the MBSP and the RCP in two streams, and provides dedicated First Nations funding:
 - \$50 million is available for the Mobile Black Spot (Round 7) stream (new handheld 4G mobile coverage), including dedicated funding of \$7.5 million for projects that benefit First Nations communities.
 - \$110 million towards a Regional Connectivity (Round 3) stream place-based broadband and/or upgraded mobile), including dedicated funding of \$15 million for projects that benefit First Nations communities; and \$10 million in funding for projects targeting Central Australia. The Central Australia funding was announced on 20 April.
- The \$32.5 million in funding for project targeting First Nations communities contribute towards achieving Target 17 of the Closing the Gap initiative, which aims to ensure First Nations people have equal levels of digital inclusion by 2026.
- The MBSP is currently funding the delivery of more than 1,270 new mobile base stations across Australia with over 1,060 now on air.
- Upgrades to the NBN, including the Government's commitment to increase full fibre access to 90 per cent of fixed line services and significant upgrades to NBN fixed wireless and satellite services will also improve NBN services to First Nations people across Australia.
- These build on the arrangements in place to provide access to baseline broadband, voice and payphone services, including around 570 Telstra payphones in remote First Nations communities, with NIAA separately funding a number of Wi-Fi telephones and community payphones in remote communities.

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Rural and Regional Affairs and Transport

Support contact: s22(1)(a)(ii), Director, Corporate Service Delivery Program

SB23-000538

SUBJECT: Corporate Service Delivery Program (the program)

Talking Points

- Through an all staff departmental briefing on 10 February 2023, the Secretary expressed his commitment to creating a great place to work, with staff supported by exemplary corporate services.
- To achieve this ambition, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts needs to advance the maturity of how Corporate Group delivers its services in terms of efficiency, effectiveness and staff satisfaction, embed a culture of people centered improvement and delivery, and be able to more effectively monitor results.
- The establishment of this program is consistent with the Government's APS Reform agenda and the four priority areas: an APS that embodies integrity in everything it does; an APS that puts people and business at the centre of policy and services; an APS that is a model employer; and an APS that has the capability to do its job well.

Key Issues

- The Corporate Group needs to value and reinvest in the department's people so they have the tools they need, building the capability required to deliver modern and fit-for-purpose outcomes and establishing new functions, such as an in-house Service Design consultancy model to drive service improvements.
- The outcomes of the Australian Public Service Capability Review will also guide the program, ensuring effort and investment is moving the department towards the excellence horizon.
- PricewaterhouseCoopers (PwC) is supporting the delivery of three broad integrated packages of work, which commenced 20 March 2023 and concludes on 31 August 2023. This includes Current State Discovery, Corporate Services Strategy, Service Design Operating Model and Project Support.
- Stakeholder engagement is critical to the delivery of the program. To ensure the maturity review being undertaken for the Corporate Group is an accurate reflection of the current state, and the proposed future state is fit for purpose, engagement is occurring with all areas across the department at all levels.
- The program has engaged with a range of commonwealth and state agencies/departments to identify lessons learnt in the context of corporate and enabling services. Emerging and consistent themes includes the need for investment, strong governance and change management, uplifting capability and introducing new ways of working, an enduring focus on culture and leadership, shifting

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Support contact: Tanya Naspe, Director, Corporate Service Delivery Program

SB23-000538

relationships from one of service provider to trusted partner, and maturing data availability to measure service performance.

Financial Information as at 31 March 2023

- The program has four ASL comprising a Band 2, EL2, EL1 and an APS5.
- The department procured PwC as a Service Provider to support the delivery of the program. PwC commenced 20 March 2023 and will conclude 31 August 2023.
- The AFP Capability Support Panel was used to approach to market and responses were sought and received from PwC, Nous, Accenture and KPMG.
- The total expenditure for this engagement is \$1,224,417 (GST inclusive or \$1,113,104 GST exclusive).
- Milestone payments will be made upon completion of work package deliverables as follows:
 - FY 2022-23: \$306,104 (GST inclusive or \$278,276 GST exclusive)
 - FY 2023-24: \$918,313 (GST inclusive or \$834,828 GST exclusive)
- As part of the February Budget Review, the Corporate Group identified saving strategies to address pressures associated with the department's forecasted financial position, including delayed recruitment of APS positions and deferral of labour hire and suppliers' activities on discretionary areas.

Sensitivities

- The Contract Notice was originally reported incorrectly on AusTender (CN3951717) as a **consultancy** (Management Advisory Services Panel), but has been corrected to show the AFP Capability Support Panel was used and PwC has been engaged as a **contractor**.
- Noting the current media attention and concerns on PwC, the department can confirm:
 - No staff (including partners) allocated to this program worked with Treasury or industry on the taxation reforms now in question;
 - PwC's response to our request for quote (RFQ) included internal checks to identify any actual or potential conflicts of interest, and as at 3 February 2023 none were identified.
 - PwC's response to our RFQ also listed 16 current or recent engagements with the Department as at 3 February 2023, and the evaluation committee confirmed there were no actual or potential conflicts.

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Version Number: 03
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Date: 17/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Ben Vincent

SB23-000622

SUBJECT: Aviation – State of Sector

Talking Points

- Aviation plays a vital role in enabling the movement of people, goods and services and underpins Australia's tourism and trade industries.
- The industry is working hard to meet the demand for travel. Airports and airlines have been deploying resources to manage the strong demand, working with the travelling public to make the experience as smooth possible on the ground and in the air.
 - In February 2023, 4.00 million passengers flew **domestically** on Regular Passenger Transport (RPT) flights compared to 2.44 million in February 2022, and 4.37 million in February 2020. Domestic RPT passenger numbers for February 2023 were around 8 per cent below pre-COVID February 2020 levels.
 - In February 2023, 1.65 million passenger movements occurred through **regional** airports, compared to 1.14 million in February 2022 and 1.73 million in February 2020. Regional airport passenger movements for February 2023 were around 5 per cent below pre-COVID February 2020 levels.
 - In December 2022, 2.659 million passengers travelled **internationally** compared to 400,757 in December 2021 and 4.039 million in pre-COVID December 2019. International passenger numbers for December 2023 were around 35 per cent below pre-COVID December 2019 levels.
- Over February 2023, Sydney was Australia's busiest domestic airport with 1.73 million passenger movements, followed by Melbourne with 1.65 million passenger movements and Brisbane with 1.14 million passenger movements.

Sensitivities

[If raised] – Delays and Cancellations

- The Australian Competition and Consumer Commission's (ACCC) March 2023 report on airline competition in Australia indicates that airlines managed to increase their flying in January 2023 without significantly compromising on-time performance, suggesting that most airlines are getting closer to pre-pandemic operational capability.
 - 23.3 per cent of flights arrived more than 15 minutes late in January, the best result in over 9 months.
 - The cancellation rate did not improve to the same extent, with 3.1 per cent of all flights cancelled in January.

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- Both the delay and cancellation rate remain above the long-term averages (18.5 per cent and 2.1 per cent respectively).

[If raised] – Price of domestic airfares

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is aware of recent media coverage of increased ticket prices and aviation industry profits.
- The ACCC reported in March 2023 that airfares have recently fallen, reflecting increasing capacity, as well as seasonal factors as airfares typically reduce as demand for leisure travel subsides from its peak at Christmas.
 - Bureau of Infrastructure and Transport Research Economics data indicates that April 2023 best discount airfares were 18.5 per cent lower than in April 2019, and business airfares were 26.8 per cent lower.
- The ACCC is responsible for ensuring airlines operating within Australia are compliant with the *Competition and Consumer Act 2010*.

[If asked] – What is the department's view on airlines reporting record profits?

- After a few years of sizeable losses due to the pandemic, airlines have reported profitable operations for the first half of 2022-23, off the back of strong demand and high airfares.
 - In the first half of the 2022-23 Financial Year (FY), the Qantas Group reported a record underlying profit before tax of \$1.428 billion.
 - This represents a marked improvement on previous results, with CEO Alan Joyce reporting in August 2022 that the Statutory Loss Before Tax Impact of COVID on the Qantas Group had been nearly \$7 billion.
- The ACCC is responsible for ensuring airlines operating within Australia are compliant with the *Competition and Consumer Act 2010* and noted in December that: "the ACCC will be monitoring the domestic airlines closely to ensure they return capacity to the market in a timely manner to bring downward pressure on airfares."

[If raised] – Conclusion of ACCC airline monitoring

- The ACCC stated in its March Report that the direction to produce the Airline Competition Monitoring Reports will expire in June 2023. The March Report is the ACCC's 11th and penultimate report under the existing direction.
- The department is aware of media reports suggesting that the Government has decided not to extend funding for the ACCC to continue this monitoring.
- This is a matter for the Treasury portfolio.

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- The Bureau of Infrastructure, Transport and Regional Economics (BITRE) will continue to publish reporting around domestic airfares on a monthly basis.

[If asked] What is the department's view on the ACCC's opposition to the proposed Qantas and Alliance Airlines merger progressing?

- Any questions on the decision should be directed to the ACCC.
- On 20 April 2023, the ACCC announced it would oppose the proposed merger of Qantas and Alliance Airlines. The ACCC considered that:
 - Qantas and Alliance currently strongly compete with each other in markets where there are few effective alternatives, and
 - the merger would substantially lessen competition in markets for the supply of air transport services to resource industry customers in Western Australia and Queensland.

Background

Airfares have fallen from historic highs in late 2022

- After reaching a 15-year high in December 2022, discount fares declined 34 per cent in January 2023. Average revenue per passenger, which represents average prices across all fare types, fell by 13 per cent in January 2023, but remained 13 per cent higher than pre-pandemic levels.
- Along with strong consumer demand and limited capacity, the war in the Ukraine has contributed to higher jet fuel prices, which has also contributed to higher airfares over the past year. However, the price is now trending down.

Virgin Initial Public Offering

- There has been media coverage of plans by Bain Capital to potentially float the Virgin Australia airline through an Initial Public Offering in the second half of this year, although a firm date has not been set. It has been reported that Virgin Australia is in talks with banks for a loan of up to \$450 million to pay its private equity owner Bain Capital before the airline puts forward an Initial Public Offering.

Bonza

- Australia's newest airline Bonza, commenced operations on 21 February 2023. Bonza's initial route map includes 27 routes to 17 destinations. Bonza has been gradually commencing operations on its promised routes with its four Boeing 737 MAX 8's.
- The department is aware of media reporting on 12 April 2023 that the Chair of Bonza has departed three months following the new airline's first flight. The reporting does not

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appear to indicate any immediate financial difficulties for Bonza, with statements from the airline that all its flights over Easter were at or near capacity.

On-time performance statistics

- BITRE regularly publishes data on industry status and performance. This includes monthly ticket price indexes and On Time Performance figures.

Airline March On Time Departures and Cancellation Performance (BITRE) is as follows:

AIRLINE	ON TIME DEPARTURES (DEPARTED WITHIN 15 MINS FROM SCHEDULED DEPARTURE TIME) (%)	CANCELLATIONS (CANCELLED WITHIN 7 DAYS OF DEPARTURE) (%)
ALL QANTAS FLIGHTS	75.7	3.4
• QANTAS	73.0	3.6
• QANTASLINK	77.4	3.2
JETSTAR	59.6	7.1
ALL VIRGIN FLIGHTS	69.7	2.7
• VIRGIN AUSTRALIA	69.9	2.6
• VIRGIN AUSTRALIA	63.8	5.6
REGIONAL AIRLINES		
• ALL REX FLIGHTS	73.5	2.3

Long Term Averages

	Long Term Average	March 2023
On Time Arrivals	81.5%	71.0%
On Time Departures	82.7%	71.4%
Cancellations	2.1%	3.6%

On Time Performance has been significantly below the long-term average since April 2022.

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SB23-000623

SUBJECT: Australian Jet Zero Council

Talking Points

- The Australian Government has committed to establish a Jet Zero council to inform the development of policy settings to encourage emissions reduction in the aviation industry.
- To inform the design of the Council three roundtable sessions were held, which were attended by a wide range of government, airline, airport, fuel, research, manufacturing, feedstock producer and other key industry representatives.
 - The Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government, hosted the first roundtable on 28 February at the Avalon Airshow, with approximately 31 organisations attending.
 - The Department of Infrastructure, Transport, Regional Development, Communications and the Arts subsequently held two virtual roundtables on 7 and 21 March 2023 for attendees who could not participate in the first roundtable. Approximately 30 organisations attended the virtual roundtables.
- The Council is expected to hold its first meeting in the first half of 2023.

[If asked] - What is the point of a council?

- Council will be an advisory body bringing together a small number of key industry stakeholders to advise the Government on the aviation industry's transition to net zero.
- It will work with the sector to galvanise industry action to reduce emissions in the aviation sector, including considering the role of Sustainable Aviation Fuels (SAF) (refer **SB23-000624**).

[If asked] – What feedback did industry provide at the roundtables?

- Key themes raised at the roundtable sessions were:
 - Securing an adequate supply of affordable SAF is a key challenge for airlines, with establishment of a 'SAF eco-system' of investment, production and consumption discussed as a potential solution,
 - While there are a range of opportunities to lower emissions over the longer term – including, for example: technology pathways such as hydrogen and battery powered propulsion systems – SAF is the currently the most viable technology to support aviation's transition to net zero, and
 - Through the Council, industry and government should work together to set clear short, medium- and long-term milestones for decarbonisation.

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SB23-000623

Background

- In the October 2022-23 Budget, the Australian Government committed to establish the Council to inform the development of policy settings to encourage emissions reduction in the aviation industry. The Council is expected to hold its first meeting before the end of the 2022-23 financial year.
- The UK's Jet Zero Council was formed in June 2020. The Council's composition ranges from various government Secretaries and officials to CEO's whose industries are linked to a SAF industry or zero emissions market.
- The Canadian Council for Sustainable Aviation Fuel's was launched in February 2022, and its main objective is to accelerate the commercial production and usage of low-carbon fuels and SAF by developing the relevant infrastructure and supply chains in Canada. Key membership comprises of 60 airlines and other aviation stakeholders in Canada.

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SB23-000624

SUBJECT: Sustainable Aviation Fuel

Talking Points

Commitment

- The Australian Government has committed to reducing carbon emissions by 43 per cent below 2005 levels by 2030 and net zero by 2050.
- Aviation is a hard-to-abate sector. However, there are several options and mechanisms to support the industry adopt lower emission technologies.
- While the aviation industry's proportion of overall emissions is relatively small, it is a critical part of the economy and needs to be part of the low emissions future – which is why the Government will be working in partnership with industry.
 - In 2019, domestic aviation accounted for approximately 1.6 per cent of Australia's total emissions.
- The Australian Government has committed to establish a Jet Zero style council to inform the development of policy settings to encourage emissions reduction in the aviation industry.
- Parliament passed legislative reforms to the Safeguard Mechanism on 31 March 2023. The reforms will come into effect on 1 July 2023. The reforms are anticipated to deliver a total of 205 million tonnes of carbon emission abatement by the end of 2030 and will establish a clear pathway to achieving net zero emissions by 2050.
 - The Safeguard Mechanism only applies to domestic aviation and subsequent emissions.
 - Reforms to the Safeguard Mechanism are being led by the Department of Climate Change, Energy, the Environment and Water.

What is Sustainable Aviation Fuel (SAF)?

- SAF is jet fuel that is produced from renewable feedstocks and can reduce carbon emissions by up to 80 per cent over the lifecycle of the fuel.
- SAF can be used in jet engines and infrastructure that use traditional jet fuel. SAF has been approved for blending with traditional jet fuel at up to 50 per cent.
 - General aviation aircraft mostly use aviation gasoline (AVGAS). Advice from the sector is that most general aviation aircraft cannot use SAF that is designed for jet engines.
- Feedstock sources can include agricultural and carbon-based municipal waste, such as food scraps and used cooking oil. SAF can also be produced synthetically from renewable energy and low or zero emissions hydrogen.

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Industry Views

- Aviation stakeholders, including Virgin and Qantas, have welcomed the Australian Government's commitment to reducing carbon emissions.
- The Qantas Group (including Jetstar), Virgin Australia and Air New Zealand have publicly committed to achieving net zero emissions by 2050. Airlines have identified SAF as central to achieving this goal.

Industry Initiatives

- In June 2022, the Qantas Group and Airbus announced a US\$200 million investment aimed at establishing a domestic SAF industry in Australia (**Attachment A1**).
 - On 30 March 2023, Jet Zero Australia in partnership with LanzaJet announced the first of the projects to be funded by this joint investment. The proposed facility will utilise LanzaJet's world-leading alcohol-to-jet technology to produce up to 100 million litres of SAF per year. Construction is expected to start in 2024 (**Attachment A2**).
- Qantas also announced it is purchasing SAF in London, San Francisco and Los Angeles for flights to Australia. The agreements will supply a total of nearly 50 million litres of SAF.
- On 23 March 2023, petrochemical producers Ampol (Australian) and Eneos (Japanese) announced a Memorandum of Understanding (MoU) to explore the production of advanced biofuels at the Lytton refinery in Brisbane. The MoU includes a feasibility study on an advanced biofuels manufacturing facility that can potentially produce up to 500 million litres of SAF and renewable diesel annually (**Attachment B**).
 - Ampol has signed a separate MoU with the Queensland State Government to engage with the state as work progresses to discuss investment and project development as part of the Queensland Biofutures 10-Year Roadmap.
- Oceania Biofuels are planning to build a plant in Gladstone, Queensland, capable of producing over 350 million litres of SAF each year. Construction is expected to begin this year with the plant fully operational by 2025. The plant is expected to create around 60 direct jobs and will indirectly support an estimated 500 jobs during construction and operation.
- bp is currently looking to convert its Kwinana refinery near Fremantle in Western Australia to produce SAF and renewable diesel. This is part of a bp's broader plans to develop the Kwinana site into an integrated energy hub (**Attachment C1**).
 - On 17 February 2023, bp announced Kwinana would be one of five global biofuel projects and would produce approximately 8 million litres of SAF and renewable diesel per day by 2030. Production is expected to commence in 2026 with plans to expand the plant to produce hydrogen and other petrochemical products (**Attachment C2**).

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- As part of an election commitment, the Government committed a \$5 million grant to Australian based firm Licella to develop a commercial biorefinery for making military-spec fuel (**Attachment D**). This was confirmed in the October 2022-23 Budget with \$5.1 million to support the development of sovereign capacity in renewable fuel manufacturing, particularly for the Australian Defence Force.

[If asked] - What about other forms of propulsion?

- SAF is acting as a short to medium-term bridging technology between current fuels and zero carbon emissions technologies and will provide time for the development of zero emissions propulsion systems at scale.
- Existing zero emissions technologies, such as electric propulsion, are more suitable for short haul/regional flights due to the limited range and shorter flight time restrictions.
- Research and development are underway to scale hydrogen and other propulsion systems. However, it will be some time before these are commercially available.

Key Issues

- At present, Australia does not possess commercial scale capabilities to produce SAF.
- Australia's domestic and several international airlines that service Australia are looking to utilise SAF to decrease direct carbon emissions. There will be significant demand for the use of SAF until alternative technologies are commercially viable.

Attachments

- Attachment A1: Qantas and Airbus joint investment to kickstart Australian biofuels industry
- Attachment A2: Queensland Biofuel Refinery to Turn Agricultural By-Products into Sustainable Aviation Fuel
- Attachment B: Ampol and ENEOS Partnership
- Attachment C1: BP welcomes federal funding for green hydrogen hub at Kwinana, WA
- Attachment C2: bp plans for biorefinery at Kwinana energy hub reach new milestone
- Attachment D: Labor Backs Qld Renewable Fuel Manufacturing for Defence

Rural and Regional Affairs and Transport

Lead/Support contact: Ben Vincent

SB23-000625

SUBJECT: Regional Aviation Security

Talking Points

- The Home Affairs portfolio regulates aviation transport security, including setting the requirements for airport security screening equipment and processes. The first priority is, and always will be, to keep Australians safe and secure.
- There is a long-standing convention that industry is responsible for meeting security screening costs.
- During the COVID-19 pandemic, substantial government support was provided to assist the aviation industry while air travel was so heavily impacted by border closures, including assistance to offset the costs of security screening.
- The \$94.5 million Regional Airports Screening Infrastructure (RASI) program was established in 2020 as a time limited program to:
 - assist eligible airports with the costs of the minimum necessary capital works to accommodate enhanced security screening requirements; and
 - provide a contribution towards initial operational costs.
- The full allocation of RASI funding has been retained in the 2023-24 Budget.
- The program has been reprofiled by two years to 30 June 2025 to accommodate revised dates for the commencement of enhanced screening at a small number of airports.
- On 31 March 2023, the Minister for Home Affairs and Minister for Cyber Security, the Hon Clare O'Neil MP, released an industry discussion paper and commenced a consultation process on a strategic transport security reform program to change the way we approach aviation security in Australia. The Home Affairs portfolio is best placed to advise on the progress of this work.

Key Issues

The Department of Home Affairs (Home Affairs) regulates aviation transport security, including setting requirements for airport security screening equipment and processes.

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SB23-000625

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Independent Review of Australia's Aviation and Maritime Security Regulatory Settings

On 31 March 2023, the Minister for Home Affairs commenced consultation with aviation and maritime industries on the Independent Review of Australia's Aviation and Maritime Security settings Final Report and a supporting discussion paper. The Home Affairs portfolio is best placed to advise on the progress of this work

Additionally, the Aviation White Paper will consider how Government maintains fit-for-purpose aviation security systems in the long-term. It will align with the work being led by Home Affairs.

The Regional Airport Screening Infrastructure (RASI) Program

RASI forms part of the measures announced on 18 December 2020 as part of the \$715 million Australian Airline Financial Relief Package (AAFRP) announced in March 2020 and in place until 30 June 2023. Any future decisions of the program are subject to a decision of Government.

Financial Information as at 31 March 2023

Program/Project Start Date:	22 July 2020						
Program/Project End Date:	30 June 2023						
	2020-21 \$m	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	TOTAL \$m
Appropriation Budget	23.4	26.9	25.2	10.2	8.8	-	94.5
Less:							
Actual Expenditure YTD at 31 March 2023	23.4	26.9	10.4	-	-	-	60.7
Total Committed Funds at 31 March 2023	-	-	14.8	-	-	-	14.8
Total Uncommitted Funds balance				10.2	8.8	-	19.0

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

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Sensitivities

While regional airports receive the funding, it is ultimately regional communities that benefit as costs supported by grant funding cannot be passed on to airlines and, by extension, passengers.

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[Redacted content]

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SB23-000626

SUBJECT: Regional Aviation Programs

Talking Points

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts funds a range of programs to specifically support regional aviation, in recognition of aviation's importance to regional and remote communities – and the 2023-24 Budget has included an additional \$12 million in new grant funding for Round 10 of the Remote Airstrip Upgrade Program.
- The **Aviation White Paper** will set the scene for the next generation of growth and development across the aviation sector – including regional aviation.
- The **Remote Airstrip Upgrade (RAU)** Program supports safety and accessibility upgrades at remote and very remote aerodromes through funding essential works such as the resurfacing of runways or the installation of fencing to prevent animal access. It is administered by the Business Grants Hub.
 - Round 10 of the RAU program is expected to be open for applications later this year.
 - On 4 August 2022, 55 remote aerodromes across remote Australia were awarded \$14.9 million in grant funding under Round 9 of the RAU. Of these successful grantees, 11 were First Nations applicants.
- The **Regional Airports Program (RAP)** supports safety and accessibility upgrades at regional airports and aerodromes funding essential works such as resurfacing of runways to ensure air operators can land safely. It is administered by the Business Grants Hub.
 - On 20 January 2023, 44 regional airports across Australia were awarded \$27.9 million under Round 3 to support aviation safety and accessibility projects.
 - Further program rounds will be a matter for government, with \$97 million of the \$100 million program committed and remaining funds held in reserve for any project variations.
- The **Remote Air Services Subsidy (RASS) Scheme** is an ongoing program that subsidises weekly air transport services for the carriage of passengers and goods to around 270 remote communities across Australia, including many First Nations communities. RASS has a program budget of \$16.3 million in 2023-24.
- The **Airservices Australia Enroute Charges Payment Scheme** is an ongoing program that allows air operators servicing remote locations to claim a reimbursement for a proportion of enroute navigation charges levied by Airservices Australia. The Scheme has an annual appropriation of \$2 million.

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- The ongoing **Remote Aerodrome Inspection (RAI)** Program funds technical and safety inspections for a range of aerodromes in remote Indigenous communities through departmental funds.

Key Issues

***[If raised]** – why did it take so long to announce the outcomes from Round 3 of RAP?*

- Applications for RAP Round 3 opened on 22 March 2023 and closed on 17 May 2022, with outcomes announced on 20 January 2023.
- As with Rounds 1 and 2 - airport upgrade applications can be technically complex, and take time to work through:
 - RAP Round 2 outcomes were announced around seven months after applications closed (applications closed 15 December 2020, with the outcomes announced by the then Deputy Prime Minister, the Hon Barnaby Joyce MP, on 28 July 2021).
 - RAP Round 1 outcomes were announced around six months after applications closed (applications closed 12 December 2019 and were announced in June 2020 by the then Deputy Prime Minister, the Hon Michael McCormack MP).

***[If raised]** – why hasn't the Government committed additional funding for new RAP rounds?*

- Regional aviation is being considered through the Aviation White Paper process.
- Future rounds are a matter for Government, with almost all program funds fully committed and the program currently scheduled to end on 30 June 2025. \$97 million is committed under the program with remaining funds retained to fund project variations.

***[If asked]** – have RAP and RAU projects been delayed by COVID-19 and weather events?*

- Since 2020, COVID-19 and weather-related delays have been affecting RAP and RAU project milestones. Contributing factors include labour market and equipment and material supply chain constraints, frequent extreme weather events and heavy rainfall.
- In the 2023-24 Budget, committed RAP funding of \$10 million and RAU funding of \$5 million has been moved from 2022-23 to 2023-24 to accommodate COVID-19 and weather-related projects delays.
- The Business Grants Hub in the Department of Industry, Science and Resources liaises directly with grantees to manage requests for additional funding or scope changes on behalf of the department.

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SB23-000626

Background

Australian Government's role in regional aviation

- The Government, through the Civil Aviation Safety Authority (CASA), is responsible for the national regulation of aviation safety, as well as the regulation of aviation security, managed by the Department of Home Affairs. Beyond safety and security regulatory settings, the Government does not licence inter-state air services, and intra-state air services are generally the responsibility of the states and territories.
- Outside the 21 Federally leased airports, the management of regional and remote airports rests with their mostly local government or private operators.
- However, Government delivery of programs across health, education and support for First Nations Australians in regional and remote areas often relies on air services, giving the Government an interest in serviceable aerodromes and ensuring minimum connectivity where air services are not commercially viable.
- Regional and remote aviation infrastructure is often co-funded between the three tiers of government reflecting mutual strategic interest. Some jurisdictions provide support for intra-state routes through regulation or incentives. Within this context, the Australian Government funds a range of targeted regional aviation programs.
- See SB23-000625, *Regional Aviation Security* for information on regional security costs.

RAP Round 3 outcomes and process

- On 20 January 2023, the Hon Catherine King, Minister for Infrastructure, Transport, Regional Development and Local Government, announced 44 airports would share \$27.9 million in funding.
 - 51 applications in total were received under RAP Round 3.
- Senator Bridget McKenzie released a media release (**Attachment A**) the same day as the RAP 3 announcement criticising the announcement as a delay in airport safety funding.
- On 23 January 2023, Senator McKenzie lodged a Freedom of Information request seeking documents relating to Round 3 of the RAP. These were released on 24 March 2023.
- As at 31 March 2023, the Business Grants Hub have executed 26 grant agreements with successful applicants.

RAU Round 9 outcomes and process

- Round 9 of the RAU was open for applications from 3 February to 17 March 2022. Round 9 was heavily oversubscribed, with 98 applications seeking a total of \$54.6 million from an available \$15 million.

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- On 4 August 2022, Senator the Hon Anthony Chisholm, Assistant Minister for Regional Development, announced that 55 aerodromes across remote Australia were awarded \$14.9 million in grant funding under Round 9, of these, 11 were First Nations applicants. As at 31 March 2023, the Business Grants Hub has executed all 55 grant agreements with successful applicants, with 46 of the projects having started works.

Financial Information as at 31 March 2023

Regional Aviation Access Program (comprising the RAU, RASS and RAI[^])

Program/Project Start Date:	RASS commenced in 1982; RAU commenced in 2011; RAI commenced in 1992-1993					
Program/Project End Date:	Remote Airstrip Upgrade Program end date 2025-26 The RASS Scheme and RAI Program are ongoing.					
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	TOTAL \$m
Appropriation Budget (ex GST)	19.4	30.3	28.3	20.9	19.5	118.4
RAU	5.1	14.8	12.0	4.0	4.0	39.9
RASS	14.3	15.5	16.3	16.9	15.5	78.5
Less:						
Actual Expenditure YTD at 31 March 2023*	19.4	15.0				34.4
RAU	5.1	5.8				10.9
RASS	14.3	9.1				23.4
Total Committed Funds at 31 March 2023	19.4	27.4	23.9	14.3	2.3	67.8
RAU	5.1	12.7	8.8	0.0	0.0	26.6
RASS	14.3	14.7	15.1	14.3	2.3	60.7
Total Uncommitted Funds (balance)	0.0	3.0	4.3	6.7	17.2	31.2
RAU	0.0	2.2	3.2	4.0	4.0	13.4
RASS	0.0	0.8	1.1	2.7	13.2	17.8

Notes:

- [^]The RAI is funded with Departmental funds.
- RASS services are ongoing and RASS contracts are re-tendered every 2-3 years. This is shown above as uncommitted funding but new RASS contracts are expected to take up the full allocation under the program.
- *Actual expenditure figures do not add due to rounding

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Date: 2/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Ben Vincent

SB23-000626

Regional Airports Program

Program/Project Start Date:	2019-20					
Program/Project End Date:	2024-25					
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	TOTAL \$m
Appropriation Budget (ex GST)	12.6	43.5	20.0	10.0	-	86.1
Less:						
Actual Expenditure YTD at 31 March 2023	12.6	13.1				25.7
Total Committed Funds at 31 March 2023	0.0	42.5	17.8	10.0	-	70.3
Total Uncommitted Funds (balance)*	0.0	0.9	2.2	0.0	-	3.1

Notes:

- *Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

Airservices Australia Enroute Charges Payment Scheme

Program/Project End Date:	Funding for the program is ongoing					
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	TOTAL \$m
Appropriation Budget	2.0	2.0	2.0	2.0	2.0	10.0
Less:						
Actual Expenditure YTD At 31 March 2023	0.0	0.006	0.0			
Total Committed Funds at 31 March 2023	0.0	0.02	0.0	0.0	0.0	0.02
Total Uncommitted Funds (balance)	2.0	1.98	2.0	2.0	2.0	9.98

Note: The scheme did not operate over 2020-21 or 2021-22 due to the range of other assistance the Government provided to the aviation industry during the COVID-19 pandemic.

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Date: 2/05/2023



SENATOR THE HON BRIDGET MCKENZIE

SHADOW MINISTER FOR INFRASTRUCTURE, TRANSPORT AND REGIONAL DEVELOPMENT

Delay in Airport Safety Funding Slammed

The Federal Coalition has slammed a six month delay in the Albanese Government delivering safety upgrade funding to regional airports.

Shadow Minister for Infrastructure, Transport and Regional Development, Senator Bridget McKenzie said regional airports have endured months of delays waiting to repair and resurface runways and airstrips while the Labor Government refused to make decisions on funding allocations.

“The former Coalition Government established the \$100 million Regional Airports Program to invest in safety infrastructure and upgrades at regional airports and aerodromes, awarding more than \$70 million across two rounds.

“This program allows regional airports to upgrade facilities to improve local people’s access to health, education, international trade opportunities and career prospects.

“It also supports improved health outcomes for regional residents by improving air ambulance services.

“Those of us who live outside capital cities deserve to be connected to the opportunities and services that urban Australians are so lucky to have.”

“Many of the 44 projects announced today will involve upgrades of safety at regional airports and any bureaucratic delays in construction are totally unacceptable.

“One example of how important this funding and these projects are, is the opportunity to construct patient transfer facilities for medevac aircraft at Bairnsdale in Gippsland.

“In 2021 the Coalition extended the program for a further round which was to be delivered in mid-2022, and allowed airport operators additional time to deliver projects to account for the impacts of COVID-19 and disaster events.

“While it is pleasing to see the next round of funding for regional airports has finally been announced, this should have happened six months ago,” Senator McKenzie said.

“There is no reason why it should have taken so long, this was a program handed to the incoming Labor Government on a platter with money already in the Budget ready to allocate.

“The Minister barely had to lift a finger on this initiative as the Infrastructure Department had a tried and tested means of assessing project applications under the program, perfected over two previous rounds.

“There is a worrying trend of cuts and delays to infrastructure safety investments under the Albanese Labor Government.

“First Labor strips \$69 million in road black spot funding from the budget this year and now they have delayed allocating almost \$30 million in airport safety funding to regional airports.

“These cuts and delays to infrastructure funding are not good enough and raise serious questions about Labor’s priorities.

END.

Media contact: Olympia Cover | 0407 876 497

Rural and Regional Affairs and Transport

Lead/Support contact: Ben Vincent

SB23-000627

SUBJECT: Qantas

Talking Points

- In February 2023, Qantas reported that domestic capacity was at 94 per cent of pre-COVID levels, with international at 60 percent of pre-COVID capacity.
- The ACCC identified that Qantas Group's market share in January 2023 was 61.7 per cent, comprising Qantas's 34.8 per cent and Jetstar's 26.9 per cent shares.
- Qantas Domestic has indicated it is expecting to operate near 81 per cent of pre-COVID levels in the second quarter of 2022-23 and for this to increase to 95 per cent into the 2023-24 Financial Year.
- The Qantas Group has committed to net zero emissions by 2050. Qantas' Climate Action Plan outlines interim targets and initiatives to reduce net emissions by 25 per cent by 2030 and increase the airline's uptake of sustainable aviation fuel by 10 per cent by 2030.

Sensitivities

***[If asked]** What is the department's view on the ACCC's opposition to the proposed Qantas and Alliance Airlines merger progressing?*

- Any questions on the decision should be directed to the ACCC.
- On 20 April 2023, the ACCC announced it would oppose the proposed merger of Qantas and Alliance Airlines. The ACCC considered that:
 - Qantas and Alliance currently strongly compete with each other in markets where there are few effective alternatives, and
 - the merger would substantially lessen competition in markets for the supply of air transport services to resource industry customers in Western Australia and Queensland.
- Qantas indicated on 20 April that it is seeking more information on the ACCC's decision. Qantas considers that Australia has one of the most competitive aviation industries in the world, and that the merger would enable Qantas to provide better services to resource industry customers.

***[If asked]** What is the department's view on Qantas' record profits at a time of high airfares?*

- After a few years of sizeable losses due to the pandemic, in the first half of the 2022-23 Financial Year (FY), the Qantas Group (Qantas) reported a record underlying profit before tax of \$1.428 billion (see **Attachment A**).

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- The ACCC indicated in March 2023 that airfares have recently fallen, reflecting seasonal factors as airfares typically reduce as demand for leisure travel subsides from its peak at Christmas.
- Airlines have continued to increase seat capacity since late 2022 as they become more confident in their ability to fly higher frequencies without cancellations and delays.
- Bureau of Infrastructure and Transport Research Economics data indicates that April 2023 best discount airfares were 18.5 per cent lower than in April 2019, and business airfares were 26.8 per cent lower.
- The ACCC is responsible for ensuring airlines operating within Australia are compliant with the *Competition and Consumer Act 2010* and noted in December that: “the ACCC will be monitoring the domestic airlines closely to ensure they return capacity to the market in a timely manner to bring downward pressure on airfares.”.

[If asked] *How are Qantas International services recovering?*

- As COVID passenger restrictions have been eased around the world, airlines are commencing new or recommencing previously suspended routes.
- Following the easing of restrictions on Australians travelling overseas from November 2021, Qantas has commenced operating to several new destinations including, but not limited to, Italy, India, Timor-Leste, Tonga, Samoa and Korea.

[If asked] *How has Qantas been performing given recent staffing issues?*

- 73.7 per cent of domestic Qantas Group flights arrived on time in February 2023 and 4.4 per cent of scheduled flights were cancelled. This reflects a reduction in performance from January which saw 80.0 per cent of flights arrive on time and 2.3 per cent of flights cancelled.
- Qantas has been experiencing a shortage of skilled workers across different departments. This shortage includes pilots, aircraft maintenance engineers, cabin crew and ground handlers.

[If asked] *Has Qantas’ decision to outsource ground handling operations contributed to airport delays?*

- Qantas’ decision to outsource around 2,000 ground staff was a commercial decision that is currently subject to legal action.
- As this matter is before the courts, it would not be appropriate for the Department of Infrastructure, Transport, Regional Development, Communications and the Arts to comment further.

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[If asked] What is the status of the ACCC's investigation into Qantas Flight Credits?

- The department understands that the ACCC is reviewing consumers' experiences using Qantas flight credits.
- Any further questions should be directed to the ACCC.

Key Issues

ACCC Reports/Investigations

- Further to investigations in relation to the Qantas/Alliance merger, the ACCC is continuing to investigate a number of issues that consumers have raised about Qantas in relation to flight credits.
- In their March report on Airline competition in Australia, the ACCC indicated it received 1,740 contacts during 2021-22 involving Qantas, the most of any company and 68 per cent higher than the previous year.

Workforce Issues and Industrial Action

- Qantas has faced industrial action on a range of fronts:
 - In May 2022, the Federal Court upheld on appeal that Qantas's decision in November 2020 to outsource ground-handling operations contravened the *Fair Work Act 2009*.
 - Qantas was granted special leave to appeal to the High Court, with an initial hearing held on 18 November 2022. The Minister for Employment and Workplace Relations intervened in the case on behalf of the Commonwealth on 3 March 2023. The timing of a decision is a matter for the High Court.
 - from its Aircraft Maintenance Engineers (AMEs). The discussions between the TWU and Australian Licensed Aircraft Engineers' Association (ALAEA) focus on pay rates and increases and current work conditions.
 - Qantas international and domestic cabin crew have applied to the Fair Work Commission to take protected action over fatigue concerns and claims of outsourcing. The Flight Attendants' Association of Australia (FAAA) claims that Qantas management has threatened employees with restricted access to shifts on new aircraft unless they sign onto new enterprise agreements that cut conditions, includes longer shifts and reduces rest times between shifts.
 - Two separate ballots arranged by the Flight Attendants' Association of Australia (FAAA) for both international and domestic cabin crew have voted in favour of taking protected industrial action. However, as of 27 March 2023, it had been reported that FAAA members agreed to a deal of working terms.
- Qantas has over 50 Enterprise Agreements covering some 22,000 employees.

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- Qantas has expressed concern with *The Secure Jobs, Better Pay Act 2022* and multi-employer bargaining. The TWU has indicated it will use these laws to benefit the formerly outsourced ground staff now working for external ground handling companies.

Background

- Qantas Group OTP and Cancellations breakdown for **February 2023***:

Airline	On Time Departures (Departed within 15 mins from scheduled departure time)	Cancellations (Cancelled within 7 days of departure)
Qantas	74.3%	4.4%
QantasLink	80.9%	3.7%
Jetstar	61.2%	6.4%
Qantas Group	78.3% (down from 81.5% in Jan)	4.0% (up from 2.8% in Jan)

* Based on Bureau of Infrastructure and Transport Research Economic latest available data.

Attachments

- Attachment A: Qantas half year results Feb 2023

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Date: 21/04/2023

Rural and Regional Affairs and Transport

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SB23-000628

SUBJECT: Virgin Australia

Talking Points

- Virgin's market share in January 2023 was 33.4 per cent, similar to October 2022 (ACCC Report March 2023).
- By September 2023, Virgin Australia is scheduled to operate around 38 per cent of their pre-COVID international passenger flights, including the proposed introduction of Cairns-Tokyo services from June 2023.
- Virgin Australia has committed to achieving net-zero by 2050 by reducing operational carbon emissions, investing in more fuel-efficient aircraft, and sustainable aviation fuel. The airline intends to then balance the impact of any remaining emissions with carbon removals and offsets.

Key Issues

[If raised] – *Does the department have an oversight role of any proposed foreign ownership of Virgin following conclusion of the Initial Public Offering?*

- Australian international airlines are required to meet our foreign ownership requirements as outlined in the *Air Navigation Act 1920*.
- Virgin's international airline operation would need to continue to do so in any future ownership structure.

Background

- Virgin is owned by private equity firm Bain Capital and is not publicly listed on the ASX. As such, it is not required to publicly present financial performance figures (or hold shareholder presentations) as the ASX listed Australian airlines do (Qantas and Rex).
- Despite financial performance figures not being made publicly available, Virgin Australia's newsroom releases over November/December 2022 have suggested the airline has now "returned to profitability".
- In the 2021-22 Financial Year, Virgin Australia reported an underlying loss of \$386.7 million. While total revenue was stated at \$2.2 billion, increased expenses resulted in a net loss after tax of \$565.5 million.
- In January 2023, Virgin Australia CEO Jayne Hrdlicka said she expected the airline to record revenue of around \$2.5 billion, and a profit margin of around 5 per cent, in its half-year results.
- There has been media coverage of plans by Bain Capital to potentially float the airline through an Initial Public Offering in the second half of this year, although a firm date has not been set. It has been reported that Virgin Australia is in talks with banks for a loan of

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SB23-000628

up to \$450 million to pay its private equity owner Bain Capital before the airline puts forward an Initial Public Offering.

On time performance – **February 2023** (BITRE):

Virgin Australia Performance:	On Time Departures (Departed within 15 mins of schedule)	Cancellations (Cancelled within 7 days of schedule)
Domestic	74.9% (up from 74.6% in Jan)	3.5% (up from 2.1% in Jan)
Regional	68.8% (down from 69.7 in Jan)	2.2% (down from 2.7% in Jan)

Rural and Regional Affairs and Transport

Lead/Support contact: Ben Vincent

SB23-000629

SUBJECT: REX

Talking Points

- For the first half of the 2022-23 financial year (FY), the Rex Group (Rex) reported an after-tax loss of \$16.5 million. This was an improvement of 55 per cent over the prior corresponding period (see **Attachment A**).
 - Revenue (excluding government grants) for the first half of the 2022-23 FY improved by 282.2 per cent against the same period in the previous year.
 - In January 2023, Rex announced domestic jet services had been operating at a profit for the previous four months since commencing in February 2022, but that its regional operations were still operating at a pre-tax loss.
 - Rex expects a return to monthly profitability in the third quarter of the 2022-23 financial year.
- Rex holds around a 5 per cent share of the domestic airline regular passenger market.
- In February 2023, Rex signed a joint venture agreement to take up a 20 per cent stake in Dovetail Aviation Holdings Pty Ltd (Dovetail) to explore future options for conversion of its legacy fleet to electric propulsion (see **Attachment B**).

Key Issues

[If asked] – Rex withdrawal from some routes

- Throughout 2022, Rex withdrew from several routes including Albury to Melbourne and Sydney to Canberra as well as services to Cooma, Bathurst, Lismore, Grafton, Ballina and Kangaroo Island.
- Network operations are a commercial decision for Rex.
- While Rex has pulled out of some routes, it has also commenced new services (such as Melbourne to Devonport).
- Where Rex has withdrawn services:
 - In a number of instances, another airline was already servicing the route (such as Adelaide to Kangaroo Island and Sydney to Ballina).
 - Another airline has stepped in to offer services, for example Fly Pelican commenced operating Sydney to Bathurst in September 2022.
- For locations with reduced Rex services, other transport options are available such as flights operating from the location to another major city; another airport located within 1-2 hours' drive; or, an alternative mode of transport, either road or rail.

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SB23-000629

[If asked] - Have any recent industrial actions impacted Rex's operations?

- In November 2022, Rex pilots endorsed a new pay deal which ended a long running dispute between the airline and the Australian Federation of Air Pilots. A majority of SAAB 340 pilots voted in favour of the new four-year agreement.
- Rex has not announced any recent significant industrial actions taken by its staff since this time.

[If asked] - about Rex's allegations of anti-competitive behaviour in the domestic market

- Rex has continued to raise accusations against Qantas of anti-competitive behaviour. The ACCC has commented that it will continue to prioritise investigations about anti-competitive agreements and practices, and the misuse of market power.

Background

- On time performance – **February (BITRE)***:

	On Time Departures (Departed within 15 mins from scheduled departure time)	Cancellations (Cancelled within 7 days of departure)
Rex (Group)	71.3%	1.7%

* Based on Bureau of Infrastructure and Transport Research Economic latest available data.

Attachments

- Attachment A: REX Financial Results
- Attachment B: Rex announces investment in Dovetail

Rural and Regional Affairs and Transport

Lead/Support contact: Clarke McNamara/s22(1)(a)(ii)

SB23-000630

SUBJECT: Aviation White Paper

Talking Points

- The Aviation White Paper will set the Australian Government's long-term vision for aviation, guide continued recovery of the sector and identify opportunities for sustainability and engagement with the community.
- The White Paper's Terms of Reference were released on 7 February 2023.
- Stakeholders were invited to make submissions about the issues raised in the Terms of Reference by 10 March 2023.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts received 192 submissions; 82 from members of the public and 110 from organisations. A list of submissions received is at **Attachment A**.
- In March 2023, the department held two virtual roundtables, four face to face roundtables and individual consultations on the issues raised in the Aviation White Paper Terms of Reference.
- The Green Paper is expected to be released in mid-2023, followed by the White Paper in the first half of 2024.
- The full Terms of Reference is at **Attachment B**.

Key Issues

(If raised) – How will the White Paper avoid replicating stakeholder consultations to-date?

This is the first set of consultations with aviation industry stakeholders under this Government. Industry engagement for the White Paper will build on what we've heard from industry in recent years, but involves greater emphasis on longer-term issues. Stakeholder consultations are critical for considering the direction of the aviation sector out to 2050.

(If raised) – Are submissions to the Terms of Reference available publicly?

Submissions have been available on the Department's website since 5 May 2023, except where the author has requested the submission remain in confidence.

Background

Views expressed during a range of consultation activities undertaken in recent years by previous Government or Parliament have been considered in the Green Paper's development.

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Phone: s22(1)(a)(ii)

Version Number: 2

Date: 04/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Clarke McNamara/s22(1)(a)(ii)

SB23-000630

Scenario Analysis of Australia's Aviation sector to 2050 – L.E.K. Consulting

The department commissioned L.E.K. Consulting to provide analysis on anticipated drivers of change in the aviation sector to 2050. This was used to develop seven potential future states for the industry out to 2050. These scenarios were designed to lift stakeholder focus to the challenges out to 2050 and were used to prompt discussion in the Aviation White Paper roundtables held in March. L.E.K. delivered its final report in March 2023.

Financial Information as at 31 March 2023

In the October 2022-23 Budget, the department was provided \$7 million of funding over two years (\$3.1m in 2022-23, \$3.9m in 2023-24) to deliver the Aviation White Paper.

The Department received a Question on Notice regarding expenditure on the Aviation White Paper (**Attachment C**) at the previous Estimates hearing on 13 February 2023.

Attachments

- Attachment A: List of submissions on the Aviation White Paper Terms of Reference
- Attachment B: Aviation White Paper Terms of Reference
- Attachment C: Question on Notice: SQ23-003381 (White Paper spending breakdown)

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Version Number: 2

Date: 04/05/2023

Attachment A – List of Terms of Reference Submissions

The list does not contain details of confidential submissions¹ or anonymous submissions².

Author	Stakeholder category
A4ANZ	Industry peak bodies
ACT Government	State Government
Aeria Management Group (AMG)	Industry associations/groups
Aerial Application Association of Australia (AAAA)	Industry peak bodies
Aerodrome Management Services (AMS)	Industry associations/groups
Air New Zealand (AirNZ)	Airlines
Aircraft Leasing Ireland (ALI)	Industry associations/groups
Aircraft Noise Ombudsman (ANO)	Portfolio agencies (CASA, Airservices, ATSB)
Airlines of Tasmania	Industry peak bodies
Airport Bicycle User Group (Airport BUG)	Community organisations
Alan Thomas	Public
Alex Mungall	Public
Andrew Terhorst	Public
Anna Dixon Consulting	Other
Anthony Green	Public
Archerfield Airport Corporation	Airports
Armidale Regional Council	Local Government
Austrade	Commonwealth agency
Australian & International Pilots Association (AIPA)	Industry peak bodies
Australian Airports Association (AAA)	Industry peak bodies
Australian Association for Uncrewed Systems (AAus)	Specialist peak groups
Australian Business Aviation Association Inc. (ABAA)	Industry associations/groups
Australian Competition and Consumer Commission (ACCC)	Competition agencies
Australian Federation of Air Pilots (AFAP)	Industry peak bodies
Australian Federation of Travel Agents (AFTA)	Specialist peak groups
Australian Helicopter Industry Association Limited (AHIA)	Industry associations/groups
Australian Human Rights Commission	Commonwealth agency
Australian Lawyers Alliance (ALA)	Industry associations/groups
Australian Licenced Aircraft Engineers (ALAEA)	Industry associations/groups
Australian Logistics Council	Industry associations/groups
Australian Manufacturing Workers' Union	Union
Australian Services Union (ASU)	Unions
Australian Transport Safety Bureau (ATSB)	Portfolio agencies
Aviation Australia	Other

¹ 18 submissions are confidential in full and not included on the list.

² 10 submissions have requested anonymity.

Aviation Maintenance Repair and Overhaul Business Association (AMROBA)	Specialist peak groups
Aviation/Aerospace Australia	Industry associations/groups
Belinda Rae	Public
Benjamin Cronshaw	Public
Bioenergy Australia	Industry associations/groups
Board of Airline Representatives of Australia Inc (BARA)	Industry peak bodies
Boeing Australia	Original Equipment Manufacturer
Brimbank City Council	Local government
Brisbane Airport Corporation (BAC)	Airports
Brisbane Flight Path Community Alliance (BFPCA)	Community organisations
Bruce Hogben	Public
Business Council of Australia (BCA)	Industry associations/groups
Canberra Airport	Airports
Captain Perry McNeil, McNeil Aviation/Colonial Airways	Emerging technology developers
Carolyn Parsons	Public
Catherine Minnucci	Public
CHOICE & Consumers' Federation Australia (CFA)	Industry associations/groups
Christopher Whittall	Public
City of Kingston	Local government
Civil Air Operations Officers Association of Australia (Civil Air)	Union
Clayton Eiby	Public
Cloncurry Shire Council	Local government
Community Aviation Alliance Australia (CAAA)	Community organisations
Concordia Vox	Other
Craig Bauer	Public
Deon Cloete	Public
DISR	Commonwealth department
Dr Eric Ancich	Public
Dr Laresa Kosloff	Public
East Melbourne Group	Community organisations
Elaine Hopper	Public
Eve Air Mobility	Emerging technology developers
ExxonMobil Australia	Other
Flight Attendant's Association of Australia	Industry associations/groups
Flight Free Australia (FFOZ)	Community organisations
Frank Rivoli	Public
General Aviation Advisory Network (GAAN)	Industry peak body
Ginny Jankowski	Public
Gold Coast Lifestyle Association (GCLA)	Community organisations
Griffith University	Other
Hume City Council	Local Government
Ian Willis	Public

Infrastructure Partnerships Australia (IPA)	Industry peak body
International Air Transport Association (IATA)	Portfolio agencies (CASA, Airservices, ATSB)
Jacobs	Other
Jan Lacey	Public
Jane Alcorn	Public
Janet Sheather	Public
Jeff Lorita and Melania Gill	Public
Jet Zero Australia	Specialist peak groups
John Kneen	Public
John Laidler	Public
John Taylor	Public
Karen Rasenberger	Public
Karin	Public
Katelyn Birs	Public
Kerry Ghelfi	Public
Kris Webb	Public
Licella Holdings	Other
Marita Stinton	Public
Mark Gordon	Public
Melanie Latimer	Public
Melbourne Airport	Airports
Melissa Walker	Public
Members for Griffith, Ryan and Brisbane	Local Government
Michael Barrett	Public
Michael Genetti	Public
Moorabbin Airport Corporation	Airports
Neste Asia Pacific	Other
Nick Collier	Public
NSW Government	State Government
NT Government (Shaun Drabsch)	Territory Government
NUW Alliance	Industry associations/groups
Paige Browning	Public
Patrick Hockey	Public
Perth Airport	Airports
Peter Scuderi	Public
Phillip Hams	Public
Public Interest Advocacy Centre (PIAC)	Industry associations/groups
Qantas Group	Airlines
QBE	Other
Queensland Airports Limited (QAL)	Airports
Queensland Consumers Association (QCA)	Industry associations/groups
Recreational Aviation Australia (RAAus)	Industry associations/groups
Regional Aviation Association of Australia (RAAA)	Industry associations/groups
Regional Capitals Australia (RCA)	Industry associations/groups

Regional Development Australia - Darling Downs and South-West	Industry peak bodies (RAAA, A4ANZ, AAA, BARA, etc.)
Regional Development Australia Adelaide Hills, Fleurieu and Kangaroo Island (RDA AHFKI)	Community organisations
Renato Iannella	Public
Residents Against Western Sydney Airport (RAWSA), Jenny Dollin	Community organisations
Rex	Airlines
Rick Walters	Public
Rob Cumming	Public
Rob Spaanderman	Public
Robert Cassidy	Public
Robert James	Public
Robi Scott	Public
Rowan Whiteman	Public
Royal Australian Air Force (RAAF) Director General Air Capability Enablers (DGACE)	Defence
Royal Federation of Aero Clubs of Australia (RFACA)	Industry associations/groups
Russell Hall	Public
Sharon Fotheringham	Public
Skyportz (Clem Newton-Brown)	Emerging technology developers
Sport Aircraft Association of Australia (SAAA)	Industry associations/groups
Stephen Dykes	Public
Stephen Isaacs	Public
Steve Parry	Public
Susie Soong	Public
Tasmanian Government	State Government
Tess Bignell	Public
The Rivermouth Action Group (Charles Bill)	Community organisations
Tim Roskams	Public
Tina Chun	Public
To70 Aviation	Other
Tony Sticklen	Public
Tourism Australia	Commonwealth agency
Town and Country Planning Association (TCPA)	Industry associations/groups
Transport Australia society (Tas) - Engineers Australia	Industry associations/groups
Transport Workers Union (TWU)	Unions
Trevor Neal	Public
Tristar Aviation	GAAN and General Aviation participants
United Fire Fighters Union of Australia (UFUA)	Unions
Victorian Transport Action Group (VTAG)	Industry associations/groups (Bioenergy Aus, ALAEA, AIPA, etc.)

Virgin Australia	Airlines
Vivien Taylor	Public
WA Government	State Government
Western Australia Local Government Association (WALGA)	Local Government
Yvonne Reynolds	Public



Australian Government

AVIATION WHITE PAPER

Aviation White Paper

Terms of Reference

February 2023

Purpose

The White Paper will explore the likely future trends in aviation over the period to 2050 and articulate long-term policy directions to set the scene for the next generation of growth and innovation in the aviation sector.

Through the White Paper, the Government will promote an efficient, safe, sustainable and competitive Australian aviation sector, that is critical to the economy and the standard of living of all Australians. The White Paper will consider future trends on the wide range of actors within the aviation sector, including airports and their local communities, government, ground staff, flight crews, freight users, domestic and international airlines through to the travelling public.

Scope and themes

The White Paper will examine the Government policy and economic reforms necessary to promote efficiency, safety, sustainability and competitiveness of the aviation sector out to 2050. Areas to be considered include:

- aviation's role in economic development, trade and the visitor economy – general, domestic, regional and international aviation;
- how to maximise the aviation sector's contribution to achieving net zero carbon emissions including through sustainable aviation fuel and emerging technologies;
- changing aviation technologies and ways to position our policies, regulations and systems to encourage uptake and manufacturing of new, more efficient, transport technologies;
- airport development planning processes and consultation mechanisms that consider the impact and changing nature of aircraft noise and related expectations on the role of noise sharing and noise mitigation;
- how to support and regenerate Australia's general aviation sector;
- future industry workforce skills and training requirements;
- appropriate consumer protections and access to services;
- maintaining fit-for-purpose aviation safety, air navigation and aviation security systems and service delivery agencies;
- the role of airlines and airports in supporting regional economies; and
- other significant issues raised during the consultation process.

Outcome	<p>The White Paper will clearly articulate the Commonwealth Government’s policies on desired aviation outcomes in relation to efficiency, safety, sustainability and competitiveness to ensure the sector is appropriately positioned to deliver aviation services for the Australian public and international visitors out to 2050.</p> <p>The White Paper will not seek to replicate work underway through processes like the Employment White Paper, THRIVE 2030 strategy or Sustainable Aviation Fuel and the to be established Jet Zero-style Council. Instead the Paper will build and help cement priorities coming out of these processes into a long-term vision for Australian aviation.</p>
Output	<p>The White Paper will set overarching principles and directions for aviation over the short/medium/long term, including concrete actions over the next five years to help position the sector to achieve these directions.</p>
Timeframes and deliverables	<ul style="list-style-type: none"> • Green Paper, released mid-2023 – outline key challenges and opportunities for the aviation sector to enable government, industry and community to give feedback on Green Paper proposals • White Paper, released in first half of 2024 – authoritative, in-depth report, drawing on feedback from the Green Paper.

Rural and Regional Affairs and Transport**QUESTION ON NOTICE****Supplementary Budget Estimates 2022 - 2023****Infrastructure, Transport, Regional Development, Communications and the Arts****Committee Question Number:**

Departmental Question Number: SQ23-003381

Division/Agency Name: DIV - Domestic Aviation and Reform

Hansard Reference: Spoken, Page No. 54 (13 February 2023)

Topic: Aviation white paper - Terms of Reference

Senator Bridget McKenzie asked:

Senator McKENZIE: ... Mr Wood. I want to ask about the aviation white paper and to ask about the process. Seven million was budgeted to fund the delivery. Can you give us a breakdown of how that \$7 million is being spent, Ms Werner?

Ms Purvis-Smith: In relation to the detailed breakdown, we can take that on notice. It is over two years, because the white paper process will be a 12- to 18-month process. But we can give you the details of that on notice, Senator.

Answer:

Of the total \$7 million funding for the delivery of the Aviation White Paper, \$3.1 million is allocated for the 2022-23 Financial Year and \$3.9 million is allocated for the 2023-24 Financial Year.

Funding is being used for a range of purposes including the establishment of a branch of up to 20 staff over the two years identified; consultation at different stages of the Green and White Papers' delivery; design, typesetting and then production of the Green and White Papers; and procurement of any legal or expert advice required.

Rural and Regional Affairs and Transport

Lead/Support contact: Phil McClure

SB23-000633

SUBJECT: Melbourne Airport third runway

Talking Points

- Melbourne Airport is proposing a third runway which will run north-south to meet forecast demand for domestic and international passengers.
 - Prior to COVID-19, the airport's two-cross-runway system regularly reached capacity during peak periods.
 - Without further aviation infrastructure, the airport will be unable to cater for the forecast doubling of domestic and international passengers by 2042.
- A four-runway "hashtag" (#) configuration (that is, two sets of parallel runways criss-crossing each) has been contemplated in airport planning documents for long-term operations at Melbourne Airport since the early 1960s.

Assessment process and steps under the *Airports Act*:

- The Major Development Plan for the proposed third runway will be subject to assessment on its own merits against the requirements of the *Airports Act 1996* (the Act).
- There are two key assessment steps:
 - The **Melbourne Airport Master Plan**, which was approved by the Hon Catherine King MP, Minister for Infrastructure Transport, Regional Development and Local Government on 14 November 2022; and
 - The **Melbourne Airport Third Runway Major Development Plan**, which was submitted on 10 February 2023 and is currently undergoing assessment.
- Both steps require Ministerial approval. Approval of the draft Master Plan does not constitute automatic approval of the third runway draft Major Development Plan.

1) Master Plan:

- The Airport has now published the final version of the Master Plan on its website.
- In approving the draft Master Plan, the Minister made clear she expected the airport to be responsive to community concerns about the third runway. The Minister's media release on the Master Plan approval is at **Attachment A**.

2) Major Development Plan:

- The Act requires the airport to develop a draft Major Development Plan (MDP) for the third runway consistent with the approved Master Plan.
 - The department received the third runway draft MDP a on 10 February 2023.
 - In accordance with section 94(6A) of the Act, the department has referred the draft MDP to the Department of Climate Change, Energy, the Environment and Water

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Date: 17/4/2023

Rural and Regional Affairs and Transport

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SB23-000633

(DCCEEW) for advice under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

- The Minister must approve, or refuse to approve, the draft MDP before the end of 50 business days from the day that the Minister receives the EPBC Act advice from the Minister for the Environment and Water, the Hon Tanya Plibersek MP.
- DCCEEW notionally has 30 business days to provide this advice to the Minister, however, there is no deeming provision and advice is taking longer.
- The Department and other relevant agencies, Airservices Australia and the Civil Aviation Safety Authority (CASA), will assess the draft MDP concurrently with DCCEEW's assessment.
- In deciding whether to approve the plan, the Minister must have regard to a range of matters. This includes determining that the plan meets all the requirements under the Act for an MDP. How the proposed works meet the future needs of users of the airport, the effect that the plan would have on the environment and future operating capacity of the airport, the consultation undertaken in preparing the plan, and the views of CASA and Airservices Australia in relation to the safety and operational aspects of the plan.
- The draft MDP will more specifically address environmental impacts, including noise impacts. It will also detail flight path modelling to inform the community of the impacts of operations.
- Should a draft MDP for the third runway be approved, a detailed flight path design will be undertaken during construction which will include close consultation with the community.

[If pressed on aircraft noise]

- Land-use planning remains the most effective tool for managing aircraft noise at Australian airports and managing the effects of urban encroachment near airports.
- In addition to implementing the National Airports Safeguarding Framework, the main regime for assessing aircraft noise for developments on leased federal airports under the Act is:
 - Publication of an Australian Noise Exposure Forecast (ANEF) chart in the Master Plan;
 - Assessment of the effect the development would have on noise exposure levels and plans to manage noise intrusion in areas above significant ANEF levels; and
 - Having regard to the Australian Standard AS2015:2000 Acoustics—aircraft noise intrusion—building siting and construction.

Rural and Regional Affairs and Transport

Lead/Support contact: Phil McClure

SB23-000633

- It is up to the airport to present to the Minister robust noise mitigation measures for her consideration in the draft MDP for the third runway.

[If pressed about a curfew for Melbourne Airport]

- There is no intention to introduce a curfew at Melbourne Airport.
- Under the Act, the Minister is able to approve an MDP with conditions attached.

Key Issues

Support and opposition in the community:

- There is both support and opposition to the third runway in the community.
 - In general, Hume City Council, in which the airport is situated, is supportive of the third runway as it sees the project as a source of employment for its community.
 - Brimbank City Council, immediately to the south of the airport, does not support the third runway, particularly as the Keilor area stands to be one of the areas to be impacted by newly introduced flight paths.
 - The Victorian Government's position is that Melbourne Airport is a vital link for the state, and its operations (including curfew-free status) must be protected and future growth catered for.

Concurrent public consultation on Master Plan and Major Development Plan

- Melbourne Airport made the decision to exhibit the preliminary draft versions of the Master Plan and third runway Major Development Plan at the same time.
 - This is a decision of the airport, and there is nothing in the Act that prevents concurrent exhibition periods.

Separate Ministerial consideration

- The Minister's consideration of the draft Master Plan and draft third runway Major Development Plan is conducted separately and against the respective requirements of the Act.
 - The draft Master Plan was considered and approved in accordance with Part 5, Division 3 of the Act. The draft third runway Major Development Plan is being considered in accordance with Part 5, Division 4 of the Act.

Attachments

- Attachment A: Approval of Melbourne Airport Master Plan Media Release

Rural and Regional Affairs and Transport

Lead/Support contact: Phil McClure

SB23-000634

SUBJECT: Brisbane Airport, including Noise Issues

Talking Points

- On 9 March 2023, the Minister for Infrastructure, Transport, Regional Development and Local Government announced the establishment of the Brisbane Airport Community Airspace Advisory Board (AAB).
 - The AAB delivers on the Australian Government's commitment to a new, permanent, independent community consultation to provide ongoing support to better manage aircraft and airspace changes around Brisbane Airport.
- Mr Ron Brent has been appointed as the inaugural independent Chair of the AAB.
 - Mr Brent is a former Aircraft Noise Ombudsman and Deputy Commonwealth Ombudsman with extensive experience in community engagement.
- An open expression of interest process inviting Brisbane residents to nominate to join the AAB as community members ran from 9 to 26 March 2023.
- Representatives from Airservices Australia, Brisbane Airport Corporation and the airlines will provide technical input to the AAB.

Curfew and movement cap at Brisbane Airport

- Government policy does not support movement caps or a curfew at Brisbane Airport, and as such, these issues are excluded from the AAB's Terms of Reference.
- The Brisbane Airport Noise Action Plan has identified feasible measures to reduce the impact of aircraft noise on communities. The AAB will be critical in consulting on and informing implementation of the Noise Action Plan.

Key Issues

Airservices Australia Post Implementation Review of changes to Brisbane Airspace

- Airservices Australia (Airservices) completed its Post Implementation Review (PIR) of airspace changes at Brisbane Airport on 14 December 2022.
- The final recommendations of the PIR have formed the Noise Action Plan for Brisbane. The Noise Action Plan includes four work packages to improve Brisbane airspace arrangements and better manage aircraft noise outcomes:
 - Package One: Strong, transparent and representative governance
 - Package Two: Maximise flights over water
 - Package Three: Reduce the frequency and concentration of flights over communities

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Rural and Regional Affairs and Transport

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SB23-000634

— Package Four: Wider airspace review.

- Airservices also adopted all of the recommendations in the Final Report by Trax International (Trax). Airservices engaged Trax, a global air traffic management advisor, in January 2022 to conduct an independent assurance review of the Brisbane Airport flight paths as part of the PIR.
- The final PIR report indicates possible timeframes for both shorter-term and longer-term (from 2024) improvements to airspace operations. Aviation safety remains the highest priority in the implementation of any changes.
- Questions on the implementation of PIR outcomes should be directed to Airservices.

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2023 - 2024 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner / s22(1)(a)(ii)

SB23-000635

SUBJECT: Per and Polyfluoroalkyl Substances (PFAS)**Talking Points**

- The Australian Government understands the community's concerns around PFAS which is why it is undertaking the \$130.5 million PFAS Airports Investigation Program (the Program) at civilian airports where the Commonwealth historically provided aviation rescue and firefighting services using PFAS-containing foams. Airports are complex industrial sites with multiple tenants and multiple possible PFAS pollution sources.
- The Program aims to identify the nature and extent of PFAS contamination through independently audited whole-of-site PFAS testing, and develop robust management plans to ensure any contamination is addressed by airports and their tenants.
- This will provide confidence to communities and industry that environmental and human health risks from PFAS contamination are being effectively managed.
- In early 2022, a pilot program of eight airports (Adelaide, Bankstown, Brisbane, Canberra, Hobart, Launceston, Melbourne and Parafield) commenced to test the investigative approach and develop a framework to support the full rollout of the Program.
 - To date, the pilot has demonstrated the value of early engagement with all stakeholders, the need for sharing of information at each step and the importance of independent auditors be engaged at the outset for quality and technical assurance. It has also assisted in refining processes for the implementation of the main program, for example in relation to site access and engagement with state authorities.
- The pilot program will conclude on 30 June 2023 and airports are being encouraged to join Tranche 2 of the Program.
- The Program is expected to be completed on 30 June 2027.
- This Program is separate to both the Department of Defence's PFAS Investigation and Management Program and Airservices Australia's National PFAS Management Program.

s47C

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Stephanie Werner

Phone: (02) 6274 s22(1)(a)(ii) / s22(1)(a)(ii)

Version Number: 03

Date: 11/05/2023

2023 - 2024 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner / s22(1)(a)(ii)

SB23-000635

Key Issues

- There have been recent PFAS discoveries at airports – see BPB Avalon and Jandakot. Neither airport is currently participating in the department's PFAS Airports Investigation Program pilot.
 - The department does not have a role in regulating the environmental management of Avalon airport, as it is not one of the federally leased airports covered by the *Airports Act 1996*. The site is owned by the Department of Defence.
- s47E(d)
- The Department of Climate Change, Energy, the Environment and Water is the lead for whole-of-government environment policy and convener of the PFAS Taskforce. The Taskforce is responsible for whole-of-government coordination and oversight of Australian Government responses to PFAS contamination.
- The Department of Defence has led the way on PFAS investigation and management following concerns from communities near Defence bases. In 2010, Defence investigated at Oakey, QLD, and in 2015, commenced its National PFAS Investigation Program.

Airservices Australia (Airservices)

- In 2009, Airservices commenced a program to investigate their airport lease areas to identify PFAS contamination attributed to its historical use of PFAS containing firefighting foams and implement management actions.
- This is a more targeted program compared to the whole of site testing to be undertaken by the department.
- Some airports are initiating legal action against Airservices in relation to PFAS contamination – for example at Brisbane, Launceston and Perth.
- *If raised:*
 - The nature and extent of any PFAS contamination, including any pollution pathways, will not be conclusively understood until a detailed site investigation is complete.

Background

- PFAS are a group of over 4,700 man-made chemicals that have been widely used globally since the 1950s in household and industrial products that resist heat, stains, grease and water.
- From the late 1970s until 2010, PFAS was commonly used in firefighting foams in Australia at both civilian airports and Defence sites due to their effectiveness in suppressing fuel fires.

Contact: s22(1)(a)(ii)

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Phone: (02) 6274 s22(1)(a)(ii) / s22(1)(a)(ii)

Version Number: 03

Date: 11/05/2023

2023 - 2024 Supplementary Budget Estimates

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SB23-000635

- Historically, civil aviation firefighting services were provided by various Australian Government agencies including Airservices on its establishment in 1995. Airservices currently provides aviation rescue firefighting services at 27 airports and has used PFAS containing foams at up to 22 of these airports. Airservices transitioned to a PFAS-free foam in 2010 on all sites with exception of joint civil-military airports (Townsville and Darwin).
- PFAS contamination is of concern as it is highly persistent, can move long distances in the environment via surface or ground-water, and bio-accumulates in fish, animals and humans.
- While PFAS has been shown to be toxic to fish and some animals, currently there is limited evidence that PFAS exposure causes adverse human health effects.

Financial Information as at 31 March 2023 (total)

Program/Project Start Date:	2021-2022 (1 July 2021)						
Program/Project End Date:	2026-2027 (30 June 2027)						
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	3.2	22.1	26.8	30.1	29.7	18.6	130.5
Less:							
Actual Expenditure YTD at 31 March 2023	3.2	6.12					9.32
Total Committed Funds at 31 March 2023	0	0.7	1.0	0	0	0	1.7
Total Uncommitted Funds (balance)	0	15.28	25.8	30.1	29.7	18.6	119.48

Notes:

- Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.
- Funding comprises of administrated and departmental funding.
- \$15.28m underspend across the Program in 2022-23 is due to delays in engagement of site auditors in the Pilot Program and the complexity of transitioning to the Main Program with related changes to procurement strategies. Once Tranche 1 and Tranche 2 are contracted a reprofiling exercise will be undertaken to better reflect expenditure in the forward years.
- Totals may not add up due to rounding.

Contact: s22(1)(a)(ii)

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Version Number: 03

Date: 11/05/2023

2023 - 2024 Supplementary Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Stephanie Werner / s22(1)(a)(ii)

SB23-000635

Further breakdown below if required (as at 31 March 2023)

Administered funding

Program/Project Start Date:	2021-2022 (1 July 2021)						
Program/Project End Date:	2026-2027 (30 June 2027)						
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	-	12.8	21.0	24.9	24.2	12.9	95.8
Less:							
Actual Expenditure YTD at 31 March 2023	-	0.02					0.02
Total Committed Funds at 31 March 2023	-	0	0	0	0	0	0
Total Uncommitted Funds (balance)	-	12.8	21.0	24.9	24.2	12.9	95.8

Notes:

- Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.
- \$12.8m underspend in Administered funding in 2022-23 is due to complexity associated with delivering the pilot program and transitioning to the Main Program and related changes to the procurement strategy. Once Tranche 1 and Tranche 2 are contracted a reprofiling exercise will be undertaken to better reflect expenditure in the forward years.
- Totals may not add up due to rounding.

Departmental funding

Program/Project Start Date:	2021-2022 (1 July 2021)						
Program/Project End Date:	2026-2027 (30 June 2027)						
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	3.2	9.3	5.8	5.2	5.5	5.7	34.7
Less:							
Actual Expenditure YTD at 31 March 2023	3.2	6.1					9.3
Total Committed Funds at 31 March 2023	0	0.7	1.0	0	0	0	1.7
Total Uncommitted Funds (balance)	0	2.5	4.8	5.2	5.5	5.7	23.7

Contact: s22(1)(a)(ii)

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Version Number: 03

Date: 11/05/2023

2023 - 2024 Supplementary Budget Estimates**Rural and Regional Affairs and Transport****Lead/Support contact: Stephanie Werner / Tori Wright****SB23-000635****Notes:**

- *Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.*
- *\$2.5m underspend in Departmental funding in 2022-23 is mostly due to delays in procuring Site Auditors to review Pilot Program works and less than anticipated spend on communications and engagement due to refining the airport engagement approach.*
- *Totals may not add up due to rounding.*

Contact: s22(1)(a)(ii)**Cleared by First Assistant Secretary:** Stephanie Werner**Phone:** (02) 6274 s22(1)(a)(ii) / s22(1)(a)(ii)**Version Number:** 03**Date:** 11/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Naa Opoku

SB23-000636

SUBJECT: Airservices Australia Air Traffic Management

Talking Points

- Disruption to Air Traffic Control (ATC) services has resumed at scale post-pandemic has contributed to flight delays and cancellations, particularly at Sydney Airport.
- While ATC service disruptions and workforce shortage are a contributing factor, they are not the only factor.
- Stakeholders across the aviation industry, including airlines, ground services providers and airports, have faced a range of issues in keeping pace with the recommencement of international flights during the pandemic recovery period, including skills shortages.
- Airservices has been implementing a range of improvements to address operational performance, which are anticipated to gradually address service disruption issues.
 - Airservices operating performance continues to improve, including at Sydney Airport.

Key Issues

- Over recent months, aviation industry stakeholders have raised concerns regarding Airservices Australia workforce shortages affecting flight delays and cancellations. The Department of Infrastructure, Transport, Regional Development, Communications and the Arts engages closely with Airservices on these matters to ensure it and the Minister are well informed and that Airservices is placing the appropriate priority on these matters- which it is.
- However, operational matters are the responsibility of Airservices and it is best place to answer questions on these matters.
- To address operating performance, Airservices has been implementing a range of improvements, which it anticipates will gradually address service disruption issues, including:
 - Reducing unplanned leave levels;
 - Providing additional Traffic Managers in the Sydney Terminal Control Unit;
 - Updating outdated operational business rules to deliver greater efficiency;
 - Reviewing the air traffic control workforce demand;
 - Conducting light traffic and conditional endorsements to allow greater flexibility with existing resources;
 - Reviewing resource deployment planning to become more proactive; and
 - Increasing recruitment of trainee traffic controllers.
- Airservices has advised it is now publishing performance data daily and is reporting on trends of the various metrics to ensure the performance improvement measures are having the desired effect, and where possible, identifying further actions for improvement.

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Version Number: 02

Date: 03/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Naa Opoku

SB23-000636

- Airservices has also increased engagement with major airports, airlines, and industry associates to keep them personally informed of Airservices actions and plans. More effective communication with industry stakeholders also aims to improve coordination and alignment between the diverse segments of industry to benefit overall industry performance.

Rural and Regional Affairs and Transport

Lead/Support contact:

SB23-000637

SUBJECT: Aviation Agencies: Funding and Current Issues**Talking Points***CASA, Airservices, and ATSB funding*

- It is important that Australia's aviation safety regulator, the Civil Aviation Safety Authority (CASA), the air navigation service provider, Airservices Australia (Airservices), and the transport safety investigator, Australian Transport Safety Bureau (ATSB), continue to provide high quality services to support safe travel to Australians.
- CASA has been provided a total of \$143.5 million in 2023-24, including \$34.8 million in supplementation for shortfall in revenue.
- The ATSB has received an additional \$4.6 million in 2023-24 (in addition to its ordinary annual appropriation) to allow it to retain a staffing base of 110 ASL and conduct the required number of investigations across all modes of transport within its remit.
- Nonetheless, CASA and the ATSB face underlying funding challenges, reflected in forecast operating deficits over the forward years.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts has been asked to lead a review of the operations and funding for transport safety and investigation agencies in 2023-24. The review will aim to ensure a long-term strategy is put in place to support ongoing sustainability of both agencies and reduce the need for Government funding for CASA. \$2.2 million has been allocated for the Review.
- Separately, Airservices, which is normally fully industry funded, was provided with an additional equity investment of \$495 million in 2022-23 as a result of reduced revenue during COVID as announced in the October 2022-23 Budget.

Key Points

- The department continues to work closely with the three portfolio transport agencies (CASA, Airservices and the ATSB) on the sustainability of their funding arrangements.
 - CASA receives funding from the aviation fuel excise.
 - Airservices receives revenue through various charges levied on aircraft operators that engage its services in Australia's airspace. These charges are regulated by the Australian Competition and Consumer Commission.
 - The ATSB currently has no cost recovery options and relies on its annual appropriation from Government to sustain its operations.
- The review of operations and funding of transport safety and investigation agencies in 2023-24 is intended to identify solutions to address each agency's funding challenges, and identify opportunities for efficiencies, resource sharing and cost recovery options.

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Rural and Regional Affairs and Transport

Lead/Support contact:

SB23-000637

- Additional appropriations have been made in the 2023-24 Budget to supplement CASA and ATSB resourcing in 2023-24 while the review is undertaken.

[If asked] What assurance measures are in place following the \$495 million Government equity injection to Airservices in December 2022?

- The department has developed the Enhanced Financial Reporting and Performance Framework for Airservices Australia (Enhanced Framework).
- The Enhanced Framework was developed in consultation with the Department of Finance and Airservices to provide increased visibility to Government of Airservices' financial performance and to enhance existing governance processes.
- Measures already implemented as part of the Enhanced Framework include additional quarterly financial reporting metrics.
- The Enhanced Framework was endorsed by Government in March 2023 for implementation within the first quarter of 2023.

[If asked] What funding has been allocated to Airservices OneSKY project and has the project been delayed?

- OneSKY is fully funded by Airservices and questions about it are best directed to them.
- OneSKY is an Airservices and Defence partnership to replace Australia's ageing and separate civil and military air traffic control systems with a single national system and is forecast to cost Airservices \$2.02 billion.
- Airservices advises the OneSKY project is expected to be completed within budget, noting there will some additional out-of-budget costs to Airservices for extended program management and to support existing services until the project is finalised.
- Airservices has advised that delays to the program have been incurred due to resourcing and logistical challenges that were exacerbated by COVID-19 restrictions.
- In response, Airservices and Defence have intensified reporting, oversight and contractual measures to seek to minimise these impacts as far as practical.
 - The department will continue to monitor these arrangements to ensure they remain fit for purpose.

[If asked] Is Airservices Australia's Aviation Rescue and Firefighting Service (ARFFS) workforce expected to continue to threaten industrial action?

- Questions on aviation rescue and firefighting are best directed to Airservices.

[If asked] Will the ATSB undertake investigations of recreational aircraft safety incidents?

- Questions on ATSB's investigations and prioritisation are best directed to it.
- The ATSB prioritises transport safety investigations that have the highest risk or potential to deliver the greatest public benefit through systemic improvements to transport safety.

Rural and Regional Affairs and Transport

Lead/Support contact:

SB23-000637

[If asked] Brisbane Airport Post Implementation Review (PIR)

- Airservices completed its Post-Implementation Review of Brisbane airspace changes, and published its final report online on 14 December 2022. (Please refer to SB22-0001720 for further information regarding noise concerns around Brisbane Airport).

Financial Information as at 31 March 2023

Table 1	Government support provided to CASA in response to COVID-19 (\$million)					
	2019-20 \$m	2020-21 \$m	2021-22 \$m	2022-23 \$m	2023-24 \$m	TOTAL to date \$m
Australian Airline Financial Relief Package (AAFRP)*	\$15.0	\$15.0				\$30.0
Aviation Recovery Package**		\$72.9				\$72.9
Additional payments in 20-21 Budget			\$33.4	\$34.0	\$32.3	\$99.7
Additional Estimates 21-22			\$20.0			\$20.0
Additional payments in 22-23 Budget				\$17.7		\$17.7
Additional payments in 23-24 Budget					\$34.8	\$34.8
Total COVID-19 SUPPORT (CASA)						\$275.1

Table 2	Government support provided to Airservices in response to COVID-19 (\$million)				
	2019-20 \$m	2020-21 \$m	2021-22 \$m	2022-23 \$m	TOTAL \$m
Australian Airline Financial Relief Package (AAFRP)*	\$250.0	\$150.0	0	0	\$400.0
Aviation Recovery Package**		\$431.8			\$431.8
Additional Airservices waiver at 50% for RPT and aeromedical***		\$71.4	\$45.7		\$117.1
Additional payments in 20-21 Budget		\$550.0			\$550.0
Additional payments in 22-23 Budget				\$495.0	\$495.0
TOTAL COVID-19 SUPPORT (Airservices)					\$1,993.9

Note:

* Funds provided to both CASA and Airservices for waived fees and foregone revenue.

** Aviation Recovery Package is not a term previously used in public but was the name given to the continued Government support for Australia's aviation industry announced on 7 June 2020.

*** This represents the amount paid to Airservices as reimbursement for fees foregone. Total available funding under the measure was \$161.8 million over 2020-21 and 2021-22, reducing in December 2021 to \$117.1 million following a decision by the Department of Finance.

Rural and Regional Affairs and Transport

Lead/Support contact: Naa Opoku/Benedict Lyons

SB23-000638

SUBJECT: Emerging Aviation Technologies**Talking Points**

- Drones and emerging aviation technologies are a rapidly growing industry (estimated to support 10,000 jobs and increase GDP by \$14.5 billion over the next 20 years).
- We want to maximise these benefits while balancing community concerns on issues such as noise.
- To support growth in this sector, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts is working with government and industry stakeholders to ensure safe integration with traditional aircraft, and a consistent approach to rules addressing security and environmental concerns.
- Policy for emerging aviation technologies is developed through extensive consultation with government and industry stakeholders, including:
 - the National Emerging Aviation Technologies Consultative Committee, with representatives from across traditional and emerging aviation organisations;
 - the State and Territory Working Group, with representatives from each state and territory government; and
 - an Interdepartmental Committee on drones, with representatives from 17 agencies interested in the sector.
- The Australian Government is continuing the Emerging Aviation Technology Partnerships Program to encourage the development and deployment of emerging aviation technologies to address community needs.

Key Points*Emerging Aviation Technology Partnerships Program (EATP)*

- The EATP Program with \$30.5 million being delivered across two rounds, supports partnerships with industry to drive the uptake of emerging aviation technology in Australia, including expanding employment in the sector and improving supply chains, market efficiency, and connections with regional, remote and Indigenous communities.
- On 7 November 2022, Minister C. King announced approximately \$18.1 million in funding for 12 successful Round One projects. Approximately \$12.4 million is available for Round Two, which is expected to open for applications in the first half of 2023.

Drone rules and drone detection

- The department is working across Australian Government, state and territory agencies on a national approach to managing non-safety drone rules. Consultation on policy and legal options with states and territories in late 2022 identified priority actions including the

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Rural and Regional Affairs and Transport

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geospatial publication of security and environmental rules, and impact assessments required to support a national approach.

- This work builds upon work with an external provider (PWC) in completed in May 2022 on technical requirements for a national rule management system.
- Drone detection policy is being developed to facilitate drone detection capabilities to protect assets (including critical infrastructure), activities and events (in air and on land).
- A national platform could enable data sharing where appropriate and strengthen existing and future detection capabilities. In 2022, the department completed scoping and order-of-magnitude costings for a national drone detection ICT platform. It also completed an initial Privacy Impact Assessment.
- Consultation across government and industry has highlighted several areas of focus for a nationally coordinated drone detection solution. These include identifying systems governance arrangements, potential legislative options and data sharing requirements.

Drone noise

- Remotely piloted aircraft are subject to a noise regulation framework which came into effect from 1 July 2022, under the *Air Navigation (Aircraft Noise) Regulations 2018*. This requires some drone operators to apply for a drone noise approval. All drone delivery services are subject to a detailed assessment prior to being granted an approval.
- As at 31 March 2023, the department received 278 noise applications, of which 134 were exempt from noise approvals, 136 were approvals issued via a guided self-assessment and eight required a full assessment.

Advanced Air Mobility

- Australia is seen as an attractive place to invest in Advanced Air Mobility (AAM), a new concept of aerial transport using electric vertical take-off and landing vehicles for short-haul trips.
- AAM holds potential benefits for mobility, freight and emergency response (including air ambulance services), alongside improvements to accessibility and connectivity for urban and regional passengers.
- The department has established an AAM Consultative Committee to engage with industry and inform development of a nationally coordinated and well-planned approach to AAM in Australia. The Committee has met three times this year to discuss and identify strategic priorities.
- The department is consulting with all levels of government as it progresses its AAM work. The department is also working with the Civil Aviation Safety Authority (CASA) to design regulatory policies to support AAM operations and use of appropriate infrastructure.
- The department has also entered into a Memorandum of Understanding with CASA, Airservices and the Victorian government to coordinate regulatory and industry support for

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AAM. The department is open such arrangements with other jurisdictions where it would support emerging aviation technologies.

Financial Information as at 31 March 2023

- The department received \$35.7 million funding in the 2021-22 Budget to progress three key initiatives to support the adoption of these new technologies: Emerging Aviation Technology Partnerships (\$32.6m); Drones Rules Management System (\$1.6m) and National Drones Detection Network (\$1.5m).
- The Portfolio Budget Statement has \$32.6m in administered funding under “Emerging Aviation Technologies Programs” (see table below). An additional \$0.4 million in capital funds and \$2.7 million in departmental funding brings the total to \$35.7m.

Program/Project Start Date:	July 2021					
Program/Project End Date:	June 2025					
	2020-21 \$m	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	TOTAL \$m
Appropriation Budget	0	1.5	12.1	19.0	0	32.6
Less:						
Actual Expenditure YTD at 31 March 2023	0	1.5	7.6	0	0	8.5
Total Committed Funds at 31 March 2023	0	1.5	10.9	7.3	0	19.7
Total Uncommitted Funds (balance)	0	0	1.2	11.7	0	12.9

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient

Attachment A**Other Emerging Aviation Technologies Initiatives**

Other key initiatives to support Emerging Aviation Technologies are listed and described below:

- Infrastructure Planning Framework
- Uncrewed Traffic Management Action Plan
- Drone security
- Privacy
- Enforcement
- Drone Information Hub
- Spectrum
- Flight Information Management System (Airservices lead)
- Aviation Safety Regulatory Roadmap (CASA lead)
- Australia's Future Airspace Framework (CASA lead)

Infrastructure Planning Framework

- The department has developed infrastructure planning guidelines for drone delivery services to support nationally consistent planning decisions and assist drone operators navigate the required regulatory approvals and requirements in a seamless manner.
- Public consultation in late 2022 helped inform the guidelines, which have also been developed in close collaboration with industry and all levels of government.
- The guidelines are expected to be finalised in Q3 2023 and available on the Drone Hub.
- The Infrastructure Planning Framework will assist states and territories to make informed planning decisions regarding drone delivery and Advanced Air Mobility (AAM) services in their community.

Uncrewed Traffic Management (UTM) Action Plan

- The department is continuing to lead development of the UTM ecosystem. The UTM Action Plan will outline governance, whole-of-government policy objectives, agency responsibilities and a pathway for the UTM ecosystem.
- The department will continue to work closely with CASA and Airservices to develop the proposed approach and aims to consult with industry on the draft plan in Q2 2023.
- The department engages industry representatives on policy objectives through the NEAT Consultative Committee and the UTM Industry Working Group.

Drone security

- The Government is responding to security risks inherent in emerging aviation technologies in an appropriate and proportional way by progressing deterrence and intervention initiatives.
- Existing initiatives include drone surveillance at airports, commercial drone registration, mobile applications to inform operators where drones can and cannot fly, engagement with critical infrastructure operators and work to ensure access to counter drone capabilities by law enforcement.
- These measures will be complemented by coordinated drone detection and data sharing, digital drone rules, CASA registration and drone Remote Identification (Remote ID) once developed.
- Remote ID is a potential future system that can provide information about where drones are flying, and supports identifying drone operators and holding them account for their actions.
- A Remote ID discussion paper will shortly be released as part of a public consultation process to consider implementation of Remote ID in Australia. The consultation process and feedback will lead to developing options through a formal Policy Impact Analysis throughout 2023.

Privacy

- The department is working across government and with states and territories to develop privacy guidelines for recreational and commercial drone operators.
- Noting that privacy related laws differ between jurisdictions, the intent of the guidelines is to improve drone operator and community understanding of privacy considerations of drone use.

- The draft privacy guidelines will be released for public consultation shortly. After feedback from state and territory governments and the public, the guidelines will be published later in 2023.

Drone Information Hub

- In recognition of the growing use of drones for recreational and commercial purposes, the department has developed a standalone website, drones.gov.au, to provide a central location with information on drone related policy, rules and regulations, and members of the public interested or concerned about drones.
- The first iteration of Drones.gov.au was launched on 30 September 2022. We have started work on the second phase, for completion by June 2023, which aims to improve the availability of geospatial data around areas with drone restrictions.

Enforcement

- The department has consulted closely with state and territory authorities to understand how respective legal and regulatory environments support enforcement activities.
- The department will work closely with CASA to develop processes for efficient, fit-for-purpose and less burdensome enforcement of CASA regulations.

Spectrum

- The department is working closely with portfolio agencies the Australian Communications and Media Authority (ACMA) and CASA, and industry to develop a coordinated perspective of future spectrum needs for drone and AAM operators.
- ACMA are currently consulting (until 28 April 2023) on the *Draft Five-year spectrum outlook 2023–28*. The department has encouraged drone and AAM sector stakeholders to make a submission.
- Information gained from these engagements will inform Government processes relating to spectrum policy, planning and allocation for emerging aviation technologies, and how these relate to aviation safety and broader air traffic management activities.

Flight Information Management System (Airservices lead)

- The Flight Information Management System (FIMS) will allow for the sharing of critical flight information between air traffic control, traditional aircraft, and emerging technologies such as drones. Prototyping work is currently underway, led by Airservices.
- Questions on FIMS should be directed to Airservices.

Aviation Safety Regulatory Roadmap (CASA lead)

- CASA released the Remotely Piloted Aircraft Systems (RPAS) and AAM Strategic Regulatory Roadmap in June 2022 to clarify Australia's future approach to aviation safety regulation and safety oversight for emerging aviation technologies. Questions on the Roadmap should be directed to CASA.

Australia's Future Airspace Framework (CASA lead)

- Australia's Future Airspace Framework (AFAF), under development by CASA, will progress rules-based equitable access to relevant airspace or areas of operation for all forms of aviation, including but not limited to emerging technologies. This initiative commenced with the department's release of a National Strategic Airspace Policy Issues Paper in May 2021 and is now being taken forward by CASA which is responsible under the *Airspace Act 2007*. Questions on the status of the AFAF should be directed to CASA.

Rural and Regional Affairs and Transport

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SB23-000639

SUBJECT: Disability access across airports

Talking Points

- Every person deserves to be treated with dignity and respect and to be given the services and support they need.
- There are ongoing accessibility challenges in relation to airports and aircraft, and I have been disappointed to hear of recent difficulties being experienced by people with disability when accessing aviation services.
- I understand that the airlines have undertaken to improve the services they provide to travelers with disability, and will work with disability advocacy groups to improve their processes.
- Work to reform the Disability Standards for Accessible Public Transport continues, which will further remove discrimination for people with disabilities in accessing public transport, including aviation services.
- The Aviation White Paper will also provide an opportunity to consider disability access in Aviation, and whether other policy or regulation changes are required.

[IF ASKED – Regarding airport security screening] Questions relating to airport security processes are a matter for the Department of Home Affairs.

Key Issues

- There have been recent media reports as well as direct representations to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts outlining the experiences faced by travelers with disability when seeking to travel by air. A summary of media coverage of aviation accessibility issues is included at **Attachment A**.
- It is often unclear to the public whether responsibility for these matters lies with airline operators, airport operators or third-party ground handling staff.
- The Australian Government is responsible for the *Disability Standards for Accessible Public Transport 2002* (Transport Standards) that require public transport operators and providers to ensure their services are accessible and remove discrimination for people with disability.
- The Transport Standards have requirements for aircraft and airports that receive regular passenger flights, including for accessible booking and check-in, boarding, toilets and baggage.

Background

- The Aviation Access Forum (AAF) is a consultative forum comprising Government agencies, the disability community, and airline and airport operators about disability access issues in Australian aviation. The AAF is chaired by a departmental Assistant Secretary, with secretariat services also provided by the department.

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- The issues that have been raised through the media and directly by members of the AAF can be broadly classified as:
 - Airport Mobility - includes availability of mobility devices, inconsistency of assistance and incidents during assistance
 - Security Screening - includes treatment by security staff and inconsistency of assistance. Note: Portfolio responsibility for airport security lies with the Minister for Home Affairs
 - Access to Aircraft - includes availability of assistance, loading/storage of mobility devices and damage to mobility devices
- The department has had ongoing engagement with AAF members to discuss how the experiences faced by travelers with disability can be addressed. At the last AAF meeting in October 2022, members discussed setting up a working group to be chaired by the Disability Discrimination Commissioner Dr Ben Gauntlett, through which improvements to the traveling experience for those with disability can be progressed.
- This work is complemented by the department's separate and ongoing work to reform of the Transport Standards, which will further remove discrimination for people with disabilities in accessing public transport, including aviation services. Some of the issues raised regarding aviation services have been captured in the reform process, for example improving the training of public transport staff to better meet the needs of people with disability. There are opportunities to identify areas of future reform through the 2022 statutory review of the Transport Standards (public consultations are open until 30 June 2023), and the Aviation White Paper.
- Dr Ben Gauntlett, has made a number of recommendations toward improving the AAF which are now under consideration by the Department.

Attachments

- Attachment A - Media Coverage Summary

Media Summary

Date	Publisher	Article summary	Article link	Issues involved	Reported concern
16-May-22	Sydney Morning Herald	Security refused use of the body scanner, passenger was to be patted down. Security guard walked away from vision impaired passenger.	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	<ul style="list-style-type: none"> • Passenger with Vision impairment • Adelaide Airport • Security Screening staff • Complaint lodged with the Human Rights Commission 	Treatment by security personnel
16-May-22	ABC news	(i) Vision impaired passenger poorly treated by airport security, (ii) Passenger with Autism and PTSD not allowed to use the body scanner, was asked to have physical pat-down. Months later passenger passed same security, had to use apology email from first incident for alternative security scan.	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	(i) <ul style="list-style-type: none"> • Passenger with Vision impairment • Adelaide Airport • Security Screening staff (ii) <ul style="list-style-type: none"> • Passenger with Autism and PTSD • Perth Airport • Security Screening staff 	Security consistency and standards of behaviour
02-Jun-22	Sydney Morning Herald	Paralympian not allowed on flight with wheelchair.	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	<ul style="list-style-type: none"> • Wheelchair reliant passenger • Jetstar staff • Brisbane Airport 	Loading, storage and unloading of mobility/assistance devices
08-Jul-22	The Guardian Australia	Passengers with reduced mobility waiting for assistance in the air bridge were told there were no wheelchairs immediately available.	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	<ul style="list-style-type: none"> • Passenger with spinal injury • Thai Airways • Sydney Airport 	Availability of wheelchairs Availability of assistance

Media Summary

Date	Publisher	Article summary	Article link	Issues involved	Reported concern
22-Jul-22	7NEWS	Passenger waited at gate for hours for personal wheelchair to be disembarked from aircraft.	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	<ul style="list-style-type: none"> • Wheelchair reliant passenger • Qantas Airways • Melbourne Airport 	Loading, storage and unloading of mobility/assistance devices
05-Aug-22	The Guardian Australia	Airline refused to help passenger transfer from custom electric wheelchair into an "aisle chair".	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	<ul style="list-style-type: none"> • Wheelchair reliant passenger • Jetstar staff • Sydney Airport • Complaint lodged with the Human Rights Commission 	Availability of assistance
26-Aug-22	Traveller.com.au	A passenger who was told she couldn't board flight in a wheelchair due to windy weather.	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	<ul style="list-style-type: none"> • Wheelchair reliant passenger • Jetstar • Melbourne Airport 	Environmental factors (Wind etc)
11-Sep-22	News.com.au	Two elderly non-english speaking 'priority care' customers in wheelchairs were left stranded in Bangkok when airline cancelled flight back to Australia. Airline removed both passengers from wheelchairs and left them in the terminal.	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	<ul style="list-style-type: none"> • Two wheelchair-assisted passengers • Jetstar staff • Bangkok Airport 	Availability of assistance
05-Oct-22	SBS	A passenger's wheelchair was damaged with the airline reportedly initially refusing to cover the cost of the "minor" repairs.	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	<ul style="list-style-type: none"> • Wheelchair-assisted passenger • Qantas Airways • Sydney to Canberra flight 	Damage to mobility equipment during loading and storage

Media Summary

Date	Publisher	Article summary	Article link	Issues involved	Reported concern
14-Oct-22	Daily Mail Australia	Staff unavailable to assist domestic transfer out of Sydney.	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	<ul style="list-style-type: none"> • Wheelchair reliant passenger • Qantas Airways staff • Sydney Airport 	Availability of assistance Consistency of assistance
14-Oct-22	Daily Mail Australia	Model 'thrown' from their wheelchair and left with a concussion	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	<ul style="list-style-type: none"> • Wheelchair reliant passenger • Jetstar staff • Adelaide Airport 	Incidents during assistance
01-Nov-22	Sunrise	Wheelchair reliant passenger reportedly asked to pay fee to disembark Jetstar flight in Bangkok	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	Jetstar staff Bangkok Airport	Consistency of assistance
22-Nov-22	The Mercury	Wheelchair reliant disability advocate not able to disembark flight in Tasmania.	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	Qantas Airways Hobart Airport	Environmental factors (Wind etc)/ Availability of equipment
27-Nov-22	The Mercury	Senator Carol Brown comments on recent case of wheelchair reliant passenger unable to disembark at Tasmanian Airport	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	Qantas Airways Hobart Airport	Environmental factors (Wind etc)/ Availability of equipment
07-Dec-22	The Guardian	Solo wheelchair reliant passenger removed from plane after boarding	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	Qatar Airways Melbourne Airport	Unspecified - Potential misunderstanding with level of in-flight assistance required
03-Feb-23	The Guardian	Disability Royal Commission urges Australian Airports and Airlines to improve	https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html	Airports Airlines	Hearing of incidents involving people with disability at Royal Commission.

ATTACHMENT A**Media Summary**

Date	Publisher	Article summary	Article link	Issues involved	Reported concern
		treatment toward travellers with disability after hearings.			
14-Mar-23	ABC news	<ul style="list-style-type: none"> - Singapore airline moves passenger with disability from exit row twice across two flights. - Paralympian describes experiences with airports and airlines. - Mention of white paper and focus on inclusion for travelers with disability. 	<ul style="list-style-type: none"> - https://www.smh.com.au/national/graeme-innes-fights-to-change-how-disabled-people-are-treated-when-they-fly-20220516-p5alqs.html 	Singapore Airlines Aviation white paper	Australian traveller with disability (congenital amputee of forearm) was twice moved from exit row across two separate flights with Singapore Airlines. Her reported concern was not with being moved but in the treatment she received during both experiences. Airline has since apologised and partially refunded her travelling party's tickets.

Rural and Regional Affairs and Transport

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SB23-000640

SUBJECT: OneSKY**Talking Points**

- The One Sky Program has been designed to deliver benefits to airspace users by maximising the use of available airspace volumes through a single air traffic management system incorporating both civilian and military air traffic control.
- The program will optimise the use of Australia's airspace, allowing improved access to available airspace, better fuel planning, greater utilisation of preferred routes and optimal flight levels.
- The OneSKY program has been subject to slippage, in part due to the COVID-19 pandemic, which has resulted in disruptions to global supply chains and reduced access to specialist technical staff for the Program. Due to these delays, the Defence component of the OneSKY program has been listed as a Project of Concern by the Minister for Defence Industry.
- Airservices and Defence continue to work closely with Thales to improve performance and prevent further delays to the Civil Military Air Traffic Management System (CMATS) by intensifying project oversight and governance. By the end of April 2023, Airservices, Defence and Thales Australia will settle an updated single common schedule for the delivery of CMATS.
- Existing air traffic control systems will remain operational until the new system is deployed.
- **[IF ASKED]** Questions on details relating to:
 - the OneSKY program should be directed to Airservices as the lead program agency
 - AIR 5431 Phase 3 (the Defence component of CMATS) should be directed to the Defence.

Key Issues

- CMATS has a projected delay of at least 24 months. Governance and reporting measures have been strengthened to enable identification and treatment of emerging risks and issues.
- On 27 October 2022, the Minister for Defence Industry, the Hon. Pat Conroy MP, announced the listing of the Defence component of the OneSKY Program, AIR 5431 Phase 3, as a Project of Concern. On 2 December, Minister Conroy convened a Summit with key stakeholders to discuss how best to take the project forward, including through the formation of a remediation plan.
- On 31 March, a second POC was held, resulting in the endorsement of a draft remediation plan.

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Background

- The OneSKY Program is the most complex transformation of air traffic management in Australian aviation history. CMATS is the major component of the program that will replace the current independent civil and military systems that are both approaching the end of their working lives.
- The new system will accommodate growth in air traffic, facilitate advancements in aviation technology, reduce complexity for controllers and pilots, bolster air traffic service resilience, and enhance national security.
- CMATS will replace the existing separate air traffic management systems of both Airservices and Defence.
- Airservices and Thales signed contracts to acquire and support the CMATS project in February 2018.
- Airservices is the lead agency for the acquisition of CMATS, which is being delivered by Thales Australia, a subsidiary of Thales, a major French aerospace and defence multi-national.
- AIR 5431 Phase 3 is the Defence-related component of CMATS, and is being delivered through an On-Supply Agreement between Airservices and Defence.

Financial Information as at 31 March 2023

- CMATS has a current total contracted price of \$1.2 billion. The total OneSKY Program remains within the \$2.07 billion allocated budget.
- The program is expected to be completed within its overall budget, though contingency funding is likely to be exhausted. Airservices has advised that delays to the program have been incurred due to resourcing and logistical challenges that were exacerbated by COVID-19 restrictions.
- OneSKY, with the exception of the component related to Defence, is financed by Airservices' ordinary revenue streams and debt. Airservices revenue has been supplemented by Government appropriation during the pandemic.
- Following the second Project of Concern summit, all parties are working to confirm the CMATS delivery strategy with considerations as to cost, schedule and capability delivery. This work includes developing a thorough understanding of remaining costs and required contractual changes.

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SB23-000641

SUBJECT: Western Sydney International Airport - Airspace & Environment

Talking Points

Under the Western Sydney Airport Plan the Department of Infrastructure, Transport, Regional Development, Communications and the Arts is responsible for delivery of a number of activities in preparation for the opening of Western Sydney International (Nancy-Bird Walton) Airport (WSI).

WSI airspace and flight path design

- The department is leading development of the preliminary airspace and flight path design for WSI.
- The preliminary airspace that is currently being developed represents a clean-sheet-of-paper design that reflects feedback from the 2016 Environmental Impact Statement (EIS) process and addresses the flight path design principles set out in the Western Sydney Airport Plan.
- A draft EIS is being prepared for the new preliminary airspace and flight path design, which is on track for public exhibition in the second half of 2023.
- The Minister for Infrastructure, Transport, Regional Development and Local Government has indicated that the preliminary flight paths for WSI will be released in advance of the draft EIS, in June 2023, via an interactive web application (known as a 'aircraft overflight noise tool').
- As at 31 March the department has committed \$12.6 million to deliver the draft and final airspace EIS.

Stakeholder engagement on WSI airspace and flight paths

- In October 2022 the department commenced engagement with the public, State MPs, local councils, NSW Government representatives and community organisations in Western Sydney to build awareness of the airspace and flight path design work.
- Activities have included stakeholder briefings, telephone and online market research and community information stalls across the Western Sydney area.
- Engagement activities, including community information sessions, will continue through 2023 in the lead up to and following the release of the draft EIS, including preliminary flight paths.

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- Three Forum on Western Sydney Airport (FOWSA) meetings are scheduled in 2023. The first meeting was held on 18 March 2023 and was open to the public.

Noise Insulation and Property Acquisition policy

- Consistent with the Western Sydney Airport Plan the department is developing a draft Noise Insulation and Property Acquisition policy which will be released alongside the draft EIS in the second half of 2023.

Biodiversity Offset Delivery Program

- The department has recently approached the NSW credit market to secure its remaining offset obligations for the Airport.
- The department's investment in conserving and improving biodiversity values at Defence Establishment Orchard Hills will help to protect one of the last remaining large Cumberland Plains Woodlands areas in Western Sydney.
- Questions in relation to specific activities at Defence Establishment Orchard Hills should be addressed to the Department of Defence.

Key Issues

Background on WSI airspace and flight path design

- The Western Sydney Airport Plan sets out four phases for the design of WSI's airspace and flight paths:
 - Planning (approx. 2017 to 2019) – development of high-level airspace concepts
 - Preliminary design and environmental assessment (approx. 2020 to 2024) – development of a mature airspace design that has been assessed in accordance with advice from the Environment Minister.
 - Detailed design (approx. 2024 to 2025) – validation and refinement of the detailed design.
 - Implementation (approx. 2025 to 2026) – approval of the final airspace design by CASA prior to the commencement of airport operations in late 2026.
- An aviation Expert Steering Group (ESG) has been established to oversee the airspace and flight path design for WSI, in accordance with the Airport Plan conditions. The ESG is chaired by the Department and includes representatives from Airservices Australia, CASA, WSA Co, Defence, Sydney Airport Corporation, and the FoWSA Chair, Ms Lee de Winton.

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- The department is currently in the preliminary design and environmental assessment phase and are preparing a draft EIS in accordance with *the Environment Protection and Biodiversity Conservation Act 1999*.

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- The previous Government committed to releasing the draft EIS in mid-2023. Due to unavoidable changes to the preliminary flight path design the department and its environmental consultant, WSP Australia (WSP), are now publicly stating that the draft EIS will be released in the second half of 2023. This delay is not expected to impact the scheduled opening of WSI in late 2026.
 - The delay to the draft EIS was due to issues being identified with two flight paths during simulator flight testing. The re-designed flight paths will now be included in the draft EIS after appropriate environmental modelling and impacts are completed.
 - Simulator flight testing could not be undertaken earlier due to the availability of simulators.
- As at 31 March, \$12.6 million in funding is committed under the package to:
 - WSP Australia Pty Ltd (WSP) to deliver the Environment Assessment Documentation; Stakeholder Consultation and Communications Package; and a Noise Amelioration Scoping Study; and
 - To70 to develop a flight path online interactive noise tool.
- A further \$1.355 million was committed in April 2023 to permit additional noise modelling, production of video animations and enhancements to the online interactive noise tool.
- Since October 2022, the department with WSP has held 19 community information stalls at locations in Western Sydney stretching from Katoomba to Parramatta. Over 2,800 people were directly engaged during the stalls.
- The department is undertaking stakeholder briefings and additional community information stalls in the first half of 2023 to build community understanding of what to expect during exhibition of the draft EIS.
- On 18 March 2023, the department launched an Online Community Portal at www.WSIflightpaths.gov.au. The Portal houses information about the flight paths design and EIS processes and engagement opportunities. In the coming months, the Portal will house the draft EIS and an interactive aircraft overflight noise tool.
- The department provides secretariat support to FoWSA, which is intended to be a key stakeholder engagement forum on the airspace and flight path design process. FoWSA membership is determined by the Minister in consultation with the Chair, Ms Lee de Winton, and includes representatives from federal and local government, industry bodies, and community representatives.
- FoWSA is intended to meet at least three times per year. The first meeting was held on 18 March 2023 as an open meeting in Penrith.

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Cleared by First Assistant Secretary:
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Phone: (02) 6274 7082

Version Number: 01

Date: xx/04/2023

Rural and Regional Affairs and Transport

Lead/Support contact: David Jansen

SB23-000641

Biodiversity Offset Delivery Program

- The department is required to offset the environmental impacts associated with the construction of the Airport, by investing in environmental 'offsets' for the threatened and endangered ecosystems and species found on the airport site.
- The method for achieving these offsets is outlined in the Biodiversity Offset Delivery Plan (Plan) approved in August 2018 by the former Australian Government Department of the Environment and Energy.
- The department has spent \$155 million on a range of initiatives set out in the Plan, including:
 - providing \$70 million to the Department of Defence to restore and conserve land at Defence Establishment Orchard Hills site for a period of 20 years;
 - purchasing biodiversity credits through the NSW Biodiversity Offset Scheme and NSW BioBanking Scheme (\$73.5 million); and
 - contributing funds to a native seed production program and propagation trials based on seeds collected from the Airport site (\$11.5 million).
- The department is required to:
 - report on the implementation of the Plan to the Environment Department every 12 months until all biodiversity offsets under the Plan have been secured or implemented;
 - publish these implementation reports on its website; and
 - ensure that an independent audit of its implementation of the Plan is conducted at periodic intervals and submitted to the Environment Department.
- The findings and observations from these audits allow the department to ensure that it is continuing to meet its regulatory obligations and adjust its approach as necessary.

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Date: xx/04/2023

Rural and Regional Affairs and Transport

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SB23-000641

Financial Information as at 31 March 2023

Western Sydney Airport – Preparatory Activities - Biodiversity, Aboriginal Keeping Place,
Airspace Design, Noise Insulation and Property Acquisition

Program/Project Start Date:	2017					
Program/Project End Date:	December 2027					
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	TOTAL \$m
Appropriation Budget	9.4	26.4	4.9	20.0	102.5	163.2
Less:						
Actual Expenditure YTD at 31 March 2023	9.4	9.6				
Total Committed Funds at 31 March 2023	0	3.9	3.7	1.6	0.5	9.7
Total Uncommitted Funds (balance)	0	12.9	2.2	18.4	102.0	153.5

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

GST Exclusive amount

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Date: xx/04/2023

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SB23-000642

SUBJECT: Road User Charging Reform

Talking Points

- The timeframe for the decline in fuel excise revenue is highly uncertain. Modelling that is the responsibility of the Treasury, and detailed questions should be directed to Treasury officials.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts has been progressing work in relation to heavy vehicles, in recent years.
 - The National Heavy Vehicle Charging Pilot is testing with road freight operators different ways of charging for road use than the current system based on fuel consumption and registration fees. Some electric heavy vehicles will be included in Phase 3 of the Pilot, which commenced in March 2023 and will run through to June 2024.
- Some states have legislated distance-based road user charges for low and zero emission light vehicles. South Australia has recently decided to remove these legislated charges.
 - The Victorian legislation is subject to a High Court challenge (Vanderstock case) which heard arguments in February.
 - The outcome of the challenge will provide clarity around constitutional powers to impose such charges.
- Minister Catherine King has said the Government's focus, when it comes to electric vehicles, is trying to put in place as many incentives as it can to electrify transport (ABC Radio interview 19 April 2023). It has no current plans to introduce a distance-based road user charge for electric vehicles.

Key issues

- Timeframes for any future decline in fuel excise revenue are highly uncertain and are not just dependent on EV uptake, but also on the retirement rate of the existing fleet, distance driven and fuel consumption of different vehicles including by heavy and off-road vehicles.
- The Treasury will continue to update and enhance modelling of the long-term impact of increased EV uptake on fuel excise in the context of regular Budget updates and the upcoming Intergenerational Report.

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Version Number: 03

Date: 05/05/2023

Page 187 of 1001

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg

SB23-000642

Background

Modelling of EV uptake and fuel excise revenue

- In Question on Notice SQ23-003465, Senator McKenzie asked:
 - *“Has the Department commissioned any modelling on the uptake of electric vehicles and the subsequent decline of fuel excise revenue which would impact on funding available for infrastructure projects? If no, why not? If yes, please table the modelling for the committee.”*
- The department’s response was:
 - *“Under the current Government, the Department has not commissioned any such modelling. As outlined in the National Electric Vehicle Strategy, the Treasury will continue to update and enhance modelling of the long-term impact of increased electric vehicle uptake on fuel excise, in the context of regular Budget updates and the upcoming Intergenerational Report.”*
- Note that net fuel excise revenue is currently around 2 per cent of total Australian Government revenue, and that road infrastructure expenditure is funded from consolidated revenue.

National Heavy Vehicle Charging Pilot

- The Government has allocated \$9.8 million over five years to 2023-24 for on-road trials testing direct road use charging options for heavy vehicles, based on distance driven and the weight of the vehicle.
- Two smaller scale trials are already complete. These trials tested the feasibility of telematics devices to determine distance travelled; and a co-designed mock invoice comparing current charges to a potential future distance-based road user charging approach. The first small scale trial has been evaluated and its recommendations have been incorporated into the next trial phases.
- Phase 2 of the Pilot is testing the feasibility of manual distance measuring devices called hubodometers along with a mock pre-paid permit system. Phase 2 will conclude in June 2023 and is being evaluated (by Deloitte).
- Phase 3 of the Pilot has commenced and is using distance/mass data collected from a range of commercially available telematics devices and a third-party invoicing system. This will allow participants to compare potential future charges with the current PAYGO system. Up to 100 heavy vehicle operators and more than 1000 vehicles are expected to participate.
- Investigating different ways to collect heavy vehicles charges will build the evidence base for future government decisions around moving to a more sustainable charging framework for heavy vehicles.

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Version Number: 03

Date: 05/05/2023

Rural and Regional Affairs and Transport

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SB23-000643

SUBJECT: Budget Measure - Strategic Local Government Asset Assessment Project (SLGAAP)

Talking Points

- The Australian Government is committed to supporting the heavy vehicle industry.
- The Government leads and supports the delivery of policies and projects that contribute to the industry's productivity, as well as its safe, sustainable and efficient operation.
- The Government has committed an additional \$22.3 million to increase the productivity of roads through the extension of the SLGAAP program, empowering local governments to optimally utilise their road assets. This will fund up to 2,100 additional assessments, and may expand the scope of assets to include intersections, swept paths, and road curvature.
 - This brings total funding for SLGAAP to \$42.3 million since its commencement in 2019.
- SLGAAP provides funding for local governments to undertake assessments and determine safe operating limits of their road infrastructure.

Key Issues

- SLGAAP currently runs until 2023-24. [Under the extension, assessments will be undertaken from 2024-25 to 2026-27.
 - The Budget papers indicates the extension is 2023-24 to 2028-29. The funding in these additional years is Business Grants Hub costs only.
 - SLGAAP is currently managed by the National Heavy Vehicle Regulator (NHVR). In extending SLGAAP, the department will review the delivery arrangements to ensure they remain fit for purpose.
- SLGAAP assists local government road managers to undertake capacity assessments of their road assets on key routes for heavy vehicles. This provides information on safe operating limits of road infrastructure and facilitates safe access for heavy vehicles, as appropriate.
- The data obtained through SLGAAP assessments is also being used to progress the establishment of a national automated access system. A national automated access system will improve productivity by replacing case-by-case manual assessments.

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Phone: (02) 6274 §22(1)(a)(ii)

Version Number: 02

Date: 28/04/2022

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/s22(1)(a)(ii)

SB23-000643

Background

- SLGAAP commenced in 2019-20 (Stage 1) with \$8.0 million over two years. SLGAAP was extended in the 2021-22 Budget (Stage 2), with a further \$12.1 million over three years (2021-22 to 2023-24). The funding for Stages 1 and 2 was \$20.1 million.
- During Stage 1, SLGAAP funded assessments for 394 bridges and culverts in 74 councils.
- During Stage 2, SLGAAP is expected to fund assessments for up to 900 bridges and culvert, including 125 assessments across 33 councils announced on 11 April 2023.

Financial Information as at 31 March 2023

- The 2023-24 Budget announced the extension of SLGAAP until 2028-29, consisting:
 - \$22.3 million in funding, which includes:
 - \$21.9 million in administered funding to be paid as grants; and,
 - \$388,000 in departmental funding for Business Grants Hub costs.

Table 1: SLGAAP Financial Information

Project Start Date:	2019-20						
Project End Date:	2028-29						
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Administered appropriation	4.0*	4.0*	4.0*	7.5	9.0	5.4	33.9
Departmental appropriation	0.039	0.018	0.152 ⁺	0.009	0.009	0.217	0.444
Less:							
Actual Expenditure YTD at 31 March 2023	4.0	4.0					
Total Committed Funds at 31 March 2023	0	0	0	0	0	0	0
Total Uncommitted Funds (balance)	0	0	4.0	7.5	9.0	5.4	25.5

+ \$0.134 million is additional funding announced in the 2023-24 Budget. \$0.018 million was originally provided as a departmental appropriation in Stage 2 of SLGAAP, split over enabling and Business Grants hub.

* \$4.0 million from 2021-22 to 2023-24 was agreed as part of Stage 2 of SLGAAP.

% measure includes further departmental funding of \$0.009m in 2027-28 and \$0.010m in 2028-29

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Date: 28/04/2022

Rural and Regional Affairs and Transport

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SB23-000643

Table 2: Additional funding announced in 2023-24 Budget

	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	2027-28 \$m	2028-29 \$m	Total
DITRDCA Departmental	0.134	0.009	0.009	0.217	0.009	0.010	0.388
DITRDCA Administered	0.000	7.500	9.050	5.350	0.000	0.000	21.9
Total funding	0.134	7.509	9.059	5.567	0.009	0.010	22.288

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Version Number: 02

Date: 28/04/2022

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg

SB23-000644

SUBJECT: Budget Measure - Heavy Vehicle Charge Increase

Talking points

- Heavy vehicles over 4.5 tonnes (gross vehicle mass) pay a Road User Charge (RUC) and annual registration fees, which together are intended to recover the heavy vehicle share of the road costs of all governments.
 - The principle that heavy vehicle operators should contribute their share towards the cost of roads is one agreed by governments and industry.
- The Infrastructure and Transport Ministers Meeting (ITMM) issued a communique on 8 May 2023, announcing it had taken a group decision to increase heavy vehicle charges by six per cent annually for the years 2023-24 to 2025-2026. The 9 May Budget included increases to the Commonwealth heavy vehicle RUC in line with that decision.
- The ITMM vote was unanimous among participating jurisdictions, and followed the recommendation of the National Transport Commission (NTC) after it undertook two rounds of consultation.
- Three annual six per cent increases provide certainty for industry on government charges, and seek to strike the right balance between the need to move back towards cost-recovery of the heavy vehicle share of road expenditure and the need to minimise cost impacts on industry and consumers.
- There is strong support from industry for setting charges now for the next three years, to provide certainty of costs to heavy vehicle operators.
 - ITMM has agreed this three-year period is a good opportunity to recommit to progressing Heavy Vehicle Road Reform, as requested by industry peak bodies.
 - This will include work by the NTC to develop an implementable version of a forward-looking cost base for roads.

Key Issues

- In recent years, heavy vehicles have been benefiting from record amounts of road investment by all levels of government. Over the same period, increases to charges agreed by ITMM have been well below that necessary for cost recovery, and recent years of high rainfall have significantly increased the cost of maintaining the road network.
- The increases to the RUC are less than what heavy vehicles would need to pay to cover their full share of road expenditure. Even with the six per cent increase per annum over the next three years, the NTC estimates the cost recovery gap will remain more than

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Date: 03/05/2023

Rural and Regional Affairs and Transport

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SB23-000644

\$1.6 billion a year by 2025-26. The level of annual increase required to reach full cost recovery over the three years is estimated to be 17.3 per cent.

If asked about the impact of the increases on inflation, consumers or the heavy vehicle industry:

- At ITMM's request, the Treasury assessed the cumulative impacts of the proposed increases on headline Consumer Price Index (CPI) inflation. Treasury concluded that heavy vehicle charges (RUC and registration) together contribute around 0.002 per cent to total CPI costs.
- The proposed increases would therefore be unlikely to have a material impact on headline CPI. An annual six per cent increase for three years was estimated to increase CPI by less than 0.1 percentage points after three years
- While some segments of the heavy vehicle industry continue to face some challenges, the evidence across a balance of indicators is that the industry is in overall good health.
 - For example, the Truck Industry Council has reported record sales of new trucks throughout 2022.
 - The Australian Bureau of Statistics reports Gross Value Added by the Transport, Postal and Warehousing industry as a measure of economic activity. This measure has increased for the last five quarters.

Background

- In March 2023, ITMM held an out-of-session vote for a decision on heavy vehicle charges to apply for 2023-24 to 2025-26. The seven participating jurisdictions (WA and NT abstaining) unanimously voted for heavy vehicle charges to be increased by six per cent annually for the years 2023-24 to 2025-2026.
- The NTC consulted on annual increases of between six and 10 per cent as directed by ITMM. Public consultation occurred from 21 December 2022 to 20 February 2023.
- None of the 10 submissions received supported the proposed six to 10 per cent increase in charges.
 - Industry is concerned about limited capacity to pay due to high cost pressures from fuel prices and inability to absorb or pass on cost increases especially for some smaller operators.
 - Only one submission, from the Australian Livestock and Rural Transporters Association, acknowledged the need to return to "a fair state of cost recovery".
- This level of increase was considered by ITMM (and the Commonwealth Minister for Transport) to strike the right balance between the need to move back towards

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Rural and Regional Affairs and Transport

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SB23-000644

cost-recovery of the heavy vehicle share of road expenditure and the need to minimise impacts on this vital industry.

- To close the cost recovery gap, charges would need to increase by 38 per cent in 2023-24 or annual increases of 17.3 per cent over the next three years.
- The increases were criticised in media (**Attachment A**), and were subject of Senate questions on 8 March 2023 (**Attachment B**). Concerns were raised about the impact on heavy vehicle operators' businesses and on cost of living.
- Previously, on 13 September 2022, the Hon Minister Catherine King MP announced an increase to the RUC by 2.75 per cent, from 26.4 cents per litre to 27.2 cents per litre, effective 29 September 2022.
 - Minister King's decision was in line with the ITMM group decision of April 2022 (via out-of-session vote) to increase heavy vehicle charges by 2.75 per cent. (Note that the Commonwealth abstained from that vote, as it was in caretaker.)
 - Heavy vehicle registration charges for 2022-23 have also risen by 2.75 per cent in all the eastern states and territories.

Budget information as at 9 May 2023

- Three increases of six per cent per annum to the Commonwealth RUC will result in the following RUC rates applying:

	Current	2023-24	2024-25	2025-26
RUC in cents per litre	27.2	28.8	30.5	32.4

- Three increases of six per cent per annum to the Commonwealth RUC have been costed by the Australian Tax Office and the Department of Finance as having a positive Budget impact of s47E(d) on a fiscal balance basis (and \$1,091 million on underlying cash basis) in additional revenue¹ over the forward estimates. Over the 3 year period covered by the Minister's decision on the RUC, the impact is s47E(d) on a fiscal balance basis (and \$699 million on underlying cash basis).

	2023-24 (\$m)	2024-25 (\$m)	2025-26 (\$m)	2026-27 (\$m)	Total (\$m)
Impact on Fiscal Balance	s47E(d)				
Impact on Underlying Cash Balance	101.8	228.2	369.3	391.5	1,090.8

¹ More strictly, reduced expenditure on Fuel Tax Credits.

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Date: 03/05/2023

Rural and Regional Affairs and Transport

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SB23-000644

Attachments

- Attachment A: Collection of media releases and articles on the heavy vehicle charges increase
- Attachment B: Senate Hansard extract 8 March 2023

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Version Number: 01


Date: 03/05/2023

THE AUSTRALIAN

Wednesday, May 10, 2023 | Today's Paper | Mind Games

‘Truckie tax’ to be death knell for freight industry

By **RHIANNON DOWN**
REPORTER
Follow [@rhi_down](#)

7:55PM MAY 8, 2023 •  COMMENTS

The nation's peak trucking body has accused state and federal transport ministers of giving freight operators teetering on the brink of collapse the “final push”, after they announced a 6 per cent increase to the road user charge.

The National Road Transport Association (NatRoad) said the decision sounded the “death knell” for many [freight businesses](#) operating on tight profit margins, and many in the industry were “bitterly disappointed” with the decision, to come into effect on July 1.

Transport Minister Catherine King and her state and territory counterparts announced the hike on Monday, saying the increase of 6 per cent per annum for the next three years “struck the right balance” between cost-recovery and minimising financial pressure on the freight industry.

The decision has been criticised by the freight industry and the opposition for increasing costs for operators, which will be passed on to consumers.

Opposition transport spokeswoman Bridget McKenzie estimates it will cost the industry \$1.6bn over the forward estimates. “Every product in your shopping trolley, every single online purchase, every tonne of wheat, every product that is marketed and sent overseas, (the cost) is going to be passed on,” she said.

NatRoad chief executive Warren Clark said many trucking businesses operated on profit margins as slim as 2.5 per cent, and the increase would see average registration costs for a six-axle articulated truck go from \$6530 this financial year to \$7621 in three years.

RHIANNON DOWN, REPORTER

Rhiannon Down is a political reporter in The Australian's Canberra bureau. She began her career at the paper in the Sydney bureau, where she covered mostly courts and crime, after joining the newspaper as a cadet... [Read more](#)



News

Road user charge increase confirmed for next three years



STAFF WRITER

8 May 2023 🔥 6052



Australia's transport ministers have agreed to set heavy vehicle charges for a three-year period, to "help provide some certainty to industry."

Starting from July 1, charges will rise by six per cent each year, said a communique today (May 8) from the Infrastructure and Transport Ministers' Meeting.

"This level of increase is considered by ministers to strike the right balance between the need to move back towards cost-recovery of the heavy vehicle share of road expenditure and the need to minimise impacts on this vital industry," the statement added.

Gary Mahon, CEO of the Queensland Trucking Association, said it's yet another cost for the industry to absorb, but in the current budget environment it's the best result that could have been expected.

"We were always going to have an increase imposed upon us, but when you take into account other increases, and the fact that the excise is indexed as well, overall it should mean the fuel tax credit remains relatively similar, and that's a good answer for the industry," said Mahon.

Mahon stressed however, that all of the increases, at some point, will flow through to cost of living.

"When it comes to fuel it's the second biggest cost for industry and where increases are applied, they [operators] have no option but to pass that through."

Mahon concedes that the increase could have been a lot worse – a figure as high as 10 per cent had been discussed – and that the 6 per cent will afford operators some level of confidence with planning.

But he's not sure that the 6 per cent is an accurate reflection of the heavy vehicle share of road expenditure.

"That's a statement being made by ministers. We just have to accept that statement at face value.

"We would feel more reassured about that if there was a proper level of transparency about the costs that are being attributed to our industry."

Warren Clark, CEO of the National Road Transport Association (NatRoad), said the increase was unconscionable and would sound the death knell for some operators, many of them reportedly running on a profit margin of just 2.5 per cent.

"This is a cruel blow to operators already under extreme stress who are desperately trying to stay viable," said Clark.

"In February, NatRoad called for a freeze on charges next year and for increases in the two financial years after that to be limited to 2.75 per cent.

"We note that the ministers say they've struck 'the right balance' between cost-recovery of and the need to minimise impacts on a vital industry.

"In effect, they've given a final push to those businesses that are already teetering on the edge."

Clark said the RUC will increase from 27.2c a litre to 28.8c in 2023-24, jumping to 30.5c and 32.4c in the years after.

Registration costs for a 6-axle articulated truck will go from the current the \$6,530 (2022-23) to \$6872 (2023-24), and then to \$7236 and \$7621.

[Update: 1.30pm]

Peter Anderson, CEO of the Victorian Transport Association, said the 6 per cent increase clearly shows the "inflation genie is still at work" putting upward pressure on prices of goods and services in the economy.

"While on the one hand it is disappointing ministers went against the advice of the transport industry for a more measured 2.75 per cent increase, the provision of future increases over three years does provide some certainty and will assist operators in setting realistic prices," said Anderson.

"It's encouraging that inflation appears to be falling but the increase confirms higher prices will be with us for some time, and its essential freight operators pass these price rises through the supply chain and onto freight customers and consumers."

INDUSTRY BODIES SLAM INCREASE TO ROAD USER CHARGE AS OPERATORS CONTINUE TO STRUGGLE

Date: 09.05.2023

Both NatRoad and the VTA have expressed their disapproval of the increased road user charge for heavy vehicles.

Both the National Road Transport Association (NatRoad) and the Victorian Transport Association (VTA) have criticised the decision by transport ministers across the country to increase the road user charge (RUC).

The decision means the RUC will rise for heavy vehicles by six per cent over each of the next three years in line with inflation.

NatRoad CEO Warren Clark says the increase is unconscionable and would sound the death knell for some operators, many of them reportedly running on a profit margin of just 2.5 per cent.

"This is a cruel blow to operators already under extreme stress who are desperately trying to stay viable," Clark says.

"In February, NatRoad called for a freeze on charges next year and for increases in the two financial years after that to be limited to 2.75 per cent.

"We note that the ministers say they've struck 'the right balance' between cost-recovery of and the need to minimise impacts on a vital industry.

"In effect, they've given a final push to those businesses that are already teetering on the edge."

RELATED ARTICLE: Eurocold steps up to fill Scott's market gap

Clark says the RUC will increase from 27.2c a litre to 28.8c in 2023-24, jumping to 30.5c and 32.4c in the years after.

Registration costs for a 6-axle articulated truck will go from the current the \$6,530 (2022-23) to \$6,872 (2023-24), and then to \$7,236 and \$7,621.

VTA CEO Peter Anderson says the transport ministers' decision to increase the road user charge by six per cent clearly shows the inflation genie is still at work putting upward pressure on prices of goods and services in the economy.

"While on the one hand it is disappointing ministers went against the advice of the transport industry for a more measured 2.75 per cent increase, the provision of future increases over three years does provide some certainty and will assist operators in setting realistic prices," Anderson says.

"It's encouraging that inflation appears to be falling but the increase confirms higher prices will be with us for some time and it's essential freight operators pass these price rises through the supply chain and onto freight customers and consumers."

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Warren Clark of NatRoad says the increase is a cruel blow to operators,



SENATOR THE HON BRIDGET MCKENZIE

SHADOW MINISTER FOR INFRASTRUCTURE, TRANSPORT AND REGIONAL DEVELOPMENT
LEADER OF THE NATIONALS IN THE SENATE

Wednesday 22 February 2023

MEDIA RELEASE

\$2.6 BILLION 'TRUCKIE TAX' TO DRIVE UP COST-OF-LIVING

Federal Labor's proposal to impose a 10 per cent increase in fuel taxes and registration charges on the nation's truckies would cost the sector an additional \$2.6 billion over three years and add to inflationary pressures.

Shadow Minister for Infrastructure, Transport and Regional Development, Senator Bridget McKenzie said the Government's proposed increases to 'truckie taxes' would drive up cost-of-living pressures on families and businesses and accelerate closures for small and family operated transport enterprises.

"Everything we make in this country and every good we buy gets to a shop by travelling on a truck, whether it originates on a farm, from a factory, or enters the country via a port.

"At a time of high inflation and cost of living crisis impacting Australian families, why would the Labor Government want to excessively increase taxes on transport which is such an essential input to every product we buy?"

"That takes a special kind of economic recklessness," Senator McKenzie said.

Submissions have this week closed on a consultation approved by Federal Transport Minister, Catherine King, proposing to increase heavy vehicle road user charges on fuel and heavy vehicle registration costs by up to 10 per cent per year for the next three years.

The proposed increases to the heavy vehicle road user charge would see the tax on heavy vehicle fuel use increase from the current 27.2 cents per litre up to 36.2 cents per litre by 1 July 2025. In addition, the states and territories would raise the road component of heavy vehicle registration charges by up to 10 per cent per year for three years.

"If Minister King's 10 per cent truckie tax is implemented, the nation's truckies would be slugged an additional \$2.6 billion over the initial three-year implementation period, according to figures released by the National Transport Commission.

"By 2025-26 our truckies would be paying \$1.35 billion more per year under Labor's 10 per cent truckie tax, official documents show.

Senator McKenzie said every single submission to the consultation process has rejected the proposed increases in truckie taxes.

"Labor's proposed increases in truckie taxes have been strongly opposed by the Australian Trucking Association, the National Farmers' Federation, NatRoads and the National Road Freighters Association.

"After taking the axe to road infrastructure projects in the October 2022 budget, the Albanese Government have wasted no time seeking to increase taxes on our truckies to pay for road maintenance and repairs."

Senator McKenzie said the former Coalition Government had taken the decision in 2020 to freeze heavy vehicle road user charges in consideration of the economic impacts on the sector and economy from the COVID-19 pandemic and border restrictions.

“The Labor Government needs to consider the flow-on impacts to the economy of the proposal and listen to the universal feedback from the sector.

“The Coalition stands by our truckies and I call on the Government to scrap its plans to increase truckie taxes by up to 10 per cent.”

END.

Media contact:
Olympia Cover | 0407 876 497



SAM BIRRELL MP

Federal Member for Nicholls

MEDIA RELEASE

Monday February 27, 2023

Economy cannot afford a hike in truck charges.

Federal Member for Nicholls Sam Birrell has warned that rises in heavy vehicle charges of up to 10 per cent will add to inflation and impose higher prices on consumers.

Heavy vehicle charges increased by 2.75 per cent in 2022-23 but the National Transport Commission has released options for the next three years that includes 10 per cent annual rises which would amount to a \$2.6 billion tax on trucks.

Mr Birrell today met with regional transport operators and urged the Albanese Government not to go down the path of full cost recovery.

“Transport companies and supply chains are still recovering from the disruption of the pandemic and dealing with higher fuel prices and operating costs,” Mr Birrell said.

“Primary producers, who truck produce to market would also be hit.

“Many Australians are already struggling with cost of living pressures and a massive hike in taxes on heavy transport will be passed down the line to consumers, adding to the cost of everything shipped by road.”

Every heavy vehicle that uses Australian roads pays a vehicle registration fee and operators also pay a road user charge on diesel fuel. State and territory governments use the money to maintain and improve roads for heavy vehicles, but the NTC has revisited how the impact of heavy vehicles in the road network is calculated.

“Not one submission in response to the implementation options paper supported the 10 per cent cost recovery model,” Mr Birrell said.

“Another option to increase charges by 18 per cent over three years would also have widespread negative impacts.”

The Australian Trucking Association submitted that truck charges should be frozen for 2023-24 followed by modest annual increases of 2.27 per cent.

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MEDIA RELEASE

24 October 2022

\$15 mangos, \$10 punnet strawberries, \$8kg potatoes - forecasted insidious cost of producing Aust fruit & veg

The Federal Government's approval of further increases to the Road User Charge, a cost set by the Commonwealth for each litre of diesel used by heavy vehicles on public roads, could spell disaster for truck companies, fruit and vegetable growers and the consumer.

Kennedy MP Bob Katter said if you believed that this cost wouldn't be passed on to the consumer - you believe in the tooth fairy".

"Transport companies in my electorate are already warning growers that they are going to have no choice but to pass the cost onto farmers," Mr Katter said.

"Farmers already burdened by labour shortages, and a recent doubling of freight, fertiliser and packaging costs - will be left with two choices: go bust or get a higher price for their fruit and vegetables.

"Put simply, if the consumer is not willing to pay higher prices for Australian fruit and vegetables - our supermarket fruit and vegetable shelves will be empty.

"Immediate action from the Federal Government to overturn this ridiculous decision is required to support Australian farmers, not crucify them.

"I don't know of any truckies that are flying in private jets or going off on overseas holidays so the expectation they are to absorb these costs and survive is laughable.

Mr Katter said, 3,000-4,000 farmers were leaving the industry every year and turning to cattle because the costs were killing them in crop farming.

"If I lose places like Innisfail to cattle, the town which is currently 24,000, will die.

"One would have thought the pandemic, that saw supermarket shelves empty for the first time in my lifetime, would have been a wakeup call for the Government. You would have thought that China cutting off our Urea (and thus diesel) would have been a wakeup call? No way hosay."

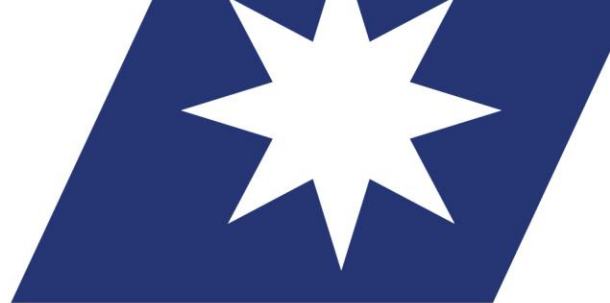
Townsville transport operator, Clynton Hawks, said the industry lacked transparency and that increases to the Road User Charge would decrease the Fuel Tax Credit, a cost alleviation for truckies.

"We've already been hit with inflated prices of diesel, insurance and AdBlue and now we are being told we have to absorb a 9c per litre increase - it's just wrong," Mr Hawks said.

"The Federal Labor Government was elected as the "government of transparency", introducing a Federal ICAC, but they can't even disclose where these funds will be spent. It's a closed-door process conducted by the Transport Commission, and we get no information as to where they get these increase numbers from or why.

For more information or a comment from Bob Katter, please contact the media phone: 0418 840 243





MEDIA RELEASE

"Any decrease to the Fuel Tax Credit means everyone loses out and what they are talking about here is an 9c per litre tax increase to the already existing to the road user charge.

"If the Government thinks the truckies are in a financial position to absorb these costs increases – and we are told more are coming – well it'll just be a matter of time before thousands of truckies assemble on the lawns of Parliament House.

"Trucks will park up if they can't pass on these costs. And they shouldn't be expected to absorb them either.

"The Road User Charge is supposed to be used for road works across the country, but we have no idea whether this money is being spent in areas it's supposed to be."

President of FNQ Growers in Mareeba, Joe Moro, said another increase in costs to farmers could spell the end for growers already struggling in the north.

"Prices are rising across the board right now; transport is just one of them and this isn't going to help.

"A lot of the farmers are either not making money at all, or barely making a profit. They can't cop another cost increase.

"The growers are beholden to the supermarket giants that set the prices for their product. They don't have the ground to negotiate as the industry is driven by a supply and demand scenario.

"The Treasurer is saying an there has been an 8 percent increase in food prices, but that doesn't necessarily get passed on, and if it does get passed on, we have no reason to think it's enough to help the industry."

Mr Katter's office spoke with the Minister for Transport's office on Friday afternoon requesting they consider including transport bodies in the National Transport Commission's state and territory PAYGO reporting process and a consideration to move to an indexation model for setting the Road User Charge. An official request in writing will be made to the Minister this week.

– ENDS –

Senator HANSON: My question is: does the Albanese government support the principle that all Australians should be equally supported according to need, not race, yes or no?

Senator WONG (South Australia—Minister for Foreign Affairs and Leader of the Government in the Senate) (14:32): Senator Hanson, I think that, in order to ensure equality, governments need to recognise that some people have not been and are not treated equally in great part because of their race. And you only need to look at the history of our First Nations people to recognise that; so, yes, sometimes equality does require that we recognise the way in which race has impacted upon the equality of some of our peoples. I do not think that is a bad thing. I think that is a principle of inclusion, not of separation and not of discrimination, but a principle of inclusion, acceptance and respect.

Cost of Living

Senator DAVEY (New South Wales—Deputy Leader of the Nationals and Deputy Leader of the Nationals in the Senate) (14:33): My question is to the Minister representing the Treasurer, Senator Gallagher. National Transport Commission data shows our truckies would pay an additional \$2.6 billion in taxes and charges over three years under the proposal being considered by the Minister for Infrastructure, Transport, Regional Development and Local Government, Catherine King. Everything Australians grow on farm, or they make in a factory, or they buy in a shop has to travel by truck. Will these extra taxes and charges add to inflation and make a difficult inflationary situation even worse?

Senator GALLAGHER (Australian Capital Territory—Minister for the Public Service, Minister for Finance, Minister for Women, Manager of Government Business in the Senate and Vice-President of the Executive Council) (14:34): I think Senator Davey is talking about the heavy vehicle road user charges. Is that correct? Yes. Any decision to increase heavy vehicle charges is a collective decision of all state and territory governments, and no decision has been taken yet. Those charges are intended to recover the heavy vehicle share of road expenditure by all governments, and the principle that heavy vehicle operators should continue their share towards the cost of roads is shared by government and industry. At the previous Infrastructure and Transport Ministers Meeting, ministers agreed in principle, across all governments, to a three-year charging cycle following calls from industry for longer-term certainty, but no final decision has been reached on these charges.

In response to the specifics of the question as it relates to the Treasury portfolio as opposed to the infrastructure and transport portfolio, the senator asked whether any increase in these charges—on which a decision hasn't been made—would have an effect on inflation. That is one of the reasons why we have an economic plan which is designed to ensure that government, through our revenue and expenditure, is not adding to inflation in the economy. But inflation is not determined by one charge in one part of the economy. It's the entire budget response that this government will be cautious and careful about, because we do not want to make the inflation challenge—which is real in this country and is hurting households—stay around for any longer than is necessary to bring it back into the target rate and into a more normalised setting. That is exactly why we want to concentrate on our economic plan to ensure that we're doing what we need to do. *(Time expired)*.

The PRESIDENT: Senator Davey, first supplementary?

Senator DAVEY (New South Wales—Deputy Leader of the Nationals and Deputy Leader of the Nationals in the Senate) (14:36): I think I need to be a bit more specific. Has the government received any advice from the Department of Finance or from Treasury as to the inflationary impact of Labor's proposed truckie taxes and whether they could add further pressure for even higher increases on interest rates? If so, what is that advice?

Senator GALLAGHER (Australian Capital Territory—Minister for the Public Service, Minister for Finance, Minister for Women, Manager of Government Business in the Senate and Vice-President of the Executive Council) (14:37): As I said, this is not Labor's charge—if you want to call it that way. This is something that's negotiated across governments at the state and territory levels, where I think there still are some Liberal governments in power. So I think it's disingenuous, as is your entire question time attack, really, about—

Opposition senators interjecting—

Senator GALLAGHER: Well, it is, because you can't actually argue on the merits, so you try and dress it up into something that it's not. No decision has been taken. As to what advice Treasury and Finance provide, I'm not going to go into advice. I can certainly say that I have not been provided—

An opposition senator interjecting—

Senator GALLAGHER: Thank you. I am not aware of—

Senator McGrath interjecting—

The PRESIDENT: Senator McGrath! Senator Davey, second supplementary?

Senator DAVEY (New South Wales—Deputy Leader of the Nationals and Deputy Leader of the Nationals in the Senate) (14:38): Minister, given the potential impact of increasing truckie taxes on transporters and, more importantly, consumers and their grocery bills and national inflation, will the government rule out increasing taxes on Australian truckies, or will this become another one of Mr Albanese's broken promises, of which the number is mounting?

Senator GALLAGHER (Australian Capital Territory—Minister for the Public Service, Minister for Finance, Minister for Women, Manager of Government Business in the Senate and Vice-President of the Executive Council) (14:38): I should see if Senator McGrath would like to answer this on my behalf.

Opposition senators interjecting—

Senator GALLAGHER: Yes, exactly. Have a go; have a crack. You must be so proud of yourself on International Women's Day. Such a champion! Good on you. Well done. Opposition life is hard.

Honourable senators interjecting—

The PRESIDENT: Minister Gallagher, please resume your seat. Order across the chamber!

Senator Wong interjecting—

The PRESIDENT: Senator Wong, I have a senator on her feet. Senator Davey.

Senator Davey: Point of order: relevance. My question had nothing to do with International Women's Day, and I'd like her to stick to the question.

The PRESIDENT: Senator Davey, the minister has just started and she is being relevant. I am more interested at this point in there being order across the chamber so that I might hear the rest of her answer.

Senator GALLAGHER: As the senator knows, this is a matter that's at the decision-making table of infrastructure and transport ministers, who have not made a decision. It is across state and territory governments, which are involved in discussions with the Commonwealth. So I think it's appropriately resolved at that level, and perhaps you could lobby your colleagues if you're so concerned about the position they might be taking.

Aboriginal Deaths in Custody

Senator THORPE (Victoria) (14:40): My question is to the Minister representing the Attorney-General, Senator Watt. This week Senator Dodson, a former commissioner of the Royal Commission into Aboriginal Deaths in Custody, has called out your government—his own government—over its inaction on implementing the recommendations put forward by the royal commission over 30 years ago. Can you tell me if the government is going to ensure full implementation of all 339 of the recommendations?

Senator WATT (Queensland—Minister for Agriculture, Fisheries and Forestry and Minister for Emergency Management) (14:40): Thank you, Senator Thorpe, for your question. I agree—and I would like to think that everyone in this chamber would agree—with Senator Dodson that, 32 years after the Royal Commission into Aboriginal Deaths in Custody, the rates of incarcerated First Nations adults and youth are unacceptable and the rates of deaths in custody among First Nations adults and youth are unacceptable. There are many members of our government, and those across the chamber, who have said before—and will I'm sure keep saying—that First Nations incarceration rates and deaths in custody are a national shame.

Coming into government, it was clear to us, unfortunately, that for the past nine years First Nations justice was just not a priority for the former government. That's why last year the Attorney-General worked closely with his colleague Ms Burney to form a First Nations justice task force with officials from the Attorney-General's Department and the National Indigenous Australians Agency.

The PRESIDENT: Senator Thorpe, a point of order?

Senator Thorpe: Yes, on relevance.

The PRESIDENT: The minister is being relevant to your question. Minister, please continue.

Senator Thorpe: A point of order on relevance: the question was: when are you going to implement the recommendations in full?

The PRESIDENT: Senator Thorpe, I did, on your first point, say that the minister was being relevant, and I am going to say on your second point that the minister is being relevant. Senator Birmingham?

Senator Birmingham: On the point of order and the handling of points of order, this is a seemingly new practice—to rule before a senator has even had a chance to put their case. On Senator Thorpe's first point of order, she had no more than got the word 'relevance' out of her mouth than you ruled against her, without hearing the basis upon which she was claiming relevance. I would, President, invite you to reflect upon that, in terms of your handling the points of order. I understand it where they are repetitious or take approaches that are disorderly in the chamber.

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg

SB23-000645

SUBJECT: Land and Maritime Supply Chain Issues

Talking Points

- Over the last three years, supply chains have faced significant disruptions resulting from the COVID-19 pandemic, supply shortages of Diesel Exhaust Fluid (AdBlue), shortages of skilled workers, floods and pallet shortages.
- The Australian Government works closely with industry, regulators, state and territory governments, and international partners to keep freight moving.
- Questions related to quarantine activities for vehicle imports should be directed to the Department of Agriculture, Fisheries and Forestry.

If raised: 2022- 2023 Floods

- The portfolio contributed to the broader Whole of Government response to the 2022-2023 floods crisis. The Government supported flood affected regions through increasing funding, opening of supply chains and assisting with delivery of critical infrastructure.

Svitzer

- On 14 November 2022 Svitzer informed The Hon Catherine King MP Minister for Infrastructure, Transport, Regional Development and Local Government, in writing that they had notified their crew and three maritime unions that it would be undertaking a lockout of all crews covered by the Svitzer Australia Pty Ltd National Towage Enterprise Agreement (2016), indefinitely, from 12pm AEDT, on Friday 18 November 2022 (AEDT).
- Minister King's office immediately notified the Department of Infrastructure, Transport, Regional Development, Communications and the Arts of this correspondence.
- The Australian Maritime Safety Authority (AMSA) was also notified on the morning of 14 November 2022.
- On 18 November 2022, the Fair Work Commission ruled that an indefinite lockout by Svitzer Australia would not be allowed to proceed. The court ordered a six-month suspension of all industrial action over the four-year enterprise bargaining dispute.
- Industrial relations disputes are a matter for the Hon Tony Burke MP, Minister for Employment and Workplace Relations and Minister for the Arts.
- [If asked] The three unions notified by Svitzer were the Maritime Union of Australia, Australian Institute of Marine and Power Engineers and the Australian Maritime Officers Union.

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Andrew Madsen

Phone: (02) 6274 s22(1)(a)(ii)

Version Number: 2

Date: 26/04/2023

Rural and Regional Affairs and Transport

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SB23-000645

Svitzer – Advice Provided [if pressed]

- The department provided advice to Minister Catherine King's Office on 14 November 2022 on the ports serviced by Svitzer and, for the top potentially affected ports, the volume and value of goods handled.

Key Issues

- Australian supply chains have faced a range of significant disruptions over the past three years. The Government is actively engaged on these issues to ensure supply chains remain resilient and deliver for Australians.
 - In February 2023, the department published Phase One of the Road and Rail Supply Chain Resilience Review, which assessed the vulnerability of 65 critical land freight routes.
 - The department is now scoping Phase Two of the review, which will identify policy options for responding to the findings of Phase One.
 - Phase Two will be developed in consultation with industry and government stakeholders.

Transport Sector Skills Shortage

- The Prime Minister held a Jobs and Skills Summit in September 2022.
- Australia's transport sector is experiencing a critical shortage of skilled workers, with sector-wide vacancies reaching their highest level in at the last 12 years.
- Specific occupations experiencing acute skills shortages include truck drivers, train drivers and aircraft maintenance engineers.
- These shortages are primarily driven by economy-wide factors, including tight labour markets, increased freight demand, the ageing workforce and reduced migration during the COVID-19 pandemic.

2022 - 23 Floods and Supply Chain Impacts

- The portfolio has contributed to the broader Government response to manage impacts of the extensive 2022-2023 floods and minimise disruptions to the delivery of critical goods and services.
- Impacts from flood waters are continuing to impact communities across many areas of eastern, northern and western Australia.
- The department maintains an active role in the National Coordination Mechanism on supply chain disruptions run by Home Affairs and with the Australian Government Crisis and Recovery Committee (AGCRC) run by the National Emergency Management Agency.

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- The AGCRC has been meeting regularly to monitor the floods from October 2022 to April 2023 in Victoria, NSW, SA, WA, NT and Tasmania.
- The department continues to liaise with jurisdictions, industry organisations and Regulators (i.e. the National Heavy Vehicle Regulator) to understand local conditions and operational issues. This information, when available, is provided to the National Situation Room in NEMA.

Maritime and Shipping Issues

- Shipping is a global market and demand has outstripped supply since mid-2020, particularly in the container market, with higher freight rates and delays both in Australia and globally.
 - In Q1 2023 container freight worldwide has continued the downward trend of 2022. The Drewry WCI composite index¹ (a measure of the spot freight rate²) of \$1,710 per 40-foot container is now 84 per cent below the peak of \$10,377 reached in September 2021. It is 36 per cent lower than the 10-year average of \$2,689, indicating a return to more normal prices, but remains 20 per cent higher than average 2019 (pre-pandemic) rates of \$1,420.
 - The congestion of roll-on roll-off vessels in Australian ports remains at a critical level as large proportions of imported cars continue to fail quarantine inspections after discharge. Consequently, terminal congestion and vessel delays persist which has resulted in all Roll On Roll Off carriers reducing services to Australia, and Melbourne in particular. Terminal operators in other Australian ports are also capping transshipment volumes to avoid further congestion by cargo that is being diverted from Melbourne.³
 - Questions related to quarantine activities for vehicle imports should be directed to the Department of Agriculture, Fisheries and Forestry.
 - The China (import) Dry bulk freight index has improved over Q1 2023, after seeing a downturn through 2022.⁴

Svitzer

- Svitzer Australia has a fleet of more than 100 vessels that provide harbour towage, terminal towage and emergency response services at ports all around Australia and at Port Moresby in Papua New Guinea.

¹ <https://www.drewry.co.uk/supply-chain-advisors/supply-chain-expertise/world-container-index-assessed-by-drewry>

² Drewry - Logistics Executive Briefing - World Container Index: Correlations and methodology

³ Managing supply chain disruptions in Oceania - Wallenius Wilhelmsen

⁴ Shanghai Shipping Exchange (sse.net.cn)

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SB23-000645

- Svitzer completes more than 50,000 tug movements a year across Australia.
- Svitzer Australia employs more than 1000 people nationally and is Australia's largest seafarer employer. Svitzer is part of the AP Moller Maersk Group and is one of the world's largest towage operators.
- Svitzer Australia provides services at 28 ports around Australia and is the sole towage provider in at least 17 ports, including Melbourne, Newcastle, Townsville and Port Kembla. The scale of a port's operations influences whether it is sustainable to have multiple towage operators.
- On 14 November 2022, Svitzer announced a lockout to all harbour towage employees covered under its 2016 National Towage Enterprise Agreement and their union bargaining representatives⁵.
 - This action would have seen towage removed and vessel movements effectively cease at 16 of 17 ports serviced by Svitzer.
 - Total trade that would have been potentially affected equalled 65 per cent (\$256 billion) of total imports and 26 per cent (\$137 billion) of total exports per year. Around \$1.1 billion of goods pass through these ports each day.⁶
 - Houston Kemp Economists estimated the total impacts of one day of a lockout across six of the affected ports would be \$186-\$235 million.⁷
- On 18 November 2022, the Fair Work Commission ruled that an indefinite lockout by Svitzer Australia would not be allowed to proceed. The court ordered a six-month suspension of all industrial action over the four-year enterprise bargaining dispute.

Svitzer – AMSA Emergency Towage Arrangements

- AMSA was made aware of the planned industrial action and potential disruption to the Svitzer capability, and undertook contingency planning to manage a response to a potential maritime casualty or pollution event.
- AMSA has contracts in place with a number of providers to deliver an Emergency Towage Capability around Australia's coastline.

Background

- The department is actively working with state and territory governments and industry stakeholders to prepare for future disruptive events: for example, possible disease incursions of Foot and Mouth Disease and cyber incidents.

⁵ <https://svitzer.com/svitzer-australia-advises-lockout-of-harbour-towage-crews/> (14 December 2022)

⁶ Witness Statement of Mark Robert Cully acting Deputy Secretary, Macroeconomic Group, Department of the Treasury,

⁷ Houston Kemp Economists, Economic effect of the cessation of Svitzer port towage services, 17 November 2022

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- The department has participated in simulated discussions which have been used to canvas preparedness across all governments and key industries which would be impacted, including the Transport sector (primarily road transport).

Ports Serviced by Svitzer

Svitzer Australia's Port Locations					
NSW (5)		QLD (4)		VIC (3)	
• Eden	• Newcastle*	• Cairns	• Brisbane*	• Geelong	• Melbourne*
• Port Botany*	• Port Jackson	• Mourilyan	• Lucinda	• Westernport*	
• Port Kembla*					
WA (9)		SA (6)		NT (1)	
• Albany*	• Ashburton*	• Adelaide*	• Ardrossan*	• Darwin	
• Barrow Island*	• Bunbury	• Port Bonython*	• Port Pirie*		
• Fremantle	• Geraldton*	• Whyalla			
• Koolan Island*	• Kwinana*	• Wallaroo			
	• Onslow*				

* Indicates ports where only Svitzer tugs operate, or where Svitzer and Smit Lamnalco operate. Svitzer crews operate Smit Lamnalco vessels under contract between the operators.

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Date: 26/04/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Paula Stagg/s22(1)(a)(ii)

SB23-000646

SUBJECT: Heavy Vehicle Safety and Productivity

Talking Points

- The Australian Government leads or supports delivery of policies and projects contributing to the heavy vehicle industry's productivity, safety, efficiency and sustainability.
- The Government is working with all levels of government, the National Transport Commission (NTC) and the National Heavy Vehicle Regulator (NHVR) to implement productivity and safety reforms to the Heavy Vehicle National Law (HVNL).
- The Government has committed over \$4 million towards Round 8 of the Heavy Vehicle Safety Initiative (HVSII), taking total funding committed to approximately \$37.6 million.
- In the 2023-24 Budget, the Government announced an additional \$22.3 million for the Strategic Local Government Asset Assessment Project (SLGAAP), extending and uplifting the program to 2026-27.

Key Issues

HVNL Review update

- In August 2022, the Infrastructure and Transport Ministers Meeting (ITMM) agreed to progress legislative and non-legislative reforms for the HVNL as recommended by Mr Ken Kanofski.
- To ensure progress of HVNL reforms, Ministers agreed (at 30 September 2022 ITMM) to form a Steering Committee of senior transport officials. The Steering Committee is chaired by Mr Jim Betts, Secretary, Department of Infrastructure, Transport, Regional Development, Communications and the Arts and is made up of the Secretary of Transport for NSW, the Director-General of the Department of Transport and Main Roads (Queensland), and the Deputy Secretary of Transport and Infrastructure in the Department of State Growth (Tasmania).
- The Steering Committee receives independent advice from the Australian Local Government Association and is supported by Mr Ken Kanofski.
- The Steering Committee is meeting approximately every six weeks. Meetings were held on 14 November 2022, 16 December 2022, 6 February 2023, 20 and 22 March 2023 and 1 May 2023. Statements following each meeting are available on the Department of Infrastructure, Transport, Regional Development, Communications and the Arts website.
- A small number of Industry representatives are now being invited to attend some Steering Committee meetings, beginning with the 1 May meeting.

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Rural and Regional Affairs and Transport

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SB23-000646

- The NTC has provided a draft Decision Regulatory Impact Statement on amendments to the primary law, for consideration by ITMM in June 2023.
- The heavy vehicle industry is being kept up-to-date on the development of the new legislation and implementation of the reforms, mainly through the Reform Advisory Committee (RAC+). Industry representatives have also been invited to attend select Steering Committee meetings.
- The Steering Committee has committed to continuing to work in collaboration with the National Heavy Vehicle Regulator (NHVR) on implementation of the reforms.
- The Steering Committee also receives regular updates on the progress of non-legislative reforms, which are broadly on track. The Steering Committee provides a mechanism for jurisdictions and reform partners to escalate and resolve any issues.

Other Australian Government heavy vehicle safety and productivity initiatives

- HVSI Round 8 opened on 22 November 2022 and closed 20 February 2023.
- The Australian Government provides funding to the NHVR to deliver the HVSI. HVSI supports industry-led initiatives to improve the safety of the heavy vehicle industry.
- Projects funded under Round 7 include:
 - The development of the 'Road Hazard Avoidance Training Program' being delivered by the Industrial Foundation for Accident Prevention. The program focuses on hazard perception, driving conditions, operation of heavy vehicles on civil sites, fatigue management and mental health awareness for those with limited English or from a culturally-diverse background.
 - A pilot program by the Queensland Trucking Association, to deliver a Safer Heavy Vehicle Driver Training Program to develop competency-based, safe, skilled and licensed heavy vehicle drivers of a standard that will satisfy employers and enhance road safety outcomes.
- In the 2023-24 Budget, the Government announced an additional \$22.3 million for the Strategic Local Government Asset Assessment Project (SLGAAP), extending and uplifting the program to 2026-27 (Stage 3 – Budget Measure – Strategic Local Government Asset Assessment Project refers).
- SLGAAP assists local government road managers undertake capacity assessments of road assets on key freight routes (such as bridges and culverts), to help better understand safe operating limits of road infrastructure and provide heavy vehicle access where it is safe.
 - The Government will look to broaden the scope of the SLGAAP as part of its funding extension.

Contact: Paula Stagg

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SB23-000646

Australian Government programs benefiting the heavy vehicle industry

Roads of Strategic Importance (ROSI)

- The Government committed \$5.9 billion in the 2022-23 October Budget to the upgrading of key freight routes, including along 29 freight corridors.

Heavy Vehicle Safety and Productivity Program (HVSPP)

- Funding of at least \$65 million per year provided toward infrastructure projects that improve the productivity and safety outcomes of heavy vehicle operations across Australia.

Heavy Vehicle Rest Areas (HVRA)

- An additional \$80 million was committed in the October 2022 budget to support new and upgraded heavy vehicle rest areas, as part of the HVSPP.
- This funding brings the Government's total commitment in dedicated funding for heavy vehicle rest areas to \$140 million over 10 years.

Bridges Renewal Program (BRP)

- Funding of \$85 million per year is being provided by the Government to fund the upgrade and replacement of bridges to enhance heavy vehicle access on local road networks.

Background

HVNL Review

- NTC commenced the HVNL review in late 2018. It was a back-to-basics review of the HVNL from first principles.
- In February 2022, ITMM appointed Mr Ken Kanofski to lead further stakeholder consultation, following stakeholder concern with the NTC's leadership of the review.
- Mr Kanofski delivered a package of recommendations in July 2022. They cover legislative and non-legislative reforms.
 - The legislative reforms are being delivered by the NTC.
 - The non-legislative reforms are being progressed by various leads, including state/territory governments, the National Heavy Vehicle Regulator and Austroads.
- Work on a national automated access system (reform recommendation 2.4) is underway through different agencies, including Austroads.
 - The department has procured an independent technical consultant (WSP) to engage and advise on systems interoperability, due to report in May 2023.

Contact: Paula Stagg

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Rural and Regional Affairs and Transport

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SB23-000647

SUBJECT: Disability Transport Standards

Talking Points

- The Australian Government recognises the importance of safe, accessible public transport to allow all Australians to participate fully in the community.
- The Disability Standards for Accessible Public Transport 2002 (Transport Standards) aim to remove discrimination against people with disability from public transport services.
- The Government is working with state and territory governments and the public transport industry to understand and address barriers to meeting compliance requirements.
- A reform process that commenced in 2019 is close to completion, to address shortcomings in the Transport Standards identified by people with disability and the public transport industry. Infrastructure and Transport Ministers will consider the proposed reforms in June 2023.
- A separate public consultation process commenced in late 2022 for the statutory review of the Transport Standards. The review is assessing whether the Transport Standards are working effectively and if further reforms are required.

Key Issues

- Previous reviews of the Disability Standards for Accessible Public Transport 2002 (Transport Standards) found the Transport Standards would benefit from improvements to meet the needs of people with disability, and to help operators and providers to fulfil their obligations.
 - Infrastructure and Transport Ministers commenced a reform process in 2019 and confirmed options for the first 16 reform areas on 11 February 2022.
- Ministers will consider the stage 2 reform recommendations at the Infrastructure and Transport Ministers Meeting in June 2023.
 - The reforms will work towards ensuring the Transport Standards remain effective and meet the needs of Australian society.
- The Transport Standards that commenced in 2002 required most public transport networks and associated infrastructure (apart from trains and trams) to fully comply with the current standards by 31 December 2022.
 - The 2017 review found the requirements are unlikely to be achieved within the prescribed timeframes, and upgrades and improvements are not happening at the same rate across modes of transport, or across regional and remote public transport services.

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Date: 24/04/2023

Rural and Regional Affairs and Transport

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SB23-000647

- Compliance information will be updated through the 2022 statutory review of the Transport Standards, which will report on the effectiveness and efficiency of the Transport Standards and to what extent discrimination has been removed.
- The review report is expected to be published in late-2023.
- Complaints of disability discrimination may be lodged with the Australian Human Rights Commission. The Commission has the power to investigate and attempt to conciliate complaints of disability discrimination.

Background

- Obligations under the Transport Standards apply to public transport conveyances and infrastructure, including aircraft and airports.
- Media coverage over the last 12 months has highlighted discrimination and accessibility concerns about aviation, train stations and wheelchair accessible taxi services. The reform process addresses some of these issues, such as staff training.
 - A summary of media coverage of aviation accessibility issues is included at **Attachment A.**
 - The reforms do not address all the recent criticisms of aviation. The 2022 statutory review is an opportunity to identify further areas for reform.
- The Royal Commission into Violence, Abuse, Neglect and Exploitation of People with Disability (Disability Royal Commission) hosted online workshops in November 2022 that focused on the experiences of violence, abuse neglect and exploitation of persons with disability using air transport and in airports. Submissions to the Disability Royal Commission have now closed.
 - The Chair of the Disability Royal Commission wrote to Australian airline and airport chiefs in February 2023 about improving their treatment of travellers with disabilities.
 - The Disability Royal Commission's final report is due to be released in September 2023.

Attachments

- Attachment A – Media Summary

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Version Number: 02

Date: 24/04/2023

Attachment A

- ABC, 13 March 2023 – A woman who is an amputee alleged she was discriminated against by Singapore Airlines when seated in an emergency exit row seat. Singapore Airlines currently lists those in need of "special assistance" as being unable to sit in emergency exit rows; however, the woman did not require any assistance. Airline staff told the person to move seats, leaving her feeling embarrassed. Staff were subsequently given further customer training and the extra cost of the exit row seat was refunded.
- Guardian Australia, 7 December 2022 – A man who uses a wheelchair was removed from his Qatar Airways flight and left stranded at Melbourne airport. Before the flight took off he told the cabin crew he would need assistance to reach the in-cabin bathroom. Soon after, another crew member told him he had to leave the flight because he was a solo traveler.
- Traveller, 2 November 2022 – A woman who uses a wheelchair travelled to Sydney Airport and was not provided with assistance to navigate between the taxi and terminal. The driver stated they were not permitted to leave the vehicle to support her to enter the Airport, and Virgin Australia staff stated they were not authorized to exit the terminal to meet the passenger. Sydney Airport has since stated they will "work with our airline and ground transport partners to ensure everyone understands the process for helping independent travellers who require mobility assistance".
- Guardian Australia, 6 October 2022 – On 12 August, a man who uses a wheelchair was made to be lifted onto a Jetstar flight at Darwin Airport to transfer to an aisle wheelchair, as there was no ramp available to bridge the gap between the aerobridge and the plane. Jetstar initially stated that as a low-fare airline they are only able to provide limited assistance to passengers requiring wheelchair access, although subsequently a ramp was delivered to Darwin Airport.
- Sydney Morning Herald, 2 June 2022 – On 1 June 2022, Paralympian Karni Liddell was informed by ground staff at Brisbane airport that she could not take her wheelchair on her Jetstar flight as it contained a lithium-ion battery. Ms Liddell says she had a dangerous goods certificate issued by both Qantas and Jetstar, but was told she had to give five days' notice and fill in additional documentation to transport her wheelchair on the flight. Rechargeable lithium batteries are considered to be dangerous goods due to their volatility in high temperatures and flammable nature.

ABC News, 15 May 2022 – On 13 May 2022, former Disability Discrimination Commissioner Graeme Innes was at Adelaide Airport and alleges he was refused access to the body scanner at security screening. Mr Innes was instead asked to use a walk-through X-ray scanner, with his guide dog put through separately. It is alleged a security guard then told Mr Innes he needed to be patted down despite not triggering the security alarm (the dog triggered the alarm). The guard turned their back on Mr Innes when he was speaking to them (not realising Mr Innes was with a colleague who could see the guard's behaviour). Mr Innes announced he would be lodging a complaint against the Federal Department of Transport, Virgin Airlines, Adelaide Airport and the security contractor. Mr Innes indicated he has two objectives with the complaint. One is to address the specific issue he experienced, but he also wants to use it as the starting point for tackling broader issues of discrimination in airports.

Rural and Regional Affairs and Transport

Lead/Support contact: Megan Scott

SB23-000649

SUBJECT: Tasmanian Freight Equalisation Scheme

Talking Points

- The Australian Government is committed to supporting Tasmanian businesses through the Tasmanian Freight Equalisation Scheme (TFES), to ensure they remain competitive and prosperous now and in the future.
- \$178 million is budgeted for TFES claims in 2022-23 with funding being demand driven and ongoing. The Government provides assistance to all eligible TFES claims received.
- Questions on freight matters relating to the Bass Island Line service change between King Island and the mainland should be directed to TasPorts and the Tasmanian Government.

Key Issues

TFES rates of assistance

- There have been calls from some Tasmanian stakeholders and businesses for the rates of assistance under TFES to be increased, to address rising Bass Strait sea freight and related transport costs in recent years.
- Any proposal to increase TFES rates of assistance or expand the scheme would require a full policy review and a budget submission as the additional cost could be substantial.

TFES assistance for King Island shipments

- On 14 March 2022, Bass Island Line (a Tasmanian Government owned entity), moved to a weekly shipping service between King Island and Devonport and dropped its Victorian port call, in direct response to customer demand and the decline in demand for a Victorian port call.
- Under the service change, Bass Island Line ships goods from King Island to Devonport before transshipment to a SeaRoad Shipping vessel for transport to Melbourne.
- Removal of the Victorian port call will not affect the eligibility of shipments on the Devonport-Victoria leg (the interstate component) for TFES assistance (previously shipments from King Island to mainland Australia were eligible).
- The service change could result in increased cost for shippers in King Island as shipments now have two legs on their journey to Melbourne; King Island to Devonport and then Devonport to Melbourne (rather than direct from King Island to Melbourne).
- The King Island-Devonport leg (intrastate component) of a shipment bound for or arriving from the Australian mainland under the service change will not attract TFES assistance, unless the good has undergone a manufacturing process on the Tasmanian mainland.

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- On 23 November 2022, the Tasmanian Government announced via media release an independent inquiry into Bass Island Line's pricing policies, acknowledging ongoing concern from King Island residents and businesses over shipping costs and retail prices of goods on the island. The inquiry is expected to be completed in mid-2023. The media release notes that Bass Island Line freight volumes doubled following the route changes made to the service in March 2022.
- The Australian Government does not have a role in responding to the King Island issue; it is a matter for the Tasmanian Government.

Background

- The TFES was introduced in 1976 to provide financial assistance for costs incurred by shippers of eligible non-bulk goods moved by sea across Bass Strait.
- The TFES aims to provide Tasmanian businesses with equal opportunities to compete in other markets, recognising that, unlike their mainland counterparts, Tasmanian shippers do not have the option of transporting goods interstate by road or rail.
- The TFES is broadly supported at all levels of Government and is viewed in Tasmania as vital to the health and competitiveness of its business sector.
- The amount of TFES assistance for the domestic component is based on the difference between freight costs of moving goods by sea and the notional freight costs of moving them by road on the mainland over an equivalent distance (approximately 420 km).
- Eligible non-bulk goods shipped northbound from Tasmania for the purposes of transshipment at a port on the mainland receive assistance at a flat rate of \$700 per TEU (standard 20-foot shipping container).
- On 1 October 2021, the TFES was expanded to provide assistance for imported goods shipped to Tasmania from mainland Australia, where there is no Australian equivalent to the imported good. Eligible goods receive assistance at a flat rate of \$700 per TEU.
- Assistance is also available for eligible non-bulk goods shipped between the main island of Tasmania and either King Island or the islands of the Furneaux Group.

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SB23-000649

TFES Budget and Actual Expenditure

- \$170.7 million in assistance was provided under the TFES in 2021-22; this represents an increase of \$5.3 million or 3.2 per cent from the previous financial year.
- \$133.3 million in assistance has been provided in 2022-23, as at 31 March 2023.

	2019- 2020 \$m	2020- 2021 \$m	2021 -2022 \$m	2022 -2023 \$m (as at 31 Mar 2023)	2023- 2024 \$m	2024- 2025 \$m	2025- 2026 \$m
Budget Estimate	\$173.7	\$174.8	\$176.0	\$178.0	\$180.0	\$182.0	\$182.0
Actual Expenditure	\$161.2	\$165.4	\$170.7	\$133.3	-	-	-

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SB23-000650

SUBJECT: Budget Measure – Maritime Single Window

Talking Points

- As a member of the International Maritime Organization, Australia is obligated to implement a Maritime Single Window by 1 January 2024.
- The Government will provide \$1.2 million in 2023-24 to continue development of the Maritime Single Window project and deliver a business case to streamline reporting for Australian sea ports.
- The Maritime Single Window will focus on ship specific arrival, stay and departure information.
- A Maritime Single Window will also be a significant security tool, supporting our biosecurity and customs by increasing visibility of maritime activity and improving international data sharing between ports.
- The development of a Maritime Single Window will be co-designed with the maritime industry to ensure it is fit-for-purpose.
- The Maritime Single Window will work in unity with other Commonwealth and cross-border regulatory and trade systems to deliver on the Government's agenda to increase efficiencies, strengthen the digital economy, and streamline regulation.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is working closely with the Simplified Trade System Taskforce to ensure that future trade ICT systems are interoperable and complementary, and adhere to the tell us (government) once principle.
- Although they are similar concepts, there are core differences between the Maritime Single Window and a Simplified Trade System that relate to the function and industry users of each system.
- The department will also be working closely with Commonwealth agencies (including border regulators such as Australian Border Force, Department of Agriculture, Forestry and Fisheries and the Australian Maritime Safety Authority), state and territory governments, port authorities, and the maritime sector, including Ports, to develop the Maritime Single Window system.

Key Issues

- Australia is unlikely to meet the 1 January 2024 date set by the International Maritime Organization due to the complex design and integration work required.
- Those leading discussion on implementation of the MSW include Singapore, Norway, China and partner states across Asia and Africa (including Gambia and Fiji). The European Union is also progressing implementation.

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Version Number: 01 Date: 28/04/2023

Rural and Regional Affairs and Transport

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SB23-000650

- The department is working through the costs of implementing a Maritime Single Window as part of the Business Case. Detail on that process is subject to cabinet in confidence processes.
- The department will be undertaking extensive stakeholder consultation to support the co-design of a Maritime Single Window prototype.
- Implementation of a Maritime Single Window will reduce duplication and manual labour required to comply with regulatory processes leading to time and resource savings across the maritime sector and across government agencies collecting data. This is a long-term goal, and change will be incremental and dependent on wider whole of government reforms.

Background

The *Convention on Facilitation of International Maritime Traffic, 1965* (FAL Convention) provides that Contracting Governments are required to implement a MSW by 1 January 2024 to enable all the information required by the public authorities in connection with the arrival, stay and departure of ships, persons and cargo, to be gathered through a “Single Window”.

Some countries already have a MSW. Australia currently has five different portals that are used by government, four for lodging reports, and one for sharing vessel security levels.

Productivity Commission Report

On 9 January 2023, the Productivity Commission released its report on Australia’s Maritime Logistics System titled ‘Lifting productivity at Australia’s container ports: between water, wharf and warehouse.’

The PC found that the Australian Government’s cargo and vessel clearance systems are challenging for stakeholders to use, with repetition in data entry and outdated systems. It states that successful reform requires a Government overhaul of cargo clearance systems, which would deliver ongoing benefits to the supply chain and a stable ‘single window’ ICT platform should be implemented to integrate with privately operated port community systems.

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FOI 23-302
2023 - 2024 Budget Estimates

Rural and Regional Affairs and Transport

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SB23-000650

Financial Information

- Maritime Single Window (MSW) Budget information as at May 2023.

Program/Project Start Date:	July 2023					
Program/Project End Date:	December 2023					
	2020-21 \$m	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	TOTAL \$m
Appropriation Budget	0	0	0	1.2		1.2
Less:						
Actual Expenditure YTD at 31 March 2023	0					
Total Committed Funds at 31 March 2023	0	0	0	0		0
Total Uncommitted Funds (balance)	0	0	0	1.2	0	1.2

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

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Version Number: 01 Date: 28/04/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Andrew Madsen / Mike Makin

SB23-000651

SUBJECT: Connected and Automated Vehicles

Talking Points

- Connected and automated vehicles are expected to deliver significant benefits for Australians, including improved transport safety, accessibility, productivity and sustainability.
- At present Australia's road rules require a driver to be in control of a vehicle at all times. Allowing a vehicle to operate autonomously is therefore currently illegal on public roads in Australia. Some limited exceptions are made to enable trials of automated vehicles (AVs) in carefully controlled environments.
- The Australian Government is working with states and territories through the Infrastructure and Transport Ministers' Meeting to develop a comprehensive new regulatory framework that ensures automated vehicles are safe once they are commercially supplied to market, and can safely and legally operate on our roads.

Key Issues

- Responsibility for the regulation of road transport is shared between the Australian Government, states and territories:
 - The Australian Government regulates vehicle design to set nationally consistent standards at first supply, including for vehicle technology.
 - States and territories regulate on-road vehicle use and driver behaviour (including through road rules, licensing and registration). State and territory agencies are also responsible for investigating serious accidents involving vehicles using Australian roads.
- The current state and territory-based regulation is not fit for regulating AVs as it focuses on a human driver as being responsible for the vehicle at all times. In an automated vehicle the Automated Driving System (ADS) will perform the driving task, either in particular situations or always, depending on the vehicle's automation level.
- All Australian governments have recognised that a national approach is important to the safe and successful deployment of automated vehicles in Australia. In February 2022, Infrastructure and Transport Ministers agreed to the development of a future Automated Vehicle Safety Law to be implemented through Commonwealth law.
- Infrastructure and Transport Ministers from all jurisdictions are working on the development of an appropriate regulatory framework to ensure that automated vehicles can operate safely and legally on public roads when they are commercially available.

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SB23-000651

- The Government regulates performance-based standards for vehicle safety, theft protection and emission control design which set nationally consistent standards for the first provision of vehicles to the Australian market.
- As part of its longstanding policy, the Government aims to align vehicle safety standards for AVs with international vehicle standards under the United Nations 1958 and 1998 Agreements. However, due to the absence of any globally accepted standards for AVs, the department is currently developing Vehicle Standard (Australian Design Rule 90/01 – Steering System).
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is currently revising the draft ADR 90/01, which underwent consultation in mid-2021, and will continue to align it with international vehicle standards as they are developed. The Government actively participates in United Nations working parties to advance global vehicle standards development.

Office of Future Transport Technology (OFTT)

- The OFTT, operating within the department, provides national leadership to support the deployment of future land transport technologies, including connected and automated vehicles and cooperative intelligent transport systems (C-ITS).
- C-ITS allows connected vehicles to communicate with each other, roadside infrastructure and other wireless services to improve road safety, productivity and environmental sustainability of the road network.
- During January and February 2023, the OFTT undertook public and industry consultation on *Draft Principles for a National Approach to C-ITS in Australia*. 34 submissions were received and are currently being considered.
- The OFTT is also focused on the development of the automated vehicle safety law.

Background

International developments

- Internationally, a number of countries are introducing arrangements for AV deployment. For example, France, Germany and Japan have legislation to support the commercial deployment of level 4 automated vehicles and commercially available vehicles with level 3 automated features are now operating on-road in Germany and Japan.

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SB23-000651

Automated Driving Systems vs Advanced Driver Assistance Systems

- Features such as Tesla's autopilot, adaptive cruise control and lane keep assistance/lane departure warning that are available in newer vehicles are classified as advanced driver assistance systems (ADAS) rather than automated driving systems. When ADAS features are engaged, the driver remains responsible for the vehicle's operation and must maintain constant supervision and attentiveness, keeping their hands on the steering wheel. Vehicles with these features are not considered to be automated vehicles.

Connected and automated vehicles in the media

- In March 2022, a model 3 Tesla utilising ADAS technologies collided with a person trying to board a tram in Melbourne, causing critical injuries. On-road vehicle use and driver behaviour remains a state and territory responsibility. It was reported on 4 April 2023, that the driver will stand trial after a magistrate deemed there is sufficient evidence to support a possible conviction. This is expected to be a landmark case on the driving public's use of ADAS technologies.
- Tesla's Autopilot is a suite of ADAS features, rather than a highly or fully automated driving system, and therefore requires active driver supervision.
- In the US, it has been reported that Tesla vehicles using its ADAS 'Autopilot' software were involved in 273 reported crashes in 2021/22.

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Rural and Regional Affairs and Transport

Lead/Support contact: Andrew Madsen / Tristan Kathage

SB23-000652

SUBJECT: Budget Measure - National Electric Vehicle Strategy

Talking Points

- Excluding COVID-19 impacts, transport is the second largest source of greenhouse gas emissions in Australia (see: National Greenhouse Gas Inventory). The Australian Government is committed to reducing emissions in Australia's transport sector to support the 43 per cent reduction by 2030, and net zero by 2050 commitments.
- On 19 April 2023, the Australian Government released the National Electric Vehicle Strategy (NEVS) and launched a six-week public consultation on the design of a fuel efficiency standard (FES).
- The NEVS and the FES, alongside other key measures, are designed to reduce road transport emissions, and manage Australia's transition to low and zero emissions transport technologies.
- Increasing the supply of affordable and accessible Electric Vehicles is a key objective of the NEVS, and this will be supported by the introduction of an Australian fuel efficiency standard.
- Other measures to reduce road transport emissions are being progressed under the NEVS, which coordinates and manages the transition to low and zero emissions vehicle technologies.
- The Department of Climate Change, Energy, the Environment, and Water (DCCEEW) is responsible for the NEVS. Detailed questions about the NEVS should be directed to DCCEEW. The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is responsible for the Fuel Efficiency Standard consultation.

Key Issues

National EV Strategy (NEVS)

- DCCEEW is the lead on Australia's first National Electric Vehicle Strategy. Questions about the NEVS should be referred to DCCEEW.
- A wide range of possible matters could be raised in response to the NEVS many of which are the responsibility of other Departments (see table below).

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SB23-000652

Issue	Responsible Department
Fuel efficiency standards	DITRDCA
Euro 6 (light vehicles) and Euro VI (heavy vehicles) noxious emission standards	DITRDCA
Real world emissions testing	DITRDCA
National Electric Vehicle Strategy	DCCEEW
Driving the Nation Fund	DCCEEW
EV grid integration	DCCEEW
Fuel quality standards	DCCEEW
Liquid fuel security and AdBlue supply chain issues	DCCEEW
National Construction Code and ensuring apartment buildings are EV charger ready	Department of Industry, Science and Resources (DISR)
Australian made battery plan	DISR
EV related skills, training and education	Department of Employment and Workforce Relations
Electric car discount	Department of the Treasury
Commonwealth fleet target	Department of Finance

- Beyond a FES, the NEVS budget measure flags the following initiatives (including ASL and evaluation costs):
 - \$0.8 million to develop a national charging infrastructure map;
 - \$2.4 million to deliver Electric Vehicle (EV) safety guidance for emergency service workers;
 - \$0.7 million to undertake an evaluation of retrofitting multi-dwelling unit buildings with EV charging infrastructure;
 - \$0.7 million to evaluate the parameters for large format recycling and reuse stewardship initiative; and
 - \$0.6 million to support cross-jurisdictional engagement on the Strategy's 6 areas for national collaboration.
- All of these measures are to be delivered by DCCEEW, for a total cost (including departmental funding) of \$5.2 million fully offset from the Driving the Nation Fund.

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SB23-000652

Background

How does the FES support the NEVS?

The Fuel Efficiency Standard (FES) supports objective 1 of the National EV Strategy (NEVS), which is to *increase the supply of affordable and accessible EVs*, the key barrier to the uptake of EVs in Australia.

- Without a robust FES in place to address the significantly constrained supply of EVs to Australia, the other measures in the NEVS may have limited impact.
- The effectiveness of state and territory measures to increase demand for EVs (i.e. subsidies, funding for charging infrastructure) is also likely to be limited without a FES.

How does the NEVS support the FES?

The FES is directly supported by a number of NEVS objectives.

- Establishment of resources, systems and infrastructure to enable rapid EV uptake, for example EV charging infrastructure.
- New energy apprenticeships and skills programs.

The NEVS also highlights other existing measures, that align to the objectives of the FES, including:

- Government fleet EV target
- Fringe benefit tax and import duty discounts for EVs
- Subsidised green car loan scheme through the Clean Energy Finance Corporation

Other measures outside of the NEVS that will support a FES, including implementation of Euro 6d and associated Fuel Quality Standards.

The Government is also considering:

- The introduction of Acoustic Vehicle Alerting Systems (AVAS) to increase pedestrian safety for new EVs -- a measure which will be increasingly important as the number of EVs on the roads rises.
- The introduction of better fuel quality and more stringent noxious emission standards for light vehicles, this will mean the most efficient internal combustion engine (ICE) vehicles can be supplied in Australia. The FES will incentivise suppliers to provide the most efficient ICE vehicles to Australians as well as increasing numbers of EVs.

Attachments

- Attachment A: National Electric Vehicle Strategy

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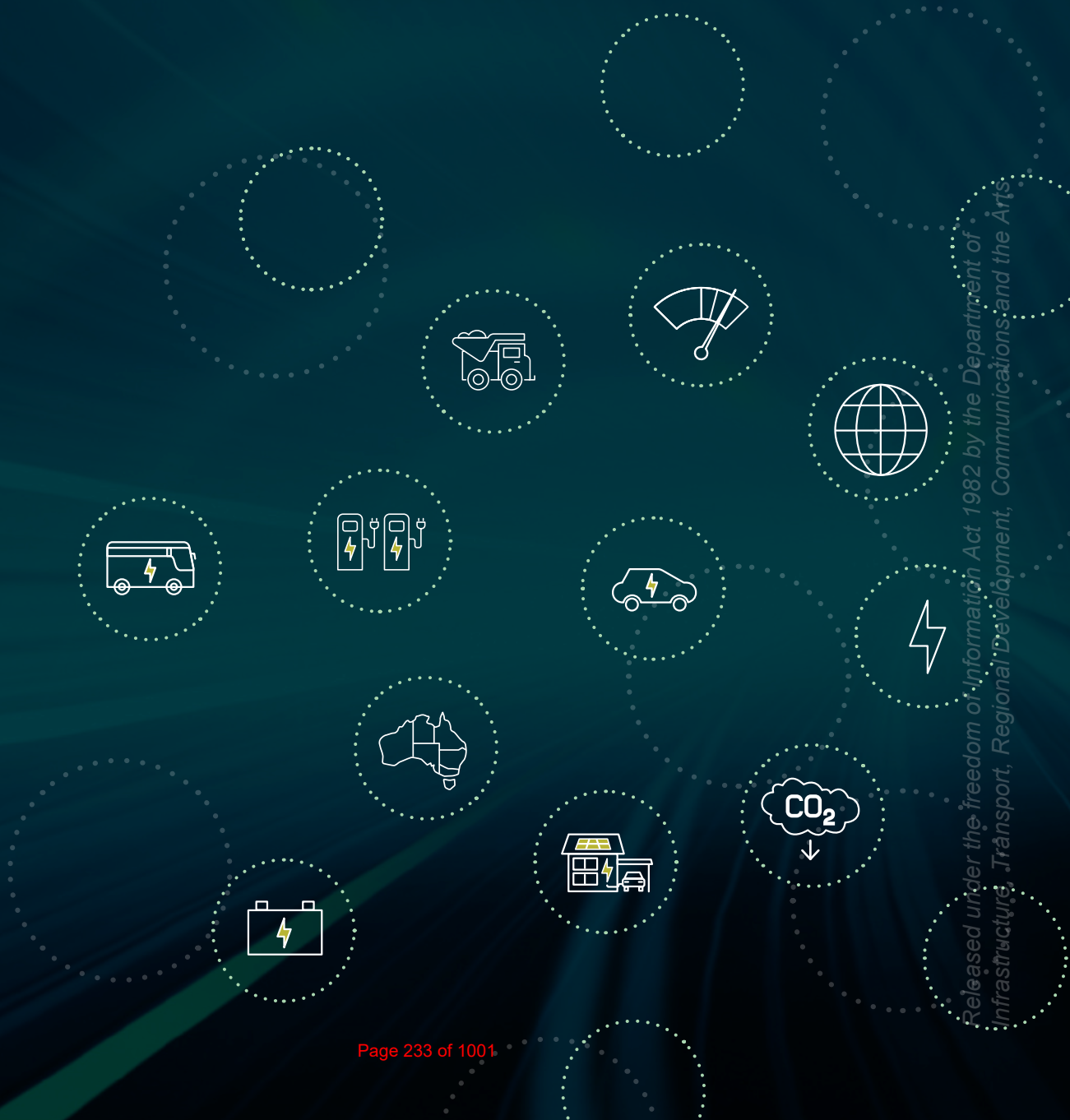
Date: 09/05/2023



Australian Government

National Electric Vehicle Strategy

Increasing the uptake of EVs to reduce our emissions and improve the wellbeing of Australians



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Acknowledgement of Country

In delivering Australia's first National Electric Vehicle Strategy, we pay our respects to our First Nations people, their elders and their ancestors who cared for the lands before our time, their communities who continue to care for Country today, and the young ones who are following in their footsteps.

First Nations people have loved, cared for and listened to Country for thousands of generations, so it is important to reflect on this ancient connection and guardianship. These enduring cultures are the oldest on Earth. They have used their traditional knowledge to adapt as Australia's climate has changed over the millennia, and the resilience of these cultures is a source of inspiration for this Government.

Aboriginal and Torres Strait Islander voices and knowledge are critical to addressing the impacts of climate change and responding to the challenges we all now face. In the spirit of reconciliation, we look forward to improving how these voices are heard and represented in Australian Government decision-making, especially in our current climate and environmental crisis.

Australia recognises and pays its respects to Aboriginal and Torres Strait Islanders as the Traditional Owners of Australia. We thank our First Nations people for their continuing custodianship of the lands, waters, skies and communities that we live and work within today.

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Released under the freedom of Information Act (FOIA) by the Department of Transportation, Infrastructure, Transport, Regional Development, Communications and the Arts

Ministers' foreword



We are pleased to present Australia's first ever National Electric Vehicle Strategy.

Australian consumers have spoken – they want access to electric vehicles (EVs). But this appetite to get more EVs on the road has been constrained by supply – and by a lack of national policy to encourage suppliers to send more vehicles to Australia.

This Strategy marks a turning point: a national, agreed framework to get more EVs on the road, and give Australians access to the benefits which come with them – cheaper to run and better for the climate.

This is a significant milestone on Australia's pathway to net zero.

With transport on track to be Australia's largest emitting sector by the end of the decade, this Strategy is an important step in achieving our emissions reduction goals. It sends a clear message to the boardrooms of vehicle suppliers around the world: Australia wants your EVs.

With demand surging and new EV models selling out in minutes, consumers are voting with their feet and our market is ready to respond – if we have policy settings that enable greater supply of affordable EVs.

At the centre of the Strategy is our new commitment to introduce Australia's first vehicle Fuel Efficiency Standard, to make us competitive with other parts of the world for EV supply. Car companies, motoring clubs, climate groups, businesses, unions and the community have made this call loud and clear.



Introducing a Fuel Efficiency Standard will encourage car manufacturers to supply more EVs to Australia, improving consumer choice and making it easier and cheaper to access popular EV models. It will also help make, over time, all vehicles on the road more efficient, with new petrol and diesel cars likely to use less fuel, saving Australians money.

Australia has been next to Russia as one of the only advanced economies without a Fuel Efficiency Standard – it's time we took that step. Because if we don't act, Australians will continue to miss out and pay more at the bowser. On average, new cars in Australia use 40% more fuel than the European Union, 20% more than the United States, and 15% more than New Zealand.

The Strategy will also support the integration of EVs into work and homes – including initiatives to support battery recycling, infrastructure planning, apartment building design and rolling out world-leading training for emergency services workers. The framework guides governments who will continue to work together to provide the systems and infrastructure needed to support this early-stage transition. Critically, this transition will bring new skills and employment opportunities for Australians, including green jobs in manufacturing and other sectors that support the energy transformation.

This Strategy builds on the progress we've already made in supporting EV uptake. The Electric Car Discount legislation is already making EVs cheaper and the Driving the Nation Fund is supporting transformational infrastructure including Australia's first National Electric Vehicle Charging Network, to roll out chargers on average every 150 kilometres on our major highways.

It's vital that we get moving and make our direction of travel clear – and this is what the National Electric Vehicle Strategy does.

We look forward to continuing this work with governments, industry, experts and the community to secure the benefits of EVs for all Australians.

The Hon Chris Bowen MP

Minister for Climate Change and Energy

The Hon Catherine King MP

Minister for Infrastructure, Transport,
Regional Development and Local Government

Australia's first National Electric Vehicle Strategy: At a glance

Vision

Increase the uptake of EVs to reduce our emissions and improve the wellbeing of Australians

Objectives

► NEW INITIATIVES

► EXISTING INITIATIVES

SUPPLY

Increase supply of affordable and accessible EVs

- Developing Australia's first Fuel Efficiency Standard for new light vehicles
- Preparing for a recycling, reuse and stewardship initiative for EV and other large format batteries
- State and territory EV fleet targets, incentives, and commitments – like the Queensland Government's target for 50% of new passenger vehicle sales to be zero emissions by 2030 and 100% by 2036*
- Net Zero Australian Public Service by 2030, including 75% low emissions vehicles for Commonwealth fleet new passenger vehicle purchases and leases by 2025
- The Australian Made Battery Plan, National Reconstruction Fund, and Critical Minerals Strategy

SYSTEMS AND INFRASTRUCTURE

Establish the resources, systems and infrastructure to enable rapid EV uptake

- Developing a national mapping tool to support optimal investment in – and deployment of – EV charging infrastructure
- Tools and guidance to enable EV uptake for residents of existing multi-residential buildings
- Funding to support world-leading EV guidance, demonstrations, and training for emergency service workers
- National network of 117 EV chargers on major highways at an average interval of 150 km, delivered in partnership with NRMA
- State and territory EV infrastructure and charging investments – like the WA Government's \$22.9 million investment to install almost 100 charging stations at 49 locations*
- \$500 million Driving the Nation Fund
- New Energy Apprenticeships and New Energy Skills Program
- Commonwealth, state and territory collaboration to ready the electricity grid for EV uptake

DEMAND

Encourage increase in EV demand

- Electric Car Discount amendments to fringe benefit tax and import duty
- State and territory EV purchasing incentives and subsidies – like the ACT Government's zero interest loans for up to \$15,000*
- \$20.5 million CEFC green car loans

Outcomes



Expand EV availability and choice



Reduce road transport emissions



Make it easy to charge an EV across Australia



Increase local manufacturing and recycling



Make EVs more affordable



Reduce the cost to Australians of running their vehicles

Commonwealth, state and territory collaboration on

National standards

Remote and regional EV charging infrastructure

EV affordability

Data sharing

Fleet procurement

Education and awareness

Underpinned by

Ongoing collaboration with states and territories

Clear indicators to measure progress against outcomes

Ongoing industry, union and community engagement

Annual updates, with a comprehensive review in 2026

Private and public sector research and investment

International learnings and partnerships

Summary

The National Electric Vehicle Strategy (the Strategy) is part of the Australian Government's Powering Australia plan to improve affordability, create jobs, and reduce emissions. It provides a nationally consistent framework to get Australia's road transport sector on a pathway to net zero emissions.

The Strategy kick-starts Australia's transition to a decarbonised transport system – with passenger vehicles as a first priority. This Strategy focuses specifically on light passenger and light commercial vehicles, as they are the major source of road transport emissions. It seeks to accelerate the transition from petrol and diesel-powered internal combustion engine (ICE) vehicles to electric vehicles (EVs), recognising that the technology to do this is available now.

During consultations for the Strategy, stakeholders emphasised the importance of the Australian Government (the Government) taking a national, strategic leadership role in the switch to EVs. They called for national collaboration to shape, plan, and provide the systems and infrastructure needed to support the early-stage transition - enabling supply and choice of affordable EVs for Australians, to meet growing demand.

Stakeholders were clear in calling for a light vehicle fuel efficiency standard as a matter of urgency. Key feedback was that an Australian Fuel Efficiency Standard is critical to achieving the necessary greenhouse gas (GHG) emissions reduction from light vehicles. Overseas, fuel efficiency standard requirements are a strong driver for the supply of fuel-efficient vehicles. This is key to ensuring the low and zero emissions vehicles brought into the Australian market are affordable and offer better consumer choice than is available now. A Fuel Efficiency Standard also allows suppliers to choose the most appropriate mix of vehicle technologies to meet their fleet average target and customer needs. A Fuel Efficiency Standard will continue to allow a range of vehicles to be sold in the Australian market.

Introducing a Fuel Efficiency Standard that is both internationally comparable and appropriate for Australian conditions is an immediate action for the Government. A well-designed Standard will help reduce fuel costs for Australian motorists and improve the supply and variety of EVs coming into the Australian market. Over 85% of the global car market has vehicle fuel efficiency standards, putting other countries well ahead of Australia in the queue for efficient vehicles.

The Government will work in consultation with stakeholders on the design of a Fuel Efficiency Standard for passenger and light commercial vehicles that is broadly consistent with standards in place in major advanced markets and make a strong contribution to meeting our emission reduction goals.

Transport makes up 19% of Australia's emissions (DCCEE 2022a). Passenger cars and light commercial vehicles alone contribute 60% of our transport emissions and over 10% of Australia's total emissions. Transport is projected to be Australia's largest source of emissions by 2030. EVs powered by Australia's abundant renewable energy resources will contribute to achieving our economy-wide emissions reduction target of 43% below 2005 levels by 2030 – and net zero emissions by 2050. Australia also has the capability and capacity to develop manufacturing opportunities to support EV supply, including in component parts and batteries.

Reducing transport emissions is essential if the world is to achieve its net zero ambitions. As a result, global momentum for the transition to EVs is building. Electric vehicle sales account for around 9% of the global car market in 2021; 15% in the UK, 17% in the EU and 4.5% in the US (IEA 2022a).

“We are in a race against time to improve our carbon footprint. The devastating impacts of climate change and the rising cost of fuel and energy means that Australia needs to unite and build up its capability to tackle these important issues. EVs present an important opportunity to reduce the enormous amount of emissions that the transport sector contribute to global emissions.” – Standards Australia

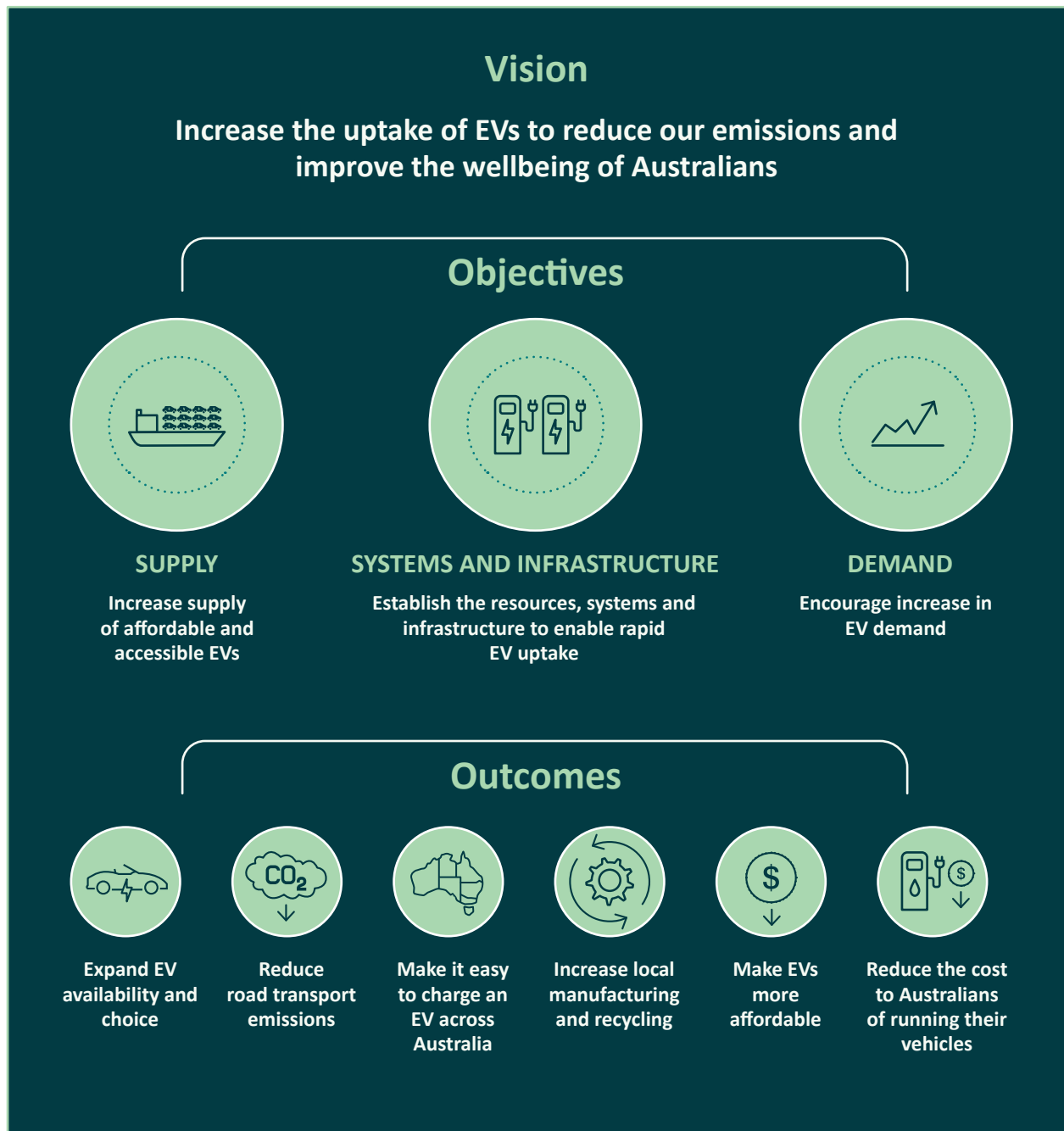
Australia currently lags behind – EV sales accounted for 3.8% of our national car market in 2022 (EVC 2023). But Australians are ready and willing to make the switch. We heard this loud and clear through public consultation on this Strategy, which garnered more than 500 submissions, representing over 200 organisations and over 1,500 individuals (DCCEEW 2023b).

Feedback from the consultations also made clear that improved cost, choice, availability of charging and accessibility for all are fundamental to a successful transition.

The scale and change needed to decarbonise our transport infrastructure and supply chains - and the long lead times involved in replacing vehicle fleets - means we must act now to spur investment.

The Government is committed to delivering low emissions road transport that improves the wellbeing of all Australians. This Strategy incorporates insights learnt from overseas to help make Australia a globally competitive market for EVs, with better access to a broad range of affordable EV models, targeted infrastructure to enable EV use across the nation, and new industries and jobs along the EV supply chain. It identifies the wide-ranging social, economic, business, health and environmental benefits the switch will have for Australia. These include better air quality, new jobs, and reductions in the cost of living over time.





The Strategy provides a framework to guide future investment to support the switch to EVs in Australia. Building on the strong foundation that governments and industry have already put in place, it sets outcomes against which success

will be measured and provides the foundation for further work by the Commonwealth, states and territories to accelerate EV uptake and emission reductions, including through the National Energy Transformation Partnership.

The Government will collaborate with state and territory governments to ensure a national approach on:

1. **National standards** – to encourage national consistency around standards which impact the effective uptake and use of EVs, like signage, charging infrastructure, accessibility and safety.
 - The role for governments includes ensuring consistent national standards, like accessibility standards for people living with disability, and interoperability standards for charging infrastructure.
 - The Government is consulting to consider the case for mandatory Acoustic Vehicle Alerting Systems for light electric vehicles in Australia, to reduce potential pedestrian collisions. Adopting international standards setting minimum sound requirements for EVs could help ensure pedestrians who are blind or low vision can travel with relative safety and independence when crossing roads and using footpaths.
2. **Data sharing** – where possible, aligning reporting and sharing of vehicle and infrastructure related data.
 - Data sharing will help us understand where EVs are charging and being driven which will inform the best locations for charging.
3. **EV affordability** – encouraging initiatives to reduce costs and increase affordability.
 - This may include assessing the impacts of incentives as EV uptake increases.
4. **Remote and regional EV charging infrastructure** – supporting the roll-out of EV charging infrastructure across regional Australia to achieve a comprehensive national charging network.
 - This could include strategic planning and investment to avoid crowding out private investment while complementing existing transport infrastructure and complementary work to ensure grid

capability to support an Australia-wide EV charging network.

5. **Fleet procurement** – to meet government fleet targets, collaborate with New Zealand and states and territories to aggregate government fleet vehicle purchasing and consider opportunities beyond light vehicles, such as buses.
 - Fleet procurement programs can provide manufacturers with greater confidence to commit EVs to the Australian market while also promoting the rapid development of a second-hand EV market.
6. **Education and awareness** – to ensure nationally consistent information on the benefits and realities of driving an EV in Australia.
 - This will help Australian households and businesses to make informed purchasing decisions and reap the benefits of cheaper, low emissions transport.

The Strategy includes new initiatives that address stakeholder calls for an equitable and safe transition to EVs, building on existing work underway and collaboration with jurisdictions and industry. This includes preparing for a recycling, reuse and stewardship initiative for EV and other large format batteries, and delivering world-leading EV guidance, demonstrations, and training for emergency service workers.

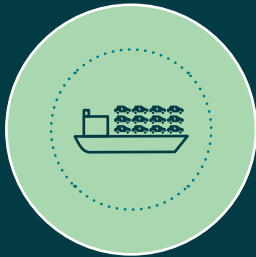
The Government will also develop tools and guidance to enable EV uptake for residents of existing multi-residential buildings, and deploy a proof of concept national mapping tool to help optimise EV charging infrastructure investment, supporting co-planning of charging with energy system investments. These initiatives will inform future Government decisions and will be reported on through annual Strategy updates and through a major review of the Strategy in 2026.

These new initiatives will complement and build on existing Government commitments driving the transition to EVs.

Existing Australian Government initiatives

Objectives

Existing initiatives



Increase supply of affordable and accessible EVs

- Net Zero Australian Public Service by 2030, including 75% low emissions vehicles for Commonwealth fleet new passenger vehicle purchases and leases by 2025
- The Australian Made Battery Plan, National Reconstruction Fund, and Critical Minerals Strategy



Establish the resources, systems and infrastructure to enable rapid EV uptake

- National network of 117 EV chargers on major highways at an average interval of 150 km, delivered in partnership with NRMA
- \$500 million Driving the Nation Fund
- New Energy Apprenticeships and New Energy Skills Program



Encourage increase in EV demand

- Electric Car Discount amendments to fringe benefit tax and import duty
- \$20.5 million CEFC green car loans

We will review the Strategy regularly to measure success and will publish an annual update on progress, measured against the Strategy's six outcomes. Given the rapid pace of innovation in transport decarbonisation, we will conduct a major review of the Strategy in 2026, ensuring the Strategy remains fit for purpose and suited to Australia's needs and conditions.

"The world is accelerating in this transition so it would be imperative to act as soon as possible. The first priority is to introduce an ambitious fuel efficiency standard to improve EV supply models which are greatly being considered by more and more Australian consumers as their next vehicle. The resulting EV market should be regularly reviewed in line with other global markets, which would lead to Australia establishing itself as a leader in this new industry."

– The University of Queensland E-Mobility Team

Global momentum is driving change.
Electric vehicles account for around:



9%
of global car sales



3.8%
of car sales in
Australia

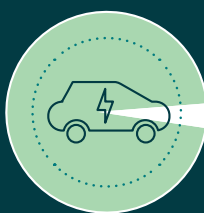


15%
of car sales in the
United Kingdom



17%
of car sales in the
European Union

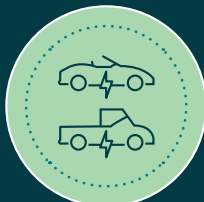
In Australia...



3.8%
of all new cars
purchased in 2022
were EVs



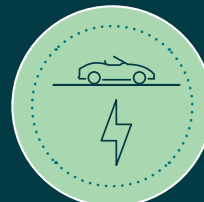
86%
increase
from 2021



70
different EV models
38 BEVs and **32** PHEVs



+2,390
public charging
sites



+83,000
EVs now on
our roads

Introduction

The Australian Government's Powering Australia plan sets out how we will meet our climate commitments to reduce national emissions to 43% below 2005 levels by 2030 – and net zero emissions by 2050.

Transport makes up 19% of Australia's emissions (DCCEEW 2022a). Passenger cars alone contribute almost 10% of Australia's emissions. Figure 1 shows transport emissions trending up – they have increased 10.5% or 8.6 Mt CO₂-e (metric tons of carbon dioxide equivalent) since 2005 (DCCEEW 2022a). Transport emissions were lower in 2020 compared to previous years because of the COVID-19 pandemic. However, in April - June 2022, emissions increased 2.6% on the previous 3 months, reflecting a return towards normal levels of transport activity.

"To ensure Australia is on track to achieving net zero emissions by 2050, Australia must significantly increase the uptake of EVs within the current decade."

– Carbon Neutral Delivery Partners

The world is moving rapidly to decarbonise road transport. EV use is increasing internationally, and innovation is constantly improving the technology. In 2012, 120,000 electric cars were sold worldwide annually; in 2021, more than 120,000 were sold each week (IEA 2022a).

"There are opportunities to be seized as the world makes this transition. Australia is rich in the resources necessary to enable zero emissions vehicles, meaning there are new job and investment opportunities that will deliver for our economy going forward."

– Business Council of Australia



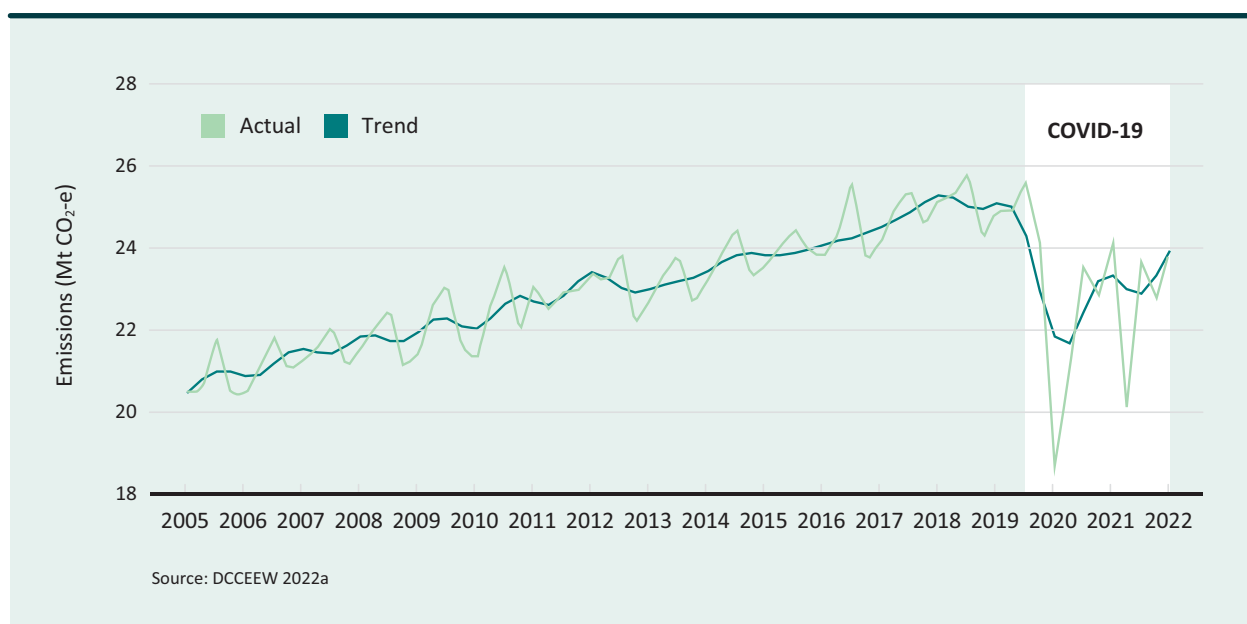
Global EV use is increasing

...

2012 120,000 sold annually

2021 120,000 sold each week

Figure 1: Australia's transport emissions, actual trend, by quarter, June 2005 to June 2022



Australia is behind many other advanced and emerging economies in EV uptake, but demand is growing. EV sales accounted for around 9% of the global car market in 2021 – 15% in the UK, 17% in the EU and 4.5% in the US (IEA 2022a). By comparison, the EV market share in Australia increased from 2.05% in 2021 to 3.8% of new light vehicle car sales in 2022 (EVC 2023). The range of choices in this market is also increasing – to keep pace with the rest of the world and meet our emissions targets, we need to accelerate this trend.

Reducing transport emissions takes time, so we need to start now. EVs and other new vehicle technologies give us a significant opportunity to bring down emissions. Light vehicles have a lifetime of 15 – 20 years so fleet turnover can take decades to achieve.

Australia's economy stands to gain from the global change to EVs - we have the mineral resources, capital and skills potential to assist this transition. This presents enormous opportunities for increased prosperity.

"The skills, experience and knowledge to create new cars, including EVs, is still at work in our country, and this is a rare chance to make Australia a significant contributor to the global EV economy with vehicle design, development and manufacturing." – Premcar Pty Ltd

Light passenger and commercial vehicles made up 62% of Australia's transport emissions in 2019, and 60% in 2022. Emissions are projected to reduce by only 6 Mt by 2035, compared to 2019 levels* if we continue using the same types of transport.

To meet our national emissions reduction commitments, we must reduce Australia's road transport emissions by replacing ICE vehicles (petrol and diesel) with lower-emitting alternatives, like EVs, as our main form of light road transport.

**A comparison has been made between 2019 and 2035 as 2019 is the latest inventory year not impacted by the COVID-19 pandemic.*





Why drive an electric vehicle?

Emissions reduction and global trends

Globally, transport consistently makes up nearly a quarter of total emissions and has the highest reliance on fossil fuels of any sector (IEA n.d.). Road transport contributes around 75% of that share (IEA 2022f; Ritchie 2020). Decarbonising our transport system will help reverse this trend. Secondary emissions from charging an EV from the electricity grid are already lower than emissions from equivalent ICE vehicles and will reduce further as our electricity grid decarbonises (IEA 2022d). By 2030 we expect to generate 82% of Australia's electricity from renewables.

Evolving technology, lower operating costs and energy flexibility

For households, EVs offer substantially lower operating costs and reduce exposure to volatile global fuel prices. On average, a petrol car consumes around 10 litres per 100 km and costs around \$2,400 to fuel each year. The average EV consumes around \$400 worth of electricity per year (EVC 2022a). EVs can turn electricity into drivetrain energy very efficiently, converting over 77% of the electrical energy from the grid to power at the wheels. They also use regenerative braking which lowers energy costs (U.S. Department of Energy n.d.).

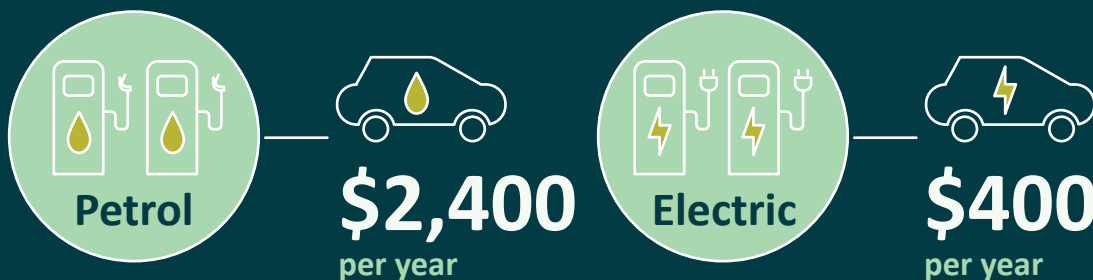
In comparison, ICE vehicles only convert around a quarter of the energy from liquid fuels such as petrol or diesel (U.S. Department of Energy n.d.). EVs also tend to have lower maintenance costs, as there are only a few hundred parts in an electric car, compared to 2,000 plus moving parts in an ICE vehicle (Raftery 2018).

"The shift towards electromobility not only has a positive impact on greenhouse gas emissions and air quality. It also generates new business areas, for example charging industry, vehicle-to-grid technologies, increased demand for solar power plants, battery manufacturing, etc."

— The International Council on Clean Transportation

As well as using less energy, some EVs can provide energy storage for houses and the electricity grid. Innovation in bidirectional charging, which allows EVs to both receive and discharge energy, will enable more EV models to contribute electricity to power homes and the grid. EVs could also play a key role in storing and later dispatching excess power generated from solar photovoltaic (PV) and other renewable energy systems, and potentially assist in electricity grid management (AEMO 2022).

On average a petrol car costs around \$2,400 to fuel each year.



The average EV costs around \$400 in electricity per year. EVs also tend to have lower maintenance costs.

This and future technology advancements could give Australian households the flexibility to choose where their energy comes from, more control of their bills, and less reliance on imported fossil fuels. Almost one in three Australian homes already have rooftop solar PV, which can be used to power EVs, offering electricity cost savings and further reducing emissions (DCCEE n.d.a).

Health and safety benefits

Greater adoption of EVs will help reduce air pollution and will have wide-ranging health and environmental benefits, via the reduction in nitrogen oxide and particulates. Research has shown that even at low penetration rates, EV uptake results in better air quality and reduced asthma-related emergency room visits (Garcia et al. 2023).

“Electric vehicles provide a great opportunity for removing these noxious fumes from our cities and reducing public health costs by billions of dollars over the coming decades.”

– The Electric Vehicle Council of Australia

Long-term exposure to air pollution from ICE vehicles has negative human health effects. Air pollution from vehicle emissions is estimated to have caused as many as 1,715 deaths in Australia in 2015, 42% more than the road toll that year (BITRE 2016; Schofield et al. 2017). Recent estimates by the University of Melbourne indicate mortality associated with vehicle emissions may have been significantly underestimated – with researchers suggesting emissions may result in as many as 11,105 premature deaths in Australian adults each year (Walter & Say 2023).

Air pollution is linked to respiratory disease, cancer and dementia (BITRE 2022; Health Effects Institute 2017; Manisalidis et al. 2020; Yao et al. 2022). It is also linked to social equity, as the poorest in society tend to be exposed to higher levels of pollution than people with higher incomes (Australian Conservation Foundation 2018). Exposure to pollutants is particularly harmful to children, elderly people, pregnant people and people with pre-existing health conditions.

By comparison, battery EVs have zero tailpipe emissions. The switch to EVs may also deliver health benefits from reduced noise pollution.

Modern cars are designed with occupant safety in mind. While evidence suggests EVs are less likely to catch fire than ICE vehicles (EV FireSafe 2022), this does not mean we can ignore the potential for EV battery electric shocks or fire related incidents. These are presenting potential new risks and challenges for emergency responders, trades workers, and technicians. This is a key consideration for governments, working together to ensure the safety of all Australians as the transport system transitions.

To address these risks, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts recently conducted public consultation on proposed new rules prescribing safety requirements for a wide range of EVs such as cars, SUVs, utility vehicles, commercial vehicles and buses (DITRDCA 2023).

The Australian Competition and Consumer Commission (ACCC) is also scoping product safety issues and potential hazard prevention strategies in relation to lithium-ion batteries. Consultations closed on 3 February 2023, with a final report being prepared which will identify potential risk mitigation strategies in relation to lithium-ion batteries (ACCC 2023).

Manufacturing, jobs and industry

The transition to EVs presents a significant opportunity to develop new jobs and skills in Australia. Across the supply chain, from manufacturing through to maintenance, new skills will be needed to support the rollout of EVs. We have the mineral resources, capital and capability to maximise this opportunity.

“The Australian automotive industry is training staff in anticipation of the transition to electrification... We are heading into the most significant technological change since moving to the ‘horseless carriage’. It is exciting, and we must demonstrate automotive professions are full of promise and opportunity.”

– Australian Industry Alliance

Savic Motorcycles are manufacturing high-performance electric motorcycles in Australia. Established in 2016, the company's motorcycles are designed and assembled in West Melbourne. Savic Motorcycles will be delivering its C-Series motorcycles to customers across Australia by mid 2023. The company is set to open its first dealership in Melbourne in early 2023.

Australia is the world's largest producer of lithium, contributing over half of global mined production in 2021 (IEA 2022c). The value of our lithium exports is forecast to increase more than 10 times over 2 years, from \$1.1 billion in 2020-21 to almost \$14 billion in 2022-23, with continued growth over future years. This is not just an export resource: the development of a battery industry could contribute \$7.4 billion annually to our economy and support 34,700 jobs by 2030 (Prime Minister of Australia 2022).

The International Energy Agency forecasts that demand for minerals to use in EVs and battery storage could grow at least 30 times by 2040 (IEA 2022a). These critical minerals include lithium, copper, nickel and magnesium. Australia has a lot of them – in fact, half of all raw materials used in battery production are already mined in Australia (Geoscience Australia n.d.; Prime Minister of Australia 2022; Sydney Energy Forum 2022; USGS 2022). With globally significant deposits of vanadium, cobalt, lithium and other essential materials, Australia has the opportunity to make the batteries used domestically and create jobs by exporting them to the world.

Momentum continues in Australia to engineer and produce EVs. **SEA Electric** is making a mark in the transport sector by manufacturing electric commercial vehicles. Since forming in 2012, the company has expanded from its Australian roots to a global presence and has deployed vehicles approaching 4 million collective kilometres of operation across 8 countries. Its Australian assembly facility has doubled in size to continue to expand production of electric trucks and utility vehicles.

"If Australia can rapidly decarbonise its grid and provide industrial-scale renewable electricity at low cost, there is an even greater case for local refining and further value-adding to Australian battery minerals." – Tesla



Image provided by Tritium

Technology and infrastructure innovation

There is strong demand for EVs in Australia, but consumers perceive upfront cost, driving range between charges, charging infrastructure, charging times, and running costs to be key barriers to greater uptake of EVs (Bleakley 2023; Brewer 2022). Rapid technological change and a transforming market are changing those perceptions (CPRC 2022). The Government has a role to play in reducing the cost of driving an EV and encouraging Australians to switch to EVs.

“Driver partners have a high desirability to switch, 57% of drivers told us they wanted to buy an EV in the next five years with only 11% saying they did not. The top two reasons given were first, lower running and maintenance costs, and secondly, to reduce climate emissions and live in a healthier city with less fumes.” – Uber

Cost: While EVs are currently more expensive to buy than ICE vehicles, the average upfront cost is falling as new mid-range EVs become available in Australia. The new Electric Car Discount introduced by the Government in 2022 exempts eligible EVs from fringe benefits tax (FBT) and is complemented by the removal of the 5% import tariff on EVs, helping to reduce upfront costs and making EVs more affordable for more Australians. In addition, the average EV driver could save around \$2,000 on fuel costs each year and faces lower maintenance costs than those for the average ICE vehicle (EVC 2022a).

While many automotive manufacturers are rolling out new EVs, some companies are converting ICE vehicles into electric ones. Brisbane-based **Roev** is converting two of Australia’s bestselling utes into EVs – the Toyota Hilux and the Ford Ranger.

Evolution of the average driving range for battery electric vehicles



2011 139 km



2016 233 km



2021 349 km
(up to 550 km)

The average battery electric vehicle driving range has increased around
50% since 2016

Source: IEA 2022e



Image provided by Roev

Driving range: EVs today have driving ranges of around 300-450 km, with some new models able to drive for up to 550 km on a single charge. Most EVs can already meet the needs of the average Australian who drives about 38 km per day - around 12,100 km a year (EVC n.d.). This will only improve as battery technology continues to evolve.

"In the coming years, the cost and infrastructure obstacles which have kept EVs exclusive and beyond the reach of mainstream consumers are likely to disappear." – NRMA

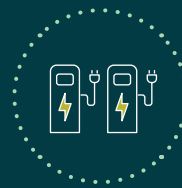
Charging infrastructure: While the vast majority (as much as 80%) of EV charging takes place at home, investment in public charging infrastructure has been steadily increasing over the past 4 years. At December 2022 there were more than 4,900 public chargers located at over 2,390 sites around the country (EVC 2023). This number will increase as the Government and states and territories have made commitments to invest in public charging infrastructure.

To ensure all EV drivers can safely and reliably travel around Australia, the Government is partnering with the NRMA to install a 'backbone' of fast-charging infrastructure - a network of 117 chargers located on major highways across the country at an average interval of 150 km. The chargers will be interoperable with all EVs and accessible by all motorists (Prime Minister, The Hon Anthony Albanese MP 2022). States, territories and industry are playing key roles in the roll out of charging infrastructure, making sure buildings are EV ready, and investing in EV charging stations, including in commercial buildings and car parks.

The Australian Government's National Measurement Institute (NMI) has been engaging with industry to determine a regulatory approach for accurate measurement of EV charging and this work is ongoing. Internationally, NMI have been working with the International Organisation of Legal Metrology who late last year published a guide (OIML G 22) providing information on how EV Supply Equipment could be evaluated and tested to provide confidence that they give accurate measurements of energy.

Founded in Australia in the 2000s, **Tritium** has grown significantly and in 2022 began trading on the Nasdaq stock exchange. Recently, the company secured its largest ever order from a single customer from bp, to roll out fast chargers in the US, the UK, Europe, and Australia. Tritium offers a range of chargers from 50kW to 350kW and has expanded to a global annual production capacity of up to 35,000 fast charger units between its US and Australian facilities.

Charging time: Residential chargers can fully charge an EV in around 6 to 12 hours, depending on vehicle battery capacity and location. Public fast to ultrafast direct current (DC) chargers can fully charge a typical EV within 15 minutes to an hour, depending on battery size and the vehicle's maximum charging speed.



Private sector charging infrastructure

The private sector is ramping up investment in EV charging infrastructure. For example, Ampol recently established its charging business AmpCharge. Through AmpCharge, Ampol will initially deliver around 360 fast charging bays at approximately 140 sites across New South Wales, Queensland, Victoria and Western Australia. These charging stations are being delivered with the support of both ARENA and the New South Wales Government (Ampol n.d.). In November 2022, bp launched its electric vehicle charging brand bp pulse in Australia. The company has ambitions for around 600 ultra-fast charge points in Australia (bp 2022).

**More than 1,500 individuals
and over 200 organisations**
provided their feedback in over 500 submissions

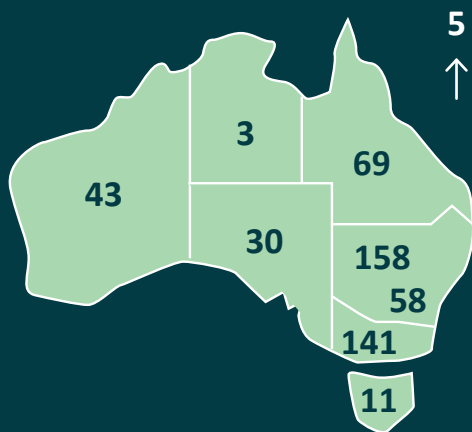


277
organisations



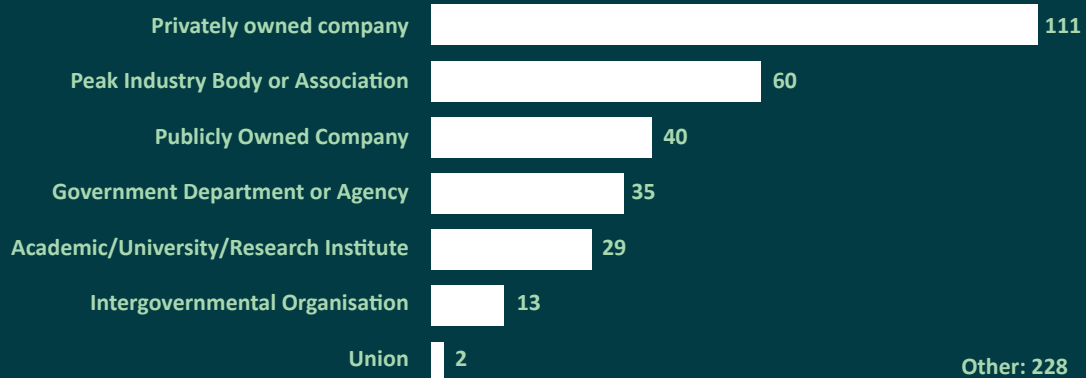
241
individuals

Location



158 New South Wales
141 Victoria
69 Queensland
58 Australian Capital Territory
43 Western Australia
30 South Australia
11 Tasmania
3 Northern Territory
5 Outside Australia

Sector



What we heard from consultations

In September 2022, the Australian Government released a consultation paper inviting views to help shape the Strategy. We received more than 500 submissions in response – representing more than 1,500 individuals and over 200 organisations. This reflects the importance and priority the community places on the transition to EVs.

The feedback we received has contributed to the development of the framework, objectives and outcomes in this Strategy. The consultations have also helped to identify priorities for national collaboration and will inform future initiatives.

Feedback indicated broad support for the Australian Government to deliver the following:



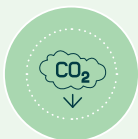
1. Fuel Efficiency Standard

There was strong support from stakeholders for a Fuel Efficiency Standard to encourage greater supply of EVs, reduce light vehicle emissions, and save Australians money on fuel.



2. Charging infrastructure

The Strategy should ensure adequate supply of charging infrastructure across Australia. This includes sufficient publicly available EV charging, charging proficiency, and charging options for renters and people living in apartment buildings.



3. Emissions reduction

The Strategy should help Australia meet its 2030 and 2050 emissions reduction targets. This includes the potential for and use of renewable energy sources, such as solar, wind, hydropower, bioenergy, hydrogen and geothermal to create alternative transport fuels.



4. Supply and demand

The Strategy should support a domestic market for the supply and demand of EVs, including domestic manufacturing, creating a second-hand market and pathways for end-of-life batteries and vehicles.



5. EV accessibility

The Strategy should ensure all Australians can access the benefits and are not left behind as the country shifts to a decarbonised road transport system. Issues include affordability, accessibility, cost, and transport options in regional and remote areas; and standardised charging infrastructure that is safe, accessible and where people need it to be.



6. Regulation and government

The Strategy should identify fit-for-purpose regulatory, policy and tax settings to deliver EV affordability, appeal, uptake, longevity and efficiency.



7. Safety and standards

The Strategy should consider safety requirements and standards to enable EV uptake in Australia. This includes standards to support safe EVs, road safety, navigation and charging equipment, and electrical safety standards for EV charging station installation and maintenance.



8. Alternative transport

The Strategy should consider the use of other forms of transport and options to convert public transport to low- or zero-emissions alternatives.



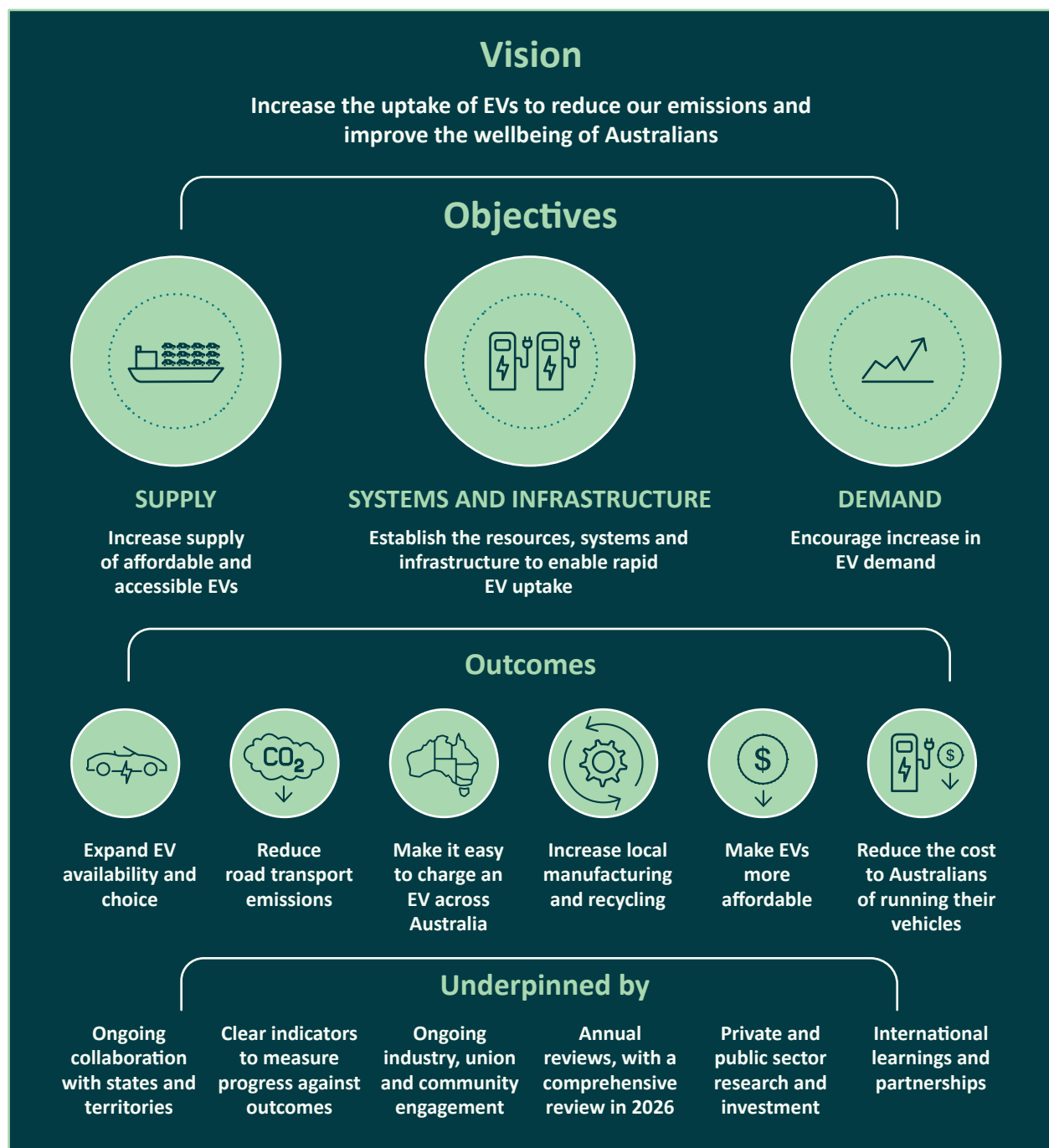
A framework for national action

This Strategy sets out a vision to increase the uptake of EVs to reduce our emissions and improve the wellbeing of Australians.

It introduces a framework designed around 3 key objectives and 6 outcomes to support the transition, with a focus on putting systems and infrastructure in place and increasing EV supply to meet growing demand.

The framework will guide us through to 2030 and beyond, helping us achieve our broader road transport emissions reduction objectives.

This is a national strategy, developed and delivered in collaboration with states and territories, industry, unions, business and community groups. Annual reviews will ensure any future initiatives are fit for purpose and meet the needs of the communities they are intended to benefit.



States and territories have already introduced a range of initiatives to support EV uptake

NT

Northern Territory launched its Electric Vehicle Strategy in July 2021. The strategy aligns with the NT energy target of 50% renewable by 2030 and Climate Change Response Plan Net Zero by 2050.

The NT Government is supporting residential, business, destination and fast charging through grant schemes and strategic planning.

QLD

The Queensland Zero Emission Vehicle Strategy 2022–2023 is accelerating Queensland towards a cleaner, greener transport future while making sure the state's energy network supports the transition.

Queensland's Electric Super Highway fast charging network will provide comprehensive coverage of regional and rural Queensland across more than 54 locations, once complete.

NSW

New South Wales launched its \$633 million Electric Vehicle Strategy in June 2021 to support and accelerate the uptake of light electric vehicles. The state is taking action on electric heavy vehicles and supporting local manufacturing of EVs.

The NSW Government is providing \$105 million in fleet incentives to help local councils and businesses buy new electric vehicles.

WA

Western Australia launched its Electric Vehicle Strategy in November 2020, as part of the WA Climate Policy.

The WA Government is investing \$22.9 million to install almost 100 charging stations at 49 locations to allow travel around WA in an EV.

ACT

The Australian Capital Territory launched its Zero Emissions Vehicles Strategy 2022–30 in July 2022, setting out the actions necessary to meet ambitious emissions reduction targets.

The ACT is aiming to achieve 80–90% of new light vehicle sales in the ACT being zero emissions vehicles in 2030.

SA

South Australia is focused on driving the transformation to EVs, to realise its ambition of at least 50% reduction in greenhouse gas emission by 2030 and net zero emissions by 2050.

The SA Government is providing a grant to the Royal Automobile Association to build, own and operate a statewide EV charging network.

VIC

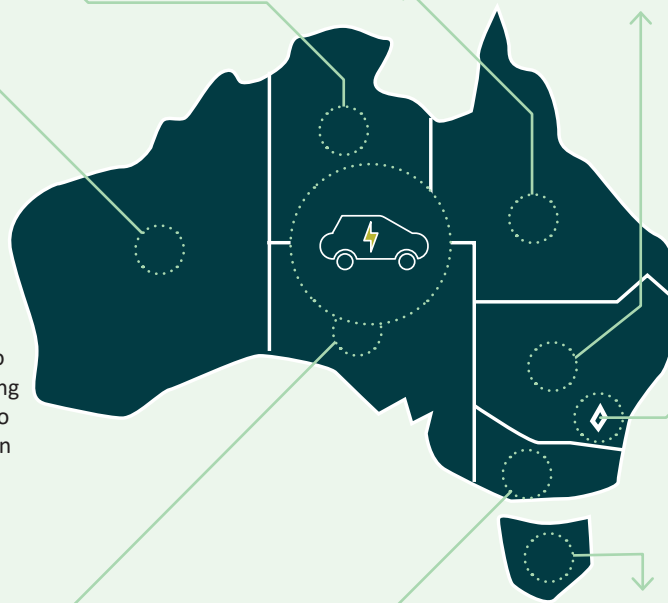
In May 2021 the Victorian Government released its \$100 million Zero Emissions Vehicle Roadmap.

This includes a target for 50% of light vehicles to be ZEV by 2030, Australia's first ZEV subsidy of \$3,000, \$19 million for EV charging, and a target for all new public transport buses to be ZEV from 2025, supported by a \$20 million trial.

TAS

The Tasmanian Government's Climate Action 21: Tasmania's Climate Action Plan 2017–2021 included a range of measures to support the transition to electric vehicles, by focusing on addressing the barriers to electric vehicle uptake.

The Tasmanian Government has set a target to transition its fleet to 100% electric by 2030.



Delivering for Australia

Australia has an ambitious climate change agenda. Expectations are high, domestically and internationally, following Australia's legislated commitment to an economy-wide emissions reduction target of 43% below 2005 levels by 2030 and net zero emissions by 2050. The Strategy kick-starts Australia's transition to a decarbonised transport system – with passenger vehicles the first priority.

The Strategy reflects a strong collaborative approach. Its starting point is the Government's partnership with other countries to reduce emissions, in line with our global goal to keep warming to well below 2°C and pursue efforts to keep it to 1.5°C. The Strategy will be delivered in partnership with all Australian states and territories.

"The National EV Strategy needs to recognise and be consistent with the objectives of other Australian Government strategies and plans, as well as State and Territory Governments EV strategies."

– ANCAP

The states and territories are already working to support EV uptake and have introduced a range of initiatives to lower emissions across the transport sector. These include providing financial support to individuals and businesses, setting government fleet targets, decarbonising public transport, making sure buildings are EV ready, co-investing with industry to provide EV charging infrastructure and providing incentives and trials to encourage the use of electric bikes, motorbikes and scooters. A summary of existing state and territory actions is at Appendix B.

The Government is building on state and territory efforts through a range of initiatives to reduce the cost of EVs and ensure Australians can access the EV charging infrastructure they need.

"AEVA strongly supports collaboration between the Federal government and the State and Territory governments to deliver an equitable, fair and responsible strategy for transport emissions reduction."

– Australian Electric Vehicle Association

We are also partnering with states and territories on initiatives to promote electric transport and reduce emissions, and will lead national collaboration on standards, data sharing, and charging infrastructure.



The Australian Government is partnering with the Western Australian Government to deliver an electric bus network for Perth. The budget includes \$125 million towards electric bus charging infrastructure, which will be matched by the Western Australian Government through the local manufacture of 130 new buses. The Australian Government is also partnering with states and territories to create a national green hydrogen highway refuelling network on Australia's busiest freight routes.

Supply

OBJECTIVE 1: INCREASE SUPPLY OF AFFORDABLE AND ACCESSIBLE EVS

The primary barrier to EV adoption in Australia remains a lack of vehicle supply (EVC 2022b). Encouraging supply of a wider range of affordable and accessible EVs will help us transition to a decarbonised transport sector and meet growing consumer demand.

What we are doing

The Australian Government will implement a national light vehicle **Fuel Efficiency Standard** to improve the supply and variety of EVs into the Australian market – and tackle the cost-of-living pressures of inefficient cars. Over 85% of the global car market already has vehicle fuel efficiency standards. This includes the European Union, United States, United Kingdom, China, Japan, Brazil, India, Canada, South Korea, New Zealand, and Mexico.

Overseas, 'fuel efficiency standard' requirements are a strong driver for the supply of fuel-efficient vehicles, including EVs. A Fuel Efficiency Standard will also be key to ensuring that Australians can access the most affordable and diverse EVs available globally. The absence of a fuel efficiency standard in Australia has been cited as a key reason why EV models are not supplied to the Australian market. This view was supported through consultation submissions by global carmakers, motoring associations, and independent experts, including the Federal Chamber of Automotive Industries, Australian Automobile Association, NRMA and the Grattan Institute (DCCEEW 2023b).

Markets covered by these standards have more access to efficient vehicle choices. This includes EVs and more efficient ICE vehicles, across all vehicle classes. Vehicle fuel efficiency standards set limits on a manufacturer's average emissions, which does not exclude any individual vehicles from the market. The Government will work in consultation with stakeholders to design a Fuel Efficiency Standard for passenger and light commercial vehicles that are broadly consistent with standards in place in major advanced markets and make a strong contribution to meeting our emissions reduction goals.

"A robust and ambitious fuel efficiency standard is a necessary prerequisite for the increased supply of electric vehicles to Australia, and in turn, to ensure Australia's transport sector does its fair share in reducing emissions in line with achieving an economy-wide 43% reduction by 2030."

– The Electric Vehicle Council of Australia

"A mandated CO2 standard is the obvious missing link that can help supply moving forward and further strengthen market signals."

– NRMA

"ETU agree that vehicle fuel efficiency standards are an effective mechanism to reduce passenger and light commercial fleet emissions, and that vehicle fuel efficiency standards would incentivise global manufacturers to send EVs and lower emission vehicles to Australia."

– Electrical Trades Union

"A robust fuel efficiency standard should be the cornerstone of any EV framework. If designed well, it will encourage EV uptake as well as uptake of lower emission ICE vehicles and provide for a lower Total Cost of Ownership for RACQ members and motorists."

– RACQ

"An ambitious fuel efficiency standard would encourage manufacturers to introduce more fuel-efficient vehicles into the Australian market, including a greater number of electric vehicle models. This policy is a necessary prerequisite for increasing the choice of fuel efficient and electric vehicle models for Australian businesses and households, in both our regions and cities."

– Janus Electric Ltd

As a part of the **Net Zero Government Initiative**, the Australian Government has committed to a net zero emissions Australian public service by 2030, excluding security agencies. This includes a commitment to ensuring Commonwealth fleet new passenger vehicle purchases and leases are 75% low emissions vehicles by 2025. The Australian Government has joined the international **Zero-Emission Government Fleet Declaration** which marks Australia's aspirations to procure 100% zero-emissions vehicle classes (light, medium and heavy-duty) for the Government fleet by 2035.

The Government will work with New Zealand and states and territories to **aggregate fleet vehicle** purchasing to meet government fleet targets which will encourage more EVs into Australia and over time, contribute to an expanding second-hand market. This may include opportunities beyond light vehicles, such as buses.

"An expanded Government EV fleets program – including major Government agencies – would give OEMs [original equipment manufacturers] greater confidence to more rapidly commit EVs to the Australian market as Government demand, demonstrated through tender and procurement programs, would create 'bankable demand'. This would also help promote the more rapid development of a viable second hand market." – Evie

States and territories are driving uptake of EVs through their own fleet purchases and supporting others to do so:

- The Northern Territory Government is transitioning fleet vehicles to electric where they meet operational requirements. Contribution rates for fleet EVs have been reduced to incentivise EV uptake.
- The New South Wales Government is providing \$105 million in fleet incentives to help local councils and businesses buy new EVs.
- The Queensland Government has committed to 100% of eligible government fleet passenger vehicles being zero emission vehicles by 2026 and 100% of new passenger vehicles sales being zero emissions by 2036.
- The Tasmanian Government has set a target to transition its fleet to 100% electric by 2030.
- The Victorian Government's Zero Emissions Vehicle (ZEV) Roadmap includes a target for all public transport bus purchases to be ZEVs from 2025.
- The Western Australian Government has a minimum 25% electric vehicle target for its passenger fleet by 2025.



Critical minerals

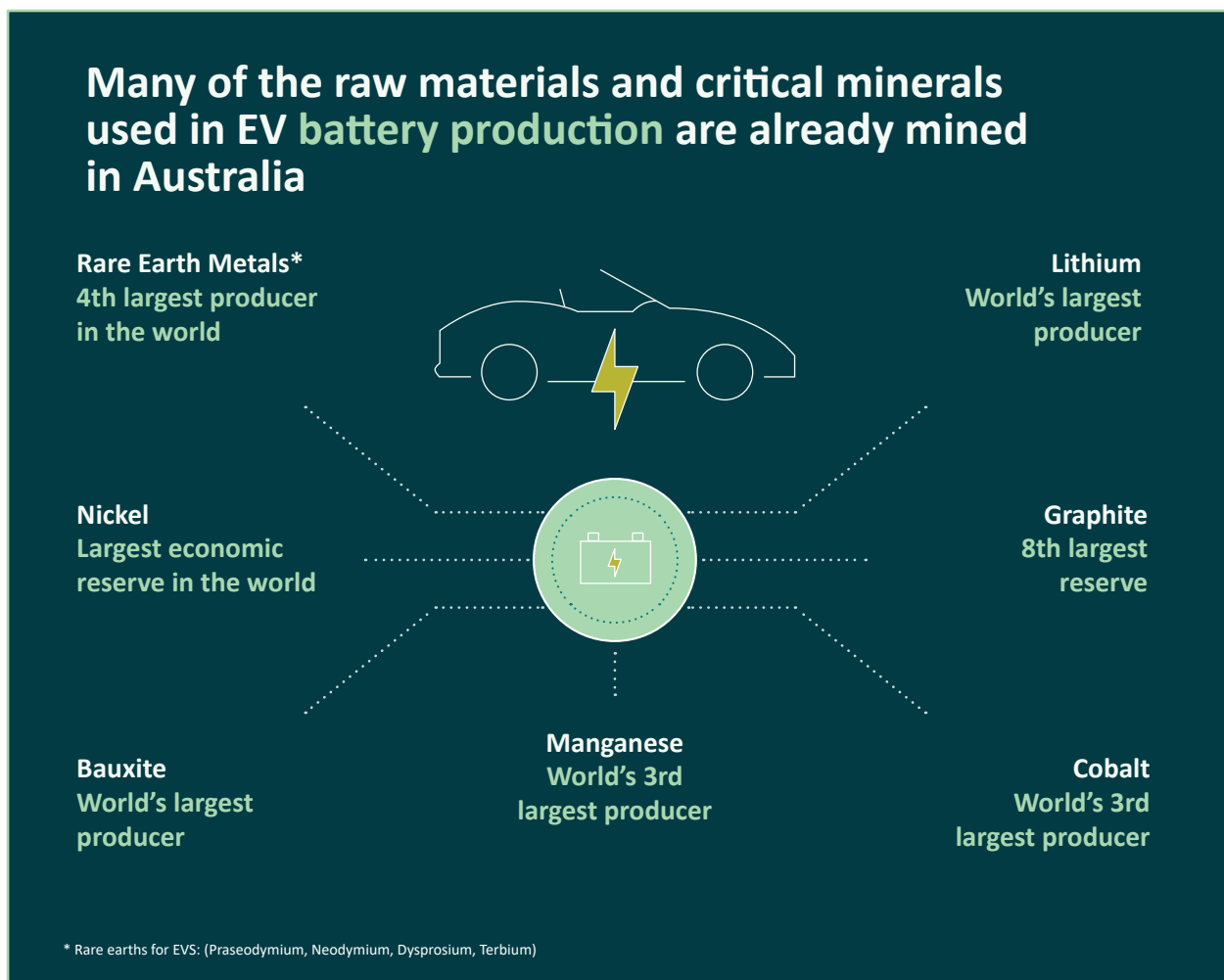
Critical minerals are vital to international decarbonisation efforts to reach net zero emissions. They are the foundation for most, if not all, the technologies which underpin the renewable transition, including EVs and batteries.

The Australian Government is developing a new **Critical Minerals Strategy** which will consider how Australia can capture global clean energy opportunities by expanding the critical minerals sector into downstream processing.

This is supported by Australia's international partnerships, like the Critical Minerals Partnership signed with Japan in October 2022 (Austrade 2022). Such partnerships promote opportunities for information sharing and collaboration, including research, investment and commercial arrangements.

"Australia could capture more value from growing demand for minerals by moving up the value chain from mining to processing to metallurgy (turning ores into metals) to product manufacturing."

– Grattan Institute



Batteries

Australia has a narrow window of opportunity to capitalise on global critical minerals demand and unlock our potential as a clean energy superpower. The **Australian Made Battery Plan** will help support globally competitive Australian battery industries and signal to international partners that Australia is open for investment and ready to play a role in diversifying concentrated global supply chains.

As part of the Australian Made Battery Plan election commitment, in partnership with the Queensland Government, the Australian Government will invest up to \$100 million in equity injection into an **Australian-Made Battery Precinct** in Queensland.

The expected increase in global demand for EVs over the next decade will place significant pressure on battery supply chains. The heavily concentrated nature of existing battery supply chains raises the risk of localised disruptions that destabilise prices of EV imports. Australia is working with partners internationally to help ensure that battery supply chains are expanding to meet our EV demand. For example, through the Inflation Reduction Act, the US is incentivising vehicle manufacturers to source battery inputs from free trade agreement (FTA) partners like Australia. This could present a significant opportunity for Australia, given the limited number of US FTA partners. We are also advocating for more geographically diverse, resilient and traceable battery supply chains that are subject to appropriate environment and social governance standards.

Manufacturing

International supply chain disruptions are putting pressure on EV manufacturers and ultimately limiting their ability to manufacture and distribute vehicles. Australia has the capability and capacity to develop manufacturing opportunities to support EV supply, including in component parts and batteries.

The Government has committed \$15 billion to establish the **National Reconstruction Fund (NRF)**. The NRF will provide finance for projects in priority areas that diversify and transform Australia's industry and economy. By establishing the NRF the Government is helping to secure Australia's future prosperity and drive sustainable economic growth. Transport is a priority area identified for targeted investment through the NRF, as are renewables and low emissions technologies that will support the transition to EVs.

Australia has established a series of bilateral clean energy partnerships, including with Korea, Japan and the United States, which aim to strengthen cooperation on clean energy technologies, supply chains and trade. For example, the Australia-Republic of Korea Low and Zero Emissions Technology Partnership provides a mechanism to implement practical joint initiatives with Korea on hydrogen fuel cell EVs.

The **NSW Government's Renewable Manufacturing Fund** aims to boost locally manufactured content for renewable energy and EVs, which could include assembly of component manufacturing for EVs.



Circular economy

“Development of recycling, reuse and disposal standards for vehicles and their components (such as batteries) is important for resource efficiency and public confidence.” – Smart Energy Council

The Government is committed to supporting an EV circular economy, to help mitigate the environmental impacts of EV production and EV waste and reduce the strain on battery supply chains by repurposing and recycling batteries, where possible. The Government will undertake research to inform an **EV and other large format battery recycling, reuse and stewardship initiative**. This will consider end market demand for materials derived from these batteries, to reduce waste, grow jobs, and support emerging Australian industries.

We are preparing to manage new waste streams arising from the shift to EVs, in line with the Government’s commitment to accelerate the transition to a circular economy by 2030. The Government has funded the Federal Chamber of Automotive Industries and the Motor Trades Association of Australia to **design Australia’s first collective vehicle stewardship scheme**, to address end-of-life vehicle waste in Australia. This includes EVs and standard vehicles. Currently over 700,000 vehicles reach their end of life here annually, and hundreds of thousands of tonnes of valuable resources from these vehicles end up in landfill. Product stewardship for end-of-life vehicles in Australia will help us manage products across their lifecycle to protect the environment. It accepts that those involved in designing, manufacturing, selling and disposing of products have a role to play.



Over 700,000
vehicles reach their end
of life here annually
— currently, these are
largely ICE vehicles

“Governments must find a way to reuse batteries as demand for cobalt and lithium supplies (essential for these batteries) is expected to exceed supply by 2050.” – Insurance Australia Group



Infrastructure and systems

OBJECTIVE 2: ESTABLISH THE RESOURCES, SYSTEMS, AND INFRASTRUCTURE TO ENABLE RAPID EV UPTAKE

What we are doing

Making it easier for Australians to charge their cars is key to supporting the switch to EVs.

The Government is expanding the rollout of charging infrastructure through the **\$500 million Driving the Nation Fund** and the **National EV Charging Network** – a truly national network of EV charging infrastructure installed at 117 sites on major highways at an average interval of 150 km.

In addition, the Government is establishing **hydrogen highways** (hydrogen refuelling networks) for key freight routes recognising the opportunity to grow Australia's hydrogen industry and the potential benefits for long-distance freight transport.

"The use of green hydrogen for long haul transport is one area where the Australian industry may be able to lead the world. The German Australian Hydrogen Alliance is an example of possible cooperation between Australian and European industry." – Heavy Vehicle Industry Australia



Hydrogen and fuel cell electric vehicles

Hydrogen fuel cell electric vehicles (FCEVs) convert fuel into energy through an electrochemical reaction with hydrogen gas and oxygen. This process produces electricity, powering an electric motor to drive the car. Due to the early stage of the sector, hydrogen transport has required government support to de-risk investments and kick-start hydrogen transport uptake.

FCEVs are lighter than the batteries used in battery EVs and take less than five minutes to refuel. This could make them more suitable for long distance and commercial vehicle operations, such as fleet and heavy vehicle use. Heavy transport shows promise as an early use for hydrogen, particularly line-haul and back-to base bus and truck vehicles.

Work is underway by Australian governments to ensure regulations and standards exist and that they are fit for purpose for both the hydrogen refuelling infrastructure and the fuel cell vehicles. Additionally, across Australia, governments are developing programs to support trials and demonstrations that are supporting the rapid uptake and fleet commercialisation of FCEVs.

For example, the Australian Government has committed up to \$80 million to the development of hydrogen transport refuelling infrastructure through the Driving the Nation Fund hydrogen highways initiative.

In March 2022, the New South Wales, Victoria and Queensland governments announced a landmark tri-state collaboration on a renewable hydrogen refuelling network for heavy transport and logistics along Australia's eastern seaboard. The first program being delivered under this agreement is the Hume Hydrogen Highway initiative by the New South Wales and Victorian Governments.

The Australian Renewable Energy Agency (ARENA) and the Clean Energy Finance Corporation (CEFC) have also supported ARK Energy Corporation to operate five purpose-built hydrogen fuel cell heavy trucks to transport zinc ore from Townsville Port in Queensland to the Sun Metals Refinery, where they will refuel with green hydrogen produced on site, before taking zinc ingots back to the port in a 30 km clean energy round trip.



To support ease of access to EV charging facilities across the nation, the Australian government will invest, develop and deploy a **national mapping tool for EV charging infrastructure**. While most Australian states and territories are implementing similar initiatives at a local level, a national map will facilitate infrastructure, energy and telecommunications planning around EV charging, cross border certainty for EV drivers, and inform future investment.

This tool will help ensure EV drivers can access reliable information on public charging infrastructure and easily plug and pay for their charging session, no matter what state or territory they are in.

The Government will work with states and territories to develop and deploy this wide-scale national mapping capability. It will identify priority locations for regional charging infrastructure to support optimal investment and provide certainty of EV charging for all users across Australia.

It is also becoming easier for Australians to charge their EVs, no matter what kind of home they live in. Updates to the **National Construction Code**, agreed by Commonwealth, State and Territory Building Ministers in October 2022, ensure that new buildings are designed, constructed and fitted out to enable the installation of renewable energy and EV charging.

Some Australians will choose to charge their EVs at home, however this can be challenging for those living in multi-residential buildings. The Government will undertake research to inform and **enable EV uptake for residents of existing multi-residential buildings** – helping to ensure all Australians can access the benefits of EVs, regardless of where they live.

The study will deliver publicly accessible guidance and assessment tools to help governments, building owners, owners' corporations and occupants understand EV charging energy demand and management, safety requirements, costs, and optimal and rational charging solutions based on relevant factors such as building age, location, size and availability of physical and technical infrastructure.

Implementing pathways for EV integration

Collaboration across Australian governments is already yielding results. In December 2022, Commonwealth, State and Territory Energy Ministers agreed to undertake further work in priority areas for reform to ensure **Australia's electricity system is ready for the rapid adoption of EVs** (DCCEE 2022c):

- deliver nationally consistent and, where possible, internationally aligned standards and communications protocols for EV supply equipment (EVSE), cybersecurity, and smart functionality in Australia
- a common mechanism for EVSE data sharing
- nationally align Service and Installation Rules and
- streamline network connection processes for consumer energy resources, including EVSE.

EVSE includes EV chargers in homes, while smart functionality refers to devices that can communicate by sending and receiving data. Service and Installation rules apply to anyone wanting to connect EVSE to a network.

In this respect, Commonwealth, State and Territory Governments have agreed to work together to **align reporting and sharing of vehicle and infrastructure related data** across Australia and **collaborate on nationally consistent standards**.

Cooperating on implementation pathways that are nationally consistent, and where possible, internationally aligned, will ensure Australia's electricity grid remains secure, reliable, equitable and affordable for all Australians, not just for those who own an EV.

“A co-ordinated strategy is required which can incentivise private investment to stay ahead of growing demand for charging infrastructure, and ensure that no regions or consumer groups are disadvantaged by a lack of access to fast-charging points.” – Clean Energy Council

As we transition to EVs, it is essential to ensure accessibility for all EV drivers, including access to EV charging for people living with disability. Commonwealth, State and Territory Building Ministers have asked the Australian Building Codes Board to develop advice on making **EV charging easier and safer in the built environment**. This advice will include consideration of options to improve access for people who use accessible parking spaces.

States and territories are supporting the installation of charging infrastructure across urban and regional areas:

- The Australian Capital Territory Government is expanding the ACT public charging network to at least 180 chargers by 2025 and providing grants to install EV charging in multi-unit buildings.
- The Northern Territory Government is supporting residential, business, destination and fast charging facilities through grant schemes and strategic planning. Charging infrastructure is being installed in government owned and leased buildings to cater for the transition of NT fleet vehicles to electric.
- The New South Wales Government has developed a master plan map to help to plan future NSW public EV fast charging stations and support industry and planners in finding ideal locations for public fast charging stations.
- Queensland’s Electric Super Highway fast charging network will provide a comprehensive network into regional and rural Queensland across more than 54 locations.
- The South Australian Government is providing a grant to the Royal Automobile Association

of South Australia, to build, own and operate a state-wide EV charging network.

- The Victorian Government is investing \$19 million to accelerate the roll-out of EV charging infrastructure across regional Victoria by 2024 and support the charging of fleets.
- The Victorian and New South Wales governments are investing \$10 million each in grant funding to co-deliver the Hume Hydrogen Highway initiative. This supports the design and delivery of the Hume Hydrogen Highway between Melbourne and Sydney – Australia’s busiest freight corridor. The initiative aims to support development of at least four hydrogen refuelling stations and approximately 25 hydrogen-powered long-haul heavy freight vehicles.

Collaboration between governments will focus on encouraging **national consistency around standards** which impact the effective uptake and use of EVs, like signage, charging infrastructure, and safety; aligning reporting and sharing of vehicle and infrastructure related data; and working together to support the roll-out of **EV charging infrastructure across regional Australia** to achieve a comprehensive national charging network.

“While global vehicle production of EVs continues to ramp up over time, a priority for the Australian market should be to explore how we can increasingly harmonise Australian Design Rules, Australian Standards and other regulatory requirements with global best practice to reduce vehicle costs in the long run, and increase the availability of affordable EVs.” – Mitsubishi Motors Australia

ARENA has awarded Team Global Express a grant of \$20 million to support a **\$44 million ‘Depot of the Future’ project** to make metropolitan deliveries using small electric trucks that will recharge when they return to base. In addition to 60 new trucks, the project includes back-to-base charging infrastructure and a 500 kW battery to power a third of the company’s Sydney-based express parcel fleet.

New energy jobs and skills

“Workforce planning must find an effective balance of attracting people to professions that will continue to be required for the foreseeable future while also training technicians, repairers, and others on electric vehicle requirements and increasing technology being applied to new vehicles.” – Motor Trades Association of Australia

The transition to EVs presents a significant opportunity to develop new jobs and skills in Australia.

The **New Energy Apprenticeships** program will create 10,000 new energy apprentices and the **New Energy Skills** program will help Australia’s workforce to transition to a new economy by developing resources to support the uptake of existing training packages and provide mentoring support to apprentices in clean energy related jobs.

The recently established **Jobs and Skills Councils** (JSCs) will support the transition to EVs by providing industry with a stronger, more strategic voice in ensuring Australia’s VET sector delivers stronger outcomes through workforce planning and vocational training. JSCs will work closely with Jobs and Skills Australia to create an understanding of the new energy skills landscape and how skill gaps can be addressed, including through prioritising training products, promoting career pathways and supporting quality training delivery.

These programs will be informed by Jobs and Skills Australia’s **Clean Energy Capacity Study** and complement the Government’s **Clean Energy Workforce Strategy**.

The Australian Energy Employment Report is Australia's first national energy workforce survey. It will improve government and industry understanding of jobs in the energy sector and support the people in those jobs and their skills.

“The Strategy should prioritise the establishment of common training standards for the EV workforce and ensure they do not conflict with Australian electrical laws.” – Electrical Trades Union

With the rapid shift to EVs, Australia’s emergency service workers and other first responders have called for focused training to ensure their safety when responding to EV-related incidents or fires involving lithium-ion batteries. While evidence suggests EVs are less likely to catch fire than ICE vehicles, this does not mean we can ignore the potential for EV battery electric shocks or fire related incidents (EV FireSafe 2022). The Government will support emergency service workers and first responders by funding the development of **world-leading guidance, EV road rescue demonstrations, and fire safety training** to address safety and risk knowledge gaps around EVs, chargers and battery technology.

“There are currently no national standards addressing fire safety requirements in the built environment (including in multi-storey car parks) in view of both the increasing number of EVs and EV charging infrastructure... Clear national guidance on evidence-based best practice for fire safety measurements addressing increasing number of EVs and chargers should be developed.” – JET Charge



**10,000 new
energy
apprentices**
Through the New Energy
Apprenticeship program

Demand

OBJECTIVE 3: ENCOURAGE INCREASE IN EV DEMAND

The EV Council's October 2022 State of EVs Report shows rapidly growing interest from consumers wanting to make the switch to an EV, with some models selling out within minutes of becoming available for purchase (EVC 2022b).

Making EVs more affordable and reducing the costs to Australians of running their EVs is crucial to increasing demand for EVs in Australia. However, there are several factors tempering demand – including cost, perceived limited travelling distance of EVs, lack of charging infrastructure, and lengthy charging time.

“There is strong consumer interest in the electric vehicle market. CHOICE found that 69% of respondents would consider purchasing an electric vehicle for the next car they buy or lease.” – CHOICE

What we are doing

The Australian Government has cut taxes on electric cars through the **Electric Car Discount**. This removes the 5 per cent import tariff on eligible electric cars and where the car is used to provide a fringe benefit, including through salary sacrifice or novated lease arrangements, provides exemption from fringe benefits tax (FBT). The Electric Car Discount only applies to EVs priced below the Luxury Car Tax threshold for fuel efficient vehicles. For an electric car valued at about \$50,000, the FBT exemption saves an employer up to \$9,000 a year or an individual using a salary sacrifice up to \$4,700 a year.

Further information on the Electric Car Discount is available at the Australian Taxation Office website: www.ato.gov.au/Business/Fringe-benefits-tax/Types-of-fringe-benefits/FBT-on-cars,-other-vehicles,-parking-and-tolls/Electric-cars-exemption/.





The CEFC is investing up to \$20.5 million in **green car loans**. This scheme is open to those purchasing new EVs, providing interest rate discounts in the order of one per cent to eligible borrowers for a range of EVs under \$90,000 (CEFC 2022).

States and territories are leading the way with measures to encourage demand for EVs:

- The Australian Capital Territory Government offers incentives for people and businesses buying a ZEV, including stamp duty exemptions for new and used ZEVs, two years free registration, and zero interest loans for up to \$15,000 for ZEVs and charging infrastructure.
- The Northern Territory Government is reducing registration costs for EVs and removing stamp duty on the first \$50,000 of the purchase price, equating to a subsidy of \$1500 until June 2027.
- The New South Wales Government is permitting battery and fuel cell EVs to drive in T2 and T3 transit lanes (i.e. lanes otherwise reserved for vehicles carrying passengers) until 31 October 2023, and is offering \$3,000 rebates on new EVs purchases.
- The Queensland Government is implementing a \$45 million program for rebates for eligible new battery electric vehicles purchased on or after 16 March 2022 and has lower annual registration and vehicle registration duty costs for EVs.
- The South Australian Government is offering \$3,000 subsidies for the first 7,000 eligible new battery electric and hydrogen fuel cell vehicles registered in South Australia from 28 October 2021.
- The Tasmanian Government is waiving stamp duty on the purchase of new and second hand EVs for 2 years and is supporting hire car and tour companies to transition their fleets to EVs by waiving registration fees.
- The Victorian Government is providing \$46 million for a ZEV subsidy scheme to provide individual subsidies at the point of purchase of more than 20,000 ZEVs.
- The Western Australian Government is allocating \$36.5 million to provide rebates on up to 10,000 EVs, up to a value of \$70,000, sold in the state from 10 May 2022.

“Provision of financial incentives will be key to increasing the affordability and accessibility of EVs.” – PricewaterhouseCoopers

Heeding calls from stakeholders, the Commonwealth, states and territories will work together to develop nationally consistent principles to guide further incentives to support sustained demand across the nation over time.

We are working to improve our ability to measure vehicle emissions. The Government’s **\$14 million partnership with the Australian Automobile Association** will help us conduct on-road emissions and fuel consumption testing of light vehicles sold in Australia.

The **Government’s Green Vehicle Guide** provides data and tools to help everyone understand the environmental impacts of different vehicle types, including electric and hybrid vehicles (Green Vehicle Guide n.d.). Updated regularly, the guide is designed to assist Australian consumers who want to choose a less emissions intensive vehicle, and to save on vehicle running costs. The Green Vehicle Guide is available at: www.greenvehicleguide.gov.au/.

Supporting the EV transition

Overall, Australia is ranked sixth in the world in EY's latest Renewable Energy Country Attractiveness Index for renewable energy investment and deployment opportunities. There is significant potential for both renewable energy investment and broader green economy investment in Australia, driven by growth in government funding, abundant natural resources, and Australia's ability to develop solutions for global supply chains, especially in critical and battery minerals (Austrade 2022).

In addition to the range of EV-focused initiatives already in place across Australia, the Government is supporting investment and innovation along the EV supply chain. The backbone of the transition is the decarbonisation of the electricity grid, which will charge most of the EVs Australians drive. The \$20 billion **Rewiring the Nation** commitment will modernise Australia's electricity grids at the lowest cost, ensuring the full renewable energy capacity is integrated into our grids.

We are working to provide long-term policy certainty to help industries make the investments needed to decarbonise. The **Safeguard Mechanism** requires Australia's largest industrial greenhouse gas emitters, including our biggest freight providers and airlines, to keep their net emissions below an emissions limit called a 'baseline'. New reforms will lead to progressively lower baselines to help us achieve our 2030 emissions reduction target and get on track to net zero.

Australia's regional areas play a key role in our net zero transformation. Many of Australia's largest emitters are located in regional areas, as are renewable energy and industrial opportunities. Regional areas also face unique barriers to EV uptake due to large distances and limited access to necessary infrastructure. The \$1.9 billion **Powering the Regions Fund** will support the decarbonisation of existing industries, grow new clean energy industries in regional areas and support workforce development.

The Government recognises the crucial role of First Nations people in tackling climate change and the benefits that can be realised by incorporating traditional knowledge and practices into climate action. A **First Nations Clean Energy Strategy** will enable First Nations communities to influence and access the benefits of Australia's renewable energy transformation. This will be developed in consultation with First Nations people, and the states and territories.

Fuel excise

Fuel excise is a tax levied on petrol and diesel bought at the bowser. The 2022-23 October Budget forecasts fuel excise to continue to grow year-on-year over the forward estimates, with CPI indexation, population and economic growth contributing factors. The impact of EV uptake on fuel excise has been factored into these estimates, but given current low uptake rates, the impact is minimal.

Fuel excise as a share of GDP fell in the 2021-22 financial year due to the temporary halving in the fuel excise rate but overall remains reasonably consistent over time at around 1 per cent of GDP.

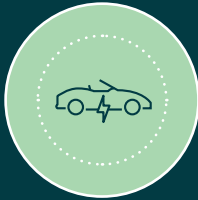
Over the longer term, increasing EV uptake is expected to slow the growth in fuel excise receipts and result in a decline in the future, at the point where EVs make up a sufficient share of all vehicles.

Consultation submissions pointed to uncertainty around the application of road user charging on EVs. Timeframes for any future decline in fuel excise are highly uncertain and are not just dependent on EV uptake rate, but also on the retirement rate of the existing fleet, distance driven/fuel consumption of different vehicles, and fuel consumption by heavy and off-road vehicles. The Australian Government will continue to update and enhance modelling of the long-term impact of increased EV uptake on fuel excise in the context of regular Budget updates and the upcoming Intergenerational Report.

Note: Estimates of fuel excise are not reduced by fuel tax credits.

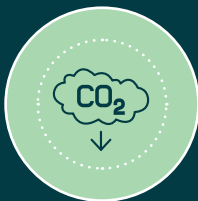
Our outcomes

How we will measure this



Expand EV availability and choice

- EV sales as a percentage of total sales
- Number of EV models or variants available



Reduce road transport emissions

- Fleet average emissions (g/km) for new light vehicles



Make it easy to charge an EV across Australia

- Number of fast DC charging stations and chargers
- Number of public on street and other destination chargers



Increase local manufacturing and recycling

- EV recycling and collection rates
- Automotive industry jobs and value add
- Further indicators will likely emerge following establishment of the National Reconstruction Fund



Make EVs more affordable

- Number of models or variants priced below \$60,000



Reduce the cost to Australians of running their vehicles

- Average fuel consumption for new light vehicles

Measuring success

In a rapidly evolving landscape, progress against the Strategy's six outcomes will be regularly reviewed to measure success and inform future government actions.

Success will be measured through a range of indicators, including greater availability of affordable EVs in Australia, convenient and easy access to charging infrastructure, and reduced greenhouse gas emissions.

"To track goals, objectives and progress against targets, Australia will need robust and transparent data." – Climateworks Centre

We will consider additional indicators as additional data becomes available.

Reviews

Recognising the importance of Commonwealth, state and territory collaboration, the Strategy will be overseen by a cross-jurisdictional working group to ensure national collaboration continues. The group will work in partnership with the Electric Vehicle Grid Integration Working Group and other working groups supporting the Energy and Climate Change Ministerial Committee, Infrastructure and Transport Ministers, and Building Ministers.

Progress against outcomes will be reported via annual updates, including in existing Commonwealth reports and statements, such as Australia's annual emissions projections and the Minister for Climate Change and Energy's annual statement to Parliament.

A comprehensive and in-depth review of the Strategy will be undertaken in 2026.

"The Strategy should have a clear and ambitious vision for the future state, which will help guide decision making and action. To drive action towards achieving the Strategy's goals and objectives and enable more meaningful monitoring and evaluation, ambitious targets should be set, and Key Performance Indicators (KPIs) established for responsible agencies." – Royal Automobile Club of Western Australia



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Appendix A.

Glossary

Term	Definition
Battery electric vehicle (BEV)	An electric vehicle that exclusively uses chemical energy stored in rechargeable battery packs to power at least one electric motor with no secondary source of propulsion.
Charging / recharging	The process of restoring electrical energy in a battery or a battery-operated vehicle by connecting it to a power supply.
Critical minerals	A metallic or non-metallic element that is essential for the functioning of modern technologies, economies or national security, and with a risk that its supply chains could be disrupted.
Decarbonise	To stop or reduce carbon gases, especially carbon dioxide, being release into the atmosphere as the result of a process, like the burning of fossil fuels.
Drivetrain	The group of components that deliver power to the drive wheels.
Downstream processing	Refers to manufacturing processes that occur later on in a production sequence or production line.
Electric vehicles (EVs)	Defined in this Strategy as plug-in vehicles powered at least partly by electricity.
Fuel efficiency standard	A fuel efficiency standard sets an average efficiency target, typically measured in grams of CO ₂ per kilometre, for vehicles sold by each manufacturer.
Fringe Benefits Tax (FBT)	A fringe benefit is a payment made to an employee which is not their salary or wages. These benefits are subject to fringe benefits tax which is separate to income tax and calculated on the taxable value of the fringe benefit.
Fast charging DC	The second fastest electric vehicle charging technology with an electrical output ranging from 50 kW to 120 kW. This can add between 230 - 500 km driving range to an electric vehicle per hour.
Heavy road vehicles	Vehicles that have a gross vehicle mass (GVM) or aggregate trailer mass (ATM) of more than 4.5 tonnes. The GVM of a vehicle is the maximum it can weigh when fully loaded, as specified by the manufacturer.
Hydrogen fuel cell electric vehicle (FCEV)	An electric vehicle that uses electricity from a fuel cell powered by compressed hydrogen, rather than electricity from batteries.
Internal combustion engine (ICE) vehicle	A conventional vehicle is a vehicle with only an internal combustion engine system – that is, a conventional vehicle powered by fossil fuel.
Micromobility	Forms of transport using small, lightweight vehicles operating at speeds typically below 25 km per hour and driven by their users personally such as electric bicycles (ebikes), segways, scooters, skateboards, electric water bikes and hover boards.
Net zero emissions	An overall balance between greenhouse gas emissions and removals.
Plug-in hybrid electric vehicle (PHEV)	A hybrid electric vehicle whose battery can be recharged by plugging it into an external source of electric power, as well as by its on-board engine and generator.
Range	The total distance an electric vehicle can travel on one full charge before the battery needs to be recharged.
Refuelling	The process of refilling hydrogen fuel cell vehicles with hydrogen, or combustion engine vehicles with petrol or diesel fuel.
Regenerative braking	An energy recovery mechanism that slows down a moving vehicle or object by converting its kinetic energy into a form that can be used immediately or stored.
Renewable Energy	Energy sources that naturally replenish.
Tailpipe emissions	The product of fuel combustion (e.g. gasoline, diesel) and include a number of pollutants like carbon dioxide, carbon monoxide, and nitrogen oxides.
Ultra-fast or ultra-rapid DC charging	The fastest EV charging technology, with an average electrical output ranging from 120kW up to 350 kW. This can add between 500 km up to 1000 km in driving range for an electric vehicle per hour.
Zero-emission vehicle (ZEV)	A vehicle that emits no pollutants from its operation. Electric-only vehicles (both BEVs and FCEVs) are zero-emissions vehicles.

Appendix B.

Detailed State and Territory actions

Australian Capital Territory

The Australian Capital Territory launched its Zero Emissions Vehicles Strategy 2022-30 in July 2022, setting out the actions necessary to meet ambitious emissions reduction targets.

The ACT Government's ZEV Strategy sets a new and ambitious ZEV sales target of 80-90% of new light vehicles by 2030. It also outlines the intention to commence the phase-out of light internal combustion engine vehicles by 2035.

Under the ZEV Strategy, the ACT Government is:

- Expanding the ACT public charging network to at least 180 chargers by 2025.
- Prohibiting new internal combustion engine vehicles onboarding into taxi and ride-share fleets by 2030.
- Providing financial incentives for installation of EV charging infrastructure for apartment buildings.
- Continuing financial incentives including stamp duty waivers, free registration and zero interest loans.
- Introducing incentives to encourage the uptake of electric bikes, motorbikes and trikes.
- Changing the Territory Plan to make new multi-unit developments EV ready.
- Streamlining EV charging application processes for public land.
- Continuing to ensure that 100% of all newly leased ACT Government vehicles are ZEVs where fit for purpose.

Priorities

The ACT ZEV Strategy has been developed based on six priority areas of action:

- Setting a clear direction.
- Making zero emissions vehicles more affordable.
- Expanding the electric vehicle charging network.
- Supporting and informing uptake.
- ACT Government leadership.
- Updating policies to support the transition.

Aiming to achieve 80-90% of new light vehicle sales in the ACT being zero emissions vehicles in 2030

The ACT has set a new and ambitious ZEV sales target, supported by a policy intention to phase-out light internal combustion engine vehicles from 2035. These commitments place the ACT alongside other global jurisdictions taking strong action on climate change, including the European Union, Canada, UK and some US states.

Expanding the electric vehicle public charging network

The ACT has committed to ensuring there are at least 180 public chargers by 2025 and are rolling out the first round of chargers through 2022-23. This will substantially increase access to public charging for ACT residents and visitors, leading to reduced levels of range anxiety.

Making zero emissions vehicles more affordable

The ACT Government has committed to offering generous incentives for people and businesses thinking about buying a ZEV, including:

- Stamp duty exemptions for new and used ZEVs.
- Two years free registration and investigating the potential for future reforms.
- Zero interest loans for up to \$15,000 for ZEVs and charging infrastructure.
- Grants for installation of EV charging in multi-unit buildings.

New South Wales

New South Wales launched its \$633 million Electric Vehicle Strategy in June 2021 to support and accelerate the uptake of light electric vehicles. The state is also taking action on electric heavy vehicles and supporting local manufacturing for EVs.

The EV Strategy aims to increase sales of EVs to more than 50% of new car sales by 2030-31 and prepare the NSW road network for a low-emissions future. Key actions include:

- Rebates and incentives to make it easier for fleets and individuals to buy and drive EVs.
- Investing \$209 million to build a comprehensive EV charging network.
- Transitioning the procurement of NSW Government passenger fleet vehicles to EVs by 2030.

The NSW Government is facilitating the uptake of EVs and hydrogen-powered heavy vehicles (in line with the NSW Hydrogen Strategy), including:

- Zero emission bus fleet for the whole state by 2047.
- \$3 billion for manufacturing 1,200 zero emission buses and new charging infrastructure for Greater Sydney.
- \$25 million to support regional trials including battery and hydrogen fuel cell electric buses.
- Stretch targets of 10,000 hydrogen vehicles, 100 hydrogen refuelling stations and 20% of the NSW Government heavy vehicle fleet to be hydrogen fuel cell electric by 2030.

The NSW Government's \$250 million Renewable Manufacturing Fund provides support to manufacturing industries to develop renewable energy and low carbon products, which could include EV components.

Priorities

- Overcoming the biggest barriers to EV uptake.
- Maximising the economic and public health opportunities that arise from increasing the number of EVs on NSW roads.
- Adopting a fair and sustainable revenue model to build and operate the road network into the future.

Key actions

- **Stamp duty has been removed for EVs under \$78,000**, to be extended to all EVs and plug-in hybrids from the earlier of 1 July 2027 or when EVs make up at least 30% of new car sales when a road user charge will come into effect.
- **\$3,000 rebates** for the first 25,000 new EVs sold under \$68,750 from 1 September 2021.
- **\$105 million in fleet incentives to help local councils and businesses buy new electric vehicles** to increase the range of EVs available and help build the second-hand EV market.
- **All-electric Government passenger fleet procurement by 2030** (50% by 2026), incentivising importers to increase the range of EV models available.
- **\$209 million to support EV charging infrastructure across NSW** including public fast chargers, chargers at regional tourist destinations and in commuter carparks, kerbside charge points and electrical upgrades in residential strata buildings.
- **Making it easier to drive EVs** by permitting EVs to drive in T2 and T3 transit lanes until 31 October 2023.

Support for hydrogen heavy vehicles

As part of the NSW Hydrogen Strategy, the NSW Government has established a \$150 million Hydrogen Hub initiative to stimulate the NSW hydrogen in areas including bus and freight transport.

A \$20m Hume Hydrogen Highway joint initiative with Victoria to establish at least four hydrogen refuelling stations between Sydney and Melbourne and support at least 25 hydrogen-powered trucks. Funding to be awarded first half 2023, with the corridor to be operational by 2025.

Northern Territory

Northern Territory launched its Electric Vehicle Strategy in July 2021. The Strategy aligns with the NT energy target of 50% renewable by 2030 and Climate Change Response Plan Net Zero by 2050.

The NT Government's EV Strategy seeks to support the uptake of EV's in Government and private fleets whilst recognising that the Northern Territory's small dispersed population and long distances present unique challenges.

Through a process of consultation with the community, industry and business, the NT Government has identified four priority areas for action

- **Action 1:** Vehicle costs and availability
- **Action 2:** Vehicle charging
- **Action 3:** Knowledge, Skills and innovation
- **Action 4:** Consumer information

Through the EV Strategy, the NT Government is:

- Making EVs more affordable by providing registration and stamp duty concessions on eligible EVs.
- Assisting EV owners with grants to install chargers in homes and businesses.
- Transitioning the government fleet where vehicles are fit for purpose.
- Supporting the development of a fast charging infrastructure network on major highways.

Priorities

The NT EV Strategy is based on the following principles.

- reducing barriers to electric vehicle uptake.
- responding to the transition to renewable energy.
- achieve net zero emissions by 2050.

The NT Government is removing stamp duty on electric vehicles.

Stamp duty is being removed for EVs (includes plug-in hybrids) up to a purchase price of \$50,000, from 1 July 2022. The incentive will be in place for 5 years to 1 July 2027. Vehicles in excess of \$50,000 will benefit from a stamp duty reduction of \$1500.

The NT Government is reducing registration costs for EVs, representing a savings in 2022 of \$91.

The incentive introduced in July 2022, will be in place for five years and available for new and second hand BEVs and PHEVs.

The NT Government has undertaken a review of Fleet to support the transition of 'fit for purpose' vehicles to EVs.

Transitioning Fleet will reduce NTG emissions and support the development of a second hand EV market in the Territory. It will also build wider community acceptance and familiarity.

The NT Government is supporting residential, business, destination and fast charging through grant schemes and strategic planning.

Range anxiety was identified in consultation as a significant barrier to EV adoption. The Territory Government understands that a range of charging options are needed including home charging, public charging and fast charging and is working to facilitate the development of the network.

Queensland

The Queensland Zero Emission Vehicle Strategy (ZEV Strategy) 2022-2032 is accelerating Queensland toward a cleaner greener transport future while ensuring QLD energy network supports the transition to achieve net zero emissions by 2050.

The ZEV Strategy aims to reduce emissions across all modes and sectors.

Actions

Queensland's Zero Emission Vehicle Strategy Action Plan (2022-2024) supports the ZEV Strategy which sets out initiatives that will progress over two years to increase zero emissions vehicle uptake.

This includes actions that enable the development of alternative fuels and new and emerging clean technologies.

- **50%** of new passenger vehicle sales to be zero emissions by **2030** and **100%** by **2036**.
- **100%** of eligible Queensland Government Fleet passenger vehicles to be zero emission by **2026**.
- Every new TransLink funded bus added to the fleet to be a zero-emission bus from **2025** in south east Queensland and from **2025-2030** across regional Queensland.
- Net zero emissions by **2050**.

Actions will create jobs for Queenslanders through local manufacturing opportunities and emerging ZEV industries.

Principles

- Encouraging cleaner, greener transport modes
- Building ZEV manufacturing and supply chain capability
- Facilitating support ZEV infrastructure
- Driving towards renewables and smart charging
- Partnerships, innovation, and advocacy

Key achievements

Key actions from the ZEV Strategy include:

- continued reduced **annual registration and vehicle registration duty costs** for EVs
- a **\$45 million** program for rebates for eligible new battery electric vehicles purchased on or after 16 March 2022
- a **\$10 million** Electric Vehicle Charging Infrastructure Co-Fund Scheme which will extend into at least **\$20 million** of further public charging infrastructure across Queensland (when including local council and industry contributions)
- adding a further **24** sites to the **Queensland Electric Super Highway** fast charging network, which will provide a comprehensive network into regional and rural Queensland across more than **54 locations** once complete
- investment of **\$12 million** to deliver charging infrastructure and trials to support efficient integration of electric vehicles into the grid and **\$30 million** to make government buildings ZEV ready.

Principles

- Remove barriers to enable Queensland to access and benefit from ZEVs over the next 10 years.
- Support uptake and development of ZEV technologies in Queensland to build industry and supply capability
- Strategically integrate ZEV technology into the energy system and built environment in a way that benefits all Queenslanders
- Support the renewable energy and hydrogen industry to power Queensland's zero emission energy needs.
- Create a sustainable, accessible, and affordable ZEV economy

South Australia

South Australia is focussed on driving the transformation to Electric Vehicles (EVs), to realise its ambition for at least 50% reduction in greenhouse gas emission by 2030 and net zero emissions by 2050.

The state is aiming to be a national leader in EV uptake and smart charging by 2025, facilitating this by:

- offering EV purchase and a registration fee exemption
- providing a \$12.4 million grant to the RAA to construct the state's first EV charging network throughout South Australia
- grant funding of \$3.2 million for nine EV Smart Charging Trials
- delivering the EV Fleet Pledge program.

South Australia has identified four areas for action required to realize its objective:

- Action Theme 1: Statewide public charging network
- Action Theme 2: Leading by example
- Action Theme 3: Catalyse fleet and private uptake
- Action Theme 4: Framework to speed up transition

Priorities

- As a signatory to the COP-26 Declaration on Accelerating the Transition to 100% Zero Emissions Cars and Vans agreement, South Australia committed to work towards all sales of new cars and vans being zero emission globally by 2040, and by no later than 2035 in leading markets.
- By 2030, we will transform the government fleet and aspire for all private taxi and rideshare vehicles to be electric, and for fully electric commercial fleets to be a normal part of doing business.
- As South Australia drives the transformation to EVs, around 170,000 EVs will be on South Australian roads by 2030 and 1 million EVs integrated into the electricity system over the next 20 years.

The Government is offering an EV purchase subsidy package

\$3,000 subsidies available for the first 7,000 eligible new battery electric and hydrogen fuel cell vehicles registered in South Australia from 28 October 2021. A three-year registration exemption is also available as part of the subsidy package.

The Government is providing a grant to the RAA, to build, own and operate a statewide EV charging network.

The EV charging network will provide over 530 EV chargers, across 52 locations and 140 sites by early 2024. The network will overcome driving range anxiety, supporting EV uptake and helping South Australia to realise its greenhouse gas emissions reduction ambitions.

The Government is undertaking Smart Charging Trials to understand and provide solutions to EV charging

The trials will generate and share knowledge about charging patterns and preferences, and the financial benefits of smart charging and electric vehicle ownership

The Government is continuing the EV Fleet Pledge to support fleet managers in their EV transition

The EV Fleet Pledge will build a network of like-minded businesses who would like to see EVs become the common choice for fleet managers, metropolitan taxi and hire cars by 2030, to lower motoring costs and reduce pollution.

Tasmania

The Tasmanian Government has implemented a range of measures to support the transition to electric vehicles.

The Tasmanian Government's Climate Action 21: Tasmania's Climate Action Plan 2017-2021 included a range of measures to support the transition to electric vehicles, by focusing on addressing the barriers to electric vehicle uptake. Climate Action 21 also supported alternative forms of transport and optimising the use of vehicles to reduce costs and emissions.

The Climate Change (State Action) Act 2008 was amended in November 2022. The Act now includes a requirement for the Government to develop emissions reduction and resilience plans (ERRPs) for key sectors. The ERRPs will be developed in consultation with business and industry.

The Government has committed to developing the Transport sector ERP by November 2023.

Key Measures

Key measures implemented by the Tasmanian Government to date include:

- Establishing the cross-sectoral Electric Vehicle Working Group to develop a coordinated approach to the EV uptake.
- Implemented the Smarter Fleets program for government agencies, local government and heavy vehicle fleets to improve efficiency and plan for EV uptake.
- Implemented two rounds of the ChargeSmart Grant Program to support the installation of fast, destination and workplace charging infrastructure around the State.
- Supported community 'try and drive' days.

The Tasmanian Government is providing a waiver on duty on the purchase of new and second hand EVs

From 1 July 2021, duty is waived on the purchase of new or secondhand battery electric vehicles for a period of two years.

The Tasmanian Government is supporting hire car and tour companies to transition fleets

From 1 July 2021, registration is waived on new electric vehicles purchased by hire car companies or tour companies for a period of two years.

The Tasmanian Government is supporting Metro Tasmania is trial zero emissions buses

Funding has been provided to support trials of battery electric and hydrogen fuel cell buses in both the North and South of the State.

The Tasmanian Government has set a target to transition its fleet to 100 per cent electric by 2030

Transition the government vehicle fleet may result in a higher number of vehicles becoming available on the second hand market for Tasmanians to purchase.

Victoria

In 2021, the Victorian Government released an important initial package of policies and investments through the Transport Sector Pledge in Victoria's Climate Change Strategy and the Zero Emissions Vehicle (ZEV) Roadmap, to begin transitioning the transport sector and promote ZEV uptake.

The ZEV Roadmap outlines Victoria's commitment to sending a clear signal to the market about Victoria's commitment to decarbonisation, encourage overseas manufacturers to supply more ZEV models to Australia, and thereby improve consumer choice and affordability.

The Roadmap incorporates the following targets:

- 50 per cent of light vehicle sales to be ZEVs by 2030.
- All public transport bus purchases to be ZEVs from 2025.
- Electric vehicle charging stations to be installed across regional Victoria by 2024.
- 400 vehicles in VicFleet to be replaced with ZEVs by 2023.

Since the launch of this initial package of measures in May 2021, Victoria has also:

- Signed the November 2021 COP26 declaration on accelerating the transition to 100 per cent zero emission cars and vans by 2035;
- Committed \$10 million to co-deliver the Hume Hydrogen Highway initiative in partnership with New South Wales and the Commonwealth Government; and
- Advocated for changes to the National Construction Code 2022 to better support EV charging installation in new buildings.

Priorities

The Victorian ZEV Roadmap has been developed to identify and outline the actions the Victorian Government is taking to support the transition to net-zero emissions in road transport by 2050, with the following priorities:

- To promote confidence in the ability of ZEVs to meet the travel needs of all Victorians
- To address infrastructure barriers to the uptake of ZEVs and promote uptake
- To help reduce public transport CO₂ emissions and spur the development of associated supply-chains
- To reduce government and commercial fleet emissions and help support the development of a second-hand market of affordable ZEVs

The \$100 million zero emissions vehicle support package is Australia's first comprehensive strategy to fast-track the transition to zero emissions vehicles. It delivers:

- \$46 million for Australia's first ZEV purchase subsidy scheme, providing individual subsidies at the point of purchase of more than 20,000 ZEVs;
- \$19 million to accelerate the roll-out of electric vehicle (EV) charging infrastructure across regional Victoria by 2024 and support the charging of EV fleets;
- \$20 million for a ZEV public transport bus trial and a target for all public transport bus purchases to be ZEVs from 2025;
- \$10 million to begin the transition of the Victorian Government's own vehicle fleet to ZEVs, with an initial commitment to introduce 400 ZEVs into the fleet by June 2023; and
- \$5 million for a Commercial Sector ZEV Innovation Fund.

Western Australia

Western Australia launched its Electric Vehicle Strategy in November 2020, which is part of the WA Climate Policy.

The WA Government has allocated almost \$80 million to accelerate the use of zero emission vehicles. The EV Strategy plays a key role in supporting the State's commitment to transition the WA Economy to net zero emissions by 2050.

Key areas of action include:

- electric vehicle uptake
- charging and refuelling infrastructure
- standards, guidelines and planning approval requirements
- industry development.

The Strategy is supported by the 2021 EV Action Plan, which provides an integrated set of actions designed to deliver a future where EVs contribute to a safe, reliable and efficient electricity system while accelerating our transition to a low-carbon future.

In May 2022 the WA Government announced an additional \$60 million Clean Car Fund including:

- rebates on the purchase of electric and hydrogen vehicles
- Grants for local governments, not for profits and small to medium businesses to install charging infrastructure

Priorities

The WA EV Strategy has been developed based on the following four priorities.

- **Increase EV uptake:** stimulating the electric vehicle market through fleet uptake, increasing awareness and promoting the importance of emission standards
- **Infrastructure growth:** investing in, and facilitating, the provision of electric vehicle charging and refuelling infrastructure
- **Developing standards, guidelines and planning approvals:** developing and updating guidelines, standards and requirements for planning approvals to assist the safe and efficient adoption of electric vehicles and associated infrastructure
- **Industry development:** developing areas of industry relevant to our state such as the Future Battery Industry Strategy

The WA Government is building an electric vehicle fast charging network -The WA EV Network

We are investing \$22.9 million to install almost 100 charging stations at 49 locations across the state. Installation of the charging stations commenced in November 2022 with the network fully operational in 2024.

The WA Government is offering \$3,500 rebates on new electric and hydrogen vehicle purchases

The WA Government has allocated \$36.5 million to provide rebates on the purchase of up to 10,000 EVs, up to a value of \$70,000, sold in Western Australia from 10 May 2022.

The WA Government is providing incentives to help local councils and businesses to invest in charging infrastructure

\$15 million will be provided to support local governments, not-for-profits and small and medium-sized businesses with grants to install charging infrastructure.

The WA Government has a minimum 25 per cent electric vehicle target for our passenger fleet by 2025

The target covers all new light and small passenger, and small and medium SUV government fleet vehicles by 2025/26. Funds are allocated to install charging infrastructure in existing government buildings and new public building capital works projects must be "EV ready".

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Released under the freedom of Information Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts

Rural and Regional Affairs and Transport

Lead/Support contact: Andrew Madsen/Tristan Kathage

SB23-000653

SUBJECT: Budget Measure – Fuel Efficiency Standards

Talking Points

- On 19 April 2023, the Australian Government launched a six-week public consultation on the design of a fuel efficiency standard (FES) and released the National Electric Vehicle Strategy (NEVS). The FES and the NEVS, alongside other key measures, are designed to reduce road transport emissions, and manage Australia's transition to low and zero emissions transport technologies.
- Consultation on the FES closes on 31 May. It will include public submissions and meetings with key stakeholders, including with electric vehicle and light vehicle manufacturers, representatives from the petroleum and service station industry as well as organisations representing regional Australia.
- Consultation will focus on detailed design features for a best practice fuel efficiency standard for Australian conditions.
- The Government is aiming to release a proposed FES model by the end of 2023.
- Departmental funds have been allocated to reflect 10 ASL in 2023-24 and 7 in 2024-25 develop the FES (see financial table below). In addition, the departmental team will engage technical experts to undertake modelling work and to scope the development of an IT platform to support the regulatory function of the FES.

If asked: Will the FES ban the sale of 4WDs or utes?

- No. The FES will not prevent the sale of 4WDs or utes.

If asked: Is the FES a carbon tax?

- No. Any proposed fuel efficiency standard will not include or be a carbon tax.
 - In other countries with fuel efficiency standards, manufacturers that do not comply may be subject to financial penalties. The purpose of these penalties is to encourage compliance, not raise revenue.

Key Issues

- According to Australia's Emissions Projections 2022 (DCCEEW - Australia's Emissions Projections 2021), transport (19 per cent) is Australia's third largest source of national greenhouse gas emissions. Transport emissions in the last few years were materially reduced by the regulatory restrictions and behaviour change as a result of the COVID-19 pandemic.

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- In 2019, prior to the COVID-19 pandemic, transport was the second largest source of emissions in Australia, with marginally higher emissions than stationary energy (20 per cent of Australia's emissions) (DCCEEW - Australia's Emissions Projections 2021).
 - It is projected that for 2023 onwards, emissions from the transport sector will return to pre-pandemic levels.
- The Government is committed to reducing emissions in Australia's transport sector to support the 43 per cent reduction by 2030, and net zero by 2050 commitments.
- On 19 April 2023, the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, and the Minister for Climate Change and Energy, the Hon Chris Bowen MP launched a public consultation to inform the design of a fuel efficiency standard for Australia. Ministers King and Bowen also released the National Electric Vehicle Strategy.
- The consultation on a FES is being led by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA), and will consider all key design features for an Australian fuel efficiency standard.

Background

- Generally, fuel efficiency standards increase the types and number of electric vehicles (EVs) available to consumers. They work by setting an **average** efficiency target, measured in grams of CO₂ per kilometre, for the vehicles sold by each manufacturer.
- This allows manufacturers to meet emission targets with a range of vehicle technologies including EV, hybrid and more efficient internal combustion engine vehicles.
- Fuel efficiency standards **do not** affect the vehicles already on the roads. They **only** apply to new vehicles.
- Fuel efficiency standards **do not** prevent any particular vehicle from being sold in the markets where they apply and the NEVS consultation paper says fuel efficiency standards would preserve access to the range of vehicles people need for work and leisure.
- Australia is one of the few developed countries without fuel efficiency standards, which have been adopted by the European Union, the United Kingdom, the United States, Canada, Mexico, China, Japan, India, South Korea, Saudi Arabia and New Zealand.
- Australian is behind our international peers in EV sales (defined as battery EVs and plug in hybrid EVs). In 2022, EVs represented 3.8 per cent of new light vehicle sales in

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Australia (source: EV Council EV Industry Recap 2022), compared with 14 per cent globally (International Energy Agency Global EV Outlook 2023).

- In the EU in 2022 EV sales were 21.5 per cent of all vehicles sold (source: European Automobile Manufacturers Association (ACEA)), and in 2021 (the most recent year for which data is available) in the United States and Canada, new EVs had a market share of over 5 per cent.

Financial Information as at 8 May 2023 - all figures are excluding GST

Program/Project Start Date:	2023-2024					
Program/Project End Date:	2026-2027					
	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	2027-28 \$m	TOTAL \$m
Appropriation Budget	3.0	2.0	1.2	1.2	0.0	7.4
Less:						
Actual Expenditure YTD at 8 May 2023	0.0	0.0	0.0	0.0	0.0	0.0
Total Committed Funds at 8 May 2023	0.0	0.0	0.0	0.0	0.0	0
Total Uncommitted Funds (balance)	3.0	2.0	1.2	1.2	0.0	7.4

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

Attachments

- Attachment A: FES consultation paper

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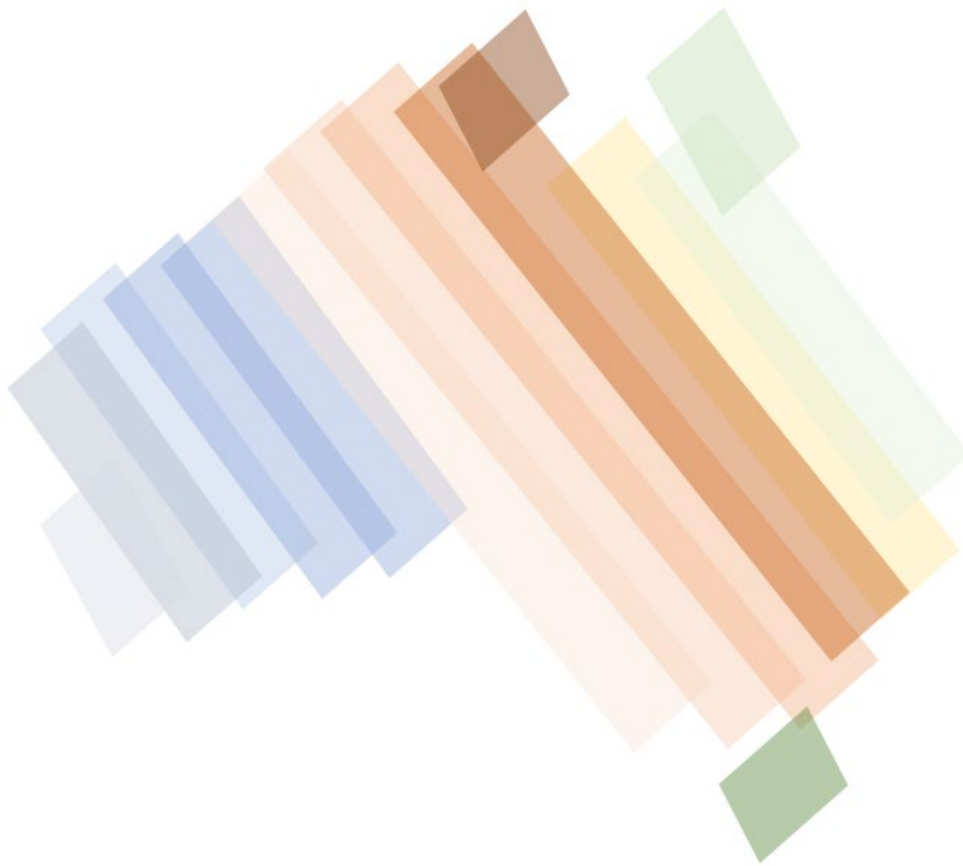
Australian Government

**Department of Infrastructure, Transport,
Regional Development, Communications and the Arts**

The Fuel Efficiency Standard – Cleaner, Cheaper to Run Cars for Australia

Consultation paper

19 April 2023



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Ministers' foreword

As the world moves to cleaner, greener cars, Australians are being left behind with fewer car choices and higher costs at the bowser.

Over 85% of cars sold worldwide are covered by a fuel efficiency standard.

Australia and Russia are among the only developed nations without fuel efficiency standards. This means there is no requirement for global vehicle manufacturers to send their best fuel saving technology to Australia, including high efficiency internal combustion engine technology, hybrids and EVs. This is why in the EU there are around 230 models of EV available, compared to only 60 in Australia.

What fuel efficiency standards do is simple; they require global vehicle manufacturers, or their local suppliers, to improve the average fuel efficiency of new cars over time. This means cleaner cars that are cheaper to run on Australian roads and an important step towards achieving net zero by 2050.

Fuel efficiency standards provide an incentive to vehicle suppliers to provide more fuel efficient vehicles, including EVs and hybrids, to the Australian market. This helps to increase the supply of efficient vehicles and also enables manufacturers to charge lower prices to Australian new car buyers.

With a fuel efficiency standard in place, Australians can expect to continue to access the same types of vehicles they do currently, from hatches to 4-wheel drives, utes to vans and everything in between. But they will also get the choice of more efficient petrol and diesel engines, more hybrids, plug-in hybrids and battery EV options available for sale.

Not only will a fuel efficiency standard deliver more advanced and affordable vehicles into Australia, it will also drive down our emissions.

On average, passenger cars in Australia emit 40% more carbon than the European Union, 20% more than the US and 15% more than New Zealand. We can do better than this.

This fuel efficiency standard consultation, combined with Australia's first National Electric Vehicle Strategy, is an opportunity to establish a policy and regulatory framework that benefits all Australians. These build on the initiatives to support and enable EV uptake that have been implemented by the Australian, state and territory governments, including significant investments in EV charging infrastructure, subsidies, rebates and EV uptake targets.

There is considerable complexity to designing a fuel efficiency standard and we are committed to getting it right. We have set out key design questions in this consultation paper and will work with stakeholders to design a strong standard that is right for Australia. We seek the views of all interested Australians, including vehicle industry, climate groups, think tanks, unions, representatives of vulnerable Australians and individuals.

The Hon Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government

The Hon Chris Bowen MP

Minister for Climate Change and Energy

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Acknowledgement of Country

We acknowledge the Traditional Custodians of Country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past and present, and extend that respect to all Aboriginal and Torres Strait Islander peoples today.

1. Introduction

More than 85% of all vehicles sold across the world are covered by some form of fuel efficiency standard (FES), including those sold in the European Union, United States, China, Japan, Brazil, India, Canada, South Korea and Mexico. While most Australians won't have heard of a fuel efficiency standard, it is a common tool being used around the world, including in almost every developed country apart from Russia and Australia, to ensure consumers get access to greater variety of more fuel efficient vehicles.

A FES in one form or another, requires vehicle manufacturers or their domestic suppliers (in this paper referred to collectively as suppliers) to reduce the average CO₂ equivalent¹ per kilometre emitted by new vehicles they sell over time. CO₂ is the key greenhouse gas (GHG) expelled from the exhaust systems of internal combustion engines. More fuel efficient vehicles are cheaper to run as they require less fuel to go the same distance. A FES gives suppliers incentives to sell more and more vehicles that have low or no emissions, and to use new technology to reduce emissions in other vehicles. Suppliers have flexibility to choose the mix of vehicle technologies to meet their fleet average target and customer needs, and it gives suppliers a clear pathway to plan their vehicle import mix for future years.

We know that low or no emitting technology is getting better all the time but until we have a FES, Australians will not be at the front of the queue for the latest low emissions vehicles. Suppliers have incentives to send the vehicles with the best technology to countries with a FES, leaving Australians, and particularly regional Australians, paying more for fuel and driving outdated technology.

The National Electric Vehicle Strategy consultation paper released in September last year started to sketch out a plan for how we increase access to low and zero emissions vehicles (LZEVs). That consultation process received over 500 submissions from more than 200 organisations and over 1,500 individuals. One of the key pieces of feedback we heard was that an Australian FES is critical to making sure that Australians are able to get access to the cleaner and cheaper vehicles we need, without undue barriers and costs. In conjunction with demand measures like the Electric Car Discount, a FES will also be key to ensuring there is greater choice in the LZEVs brought into the Australian market, and that those models are more affordable.

In this consultation paper we have set out what we think are the key elements for an Australian FES. But we need your help to design it properly. Some of the elements of a FES can be quite complex and technical, but others are more dependent on general community preferences. Once we have received your feedback, the Government will consider this, develop its proposed FES model, and then introduce legislation as soon as practical to put that model into effect.

As well as being cheaper to run, more fuel-efficient vehicles are also better for the climate, and for air pollution. Transport emissions in Australia represent close to one fifth of our country's emissions, and more than three fifths (62%) of transport emissions come from light vehicles. Research indicates that vehicle emissions in Australia may cause between 1,715 and 11,105 premature deaths in adults per year and thousands of hospitalisations, potentially many times the typical annual road toll (BITRE 2016, Schofield *et al* 2017, Walter and Say *n.d.*).

Increasing the uptake of LZEVs, such as electric vehicles (EVs), will not only reduce household and business transport costs, it's also the most effective and immediate opportunity to reduce emissions in the transport sector, and involves no change to how much people use their vehicles. However, widespread adoption of new LZEVs cannot be undertaken overnight. We are highly dependent on the types of cars, including the utes and 4-wheel drives that we drive in our day-to-day lives and, in many cases, to earn a living. Australia has unique transport challenges including being dependent on overseas

¹ CO₂ equivalent emissions cover not just carbon dioxide emissions, but also other greenhouse gases that contribute to Australia's emissions. In this paper we refer to these emissions as CO₂, for simplicity.

vehicle suppliers to provide the cars we need. We represent a small part of the global market, and are recipients of technology developed for other markets, be that the United States, the European Union, the United Kingdom, China or Japan. Australia has large distances to cover in remote areas, like other countries such as the U.S. and Canada. And suppliers require certainty about the kinds of vehicles they plan to import over the next 5-10 years.

Today, over 85% of car sales worldwide are subject to [fuel efficiency] standards.

International Energy Agency—Global EV Outlook 2021

The department will also undertake detailed analysis on the potential outcomes of a FES. This paper seeks input to feed into the analysis of how a FES would operate, including fuel cost savings, health benefits, emissions reduction, LZEVE uptake levels, and any additional consumer costs.

A FES is just one part of increasing the availability and affordability of cleaner and cheaper cars. That's why we have introduced a range of measures to encourage uptake of LZEVEs including tax concessions for eligible electric cars through the Electric Car Discount, funding for electric vehicle charging infrastructure through the Driving the Nation Fund, and a Real-World Testing Program to provide more accurate information on fuel consumption and emissions in real world driving conditions. The Government is also considering Euro 6d noxious emission standards for light vehicles and improved fuel quality standards to further reduce barriers in supplying the latest engine technology to Australia.

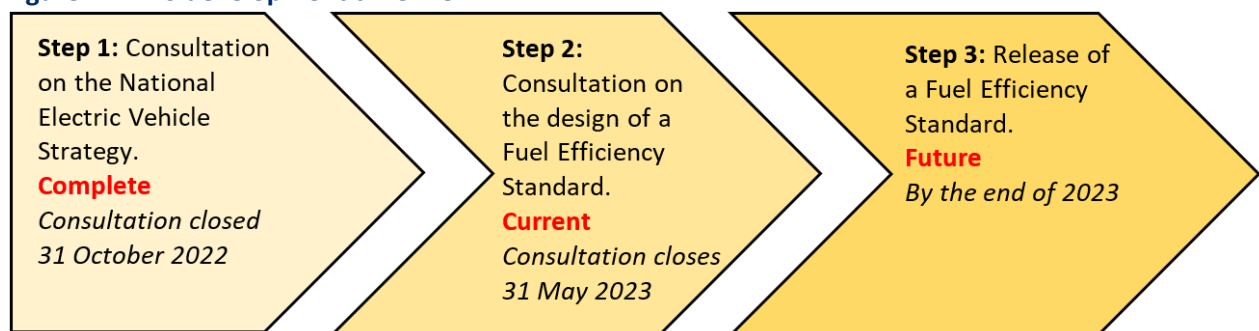
State and territory governments have also introduced a range of policies to support LZEVE uptake. These policies support a FES and will see greater impact with a FES in place. We've included a summary of these policies at the end of this document. It is important to acknowledge the key role state and territory governments have played over the last few years in moving our country towards LZEVEs. The Australian Government is committed to working constructively with states and territories to the benefit of the whole Australian community.

2. How to engage

The Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the department) has released this consultation paper to obtain comments and suggestions from the community, vehicle suppliers, environmental groups, other government agencies, and anyone else that has an interest. This paper seeks to highlight international examples of where a FES has already been implemented, outlines the principles we think a FES should be developed against and seeks views on the different design parameters a FES will need to specify.

The Government is undertaking a three-step process for the introduction of a FES. Firstly, we asked whether a FES should be introduced through the National Electric Vehicle Strategy consultation process. That consultation found overwhelming support for the introduction of a FES, but some differing views on what an Australian FES should require. Where possible, this consultation paper has drawn on views expressed in the National Electric Vehicle Strategy consultation process.

Figure 1 – FES development timeline



The second step is consulting the community, vehicle suppliers, environmental groups, regional Australia and others on the design of an Australian FES. The responses we receive through this consultation paper will be critical in helping us design a FES that is right for Australia.

The design of a FES has many technical aspects, as well as being of broad interest to all of the community. Because of this we've included two types of questions in the paper:

- one set of questions focusses on the general policy. These questions appear in green boxes throughout this paper (and are marked as 'GENERAL'); and
- a second set of questions focusses on the technical aspects of a FES. These questions appear in blue boxes throughout this paper (and are marked as 'TECHNICAL')

In the next section, we have included some guiding principles to design a FES. In responding to questions, we'd like you to keep these principles in mind. Responses to all or any of these questions will be helpful to us as we work to design a FES suitable to Australian conditions. The department will also undertake bilateral and roundtable consultations with key stakeholders.

The third step will be for the Government to release details of its proposed FES and information about how it will be implemented. We anticipate this will occur later in 2023.

2.1 How and when can I provide a response?

Comments and responses to questions are requested by **31 May 2023**. Responses can be emailed to cleanercars@infrastructure.gov.au or lodged via www.cleanercars.gov.au. Submissions will be published on the department's website, unless you have specifically requested your submission be kept confidential in the relevant field.

3. Why introduce a Fuel Efficiency Standard?

A mandated CO₂ standard is the obvious missing link that can help supply moving forward and further strengthen market signals.

NRMA submission to the National Electric Vehicle Strategy (October 2022)

What is a Fuel Efficiency Standard?

A 'FES' or fuel efficiency standard, is an obligation on light vehicle suppliers to make sure the new vehicles they bring into the market, on average, meet a particular CO₂ per kilometre standard. This enables a full range of vehicles, including cars, SUVs, utes and 4-wheel drives to be sold.

Where a supplier beats the standard by selling more efficient vehicles and LZEVs, they are rewarded (usually through 'credits'). Where suppliers don't meet the standard, by selling proportionally more higher emissions vehicles, they are penalised (usually, they need to buy credits from other suppliers, or pay a fine).

A FES is a powerful tool because it applies a standard across the whole fleet a supplier sells. It means there are market-based incentives on suppliers to help lower vehicle emissions – and help their customers save on fuel costs.

In summary, a FES will incentivise the supply of cheaper LZEVs, and help Australians save money on fuel costs.

The GHG reduction from a transition to LZEVs will be critical to achieving Australia's national emissions reduction target of 43% on 2005 levels by 2030 and reaching net zero emissions by 2050. The transport sector's contribution to this transition is being held back by the absence of an internationally comparable FES. Overseas FES requirements are a strong driver for the supply of fuel-efficient vehicles, including EVs and hybrids.

Greater adoption of LZEVs will help reduce air pollution. Long-term exposure to air pollution from Internal Combustion Engines (ICE) vehicles has negative human health effects. Air pollution from vehicle emissions is estimated to have caused as many as 1,715 deaths in Australia in 2015, 42% more than the road toll that year (BITRE 2016, Schofield *et al* 2017).

At the moment, interest in purchasing an EV is high, with 54% of Australians surveyed reporting they would consider an EV for their next car purchase and 49% of respondents seeing themselves driving an EV in 2030 (EV Council 2021). This would help Australians reduce their carbon footprint and their fuel costs (with the national average weekly cost of fuel sitting at around \$100 per household). But because Australia does not have a mandatory FES, it is not an export market of choice for suppliers of LZEVs. As a result, LZEVE uptake in Australia considerably lags other countries at approximately 2% of vehicle sales in 2021 and 3.8% in 2022. In the third quarter of 2022, EV sales in the US were 7%, the United Kingdom and European Union (EU) were at 23%. Globally, 13.3% of all vehicles sold in the December quarter were EVs (BEVs and PHEVs) and 9.4% were battery electric. Over 10.6 million EVs we sold around the world in 2022 (Bloomberg New Energy Finance (BNEF) 2023).

There are barriers to supplying the Australian market with LZEVs. We represent only 1% of the global car market and we are already in the minority right-hand drive market which can affect supply for vehicles with limited global reach.² This puts Australia lower down the priority list for vehicle suppliers when it comes to bringing in the newest technology (which they could otherwise sell into other markets). In addition, with so many other key vehicle markets already regulated by a FES, suppliers also have an

² Most vehicles in Australia are driven on the right-hand side of the vehicle, and the vehicle is driven on the left-hand side of the road. The United Kingdom and Japan are right-hand drive vehicle markets, but most of Europe and the United States are left-hand drive vehicle markets.

incentive to send their EVs to those markets, leaving Australians to wait long periods to buy whatever suppliers choose to send our way. Current estimates are that Australians can choose from 70 models of EV (battery EV and plug-in hybrid EV), whereas in Europe almost 230 models of EV (BEV and PHEV) were available by the end of 2022 (BNEF 2023).

In the case of EVs, consumers can only choose from vehicles that have been supplied to the market, and in the volumes the vehicles are made available. Due to the lack of incentives, many popular EV models are not available in Australia, have very long waiting lists, or small allocations sell out in a matter of minutes (Borys and Evans 2021, Wykeham and Gaffney 2022, Parkinson 2022). Similarly, the supply of hybrids is limited in Australia relative to countries with a FES in place, such as the EU (19 per cent hybrids in 2021) or Japan, where hybrids exceeded a third of sales in 2019 (EEA 2022, and BNEF 2020).

With a FES in place, suppliers will be required to supply more efficient ICE technologies including hybrids, and greater number of LZEVs to Australia to ensure they don't exceed the regulated fleet average emissions limit. That means better choice for consumers and a more competitive market, bringing more affordable LZEVs to Australia. These vehicles will flow through to the used vehicle market, making LZEVs more accessible to lower income households. LZEVs are also cheaper to run over the full life of the vehicle, contributing to an overall reduction in cost of living pressures for households. These benefits are greater for those driving longer distances.

The global development of LZEVs is also steadily producing more variety of models and increasing capacity in terms of off-road vehicles and increased towing weight. A FES provides flexibility for suppliers to continue to sell ICE vehicles while the equivalent LZEV technology is being developed. In the EU market with a stringent FES in place models such as the Toyota Hilux, Landcruiser and Ford Ranger continue to be sold, and in the US, also with a FES in place the Ford Ranger and Toyota 4Runner and Tacoma and Tundra full size utes are available today. Introducing a FES will increase the incentive for suppliers to bring EV equivalents to Australia, such as LDV's eT60 dual-cab ute, Ford's (announced) electrified Ranger and the Geely group Radar RD6 electric ute (Inwood and Zacharia 2022, Andrews 2023).

Vehicle suppliers generally have better information about the costs of improving vehicle efficiency. Vehicle suppliers know the relationship between fuel efficiency and vehicle costs for a range of technologies. However, consumers can only choose from the technology suppliers have opted to include in these vehicles. Estimating the benefits of improved fuel economy requires specific information (including predictions of future fuel prices) and calculations that most Australians don't have time for.

We need to be mindful that an Australian FES needs to be calibrated to our market. We've set out some of the key features at **Attachment C**. There are also plenty of international examples that we have been conscious of. A snapshot is set out at **Attachment D**. Finally, there is an Australian voluntary FES. We have set out the key features at **Attachment E**.

The Australian automotive industry is committed to making a robust contribution to national efforts to reduce the impact of climate change and improve air quality.

Federal Chamber of Automotive Industries – voluntary Fuel Efficiency Standard

4. Principles for Setting a Fuel Efficiency Standard

We have developed a series of principles to help design a FES. We have listed these below, and would appreciate feedback on these principles. The principles we arrive at will be used as part of the design process to help us decide trade-offs between different outcomes, and to help us implement a FES so that it remains true to the original objectives.

Our guiding principles are that a FES must be:

- **Effective** in reducing transport emissions from light vehicles.³ The purpose of a FES is to reduce the average amount of CO₂ emitted by Australia's new light vehicle fleet over time, which is broadly consistent with the FESs in place in major advanced markets.
- **Equitable** so all Australians can access the vehicles they need for work and leisure. The cars that we drive are a critical part of how Australians live and work, and need to be practical. The Australian FES will need to be equitable and not unduly negatively impact any particular group of people or part of Australia.
- **Transparent** and well explained to avoid unintended consequences. The details of an Australian FES will need to be accessible, whilst available in sufficient granularity and predictability to allow industry to make good long-term investment decisions, and not unduly increase red tape.
- **Credible** and **robust** by drawing on expert analysis and experience. We want Australia's FES to be designed with the latest and best analysis available, drawing on the expertise of industry, the environmental community, academia and others.
- **Enable** vehicles with the best emissions and safety technology to be available to Australians. It is important that Australians have access to the best and latest vehicle technology, as good as or better than what is available internationally. We want to avoid increasing the average age of vehicles in the fleet so there are no inadvertent safety impacts.

GENERAL guiding principles

- Are these the right guiding principles? Are there other principles that you think we should keep in mind?

4.1 Design assumptions

In embarking upon a FES, we are conscious some assumptions will need to be built into the design. We have set out these assumptions in this section for transparency. An Australian FES will:

- **Apply only to vehicles entering the Australian market for the first time.** The Australian FES will only apply to new vehicles⁴, whether imported or manufactured domestically. It will not apply to vehicles in the domestic used car market.
- **Apply on average to vehicles sold.** The Australian FES will protect the continued sale of vehicles Australians love, including utes and 4-wheel drives and will work to lower average emissions over time. A FES will provide good incentives for suppliers to provide more efficient internal combustion engine technology, including hybrids, and bring popular and more affordable LZEVS to Australia to

³ For the purposes of this consultation, 'light vehicles' mean passenger (M category) or commercial (N category) vehicles under 3.5 tonnes gross vehicle mass. They include sedans, wagons, Sports Utility Vehicles, utes, 4-wheel drives, vans, but does not include motorcycles (L category vehicles). Consideration will be given to ensure a FES covers all appropriate vehicles and does not create an incentive to adopt alternative classifications for the purpose of avoiding being covered by a FES.

⁴ Registered for the first time in Australia, this includes used vehicles imported for immediate sale.

reduce the average emissions of new vehicle sales. A FES will continue to allow the full range of vehicles to be sold on the Australian market.

- **Apply to light vehicles.** This consultation is only investigating a FES for light vehicles. The FES will not apply to heavy vehicles, vehicles for military, law enforcement and emergency services use, agricultural equipment or motorcycles.
- **Apply to vehicle suppliers, not motor vehicle dealers.** We want the FES to apply to the entity with the greatest control over the vehicles and vehicle technology which are supplied to, and sold in, the Australian market.
- **Be mandatory.** The Government does not intend to introduce a voluntary FES.
- **Be established in Commonwealth legislation.** To be effective, an Australian FES must have robust, enforceable, Commonwealth legislation that contains mechanisms to reduce the administrative burden as far as possible, and include mechanisms to minimise avoidance.
- **Consider vehicle affordability, lifetime cost and model availability.** We want to learn from best practise FESs in other major markets, and make sure that Australians can still get the cars they need.

GENERAL Design assumptions

- Are there any design assumptions that you think will put at risk the implementation of a good FES for Australia?
- Are the exclusions for military, law enforcement, emergency services, agricultural equipment and motorcycles the right ones?

5. FES design features

Roads Australia recommends that any fuel emission standard introduced by the Commonwealth should consider transport's changing share in national emissions reduction targets as well as the fuel emission standards of comparable nations, especially other right hand drive markets such as Japan, Britain and New Zealand.

Roads Australia submission to the National Electric Vehicle Strategy (October 2022)

Your views on a range of FES design features will help us to determine the best FES parameters for Australia and will feed into the model we develop. We are asking for your views on:

- What principles we should consider when setting a CO₂ target, and how far ahead targets should be set? More technically, what should the FES average annual emissions ceiling (CO₂ target) be?
- Whether to incorporate flexibility mechanisms (credit exchange, banking or pooling arrangements) to minimise impacts on consumers which are common features of other FESs.
- Should bonus credits for new/innovative technologies be included in the FES, and how should any potential risks be managed.
- When and how the FES should commence.
- What level of penalties for non-compliance, and enforcement mechanisms should be established under an Australian FES to be internationally competitive.
- Governance and other technical matters to ensure the FES is robust, has low administrative costs, and establishes appropriate information disclosure rules.

We think these are the key features that will need to be decided on for an Australian FES and are explored below. However, if you think there are others, please let us know.

GENERAL FES Design features

- Are there any particular FES features that you think we need to take particular care with?

5.1 The average annual emissions ceiling

The average annual emission ceiling is the CO₂ target – measured in grams of carbon dioxide per kilometre that a vehicle would emit when running – that a supplier's fleet needs to, on average, be less than. For example, in the European Union, the CO₂ target for 2020-24 is 95 grams per kilometre for cars and 147 grams per kilometre for vans, subject to technology credits.⁵

The average annual emissions ceiling is the key factor in determining the reduction in GHG that a FES will achieve, but must be viewed in the context of the features of the FES model it sits in. The headline fleet average number can be more aggressive (lower) if there are other features that provide more flexibility (see below).

Australia is starting from behind. The Bureau of Infrastructure, Transport and Regional Economics (BITRE) estimates that new vehicles sold in Australia in 2021 have a CO₂ intensity of 173.6 g CO₂/km. This compares to 115 g CO₂/km in the 29 European countries reported by the National Transport Commission, or 169 g CO₂/km in the US (NTC 2022).

We will need to determine how we set our average annual emissions ceiling, how many years into the future ceilings are set, and how the ceiling is adjusted over time to ensure it remains ambitious, effective

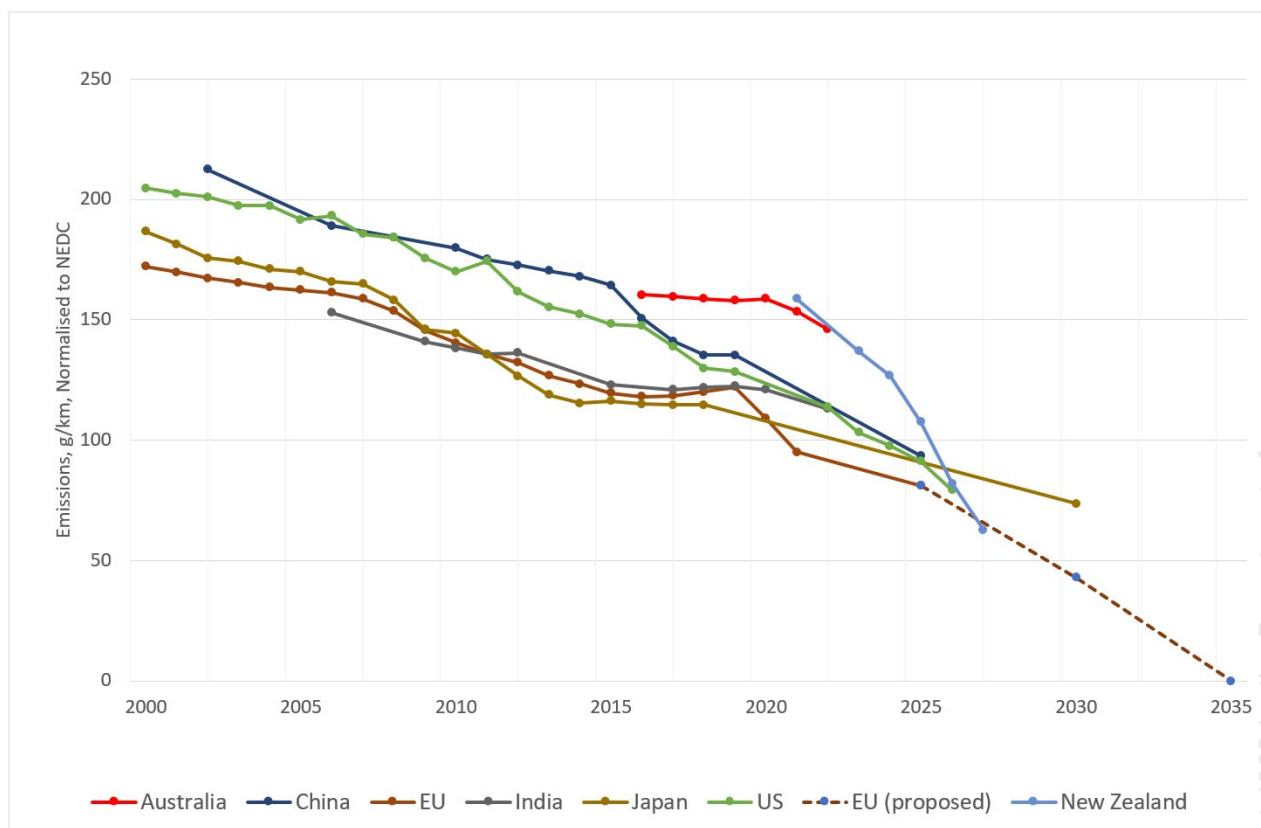
⁵ Based on NEDC emissions test procedure, from 2021 onwards the EU emission target adopts the newer WLTP emission test procedure.

and achievable. We also need to determine how a FES takes account of the range of vehicles sold by suppliers and popular with Australians, and the vehicles used by Australians in regional areas.

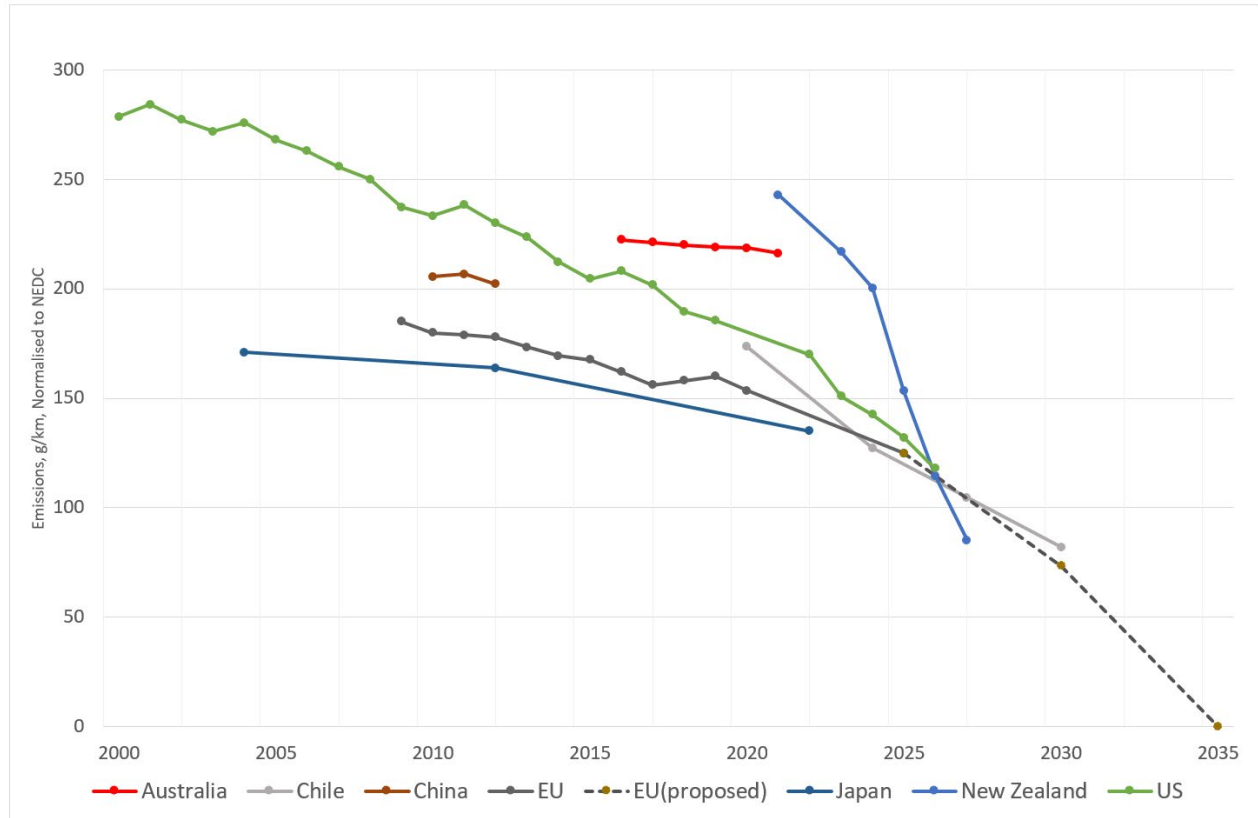
Immediately adopting an annual emissions ceiling from another market would likely disrupt the Australian vehicle market by not providing sufficient time for suppliers to establish a pipeline to Australia of vehicles fitted with more efficient ICE technologies and LZEVS.

Comparable markets have set ambitious emissions reduction trajectories in their FESs. If an Australian FES does not match the proportional reduction in emissions levels of other markets, our GHG reduction and LZEVS uptake will continue to fall further behind. Failure to set globally competitive FES emissions ceilings risks providing insufficient incentive to global vehicle manufacturers to supply in-demand LZEVS to Australia. The following two charts show the passenger and light commercial vehicle emission trajectories of a number of jurisdictions (adapted from Khan, Yang, Sen and Miller 2022).

Chart 1 – International passenger car emissions trajectories⁶



⁶ The charts presented here show emission trajectories for passenger cars in chart 1, and light commercial vehicles in chart 2. See below for more information about separate limit curves for passenger cars and light commercial vehicles.

Chart 2 – International light commercial vehicle emission trajectories

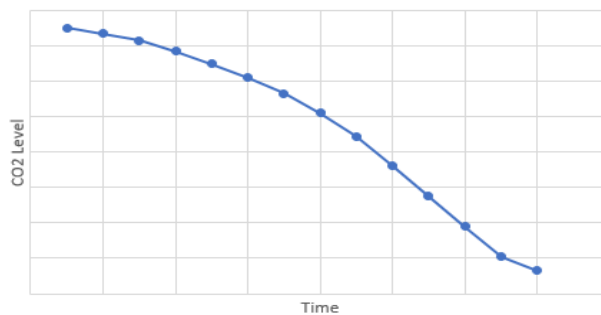
These charts demonstrate the gap that currently exists between where we are and other nations with similar characteristics. We are seeking to determine what level of reduction is feasible in Australia based on technology currently available and about to enter the market, its cost and how this is likely to evolve. Provided an Australian FES fleet average is comparable to major advanced markets like the US and Europe, we know the technology will be available to meet that target.

Emissions level limit and approach

We will need to identify what the average annual emissions ceiling should be (in g CO₂/km), including how much it should decline over the regulated period. In the charts above you can see that different countries have adopted different rates of CO₂ emissions reduction, which are not always smooth curves. Because Australia is starting late, our rate of improvement would need to be relatively aggressive to catch up to our international peers. However, we do have options:

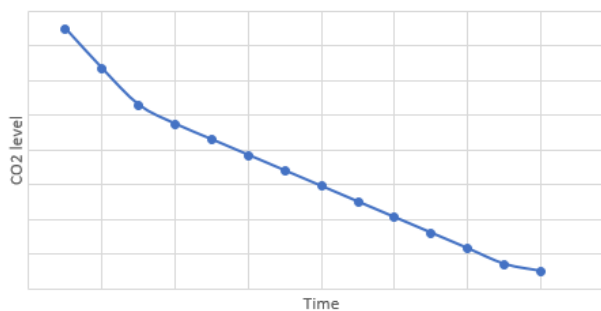
- **Cautious start - finish strong:** One option would be to set a relatively modest target in the early years, and then have the ambition level ramp up over time. This would give suppliers more time to adapt to the system, while achieving more modest emissions reductions early. While access to EVs might not increase initially, it would provide some time for suppliers to adapt the technology they import to Australia, and would allow more time for Australians to adapt to technologies normally supplied to advanced markets with FESs.

Cautious start - finish strong



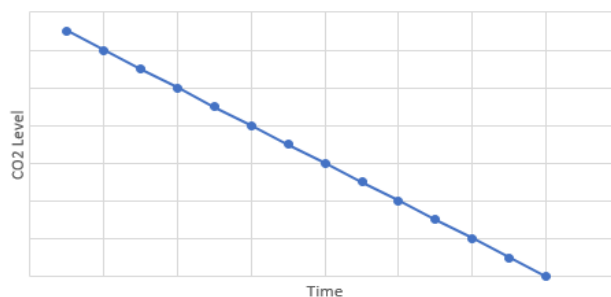
- **Start strong:** A second option would be to set relatively ambitious targets early on and then to continue strong emissions reductions in the early years. This would have the advantage of getting a lot of the hard work done early, and achieve emissions abatement objectives. This option would be more disruptive for suppliers however, and may require substantial expense without some other balancing factor (such as higher credits or broader exemptions).

Start Strong



- **Straight line:** A final option would be to determine the 'start' and the 'end' and plot the CO₂ figure between start and end on a straight line. This would mean that equal effort would be needed from commencement to where emissions are at 'net zero'.

Straight line



GENERAL Starting emissions level limit and approach

- What principles should we consider when setting the targets?

TECHNICAL Starting emissions level limit and approach

- What should Australia's CO₂ FES target be?
- How quickly should emissions reduce over what timeframe?
- Should the Australian FES start slow with a strong finish, start strong, or be a straight line or take a different approach?

Adjustments of average annual emissions ceiling

We will need to determine how frequently and how many years into the future the CO₂ target should be adjusted. In determining how many years ahead the FES should set emissions target, we need to decide a trade-off between certainty and flexibility:

- A short timeframe gives the Government more flexibility to adapt to changing circumstances (including industry concerns or changes in supply), however, it can mean there is not much certainty for industry to make investment decisions to support new technology vehicles and for suppliers to make vehicle importation plans.
- A long timeframe, conversely, removes flexibility, but does provide greater levels of certainty for industry.

In considering the timeframes before the CO₂ limit is re-evaluated, different countries have arrived at different conclusions. The table below provides a snap shot.

Table 1 - Adjustment of emissions ceiling - summary

Standard	European Union	United States	New Zealand
Time frame used before re-evaluation of CO ₂ limit	10 years (note that the emissions trajectory to zero in 2035 is being finalised)	US EPA Standards ⁷ : 4 years (2023 to 2026), (US National Highway Traffic Safety Administration timing differs)	5 years (2023 to 2027 inclusive)

GENERAL Adjustments of limit level

- How many years ahead should the Government set emissions targets, and with what review mechanism to set limits for the following period?
- How should the Government address the risks of the standard being found to be too weak or too strong while it is operating?

Attribute based emissions limits

It is a standard feature of FESs in comparable markets to use attribute-based emissions limits, which are defined by a 'limit curve'. The purpose of this is to ensure the emissions limits reflect the fleet of vehicles people choose to buy and the FES does not penalise a manufacturer that sells a lot of larger or heavier

⁷ We note the publication on 12 April 2023 of the United States Environmental Protection Agency *Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium Duty Vehicles Draft Regulatory Impact Analysis*, which proposes lower emissions ceilings, flatter limit curves, phasing out off-cycle credits and reduces air conditioning credits, among other measures. The discussion of the US EPA standards in this paper refers to the 2023-2026 standard.

vehicles, for example utes, large SUVs and 4-wheel drives. Attribute-based emissions limits mitigate market disruption and help to create a level playing field by adjusting suppliers' emissions targets to accord with the types of vehicles they sell.

Limit curves adjust individual supplier CO₂ targets based on the average mass or footprint (area between the wheels) of the vehicles they sell. In practice, this means a supplier which sells on average larger or heavier vehicles has a higher individual CO₂ target than one which sells predominantly smaller or lighter vehicles.

The EU, UK and NZ mandatory FESs and the FCAI voluntary FES all use a mass-based limit curve, while the US uses limit curves based on vehicle footprint.

Limit curves are typically a straight line, which means light vehicles may have a very low effective CO₂ limit, while very heavy vehicles may have a very high CO₂ target. This risks creating a disincentive to the supply of small, light vehicles, and a greater incentive to provide very large, heavy vehicles or risk a disincentive to maximise the efficiency of very large heavy vehicles.

Simple limit curve example

The Climate Change Authority (CCA) provides an illustrative representation of limit curves (CCA 2014). The emissions limit curve is the oblique line in this chart which represents the mathematical relationship between the chosen attribute and emissions intensity of the vehicle. Emissions are reduced over time by lowering the limit curve.

While this example uses vehicle footprint as the attribute on which the curve is based, this is an example only and does not imply a policy preference of the Government for a footprint-based limit curve, nor does it imply a policy preference for a single limit curve rather than two limit curves (discussed in the following section).

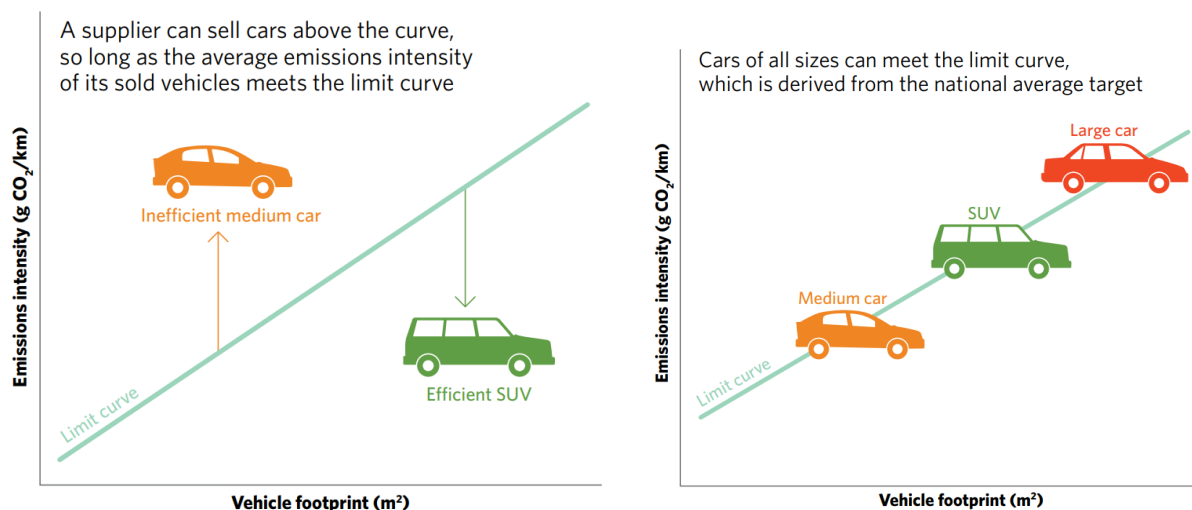


Chart 3 – Illustrative presentation of limit curves

Advantages of a mass-based limit curve over vehicle footprint⁸

- Ensures the types of vehicles Australians love, including utes, SUVs and 4-wheel drives have the same incentives and opportunities to reduce emissions as small vehicles.
- A mass-based limit curve most closely reflects vehicle markets similar to Australia and the industry voluntary FES, providing a framework for compliance that is familiar to suppliers.

⁸ The benefits/drawbacks of vehicle footprint over a mass based limit curve are the inverse of these lists.

- A mass-based approach enables technologies that add weight to be considered by the FES, for example additional safety equipment.

Disadvantages of a mass-based limit curve over vehicle footprint

- Risks creating an incentive for the supply of, on average, larger and/or heavier vehicles to harness a higher CO₂ level. Larger and heavier vehicles increase emissions, congestion and road wear.
- A mass-based approach provides an incentive to make vehicles heavier, potentially reducing the emissions reduction that is achieved.
- Diminishes the benefit from selling a small zero emission vehicle relative to selling a larger zero emission vehicle. This is because a small zero emission vehicle would 'overachieve' on the effective FES target to a smaller degree than a heavier vehicle.

Case study – US and New Zealand limit curves

The US and New Zealand have adopted an approach to address the unintended incentive to supply larger or heavier vehicles under a FES with mass-based or footprint-based limit curves. Under this framework, very small or light vehicles have a very low effective CO₂ target and very large vehicles and heavy vehicles receive very high effective CO₂ targets. This risks providing a disincentive to the supply of small, efficient vehicles, and a greater incentive to the supply of very large vehicles with higher CO₂ intensity.

To address this, the New Zealand FES flattens the limit curve below 1,200 kg for all vehicles, and above 2,000 kg for passenger vehicles and above 2,200 kg for light commercial vehicles. The US takes a similar approach, although the US standards are based on vehicle footprint, rather than vehicle mass as used in New Zealand.

In practice, this means that in New Zealand, all vehicles with an unladen mass below 1,200 kg receive a benefit via a higher effective CO₂ target, and passenger vehicles over 2,000 kg and light commercial vehicles over 2,200 kg have a more stringent effective CO₂ target relative to their mass.

TECHNICAL Attribute-based emissions limit curve

- Should an Australian FES adopt a mass-based or footprint-based limit curve?
- If Australia adopts a mass-based limit curve, should it be based on mass in running order, kerb mass, or another measure?
- Should Australia consider a variant of the New Zealand approach to address incentives for very light and very heavy vehicles? If so, noting that new vehicles that weigh under 1,200 kg are rare, where should the weight thresholds be set?

Dual vehicle classes/targets

A common feature of a FES is to set different emission targets for passenger vehicle and light commercial vehicles (sometimes including large 4-wheel drives), noting that international markets differ in how these vehicle classes are defined. This recognises the different purposes for which vehicles are used and differing levels of deployment of LZEVE technology for different vehicles.

We will need to decide whether we should set one overall CO₂ target for all vehicles or set different targets for passenger and light commercial vehicles. An option to define two targets in the Australian market could be to set targets for cars (MA class) and heavy SUVs and light commercial vehicles (MC + NA class).

We recognise that some stakeholders in the National Electric Vehicle Strategy consultation suggested the Government should adopt a single target for all vehicles to prevent erosion of the effectiveness of the standards by shifting vehicle sales into the higher category. We also note stakeholder suggestions that

the Government should carefully consider whether SUVs should be grouped with passenger or light commercial vehicles.

In other markets different targets have been set for passenger and light commercial vehicles (LCVs). This recognises that LZEV technology is currently more widely available in passenger vehicles. This gap will resolve as technology matures and a greater number of LZEVs become available in the LCV range. We need to design a FES that works in our current vehicle market, and is flexible enough to adjust as the range and features of available hybrids and LZEVs improve to meet the needs of a broader range of Australian motorists.

It is important that emissions intensity for passenger cars and light SUVs (MA category) and heavy SUVs and light commercial vehicles (MC+NA category) are assessed separately and collectively.

Australian Automotive Dealer Association submission to the National Electric Vehicle Strategy (October 2022)

Advantages of dual vehicle classes/targets

- Recognises different use cases for some LCVs and 4-wheel drives for which electrification technology is not currently in the market.
- Is consistent with international peers, including the US, EU, UK and New Zealand.

Disadvantages of dual vehicle classes/targets

- Risks eroding the emissions reductions provided by the FES by providing an incentive to further accelerate vehicle sales of large 4-wheel drive and LCVs.

TECHNICAL Multiple targets

- Should an Australian FES adopt two emissions targets for different classes of vehicles?
- Is there a way to manage the risk that adopting two targets erodes the effectiveness of an Australian FES by creating an incentive to shift vehicle sales to the higher emission LCV category?
- Is there anything else we should bear in mind as we consider this design feature?
- Are there other policy interventions that might encourage more efficient vehicle choices?

5.2 Additional flexibility mechanisms to minimise impacts on consumers

Climate impacts are linked to cumulative GHG concentrations rather than emissions in a particular year. This means suppliers can have some flexibility (within reason) around the timing of emissions reduction without jeopardising environmental, economic and social outcomes. Providing flexibility around when emissions reductions occur can help manage costs, particularly where vehicle models have multi-year lifecycles.

To achieve this, FESs in other markets often adopt flexibility mechanisms such as:

- Allowing suppliers to form a pool to meet the fuel efficiency targets collectively (adopted in the EU),
- Allowing suppliers to accrue credits if they do better than required by the standard (adopted in the US and NZ). Under this arrangement:
 - Individual suppliers which over achieve can sell credits to manufacturers which have not met their targets (adopted in the US),
 - Suppliers that over achieve can bank the surplus credit for future years (subject to an expiry period), and

- Suppliers that do not meet their target can carry a debit forward with a shorter expiry period than for surplus credit.

Australia's emissions ceiling should allow manufacturers some flexibility in how they meet their targets. This could be through allowing manufacturers who fail to meet their targets to purchase credits from manufacturers who overachieve, or through allowing overachieving manufacturers to accrue credits that they can use to meet targets in later years.

Grattan Institute submission to the National Electric Vehicle Strategy (October 2022)

In most markets, surplus credits and debits have a defined expiry date, typically set for a number of years after being generated. Typically, debits have a shorter expiry period than credits, reflecting the environmental benefit derived from overachievement, and environmental harm from underachieving against FES targets.

Under all these options, the Government does not set a price, caps or floors in the market. Suppliers are free to make commercial arrangements to form a pool or transfer surplus credits under commercial terms. Notwithstanding this, the credit price in a commercial market would have an effective cap because a supplier would not purchase credits for a price higher than the penalty price. This eventuality is considered highly unlikely. Cases of vehicle suppliers failing to comply with FESs are exceptionally rare, particularly in markets with open credit trading frameworks.

Advantages of additional flexibility mechanisms

- Credit pooling, banking and transferring provides an incentive for suppliers to supply more efficient vehicles sooner, with the opportunity to sell excess credits or bank them for use in later years when the standard is more stringent.
- Reduces compliance costs (and the likelihood of penalties being applied) by enabling a supplier that does not meet its target from its vehicle sales to purchase credits to comply with the target.

Disadvantages of additional flexibility mechanisms

- If the standard is too weak and a supplier accrues a large number of credits this may reduce the incentive to supply more efficient vehicles.
- If overcompliance is significant and widespread, the value of surplus credits could be very low, eroding the incentive to overachieve on the standard in a particular year.

TECHNICAL Credit banking, transferring and pooling

- To what extent should the Australian FES allow credit banking, transferring and/or pooling?
- Should credits expire? In what timeframe?

5.3 Bonus credits for new/innovative technologies

Some countries that have implemented a FES have included arrangements to enable suppliers to reduce their reported average emissions through the use of new and innovative technologies. The purpose of these measures is to encourage the development and supply of new and innovative technologies to reduce CO₂ emissions from vehicles or to acknowledge CO₂ benefits not recognised by the standardised laboratory emissions test.

Including these credits may broaden the effect of a FES beyond a performance based standard where every gram of CO₂ saved is treated equally. These measures need to be carefully evaluated as the emissions reduction can be difficult to quantify or the desired outcome may be addressed more effectively through separate policies outside the FES.

Bonus credits available in other FESs include:

- Multiplier credits for new/innovative powertrains (e.g. battery electric, plug-in hybrid and hydrogen fuel cell), commonly called 'super credits.'
- Credits for technologies that improve fuel efficiency or reduce the global warming impact of the vehicle in real world conditions not captured in official lab tests, called 'off-cycle credits.'
- Credits for low global warming potential air conditioning refrigerant.

Refrigerants can be powerful contributors to lifecycle emissions. However they are also separately addressed by the national phasedown of hydrofluorocarbon (HFC) gases; covering them in a vehicle standard may recognise nonadditional abatement. The relationship between these policies would need careful consideration.

The Australian Industry Group submission to the National Electric Vehicle Strategy (October 2022)

Multipliers for LZEVs

'Super credits' typically apply a multiplier to vehicles below certain emissions levels or with particular drivetrain technologies to increase the benefit to vehicle suppliers for selling vehicles with low or zero emissions. Super credits have been a feature of FESs in many markets.

Under the approach adopted in the EU from 2020 to 2022, vehicles with emissions of less than 50 g CO₂/km (effectively EVs, plug-in hybrid EVs [PHEVs] and hydrogen fuel cell EVs [HFCEVs]) are counted as more than one vehicle. In 2020, they count as two vehicles, in 2021, they counted as 1.67 vehicles and in 2022 they counted as 1.33 vehicles. In the US, EVs and HFCEVs counted as two vehicles in 2017, phasing down to 1.5 in 2021 with a complete phase out in 2024. PHEVs counted as 1.6 in 2017 phasing down to 1.3 in 2021 with a complete phase out in 2024 (Bui and Yang 2022).

As noted above, some major markets are moving away from multiplier type super credits or are adopting alternative arrangements. For example, from 2025, the EU will adopt a framework that provides suppliers with a more lenient overall CO₂ target if they meet a LZEV sales target (European Commission (n.d)). California has implemented a zero-emission vehicle mandate and the UK is considering such an approach (California Air Resources Board (n.d), and United Kingdom Department for Transport (2022).

To avoid any doubt, the Government seeks input on super credits in the context of evolving international standards, and is not proposing a zero-emission vehicle mandate at this stage.

While sales volumes of eligible vehicles are small, the impact of multipliers is low. However, there is a risk that excessive multipliers could materially erode the effectiveness of a FES. Therefore, it's important to set a credit regime at a level, and for a duration, that does not significantly reduce the incentive to improve the efficiency of petrol and diesel vehicles, or to supply a wide range of LZEVs.

Advantages of multipliers for LZEVs

- Provides a stronger incentive to supply LZEVs to the market, beyond what is required by the FES emissions limits.
- Provides an incentive for vehicle suppliers to develop plug-in hybrid or battery EV drivetrains.

Disadvantages of multipliers for LZEVs

- Risks providing a credit for supplying a vehicle that would have been supplied without this incentive, i.e. providing a credit for business as usual activity.
- If a large volume of eligible vehicles are sold, super credits risk generating a large surplus credit, eroding the effectiveness of the FES.

TECHNICAL Multipliers for LZEVS

- Should an Australian FES include multiplier credits for LZEVS?
- If so, what level should the multipliers be, should they apply equally to both classes of vehicle (if adopted) and for how long should they apply?
- Should the total benefit available from these credits be capped?
- If not, should the Government consider another approach to incentivising the supply and uptake of LZEVS?

Off-cycle credits

Fuel efficiency standards in some major markets, include 'off-cycle credits' to provide credit for approved technologies which reduce the vehicle's overall CO₂ emissions in a way that is not measured in the regulated fuel consumption test. Examples of these technologies are high efficiency exterior lights, active aerodynamic improvements, engine stop start, active seat ventilation and solar reflective paint, among others.⁹

If credits were adopted for such improvements, it would be vital to develop an objective, repeatable methodology in Australian conditions to determine and validate the claimed CO₂ benefits of any technology seeking to claim off-cycle credits. The total benefit for each vehicle is typically capped, so an appropriate cap would also need to be specified to protect the overall emissions reduction integrity of the standard.

Advantages of off-cycle credits

- Provides an incentive to provide vehicle technologies that may lower emissions which would not otherwise be recognised under the FES.
- Unlike multiplier type credits, high-integrity off-cycle credits could deliver real emissions reduction beyond those measured in test conditions, and would be less likely to undermine the primary objective of a FES.

Disadvantages of off-cycle credits

- Likely complex to administer and risks creating uncertainty for consumers about the specific performance of vehicles.
- Off-cycle credits have been criticised for reducing the deployment of other efficiency technology, lacking a robust and transparent evidence base for the emissions reduction generated, and may provide the greatest benefit to premium or luxury vehicles (Lutsey and Isenstadt 2018).

TECHNICAL Off-cycle credits

- Should an Australian FES include off-cycle credits for specified technologies?
- If so, should the per-vehicle benefit be capped and how should an Australian FES ensure that off-cycle credits deliver real emissions reduction?
- Should the Government consider any other form of off-cycle credits for an Australian FES?

⁹ We note that credits for high efficiency air conditioning systems and off-cycle credits are considered separately in other markets with fuel efficiency standards in place, for example in the EU, and US EPA standards (*US EPA Revised 2023 and later model year light-duty vehicle greenhouse gas emissions standards*).

Low global warming potential air-conditioning refrigerant

Credit could also be provided for the adoption of low global warming potential air conditioning refrigerants. Use of low global warming potential refrigerants in Australian cars lags international competitors (DCCEEW 2022). A global phasedown of hydrofluorocarbon refrigerants is being implemented through the Montreal Protocol, adopted into Australian law in the *Ozone Protection and Synthetic Greenhouse Gas Management Act 1989*. To support this initiative, a domestic phase down of bulk imports of hydrofluorocarbons started in 2018, with an 85% phase down mandated by 2036.

It is unclear whether including low global warming refrigerants in a FES would lead to abatement beyond that which is expected to be achieved through the Montreal Protocol and *Ozone Protection and Synthetic Greenhouse Gas Management Act 1989*. Any crediting for the replacement of high global warming potential refrigerants under a FES would need to deliver abatement beyond these measures.

Advantages of including credits for low global warming potential refrigerants

- Provides an incentive to incorporate low global warming potential refrigerant in Australian delivered vehicles, generating abatement which wouldn't otherwise be recognised by the FES framework.
- Could accelerate the transition to low global warming potential air conditioning refrigerants in light vehicles in Australia ahead of the transition occurring due to the hydrofluorocarbon phase-down.

Disadvantages of including credits for low global warming potential refrigerants

- May provide FES credit for ceasing to use a refrigerant which is already mandated to be phased out under the Montreal Protocol and *Ozone Protection and Synthetic Greenhouse Gas Management Act 1989*, and could be managed by an alternative legislative framework.
- Risks enabling compliance with an Australian FES without providing consumers with fuel cost savings or increased EV availability.
- Risks providing credit for action which would occur as part of business as usual technology updates.

TECHNICAL Air conditioning refrigerant gas credits

- Should an Australian FES include credits for using low global warming potential air conditioning refrigerants, and if so, for how long should this credit be available?
- Could the issue of high global warming potential refrigerants be better dealt with by another policy or legislative framework?
- If such a credit is permitted, should the emissions target be lowered to ensure consumers realise the fuel cost savings and LZEV availability benefits of a FES?

5.4 When should a FES start?

The Government would like a FES to be operational as soon as possible to enable the benefits to be realised swiftly. The later a FES commences, the sharper the reduction would need to be to achieve emissions reductions and the more Australians will pay for fuel. With 85% of global vehicle sales being covered by a FES, including all major markets, suppliers are familiar with how to operate in a market regulated by a FES.

However, it is important that suppliers have enough time to consider how an Australian FES would impact their businesses, how it differs from their obligations internationally, and then have time to adjust their processes. Government best practice requires a period of time for business to implement new policies and for government to undertake any targeted education on how to comply with new legislation. A compliance system needs to be in place, along with a way of effectively regulating a new FES. Importantly, we need to ensure that any new costs to suppliers are not simply passed on to consumers, nullifying the objective of providing affordable LZEVs to the market.

Balanced against the need to provide supplier certainty, is the need to reduce light vehicle emissions as quickly as possible.

Passage of legislation through the Australian Parliament can also be a lengthy process. Delays in the passage of legislation implementing a FES could impact on commencement dates, as well as how aggressive emissions reductions can be implemented.

AIMVIA believes that the introduction of fuel efficiency standards is long overdue. While such a move may not be as immediately noticeable as the arrival of shiny new EVs on our roads, its arrival will have enormous benefits, both for the health of all Australian citizens, and for the environment.

Australian Imported Motor Vehicle Industry Association submission to the National Electric Vehicle Strategy (October 2022)

The department is seeking views on the following options:

1. Immediate commencement when relevant legislation enters into force.
2. Commencement from a defined period after passage to allow administrative arrangements to be put in place, along with a grace period. Any credits would accrue when the grace period concludes. This would mean that industry would have a moderate period to align their systems with the new framework.
3. A differentiated process, so that a FES would apply to passenger vehicles and light SUVs after passage, and to LCVs after that.
4. Opt-in. A supplier would have the opportunity to opt-in to a FES after passage but before it becomes enforceable. In opting in, a supplier would be exposed to penalties but would be able to accrue credits. Following a period, the FES would apply to all suppliers.

TECHNICAL When should a FES start?

- When do you think a FES should start?
- How should the start date interact with the average annual emissions ceiling?
- Should the Government provide incentives for the supply of LZEVs ahead of a FES commencing? If so, how?

5.5 Penalties for non-compliance and enforcement mechanisms

In other jurisdictions there are penalties that apply to suppliers for going above the relevant CO₂ limit. A FES does not impose fees on an individual vehicle's emission level. The purpose of a penalty regime is not to raise revenue, rather it is to ensure compliance with regulated obligations.

The penalties for exceeding the set limits should be substantially higher than the required compliance cost and should have a deterrent character.

International Council on Clean Transportation submission to the National Electric Vehicle Strategy (October 2022)

The introduction of penalties is important, because it provides strong financial incentives to suppliers to comply with the framework. Because Australia is a relatively small market for vehicles on a global scale, the introduction of penalties may not be effective at changing global supplier behaviour overall, but they can be effective at influencing the average level of fuel efficiency of vehicle models imported into Australia.

The best possible outcome is for no penalties to be applied, because all suppliers comply with, or exceed the target and Australians realise the full fuel saving and LZEV availability benefits of the FES.

There is an interaction between the penalties selected and the supply of credits. This is because where there are credits in the system, and a supplier exceeds its CO₂ average limit, it may opt to purchase

credits (or work harder to earn credits) rather than pay a penalty. In the design of a FES, while we acknowledge that there may be non-financial impacts from paying a penalty (such as brand damage), we assume that the biggest driver of behavioural change will be the risk of a financial penalty associated with a breach.

Internationally, jurisdictions have chosen different penalty levels. The table below provides a high-level summary of the situation:

Table 2 - Penalty frameworks in other jurisdictions

	New Zealand	United States	European Union
Penalty per vehicle in local currency	New vehicle suppliers: \$NZ45 per excess gram Used vehicle suppliers: \$NZ22.50 per excess gram Note: penalties increase in New Zealand starting in 2025	\$US15 for each 0.1 mile/gallon	€95 per g/km target exceedance
Penalty in Purchasing Power Parity ¹⁰	New vehicle suppliers: \$44 Used vehicle suppliers: \$22	\$22 for each 0.1 mile/gallon	\$197 per g/km target exceedance

Penalties for each gram per kilometre

International experience suggests that the penalties per gram should be set between AUD\$90 – AUD\$150 per gram per kilometre. Generally, the way that penalties operate in other jurisdictions is that suppliers have penalties applied by the number of vehicles they supply multiplied by the fleet CO₂ grams per kilometre of excess emissions, multiplied by the penalty value.

For example, for a supplier that sold 1,000 vehicles, with an average of 2 grams per kilometre of excess emissions, and if the penalty was AUD\$100 per gram, the total penalty would be AUD\$200,000.

There are trade-offs to consider in setting the level of penalty:

- Higher penalties would provide a greater incentive for compliance with the standard. It would also incentivise suppliers to pursue additional credits or to consider credit trading (and could impact the trading price of a credit – creating somewhat of a credit price ceiling). Higher penalties than comparable nations could however incentivise suppliers to downgrade their interest in the Australian market.
- Lower penalties, especially at the commencement of the scheme, could allow suppliers more time to adjust their business models. If a penalty level is too low, it risks becoming a cost of doing business and not provide sufficient incentive for compliance, leading to higher emissions and higher fuel costs for Australians.

TECHNICAL Penalties for each gram per kilometre

- What should the penalties per gram be? Would penalties of AUD\$100 per gram provide a good balance between objectives? What is the case for higher penalties?

¹⁰ Purchasing Power Parity (or PPP) is a mechanism for comparing prices in different locations. We've used it in this paper to help readers compare the prices in different jurisdictions.

Small volume and niche manufacturers

Standards adopted in other markets often allow suppliers that sell a limited number of vehicles to be exempt from the standard or to comply with alternative arrangements. This is because these suppliers may only be able to offer a limited range of models and may have less capacity to develop new models to meet the standard.

The EU standard provides an exemption for manufacturers responsible for fewer than 1000 cars or fewer than 1000 vans per year (in a much larger market than Australia), and provides more limited flexibility for somewhat larger manufacturers.

TECHNICAL Small volume and niche manufacturers

- What, if any, concessional arrangements should be offered to low volume manufacturers and why? If so, how should a low volume manufacturer be defined?

5.6 Information disclosure

A FES requires an efficient data collection procedure between the Government entity (most commonly the regulator) and suppliers. Each year, suppliers would have to report to the Government the actual average emissions of the vehicles they sold over the last year. We think the data that would need to be provided would be, at the minimum:

- number of vehicles sold;
- the CO₂ emissions per km for each vehicle; and
- the specifications of each vehicle (dependent on whether a mass or footprint approach is taken).

Regardless of the system, suppliers will need to keep these records. The legislation to put in place a FES will need to provide a penalty in the event that a supplier provides misleading or false information, or does not keep adequate records. As a starting proposition, the department proposes that failure to keep records under the FES would be an offence aligned with the obligation to provide and keep records under section 30 of the *Road Vehicle Standards Act 2018* (that is a civil penalty of 60 penalty units per record¹¹).

Publication of brand performance will also need to be considered, including information like sales breakdowns, use of off-cycle credits, super-credits (if adopted as part of an Australian FES), and credit banking or exchanges. Transparency will be key to promote public confidence that a FES is achieving its objectives. Collection and use of data, as well as regular reporting to both the regulator and to the general public will be an important component in the FES design.

In addition, greater transparency can give rise to better predictability for industry and greater investment certainty. If suppliers are able to track how they, and their competitors, are performing against targets, then they have a greater chance at banking any credits and passing those savings onto consumers, as well as planning their investments.

TECHNICAL Information that suppliers will need to keep and supply

- The Government is keen to ensure any regulatory administrative costs are kept to a minimum while ensuring that outcomes are robust. What should the department keep in mind in designing the system for suppliers to provide information and in relation to record keeping obligations?
- What should the reporting obligations be? What information should be published and how regularly?
- How long should suppliers keep required information?
- Is a penalty of 60 penalty units appropriate for this purpose?

¹¹ As at January 2023, the value of a [Commonwealth penalty unit is \\$275](#).

5.7 Governance arrangements and other matters

In addition to the technical aspects of the FES design process, the Government is also considering a range of governance and regulatory issues, such as who the regulated entities are, data collection and privacy, as well as reporting arrangements. These components will be considered and consulted on with the appropriate government agencies. However, we welcome comments on any of the regulatory elements of the FES, such as those below.

The regulator

To be effective, an Australian FES needs a regulator with the right regulatory posture. The approach of the regulator can influence compliance with a framework, and ultimately how effective the framework is. We propose that the department be the FES regulator. The department already has a range of regulatory functions across the transport sector, covering land transport, aviation and maritime. The department has a deep knowledge of the transport sector, including through the Bureau of Infrastructure and Transport Research Economic, and would employ this in regulating for a FES. Funding and cost recovery for the FES regulatory function would be decided as part of a future process.

The regulated entities

There is considerable complexity in the Australian and international vehicle market. In many cases manufacturers have formed, or been brought into, large conglomerates which cut across brands and market segments.

EU regulations place responsibility for compliance on the manufacturer, which is defined as the "... person or body responsible for the approval authority for... the EC type-approval procedure... and ensuring conformity of production".

This would be equivalent to the organisation that obtains or holds an Australian whole vehicle type approval. However, in many cases, this may be a different entity to the entity managing the marketing, distribution and sale of vehicles in Australia. Some entities holding type approvals are the overseas based 'parent' entity that controls the supply of vehicles at a global level. In some cases, multiple subsidiaries of a global manufacturing group, may hold type approvals for different brands or models produced by a manufacturer or manufacturing group. Entities managing the sale of vehicles in Australia may be a subsidiary of a global manufacturing group, or an independent distributor that manages the sale of vehicles on behalf of one or more manufacturers.

As the proposed FES would apply across all vehicle sales and not to individual vehicle models, and type approval holders may not have a corporate presence in Australia, it may be appropriate to apply the standard to the entity that manages the distribution and sale of vehicles in Australia (that is the manufacturer's Australian distributor, referred to as 'suppliers' in this paper). Consistent with the fuel consumption labelling standard (Australian Design Rule 81/02), the type approval holder would remain responsible for the certification of the vehicle's efficiency levels.

As the local distributor has corporate presence in Australia, it would be easier for the regulator to hold these entities to account for any non-compliance with the standard. However, as the certification of the vehicle's efficiency level would be the responsibility of the type approval holder, both the type approval holder and the local distributor would need to work together to ensure regulatory requirements were met. In addition, we will consider how to establish surety that the regulated entity will pay any penalties that may be levied.

Other regulatory powers

It has been established that generally regulators need a standard 'tool kit' to maintain an effective regulatory posture, covering investigatory powers, enforcement tools, and other matters. The *Regulatory*

Powers (Standard Provisions) Act 2014 has been established with this in mind.¹² Our starting proposition is that the standard provisions be available to the FES regulator.

Emissions Testing

Australia currently mandates the fuel consumption and emissions testing cycle called the New European Driving Cycle (NEDC) as part of Australia's current Euro 5 noxious emissions standards. The updated emissions test, called the Worldwide Harmonised Light Vehicle Test Procedure (WLTP) accompanies the improved Euro 6 noxious emissions standards. The WLTP test more accurately reflects the fuel consumption cars return on the road. If and when the Government adopts Euro 6 noxious emission standards this would also require the adoption of WLTP.

The greatest consistency over time may be achieved by using WLTP for the Australian FES. If this approach is taken, to avoid the need for costly and time-consuming re-testing of vehicles under the WLTP standard, a conversion factor could be developed to record NEDC test results as a WLTP results. This approach would reflect the approach taken in the New Zealand Clean Car Standard.

TECHNICAL Other regulatory mechanisms

- Should the regulator be the department? What other options are there?
- How should the regulated entity be defined in an Australian FES?
- What reasons are there to depart from the standard regulatory tool kit for an Australian FES?
- Should an Australian FES use WLTP test results in anticipation of the adoption of Euro 6 and if so, what conversion should be applied to existing NEDC test results, or how might such a factor be determined?

¹² See [Regulatory powers | Attorney-General's Department \(ag.gov.au\)](#) for more information.

Glossary

AAA – Australian Automobile Association, the national body representing Australia's motoring clubs.

Attribute Based Standard – a standard that is based on an attribute of a vehicle such as mass, or footprint (i.e. length and width), which is further defined by the limit curve.

BEV - A battery electric vehicle that exclusively uses chemical energy stored in rechargeable battery packs to power at least one electric motor with no secondary source of propulsion.

CEFC – Clean Energy Finance Corporation, a Government owned company that invests commercially to increase the flow of funds into renewable energy, energy efficiency and low emissions technologies.

CER – The Clean Energy Regulator is a Government body responsible for accelerating carbon abatement for Australia through the administration of the National Greenhouse and Energy Reporting scheme, Renewable Energy Target and the Emissions Reduction Fund.

CO₂ – Carbon dioxide, the key greenhouse gas expelled from the exhaust systems of internal combustion engines.

Credits – a mechanism to track when a supplier beats its target, to enable banking and trading.

DCCEEW – Department of Climate Change, Energy, the Environment and Water.

The department – Department of Infrastructure, Transport, Regional Development, Communications and the Arts.

EV Council – The Electric Vehicle Council is the national body representing the electric vehicle industry in Australia.

FES – Fuel efficiency standard is a standard that regulates CO₂ emissions from vehicles, usually by applying an average CO₂ target to a suppliers' fleet of new vehicles. A FES usually reduces over time.

FAI – Federal Chamber of Automotive Industries, the peak industry organisation for manufacturers and importers of passenger vehicles, light commercial vehicles and motorcycles in Australia.

GHGs – Greenhouse Gases are gases that contribute to global climate change. CO₂ is one of the key GHGs emitted by vehicles.

Hybrid - a vehicle powered by an internal combustion engine and an electric motor using chemical energy stored in rechargeable battery packs, which is not able to plug into an external source of power.

FCEV - Hydrogen fuel cell electric vehicle is an electric vehicle that uses electricity from a fuel cell powered by compressed hydrogen, rather than electricity from batteries.

ICE – Internal Combustion Engine vehicle is one with an internal combustion engine and no other source of propulsion. These are the cars that most Australians have historically driven that use petrol or diesel. ICE cars can have high GHG emissions.

Limit Curve – how much CO₂ a supplier's fleet of cars is able to emit on average, over time. A limit curve is often drawn on a graph against vehicle mass or footprint.

LCV – Light Commercial Vehicle, for example a large van or ute.

LZEV – Low and Zero Emission Vehicles, for example an EV or hybrid.

Net zero – The United Nations defines net zero as cutting GHG emissions to as close to zero as possible, and where the any remaining emissions are re-absorbed from the atmosphere, for example by forests or seas.

PHEV – Plug-in Hybrid Electric Vehicle with a battery that can be recharged by plugging it into an external source of electric power, as well as by its on-board engine and generator

Supplier – an entity that holds an approval under the *Road Vehicle Standards Act 2018* to provide vehicles to the Australian market (for example a company that imports cars into Australia).

Attachment A: Consultation Questions

General questions

- Are these the right guiding principles? Are there other principles that you think we should keep in mind?
- Are there any design assumptions that you think will put at risk the implementation of a good FES for Australia?
- Are the exclusions for military, law enforcement, emergency services, agricultural equipment and motorcycles the right ones?
- Are there any particular FES features that you think we need to take particular care with?
- What principles should we consider when setting the targets?
- How many years ahead should the Government set emissions targets, and with what review mechanism to set limits for the following period?
- How should the Government address the risks of the standard being found to be too weak or too strong while it is operating?

Technical questions

- What should Australia's CO₂ FES targets be?
- How quickly should emissions reduce over what timeframe?
- Should the Australian FES start slow with a strong finish, start strong, or be a straight line or take a different approach?
- Should an Australian FES adopt a mass-based or footprint-based limit curve?
- If Australia adopts a mass-based limit curve, should it be based on mass in running order, kerb mass, or another measure?
- Should Australia consider a variant of the New Zealand approach to address incentives for very light and very heavy vehicles? If so, noting that new vehicles that weigh under 1,200 kg are rare, where should the weight thresholds be set?
- Should an Australian FES adopt two emissions targets for different classes of vehicles?
- Is there a way to manage the risk that adopting two targets erodes the effectiveness of an Australian FES by creating an incentive to shift vehicle sales to the higher emission LCV category?
- Is there anything else we should bear in mind as we consider this design feature?
- Are there other policy interventions that might encourage more efficient vehicle choices?
- To what extent should the Australian FES allow credit banking, transferring and/or pooling?
- Should credits expire? In what timeframe?
- Should an Australian FES include off-cycle credits for specified technologies?
- If so, should the per-vehicle benefit be capped and how should an Australian FES ensure that off-cycle credits deliver real emissions reduction?
- Should the Government consider any other form of off-cycle credits for an Australian FES?

- Should an Australian FES include credits for using low global warming potential air conditioning refrigerants, and if so, for how long should this credit be available?
- Could the issue of high global warming potential refrigerants be better dealt with by another policy or legislative framework?
- If such a credit is permitted, should the emissions target be lowered to ensure consumers realise the fuel cost savings and EV availability benefits of a FES?
- When do you think a FES should start?
- How should the start date interact with the average annual emissions ceiling?
- Should the Government provide incentives for the supply of EVs ahead of a FES commencing? If so, how?
- What should the penalties per gram be? Would penalties of A\$100 per gram provide a good balance between objectives? What is the case for higher penalties?
- What if any concessional arrangements should be offered to low volume manufacturers and why? If so, how should a low volume manufacturer be defined?
- The Government is keen to ensure any regulatory administrative costs are kept to a minimum while ensuring that outcomes are robust. What should the department keep in mind in designing the system for suppliers to provide information and in relation to record keeping obligations?
- What should the reporting obligations be? What information should be published and how regularly?
- How long should suppliers keep required information?
- Is a penalty of 60 penalty units appropriate for this purpose?
- Should the regulator be the department? What other options are there?
- How should the regulated entity be defined in an Australian FES?
- What reasons are there to depart from the standard regulatory tool kit for an Australian FES?
- Should an Australian FES use WLTP test results in anticipation of the adoption of Euro 6 and if so, what conversion should be applied to existing NEDC test results, or how might such a factor be determined?

Attachment B: State and territory initiatives

States and territories have already introduced a range of initiatives to support EV uptake

NT

Northern Territory launched its Electric Vehicle Strategy in July 2021. The strategy aligns with the NT energy target of 50% renewable by 2030 and Climate Change Response Plan Net Zero by 2050.

The NT Government is supporting residential, business, destination and fast charging through grant schemes and strategic planning.

QLD

The Queensland Zero Emission Vehicle Strategy 2022–2023 is accelerating Queensland towards a cleaner, greener transport future while making sure the state's energy network supports the transition.

Queensland's Electric Super Highway fast charging network will provide comprehensive coverage of regional and rural Queensland across more than 54 locations, once complete.

NSW

New South Wales launched its \$633 million Electric Vehicle Strategy in June 2021 to support and accelerate the uptake of light electric vehicles. The state is taking action on electric heavy vehicles and supporting local manufacturing of EVs.

The NSW Government is providing \$105 million in fleet incentives to help local councils and businesses buy new electric vehicles.

WA

Western Australia launched its Electric Vehicle Strategy in November 2020, as part of the WA Climate Policy.

The WA Government is investing \$22.9 million to install almost 100 charging stations at 49 locations to allow travel around WA in an EV.

ACT

The Australian Capital Territory launched its Zero Emissions Vehicles Strategy 2022–30 in July 2022, setting out the actions necessary to meet ambitious emissions reduction targets.

The ACT is aiming to achieve 80–90% of new light vehicle sales in the ACT being zero emissions vehicles in 2030.

SA

South Australia is focused on driving the transformation to EVs, to realise its ambition of at least 50% reduction in greenhouse gas emission by 2030 and net zero emissions by 2050.

The SA Government is providing a grant to the Royal Automobile Association to build, own and operate a statewide EV charging network.

VIC

In May 2021 the Victorian Government released its \$100 million Zero Emissions Vehicle Roadmap.

This includes a target for 50% of light vehicles to be ZEV by 2030, Australia's first ZEV subsidy of \$3,000, \$19 million for EV charging, and a target for all new public transport buses to be ZEV from 2025, supported by a \$20 million trial.

TAS

The Tasmanian Government's Climate Action 21: Tasmania's Climate Action Plan 2017–2021 included a range of measures to support the transition to electric vehicles, by focusing on addressing the barriers to electric vehicle uptake.

The Tasmanian Government has set a target to transition its fleet to 100% electric by 2030.



Attachment C: The Australian Vehicle Market

There are various features of the Australian vehicle market that we share with other jurisdictions. However, these do apply in unique ways to Australia as a result of our geographic location, the locations of our major population centres, the configuration of our road network and cultural and historical factors.

About the Australian car market:

The AAA believes that a CO₂ standard designed for the Australian market, along with improved fuel quality standards to facilitate the introduction of the current international noxious emission regulation (Euro 6), would provide an incentive for vehicle manufacturers to offer zero and low emission vehicles as well as internal combustion engines with the latest engine technologies that are more fuel efficient and produce less tailpipe emissions.

Australian Automobile Association submission to the National Electric Vehicle Strategy (October 2022)

- Australia's light vehicles are imported, rather than locally built.
- In 2020-21, the percentage of vehicle types sold were:
 - 50.7% are Sports Utility Vehicles
 - 24.2% are Utes (i.e. Pickup/Cab chassis)
 - 20.7% are non-SUV passenger vehicles (such as sedans)
 - 4.4% are heavy vehicles
- The average vehicle age is 10.7 years for passenger vehicles and 11.1 years for light commercial vehicles, and the average annual attrition rate is 4-5%.
- Estimates indicate that domestic second-hand vehicle sales account for roughly around 70% of total vehicles sales across Australia each year, suggesting that most Australian's vehicle purchases will be a second-hand vehicle.
- Whilst building a new EV may produce more GHG emissions than an internal combustion engine vehicle, this is more than offset after about one year if the vehicle is charged entirely from renewably-sourced electricity (e.g. home solar) and two years if charged from the grid (using the existing mix of electricity generation sources).

Total Vehicles

Increase in registered vehicles

There were 20.7 million registered motor vehicles as at 31 January 2022.



This represents a 2 per cent increase from 31 January 2021.

Vehicle Type

Fleet composition

Passenger vehicles make up the largest proportion of the vehicle fleet at 72.9%.



Light commercial vehicles comprise the second largest vehicle type on register with 18.4% of the fleet.

Electric Vehicles

Increase in EV uptake

There was a 118 per cent increase in battery electric passenger vehicles between 31 January 2021 and 31 January 2022.



Tesla is the most popular electric vehicle with approximately 22,260 vehicles on register as 31 January 2022.

Vehicle Makes

Most popular brands

Toyota was once again the largest passenger vehicle make, with 3.0 million registrations.



MG experienced the largest growth in registrations, doubling the number on register between January 2021 and 2022

Attachment D: International Examples

Australia is late to move to introduce a fuel efficiency standard compared to other countries, and our average emissions for new light vehicles are higher than our international peers. While we have some similarities to markets such as the US, the UK and New Zealand, our market is unique and the mix of vehicle types demanded by Australian consumers differs from more densely populated countries with right hand drive vehicles (such as Japan, India and the UK).

In this paper, we have used the European Union, the United States and New Zealand, as examples. We need to keep in mind that these jurisdictions have similarities, but also many differences to Australia. Nonetheless, the department has been in regular contact with officials from these jurisdictions to better understand how these schemes have worked, as well as any lessons learned.

European Union (EU)

The EU has had mandated fuel efficiency standards for light vehicles since 2012. The EU standards have separate targets for passenger and light commercial vehicles. Requirements for individual suppliers are set by a limit curve, which adjusts requirements by the mass of the vehicles sold by the supplier.

Suppliers can form a pool with other suppliers to comply with the standard as a group. The EU standard phased out multiplier credits to encourage the supply of vehicles producing less than 50 g CO₂/km, and from 2025 will replace this arrangement with a system that incorporates LZEVE sales targets which, if met, allow a supplier's overall emissions limit to be slightly relaxed. The EU standard provides 'off-cycle' credits for approved eco-innovations that reduce fuel use in real world conditions that are not captured in an official laboratory test, for example high efficiency vehicle lighting.

The current EU standard for 2020 to 2024 is intended to achieve a fleetwide average of at least 95 g/km for new passenger vehicles and 147 g/km for light commercial vehicles. Suppliers will be required to achieve a further 15% reduction on 2020 levels by 2025. In 2030, the level of reduction required (on 2020 levels) will increase to 37.5% for passenger vehicles and 31% for light commercial vehicles. A review is currently underway to consider increasing the level of reduction required in 2030 to 50%, and a 100% reduction by 2035.

United States (US)

The US adopted its first fuel efficiency standards in the 1970s. Like the EU, the US also has separate standards for passenger and light commercial vehicles, but includes many larger passenger vehicles in its light commercial vehicle standards. Since 2010, the US fuel efficiency standards have adopted a 'limit curve' that adjusts requirements for individual suppliers by the 'footprint' (area between the wheels) of vehicles sold. These limit curves become increasingly stringent with each subsequent model year.

The US fuel efficiency standards offer a range of flexibilities to help suppliers comply with the standard and encourage the supply of new vehicle technologies, including credits for LZEVEs, approved technologies, and air conditioning refrigerants with a lower global warming potential. Suppliers that surpass the standard in particular model year can accrue credits that may be used to offset a shortfall in the previous three years or the subsequent five years. Excess credits can also be bought from or sold to other suppliers to offset a shortfall.

The current US fuel efficiency standards, which were adopted in December 2021, aim to achieve a 28% improvement on 2022 levels by 2026.

New Zealand

New Zealand legislated a mandatory fuel efficiency standard in 2022. New Zealand also adopts separate standards for passenger and light commercial vehicles along similar lines to the US approach. However, like the EU standard, New Zealand has adopted limit curves which adjust requirements for suppliers (for both new and second-hand imports) by the mass of the vehicles supplied. These limit curves will become progressively more stringent from 2023 to 2027.

Like the US standard, the New Zealand standard allows credits to be accrued for surpassing the standard, carried forward, carried back or traded with other manufacturers. However, the New Zealand standard does not offer any technology (off-cycle) based credits.

New Zealand's fuel efficiency standard is aiming to achieve a 62-65% reduction (on 2021 levels) in CO₂ emissions from new passenger and light commercial vehicle by 2027. While this is faster rate of reduction than the EU and US standards, they are starting from a higher baseline. The faster rate of improvement is intended to also reduce the difference in the average fuel efficiency of vehicles sold in New Zealand relative to other advanced economies with fuel efficiency standards.

Summary table of key elements across jurisdictions

Standard	European Union	United States	New Zealand
Baseline: 2020/2021 emissions intensity (Australia: 173.6 g CO ₂ /km overall)	95g/km (2021, passenger vehicles) 153.5g/km (2020, light commercial vehicles)	114g/km (2022, passenger vehicles) 170g/km (2022, light commercial vehicles)	159g/km (2021, passenger vehicles) 243g/km (2021, light commercial vehicles)
Average annual rate of reduction expected, and targets ¹³	Currently subject to review Passenger vehicles: - 8.4% per annum to 81g/km in 2025 and 43g/km in 2030 Light commercial vehicles: - 7.9% per annum, to - 125g/km in 2025 - 73.5g/km in 2030	2022-26 - 8.8% per annum, to 79g/km in 2026 (passenger vehicles), 118g/km (light commercial vehicles)	2023-27 - 14-16% per annum - 63g/km in 2027 (passenger vehicles) - 85g/km in 2027 for commercial vehicles
Application of standard	Two mass-based limit curves (one for passenger and one for light commercial vehicles) Limit curve target changes every five years	Two footprint-based limit curves (one for passenger and one for light commercial vehicles) Limit curves targets become more stringent annually	Two mass-based limit curves (one for passenger and one for light commercial vehicles) Limit curve targets become more stringent annually

¹³ Targets are normalised to NEDC. Target data supplied by the ICCT.

Standard	European Union	United States	New Zealand
Multiplier credits (super credits)	No.	Yes. Multiplier of 1.5 for battery EVs and fuel cell EVs, 1.3 for plug in hybrids. Benefit capped at 6.2g CO ₂ /km over the 2 years from 2023-2024. ¹⁴ Alternative rules apply for full size pickup trucks.	No
Off cycle credits	Yes. Benefit capped to 7g CO ₂ /km.	Yes. Benefit capped to 9.3g CO ₂ /km for 2023 to 2026, capped to 6.2g CO ₂ /km from 2027.	No
Credits/Flexibilities	Allows suppliers to comply as a group Credits for approved eco-innovations and vehicles emitting less than 50g CO ₂ /km	Allows credits to be accrued for surpassing standard. Credits can be carried forward, carried back or traded. Credits for a range of approved technologies.	Allows credits to be accrued for surpassing standard. Credits can be carried forward, carried back or traded.

¹⁴ From Bui. A and Yang, Z, *U.S. light-duty vehicle greenhouse gas standards for model years 2023–2026 and corporate average fuel economy standards for model years 2024–2026*, International Council for Clean Transportation, <https://theicct.org/wp-content/uploads/2022/07/update-us-ghg-cafe-standards-1-jul22.pdf>, page 6.

Attachment E: Australian industry voluntary FES

The FCAI Voluntary CO2 standard was developed after extensively researching international vehicle efficiency standards and the availability of vehicle technologies able to improve vehicle efficiency. It incorporates the design features that should be considered for mandatory vehicle efficiency standards.

Federal Chamber of Automotive Industries—submission to the National Electric Vehicle Strategy (November 2022)

Currently, Australia has an industry voluntary FES, monitored and reported on by the Federal Chamber of Automotive Industries (FCAI). This applies to over 40 vehicle suppliers and data is collected by sales recorded in the FCAI's monthly Vehicle Facts (VFACTS) report, the recognised industry data source for new vehicle sales by brand and model. Though a step in the right direction, this FES is entirely voluntary, based on self-declared data, and there are no direct consequences for suppliers who don't meet the targets.¹⁵ As a result, it does not provide a sufficiently strong financial incentive for global car suppliers to provide a globally competitive supply of EVs to the Australian market. The targets are much less stringent than FES fleet averages in major advanced markets, even allowing for adjustment for differences in fleet characteristics. This partly reflects tightening of FES arrangements in major markets, such as the US and EU.

The FCAI voluntary FES covers new light vehicles supplied to the Australian market by FCAI members and sets average emissions limits for vehicles in two categories – passenger cars and light SUVs, and heavy SUVs and light commercial vehicles. Consistent with international FESs, the FCAI voluntary standard is an attribute-based standard, which sets emissions targets using a sales-weighted, mass-based approach. This means suppliers who sell predominantly larger, heavier vehicles have a higher CO₂ target than one which sells smaller cars. The industry voluntary standard also offers a range of technology or multiplier credits.

The mix of vehicles sold by suppliers vary, with some supplying mostly sedans and smaller SUVs, while others rely more heavily on sales of larger vehicles, like utes, for regional and commercial consumers. We recognise Australians want to be able to purchase the vehicle that best suits their lifestyle, road environment and work purposes. This principle is protected by the fundamental design of a FES, which applies to the *average* emissions of the fleet of vehicles sold by a supplier, and not to any particular vehicle.

Without more ambitious and stringent fuel efficiency standards, vehicle manufacturers have no incentive to prioritise the export of the most modern and affordable vehicles to the Australian market. If the status quo persists, Australia will continue to experience constraints in the supply of zero emission vehicles – reducing their accessibility and affordability, and manufacturers will continue to dispose of their highest polluting vehicles in our market.

ACT Government submission to the National Electric Vehicle Strategy (October 2022)

¹⁵ The FCAI voluntary fuel efficiency standard is available online here: [Fuel Quality & Emissions | Federal Chamber of Automotive Industries \(fcai.com.au\)](https://www.fcai.com.au/fuel-quality-and-emissions)

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Rural and Regional Affairs and Transport

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SB23-000654

SUBJECT: Budget Measure – Maritime Emissions Reduction National Action Plan

Talking Points

- The Government has committed to develop a Maritime Emissions Reduction National Action Plan (MERNAP) in FY2023-24 to support our national emissions reduction targets and signal to global trading partners Australia's practical pathway to zero emission shipping in our waters and ports.
- Developed by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts in close consultation with industry, the MERNAP will set Australia's strategic direction to facilitate a smooth energy transition for our domestic maritime sector, contribute towards the reduction of global shipping emissions and advance the development of green shipping corridors from Australia.
- The Plan is expected to draw on Australia's competitive advantages and complement other national policies, including the National Hydrogen Strategy, to facilitate Australian businesses to capitalise on new economic and trade opportunities, while creating new jobs and enhancing Australia's maritime workforce skills.
- The department will establish a consultation forum consisting of government, energy, port, shipping and academic representatives to provide expert input and assist in developing the plan over the next 12 months.
- The department will develop a paper for public consultation and engage with State and Territory governments in the second half of 2023.

Key Issues

- The Government has agreed to the department developing a Maritime Emissions Reduction National Action Plan (MERNAP), including funding of \$600,000 in FY2023-24.
- The proposed consultation process, working closely with key representatives from both the government and maritime industry, will ensure that the plan is comprehensive, actionable and has buy-in from the widest range of Australian maritime stakeholders.

Background

- At its second Maritime Decarbonisation Summit in October 2022, the Maritime industry Australia limited (MIAL) – the national maritime peak body – called on the Government to demonstrate leadership by developing a national action plan for maritime decarbonisation to identify and prioritise opportunities for public-private partnerships and strategic international alliances to accelerate the sector's green transition.

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Rural and Regional Affairs and Transport

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SB23-000654

- With the Government delivering on its election commitment to reduce road transport emissions through the National Electric Vehicles Strategy, it is now focussing on emissions abatement measures across other transport modes, including maritime, aviation, heavy vehicles and rail.
- Informed by industry's advice, the MERNAP will set the strategic direction and include actions to decarbonise our maritime transport sector and contribute towards reducing international shipping emissions – guiding the maritime sector's future investment. The MERNAP will be integrated with the development of the Transport Emissions Reduction Plan [refer SB23-000655].
- The MERNAP will also set the overarching framework to guide our international engagement to develop green shipping corridors.
 - The department and Singapore's Maritime Port Authority is spearheading the development of a green and digital shipping corridor under the Singapore-Australia Green Economy Agreement signed in October 2022.
 - Similarly, the department is working with Japan, India and the US in the Quad Shipping Taskforce to establish two to three low or zero-emission shipping corridors in the Indo Pacific by 2030, and is exploring potential avenues of cooperation with NZ on green shipping corridors.
 - Australia's engagement in these and future green shipping corridor partnerships would benefit from having the MERNAP set our national maritime emissions reduction objectives and priorities.
- The MERNAP will be implemented over the next 12 months.
 - The department will establish a consultation forum in mid-2023 consisting of government, energy, port, shipping and academic representatives to provide expert input.
 - A public consultation paper will be released in the second half of 2023.
 - The final MERNAP will be delivered to Government for approval around mid-2024.

Rural and Regional Affairs and Transport

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SB23-000655

SUBJECT: Reducing Transport Emissions

Talking Points

- The Australian Government is committed to reducing emissions in Australia's transport sector to support Australia's economy wide Net Zero commitments of 43 per cent reduction by 2030, and net zero by 2050.

Net Zero Unit:

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts Net Zero Unit will lead the development of a Transport and Infrastructure Roadmap and Action Plan. This will be an evidence-based plan to decarbonise the infrastructure and transport sectors, contributing to the Government's emissions reductions targets.

Key initiatives for road vehicles include:

- On 19 April the Government released the National Electric Vehicle Strategy (NEVS) to increase the supply of affordable and accessible electric vehicles (EVs), and establish the resources, systems and infrastructure to enable rapid EV uptake.
- The Government announced that it will introduce a Fuel Efficiency Standard (FES) and has released a consultation paper on the design.
- A FES will incentivise the supply of cheaper, low and zero emissions vehicles (LZEVs), and help Australians save money on fuel costs. The department is conducting a detailed consultation process to design a FES for Australia, with submissions closing on 31 May.
 - A FES would not affect a vehicle on the road today, the standard would only apply to new vehicles. A FES would not prevent any particular vehicle being from being sold in Australia. A FES does not impose fees on an individual vehicle's emission levels, and there are no direct costs to the consumer.
- To add to the information already provided to consumers through the Green Vehicle Guide, a real-world vehicle testing program, administered by the Australian Automobile Association (AAA), has been established to help Australians drive fuel savings through informed choice.
- The Government has also mandated improved noxious emissions standards for heavy vehicles, Euro VI, in Australia to improve our access to safer and more fuel-efficient vehicles, as well as reducing noxious emissions.
 - The Government has decided to adopt Euro VI noxious emission standards for heavy vehicles from 1 November 2024 for newly approved models (1 November 2025 for existing models still being supplied after that date).

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SB23-000655

- The introduction of Euro 6 for light vehicles is dependent on improved fuel quality standards. Recent changes to fuel quality standards may have removed a barrier to manufacturers supplying these engines.

Key initiatives for aviation include:

- The Government will deliver an Aviation White Paper to set the scene for the future growth and development of the sector, including how to maximise the sector's contribution to achieving net zero carbon emissions.
- The Government is also engaging internationally through the International Civil Aviation Organization (ICAO) to address the international aviation sector's contribution to emission reduction tasks. In October 2022, ICAO agreed to long term aspirational goal (LTAG) for international aviation of net zero carbon emissions by 2050. See **SB23-000630** for more about the Aviation White Paper.

Key initiatives for maritime include:

- The Government is actively engaged in negotiations at the International Maritime Organization (IMO) to reduce greenhouse gas emissions (GHG) from ships – advocating for the adoption in July 2023 of a strategy that will phase out GHG emissions from international shipping by 2050.
- The Government has also committed to develop a Maritime Emissions Reduction National Action Plan in FY2023-24 to support our national emissions reduction targets and signal to global trading partners Australia's practical pathway to zero emission shipping in our waters and ports. Co-designed with industry, this action plan will set Australia's strategic direction to facilitate a smooth energy transition for our domestic maritime sector and advance the development of green shipping corridors from Australia. See **SB23-000654** for more information on the action plan.

Key initiatives for rail include:

- While rail is already a relatively low carbon intensive mode of transport, rail decarbonisation will be considered as part of the Transport and Infrastructure Roadmap and Action Plan.
- The Government is making significant investments in rail with \$24.5 billion committed for rail infrastructure under the Infrastructure Investment Program from 2022-23 through to 2031-32.
- Australian governments are working together industry to implement the National Rail Action Plan (NRAP) to improve the efficiency of rail through increased interoperability across Australia.

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Key Issues

- Transport is the second largest source of greenhouse gas emissions in Australia (see: National Greenhouse Gas Inventory).
- Australia is one of the few developed countries without a FES. More than 85 per cent of all vehicles sold across the world are covered by some form of FES.
 - A FES will require suppliers to supply more efficient internal combustion engine (ICE) vehicles, and a greater number of low and zero emission vehicles (LZEVs) to the Australian market. See **SB23-000653** for more on fuel efficiency standards.
- Consumers had reported concerns with the accuracy of fuel economy labels. The Real World Testing of Vehicle Efficiency program, to be administered by the AAA, will provide consumers with clearer information on how much fuel a particular vehicle is likely to use on the road, and by extension, their running costs and emissions. Data for the first vehicles tested in the program is expected to be published in 2023.
- In addition to improving health outcomes, the introduction of Euro VI/6 standards enable the supply of more fuel efficient vehicles fitted with the latest safety technologies.
- The Safeguards Mechanism does cover a number of rail operators and organisations. Rail operators have expressed some concerns with the treatment of rail under the reforms. Questions on the Safeguards Mechanism should be referred to the Department of Climate Change, Energy, the Environment and Water (DCCEEW)
- Please refer to **SB23-000536** for more background on the Safeguards Mechanism's interaction with the portfolio.

Background

Reducing Road Transport Emissions

- Key measures to reduce road transport emissions are being progressed under the NEVS, which will increase the uptake of EVs to reduce emissions and improve the wellbeing of Australians.
- The Government is not considering a ban on petrol and diesel vehicles.
- There is broad support for a FES to reduce CO2 emissions, but views differ on how and when it should be implemented.
- Detailed consultation on a FES, combined with the NEVS, is an opportunity to establish a policy and regulatory framework that benefits all Australians.

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SB23-000655

- Key design questions have been set out in a consultation paper, released on 19 April 2023.
- The consultation paper seeks views on guiding principles; design assumptions and features; the emissions level limits, targets and adjustments; vehicle classifications; credit and flexibility mechanisms; and implementation and regulation.

Real World Testing of Vehicle Efficiency

- The \$14 million funding provided over four years will enable the AAA to test the on-road emissions and fuel consumption of around 200 vehicle models over the course of the program. This will provide consumers with information about particular vehicle's emissions and fuel consumption in real world conditions, so they have a clearer picture of how much a vehicle may cost to run.
- The department is working with the AAA to finalise the Operating Procedures for the program by mid-2023. The program is on track to meeting its deliverables, to enable the first vehicles to be tested in 2023-24.

Noxious Emissions

Euro VI (heavy vehicles)

- The Government's decision to adopt Euro VI from 2024-25 will avoid \$7.4 billion in health costs and \$1.5 billion in fuel costs by 2050. Once implementation costs are included, Euro VI is expected to deliver a net economic benefit of \$6.4 billion by 2050.
- Trucking operators want higher mass and width limits before Euro VI is implemented for heavy vehicles due to the additional weight and space required by the emission systems. This will require state and territories to agree changes to mass, dimension and loading regulations.
 - Infrastructure and transport ministers agreed in February 2022 to increase vehicle width limits when the Australian Design Rules are updated (currently subject to the outcome of an Impact Analysis process led by the Road and Vehicle Safety Division).
 - The National Transport Commission is undertaking further analysis and consultation to secure an agreement from infrastructure and transport ministers to increase vehicle mass limits for Euro VI trucks with advanced safety features by the end of 2023.

Euro 6d/Fuel quality standards (light vehicles)

- The Government (DCCEEW) has been consulting on further improvements to fuel quality standards to enable the adoption of Euro 6d noxious emission standards for light

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vehicles (Euro 6d). The outcome of this review will determine how and when Euro 6 can be implemented for light vehicles.

- The Government has taken action to reduce the limits of sulfur in petrol and support Australian refineries to produce low sulfur petrol, but manufacturers advise further reductions to aromatics in petrol are also needed before Euro 6d can be mandated for light vehicles, as this may also cause operability issues for petrol vehicles.
- Phase 2 of the Government's Refinery Upgrade Program (administered by DCCEE) would provide further support to refineries for infrastructure upgrades needed to produce 'Euro-6 equivalent' petrol, if the Government decides to reduce the aromatics limit in petrol. No decisions or funding commitments will be made under Phase 2 prior to the Government's decision on aromatics.

Aviation White Paper

- In the 2022-23 Budget, the Government committed \$7 million of funding to deliver the White Paper. See **SB23-000630** for more about the Aviation White Paper.
- The White Paper's Terms of Reference were released on 7 February 2023. The Terms of Reference includes maximising the aviation sector's contribution to achieving net zero carbon emissions including through sustainable aviation fuel and emerging technologies.

Jet Zero-style Council

- The Government has committed to establish a Jet Zero council to inform the development of policy settings to encourage emissions reduction in the aviation industry (refer **SB23-000623**).
- To inform the design of the Council three roundtable sessions were held, which were attended by a wide range of government, airline, airport, fuel, research, manufacturing, feedstock producer and other key industry representatives. The Council is expected to hold its first meeting in the first half of 2023.

Green Shipping

- The International Maritime Organization (IMO) is the United Nations specialised agency for setting international standards for ship safety, security and marine environment pollution prevention.
- In June 2021, Australia supported the IMO to adopt mandatory global ship energy efficiency measures from 1 January 2023 to reduce the carbon intensity of international shipping by 40 per cent below 2008 levels by 2030.
- The Maritime Emissions Reduction National Action Plan will build on and incorporate existing domestic and international partnerships to establish practical green shipping corridors for accelerating uptake of maritime low and zero carbon technologies.

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- For example: the Mission Innovation Zero Emissions Shipping initiative; the Quad Shipping Taskforce; the Clydebank Declaration launched at COP26; and with Singapore under the Green Economy Agreement signed in October 2022.

Net Zero Unit

- A Net Zero Unit has been established in the department. Mr Ian Porter commenced as Unit Head (a senior SES officer) on 21 November 2022, reporting directly to the Secretary. See **SB23-003430** for more about the Net Zero Unit.
- More broadly the Net Zero Unit also engages with other government agencies, portfolio stakeholders and climate experts to provide advice and assist policy areas to deliver the government's decarbonisation agenda.

Policy lead on National EV Strategy (NEVS) and associated measures

- DCCEEW led consultation on the NEVS. General questions about the NEVS should be referred to DCCEEW.
- However, a wide range of possible matters could be raised in response to the NEVS many of which are the responsibility of other Departments;
 - Fuel efficiency standards are a matter for DITRDCA.
 - Driving the Nation Fund is a matter for DCCEEW.
 - EV grid integration is a matter for DCCEEW.
 - National Construction Code and ensuring apartment buildings are EV charger ready are a matter for the Department of Industry, Science and Resources (DISR).
 - EV related skills, training and education are a matter for the Department of Employment and Workforce Relations (DEEWR).
 - Liquid fuel security and AdBlue supply chain issues are matters for DCCEEW.
 - Euro 6 (light vehicles) and Euro VI (heavy vehicles) noxious emission standards are a matter for DITRDCA.
 - Fuel quality standards are a matter for DCCEEW.
 - Electric car discount is a matter for the Department of the Treasury (Treasury).
 - Commonwealth fleet target is a matter for the Department of Finance (DOF).
 - Australian made battery plan is a matter for DISR.
 - Real world emissions testing is a matter for DITRDCA.

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SB23-000655

Financial Information as at 31 March 2023

Real World Testing of Vehicle Efficiency – Funding Profile

Program/Project Start Date:	2022-2023					
Program/Project End Date:	2025-2026					
	2020-21 \$m (GST exclusive)	2022-23 \$m (GST exclusive)	2023-24 \$m (GST exclusive)	2024-25 \$m (GST exclusive)	2025-26 \$m (GST exclusive)	TOTAL \$m (GST exclusive)
Appropriation Budget	0	3.5	3.5	3.5	3.5	14
Less:						
Actual Expenditure YTD at 31 March 2023	0	3.5	0	0	0	3.5
Total Committed Funds at 31 March 2023	0	0	3.5	3.5	3.5	10.5
Total Uncommitted Funds (balance)	0	0	0	0	0	0

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Date: 2/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact:

SB23-000656

SUBJECT: Budget Measure - Domestic Commercial Vessel Review

Talking Points

- Additional funding of \$15.3 million for 2023-24 has been provided to Australian Maritime Safety Authority (AMSA) to ensure it can continue to deliver the National System for Domestic Commercial Vessel Safety (the National System).
 - This funding is for one year while the Independent Review of Australia's Domestic Commercial Vessel Safety Legislation and Costs and Charging Arrangements (Review) is underway.
 - The Review is considering, amongst other things, options for sustainable long-term funding arrangements for AMSA to deliver the National System.

Key issues

- The additional funding for AMSA will ensure it can continue to deliver Domestic Commercial Vessel (DCV) Safety services while the Review is underway. AMSA is separately funded to deliver its other functions, which include protection of the marine environment, combatting ship sourced pollution, search and rescue and provision of navigation infrastructure.
- Funding for AMSA to deliver Domestic Commercial Vessel Safety services beyond 30 June 2024 is a matter for Government.

Background

Funding for the delivery of National System by AMSA expires on 30 June 2023. The additional \$15.3 million in National System funding for AMSA will ensure services will be funded until 30 June 2024. This will allow for completion of the Review.

The \$15.3 million for AMSA is part of a package of additional funding to support ongoing safety and regulatory functions of the Civil Aviation Safety Authority (CASA), AMSA and the Australian Transport Safety Bureau (ATSB), and a review of ongoing financial sustainability of the three entities. Funding split is:

- \$34.8 million for CASA, comprising \$24.3 million in forecast shortfall (based on Treasury estimates of revenue from fuel excise) and \$10.5 million to support registration and other activities related to drones;
- \$15.3 million for AMSA;
- \$4.6 million for ATSB; and

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SB23-000656

- \$2.2 million for the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, to undertake a review of ATSB and CASA functions, and to implement the outcomes of the DCV review.

The Budget papers show this as one single measure totalling \$56.9 million.

The National System is Australia's regulatory framework to ensure the safe design, construction, equipping, crewing and operation of Domestic Commercial Vessels operating in Australian waters.

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Date: 1/05/2023

Supplementary Budget Estimates 2022 - 2023

Rural and Regional Affairs and Transport

Lead/Support Contact: Andrew Johnson

SB23-000657

SUBJECT: Strategic Fleet Taskforce**Talking Points**

- The Australian Government is committed to strengthening Australia's economic sovereignty and national security by establishing a strategic fleet of up to 12 Australian-flagged and crewed vessels.
- On 20 October 2022 the Government appointed a Strategic Fleet Taskforce to provide advice to Government on establishing the fleet.
- A Terms of Reference divides the work of the Taskforce into two phases.
- The first phase required an initial assessment of strategic needs, and concluded with the Taskforce presenting its interim report to the Government on 22 December 2022. This interim report has not been publicly released.
- The Taskforce has commenced the second and final phase of its work, and will deliver its final report to Government by 30 June 2023.
- The Taskforce has consulted with Australian and international ship owners and operators, maritime unions, and onshore users of shipping including fuel and energy users of shipping.
- The Taskforce has an open invitation for stakeholders to provide proposals, options or ideas for the establishment of the strategic fleet through the Department of Infrastructure, Transport, Regional Development, Communications and the Arts' website.
- The Taskforce's deliberations have also been informed by independent research and analysis conducted by GHD, who have been engaged by the department.
- As of 31 March 2023, a total of \$1.3 million has been expended to support the work of the Strategic Fleet Taskforce, including sitting fees for Taskforce members.
- The Government will consider the Taskforce's advice and recommendations in the final report before making funding decisions.
- Release of the final report is a decision for Government.

Key Issues

- The Government's announcement said the fleet would likely include tankers, bulk cargo, container and roll-on roll-off vessels. Vessels in the fleet will be privately-owned and operate on a commercial basis but be available for requisition by Government in times of national crisis, such as natural disaster or conflict.

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-
- The strategic fleet will provide important training opportunities and employment pathways for Australia's seafaring workforce, helping ensure a pipeline of qualified people are available to secure the operations of our shipping and ports for the future.

Background

- The Strategic Fleet Taskforce was established by the Government on 20 October 2022.
- The members of the Taskforce are:
 - Mr John Mullen (Chair) – previous Chair of Telstra and extensive experience in transport and logistics industries
 - Ms Angela Gillham – Chief Executive Officer, Maritime Industry Australia Limited
 - Mr Paddy Crumlin – National Secretary, Maritime Union of Australia
 - Dr Sarah Ryan - leader in the energy industry
 - Major-General Jason Walk – Commander, Joint Logistics - Department of Defence

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SUPPLEMENTARY BUDGET ESTIMATES 2022 - 2023

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa La Rance / Melissa Cashman

SB23-000658

SUBJECT: Road Vehicle Standards Act Implementation**Talking Points**

- The Road Vehicle Standards Act (RVSA) progressed to full implementation on 1 July 2021, supported by a new IT system, ROVER.
- The new Road Vehicle Standards (RVS) framework delivers a modern system to regulate the first provision of road vehicles to the Australian market. The system provides increased accountability through a more tailored approvals system and a broader suite of compliance and enforcement powers designed to ensure that vehicles meet safety, environmental and anti-theft standards.
- Overall the new system is working well with all applications (approximately 800 a week) being processed well within the legislated timeframe.
- The Australian Government undertook extensive engagement with stakeholders in the development and rollout of the new regulatory framework and continues to engage with them to assist all parties to transition smoothly to the new regulatory framework.
- To support industry's transition to the new framework, a 12-month transitional period commenced on 1 July 2021. Because of the severe impacts of the COVID pandemic on industry during the earlier part of this period, on 1 April 2022 Parliament extended the transitional period to 24 months.
- The transitional period will conclude on 30 June 2023 and the Department of Infrastructure, Transport, Regional Development, Communications and the Arts is focusing on supporting any remaining industry sectors that are operating under the Motor Vehicle Standards (MVS) legislation to prepare for the end of the old system.

Key Issues

- The vast majority of industry participants are already operating under the RVS legislation. A few remaining pockets continue to operate under the old MVS system, primarily either for operational reasons (the MVS legislation has a lower entry bar in certain areas) or because the participant plans to exit the industry soon.
- The department has increased its activities to reach and support those sectors that are continuing to operate under MVS legislation to provide them the support they need to be able to continue to operate on 1 July 2023.
- To date, the department has deployed eight full releases to the ROVER platform.
- Each release adds new features and functionality, including most recently customised billing and invoicing for all users, streamlined evidence requirements for obtaining a vehicle type approval, the ability to include multiple identical vehicles in a single

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SUPPLEMENTARY BUDGET ESTIMATES 2022 - 2023**Rural and Regional Affairs and Transport****Lead/Support contact: Lisa La Rance / Melissa Cashman****SB23-000658**

application, as well as design changes to improve design consistency, performance and access to information. Performance improvements in each release are based on feedback from industry and operational staff.

- The result is a more secure and user-friendly portal that benefits all users.
- Further enhancements will be made to the ROVER IT system in 2023 to progress functionality and the user experience. Enhancements are prioritised based on user feedback and the staged removal of manual processing work arounds.

BackgroundContinuation of the current legislative framework

- The RVS legislation, which commenced on 1 July 2021, replaces the *1989 Motor Vehicle Standards Act (MVSA)*.
- A 12-month transitional period commenced on that date that allowed industry to operate a number of MVSA provisions while they obtained the necessary RVS approvals.
- During the earlier part of this period, almost all road vehicle manufacturers and importers had to manage the severe impacts of the COVID pandemic on road vehicle inventories and global supply chains and, on 1 April 2022, Parliament extended the transitional period to 24 months.
- Full transition to the RVS legislation occurs on 1 July 2023, with all MVSA approvals processes ceasing.
- Moving fully into ROVER and retiring older legacy systems associated with MVSA is important as these systems are not stable due to their age.
- A post-implementation review of the RVS legislation will commence in the second half of 2024.

Consultation and change readiness

- Consultation on reforms to the regulatory framework for vehicle supply to the Australian market began in 2013 with a review of the previous legislation and continued through to 2019 as the new legislation was developed.
- Key stakeholders included a range of local and international businesses that provide vehicles in Australia; industry peak bodies; state and territory registration authorities; and other regulators, such as the Australian Competition and Consumer Commission.
- The legislation carefully balances the competing interests of the different vehicle industry sectors with the safety standards the community expects for their vehicles, set against modern Australian regulatory principles.

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- The department continues its engagement with industry and fellow regulators to educate them on the new application and approval processes and seek input for guidance material and IT development.
- The department has implemented a comprehensive communications plan to support industry in transitioning to the RVS legislation.
- Key communications activities in the lead up to, and following, the RVS legislation commencement on 1 July 2021 include:
 - digital and social media campaigns
 - an outbound call campaign; direct mail
 - regular newsletters, guidance materials and resources (guides, videos and flyers)
 - attending industry events; hosting topic-specific webinars; and hosting regular RVS webinars with industry and jurisdictions.
- **Attachment A** provides the list of key stakeholder engagement activities undertaken from July 2021 to 31 March 2023.
- Going forward, the 2022-23 Financial Year Stakeholder Engagement and Communication Strategy focuses on those segments of the automotive industry that have been slower to transition, such as registered automotive workshops (RAWs) and manufacturers and importers of low-ATM trailers (trailers with an aggregate trailer mass (ATM) of 4.5 tonnes or less), and aims to assist and encourage them to transition to the RVSA. The list of planned activities is detailed at **Attachment B**.

ROVER

- Industry and government now have a single IT system, ROVER, that manages all aspects of vehicle standards regulation, including applications, assessment, approval, recalls and compliance and enforcement.
- ROVER has been designed to both support regulatory requirements and provide an intuitive and seamless user experience. Further phases of IT development are currently being planned that will provide further enhancements to the functionality and usability of ROVER based on user feedback and planned efficiencies.

Key Facts – Register of Approved Vehicles (RAV) entry and approvals

Number of Vehicles on the RAV - 31 March 2022	1,683,117 vehicles	318,765 vehicles added from 1 January to 31 March 2023
Average decision timeframes as at 31 March 2023	MVSA Import Approvals for RAWs = 4.2 days average	All RVSA applications through ROVER = 13 days average

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Date: 18/04/2023

SUPPLEMENTARY BUDGET ESTIMATES 2022 - 2023**Rural and Regional Affairs and Transport****Lead/Support contact: Lisa La Rance / Melissa Cashman****SB23-000658**

Additional information regarding RVSA and MVSA applications as at 31 March 2022 is at **Attachment C.**

Attachments

- Attachment A: RVS stakeholder engagement activities July 2021 – March 2023
- Attachment B: Planned RVS stakeholder engagement & communication activities 2023
- Attachment C: RVSA/MVSA operational report

Rural and Regional Affairs and Transport

Lead/Support contact: Lisa La Rance / Melissa Cashman

SB23-000658

Program	RVSA/ROVER development (CAPEX and OPEX that directly contributes to the implementation of RVSA and the development of ROVER)										
Program Start/ End Date:	2015/June 2023										
	2015-16 \$m	2016-17 \$m	2017-18 \$m	2018-19 \$m	2019-20 \$m	2020-21 \$m	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	TOTAL \$m
Appropriation Budget								14,913,000	14,232,000		29,145,000
Less:											
CAPEX (Actual)			578,980	2,184,666	4,511,539	8,779,155	6,782,926	3,793,652			26,630,918
OPEX (Actual)	522,418	1,847,756	1,844,023	2,058,195	3,966,300	5,180,500	14,109,803	4,280,421			33,809,416
Total Actual Expenditure YTD at 30 Apr 2023	522,418	1,847,756	2,423,003	4,242,861	8,477,839	13,959,655	20,892,729	8,074,073			60,440,334
CAPEX (Committed)								5,448,394			5,448,394
OPEX (Committed)								5,335,430			5,335,430
Total Committed Funds at 30 Apr 2023								10,783,824			10,783,824
Total Uncommitted Funds (balance)											

- Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

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Date: 18/04/2023

Attachment A

Stakeholder engagement activities July 2021 to 31 March 2023

Event	Date/Timing	Stakeholder
RVSA Jurisdiction Meeting (First Tuesday of every month)	<ul style="list-style-type: none"> 6 July 2021 12 and 27 October 2021 10 November 2021 1 February 2022 5 April 2022 5 July 2022 2 August 2022 4 October 2022 8 November 2022 7 February 2023 7 March 2023 	<ul style="list-style-type: none"> State and Territory jurisdictions National Heavy Vehicle Regulator (NHVR) NEVDIS/Austroroads
RVSA Industry Webinars (Last Thursday of every month)	<ul style="list-style-type: none"> 13 and 27 August 2021 15 and 29 September 2021 13 and 27 October 2021 10 and 24 November 2021 8 December 2021 2 February 2022 2 March 2022 30 March 2022 23 June 2022 14 July 2022 25 August 2022 29 September 2022 26 October 2022 24 November 2022 23 February 2023 30 March 2023 	<p>A wide range of industry stakeholders, including associations and their members, including:</p> <ul style="list-style-type: none"> Australian Trucking Association (ATA) Australian Imported Motor Vehicle Industry Association (AIMVIA) Bus Industry Confederation (BIC) Caravan Industry Association of Australia (CIAA) Federal Chamber of Automotive Industries (FCAI) Heavy Vehicle Industry Australia (HVIA) RAWS Association Truck Industry Council (TIC)
Compressed Air Association of Australasia (CAAA) Essential Update Workshop #3	26 August 2021	<ul style="list-style-type: none"> CAAA CAAA members

Event	Date/Timing	Stakeholder
Industry meeting	9 September 2021	<ul style="list-style-type: none"> Commercial Vehicle Industry Association Australia (CVIAA)
Light and Heavy Vehicle Trailers meeting	22 September 2021	<ul style="list-style-type: none"> Boating Industry Association (BIA) BIA members
Model Reports Webinar	11 November 2021	<ul style="list-style-type: none"> RAWS Association AIMVIA Concessional sector stakeholders
Bus Industry Confederation Roundtable	30 November 2021	<ul style="list-style-type: none"> Bus Industry Confederation (BIC)
Low ATM Trailers Webinar	9 December 2021	<ul style="list-style-type: none"> A wide range of industry stakeholders, including associations and their members
Jurisdiction Webinar on low ATM trailers	24 February 2022	<ul style="list-style-type: none"> State and Territory jurisdictions NHVR
Caravan Industry Association of Australia (CIAA) National Conference 2022	30 March-1 April 2022	<ul style="list-style-type: none"> CIAA CIAA members
ROVER Release 7 industry trial	31 May-10 June 2022	<ul style="list-style-type: none"> Allied Auto Airbrake Corp TEAM Bisitecniks Knorr-Bremse Mercedes-Benz Daimler
BIC National Bus Industry Summit	28 June 2022 21-22 March 2023	<ul style="list-style-type: none"> BIC BIC members
RAV invoicing consultation	6 July 2022	<ul style="list-style-type: none"> Pre-approved RAV submitters
TIC and ATA demonstration event on multi-combination vehicles	15 September 2022	<ul style="list-style-type: none"> TIC ATA
ROVER Release 8A industry trial	26 September-6 October 2022	<ul style="list-style-type: none"> Allied Auto

Event	Date/Timing	Stakeholder
		<ul style="list-style-type: none"> • Toyota • Mitsubishi • Bisitecniks • Mercedes-Benz • PACCAR
ROVER Release 8A demonstration 'user' event	26 October 2022	<ul style="list-style-type: none"> • All ROVER users • A wide range of industry stakeholders, including associations
Jurisdiction ROVER Release 8A demonstration event	26 October 2022	<ul style="list-style-type: none"> • State and Territory jurisdictions • NHVR
Crane Industry Council of Australia (CICA) National Conference	10-12 November 2022	<ul style="list-style-type: none"> • CICA • National and international CICA members
Low ATM Trailers Webinar	15 February 2023	<ul style="list-style-type: none"> • Importers and manufacturers of low ATM trailer providers to the Australian market • CIAA
ROVER Release 8B industry trial	27 February-7 March 2023	<ul style="list-style-type: none"> • Auto Services Group • Comptune Engineering • Japan Imports • Liebherr Australia • Herrod Performance • Mercedes-Benz • Allied Automotive Consulting Services Pty Ltd • Hyundai

Attachment B

Planned RVS stakeholder engagement and communications activities for 2023

Timing	Activity	Description	Stakeholders
Second Monday of every month	RAWS News	Newsletter providing helpful advice and information for registered automotive workshops as they transition to the RVS laws.	<ul style="list-style-type: none"> • RAWs • RAWS Association
First Tuesday of every month	RVSA Jurisdictions Webinar	Webinar to address queries about the operation of the RVS legislation.	<ul style="list-style-type: none"> • State and Territory jurisdictions • NHVR • NEVDIS/Austroroads
Last Thursday of every month	RVS News Update	Newsletter providing latest news and information on the RVS laws.	Wide range of external stakeholders. Current number of subscribers is 6,146.
Last Thursday of every month	RVSA Industry Webinar	Webinar to address queries about the operation of the RVS legislation.	Wide range of industry stakeholders including associations and their members, such as: <ul style="list-style-type: none"> • ATA • AIMVIA • BIC • CIAA • FCAI • HVIA • RAWS Association • TIC
2x every month (approx.)	Social media posts (mix of free and paid)	Post important dates and information to raise awareness and educate external stakeholders about the RVS laws.	<ul style="list-style-type: none"> • RAWs • Manufacturers and importers of low ATM trailers – trailers with an aggregate trailer mass of 4.5 tonnes or less

Timing	Activity	Description	Stakeholders
TBC	Industry consultation: RVS approval expiry and renewals	Webinar to discuss the way approval expiry and renewal functionality could be implemented in the ROVER system.	Wide range of industry stakeholders.
Ongoing	ROVER how-to videos, demonstration videos and user guides	Create new videos and user guides on new system functionality.	Wide range of industry stakeholders.
Ongoing	Emails to ROVER users and industry stakeholders	Provide important information, tips and links to new guidance materials.	Wide range of industry stakeholders and jurisdictions.
First half 2023	Letter from the Minister	A letter will be sent to peak body representatives to remind outstanding industry stakeholders of the need to transition to the RVS legislation.	<ul style="list-style-type: none"> • FCAI • AIMVIA • RAWs Association • TIC • HVIA • BIC • ATA • CIAA
3 April 2023	Crane Industry Council of Australia (CICA) ROVER Industry Workshop	Webinar to discuss how to apply for RVS approvals in ROVER for special purpose vehicles.	<ul style="list-style-type: none"> • CICA • CICA members
28 April 2023	CICA Regional Meeting	The department will attend the all-day event and present to members.	<ul style="list-style-type: none"> • CICA • CICA members
10-12 May 2023	CIAA National Conference	The department will have a booth and present for 40 minutes.	<ul style="list-style-type: none"> • CIAA • CIAA members
9 June 2023	Autocare 2023	The department will give a presentation on second stage of manufacture processes.	<ul style="list-style-type: none"> • AAAA • AAAA members • RAWs • Second stage manufacturers



Australian Government

**Department of Infrastructure, Transport,
Regional Development, Communications and the Arts**

➤ Road Vehicle Standards



Applications

1,990

Total on hand

0

Overdue

1,126

Unassessed within
due date

807

With an open RFI



Applications

Received

45,981

46,534

Decisions made

✓
45,219
Approval
issued

✗
689
Refusal
issued

✋
626
Refused to
consider

➡
1259
Withdrawn

● **527**

Assessed
outside due date

● **46,005**

Assessed within
due date

Register of Approved Vehicles (RAV)



1,683,116 *

On hand as at 31 March 2023.

Applications received 1 July 2021 to 31 March 2023.

*The Road Vehicle Standards legislation creates a requirement that from 1 July 2021, road vehicles be entered on a publicly searchable online database called the RAV before they can be provided for use in transport on public roads. RAV figure 1 July 2021 to 31 March 2023.

Motor Vehicle Standards Act 1989 **Residual and Transitional Arrangements**

Vehicle Import System (VIS)



10,504

decided

Road Vehicle Certification System (RVCS)



3,568

Identification plate approvals

Registered Automotive Workshops (RAW)



19,721

import approvals



25,837

vehicle inspection
certificates decided

Rural and Regional Affairs and Transport

Lead/Support contact: Adam Stankevicius

SB23-000660

SUBJECT: National Road Safety Strategy and Action Plan

Talking Points

- The Australian Government is delivering on its commitments in the National Road Safety Action Plan 2023-25 (Action Plan), including through:
 - progressing work on priority Australian Design Rules
 - working with states and territories to progress the national review of road safety research
 - engaging with First Nations' community organisations and across government on an approach to deliver on First Nations road safety commitments and understand road safety priorities
 - working with states and territories to scoping requirements for the development of the National Data Collection and Report Framework and National Minimum Data Set.
 - consulting with truck drivers and industry to agree priorities for the \$140 million Heavy Vehicle Rest Area initiative
 - developing robust governance arrangements to ensure delivery and accountability against road safety infrastructure projects, including for the redesigned Road Safety Program.
- The Action Plan was released on 7 February 2023 following endorsement by Infrastructure and Transport Ministers.
 - The Action Plan outlines the priority actions of Australian and State and Territory governments over the next three year to implement the National Road Safety Strategy 2021-30 (Strategy).
- While much progress has been made to make Australian roads safer, the current environment is a challenging one for all Australian Governments with the national road toll rising. During the 12 months ended March 2023, there were 1,204 road deaths. This is an increase of 5.9 per cent from the 12-month period ending March 2022.

Key Issues

National Road Safety Action Plan - Progress on Australian Government commitments

- The department is in the process of finalising the impact statements for the first two priority Australian Design Rules for Lane Departure Warning Systems for heavy vehicles and Reversing Camera Detection Systems.

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SB23-000660

- Work is progressing with states and territories on the conduct of the review of road safety research. A scoping document has been agreed, and work is underway to engage a third party provider to progress a road safety research audit across Australian and state and territory government agencies.
- We are working with our state and territory government counterparts, first nations organisations and other Commonwealth agencies to understand and address the disproportionate representation of Aboriginal and Torres Strait Island people in road deaths and serious injuries.
- Through the National Road Safety Data Working Group (RSDWG), the Australian and state and territory governments have commenced work on scoping requirements for the National Data Collection and Reporting Framework and National Minimum Data Set, which is due at the end of 2024.
- Work is progressing on the Heavy Vehicle Rest Area Initiative, which includes dedicated funding for heavy vehicle rest areas up to \$140 million over 10 years.
 - A steering committee chaired by Senator Glenn Sterle and consisting of five truck drivers and four representatives from industry associations has met twice to agree the priorities for the initiative and agree the details of the assessment criterion. The criterion will be included in updated HVSP guidelines.
 - Applications for HVRA funding are expected to open in June 2023.
- An annual progress report will be provided to Infrastructure and Transport Ministers each year, detailing the work undertaken by all governments to implement the action plan
- Robust governance arrangements to ensure delivery and accountability for implementation of the Action Plan have been established, including:
 - The Intergovernmental Steering Committee on Road Safety (ISCRS), chaired by the Australian Government, comprising senior level representatives from the Australian and state and territory governments and the Australian Local Government Association. The ISCRS reports to ITSOC, which in turn reports to ITMM, and is responsible for delivering an annual progress report to ITMM on implementation of the Action Plan. The first meeting of the ISCRS was held on 6 April 2023.
 - The RSDWG comprises representatives from the Australian and state and territory governments. The RSDWG reports to the ISCRS, and is responsible for driving the key data actions set out in the Action Plan, and identifying and co-ordinating the data necessary to measure progress against the National Road

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Safety Strategy 2021-30. The first meeting of the RSDWG was convened on 12 May 2023

- The redesigned Road Safety Program, includes ongoing consultative arrangements with all states and territories, as well as program oversight and reporting through regular informal status updates, payment request reports and post completion reports.
- Formalised data sharing arrangements are also being progressed through the Intergovernmental Road Safety Data Sharing Agreement.

Consultation on the National Road Safety Action Plan 2023-25

- Following initial consultation in 2021 on the draft Action Plan with key stakeholders, stakeholders thought the Action Plan could be strengthened through more specific measurable actions and clearer accountabilities.
- Following agreement from Ministers at the February 2022 ITMM for further consultation on the Action Plan, the department convened a National Road Safety Action Plan Working Group (working group), comprising senior representatives from all state and territory road safety agencies and the Australian Government. The working group met three times over September and October 2022 to revise and strengthen the Action Plan.
- A Data Sub-working Group was also convened, comprising members of the Working Group and expert advisors to support development of measurable actions and work through opportunities and limitations of existing data. The Data Sub-working group met two times over September and October 2022.
- The revision of the Action Plan was informed by consultation with the Australian Local Government Association, national road safety bodies, and a key non-government road safety stakeholders.

Media coverage following the release of the Action Plan

- The launch of the Action Plan received positive media coverage from key road safety industry stakeholders including ANCAP and Roads Australia.
- The Australasian College of Road Safety also welcomed the release of the Action Plan, but noted there were unanswered questions around governance, reporting and funding.
- The Action Plan was criticised by the Australian Automobile Association for lacking accountability. The AAA advocates for greater collection and publication of road safety data, and its view is that the provision of Australian Government should hold states and

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SB23-000660

territories to account, and that road infrastructure funding to states and territories should be contingent on the provision of road safety data.

Monitoring Progress against the Strategy

- The Road Safety Data Hub will monitor and report against the primary outcome indicators and the safety performance indicators of the Strategy. The Strategy's primary outcome indicators and safety performance indicators are in **Attachment A**.
- Primary outcome indicators will be measured and reported on annually against a baseline to track progress toward the fatality and serious injury targets.
- Safety performance indicators inform the assessment of the effectiveness of road safety interventions and understanding of gaps. Safety performance indicators show the level of road safety that exists and the state of the system.
- Work is progressing with states and territories through the Road Safety Data Working Group to define and develop the data required for the safety performance indicators.

Background

Current Status			
	Strategy Target	Current	Three Year Baseline (2018-2020)
Fatalities	571	1,187 (2022)	1,142
Serious Injuries	29,000	39,755 (FY 2018/19)	40,472

- During the 12 months ended March 2023, there were 1,204 road deaths. This is an increase of 5.9 per cent from the 12-month period ending March 2022.
- In November 2019 the then Transport and Infrastructure Committee committed to a 2050 target of zero deaths and serious injuries on Australian roads. The current Strategy sets a staged approach to 2050.
- 2030 targets of reducing fatal injuries by 50 per cent, and serious injuries by 30 per cent, from 2018-2020 baselines.
- The Strategy identifies nine priority areas to achieve the 2030 targets;
 - Infrastructure planning and investment;
 - Regional road safety;
 - Remote road safety;
 - Vehicle safety;

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SB23-000660

- Heavy vehicle safety;
- Workplace road safety;
- Aboriginal and Torres Strait Islander people;
- Vulnerable road users; and
- Risky road use.

Attachments

- Attachment A - National Road Safety Strategy 2021-30 primary outcome indicators and safety performance indicators

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Attachment A

Primary outcome indicators and safety performance indicators

Primary outcome indicators

The primary measure of the Strategy's success will be the overall reduction in road trauma, specifically:

- At least a 50 per cent reduction in the number of deaths from road crashes by 2030
- At least a 30 per cent reduction in the number of serious injuries from road crashes by 2030

On a per capita basis, the Strategy aims to:

- Reduce deaths from road crashes by at least 55 per cent by 2030
- Reduce serious injuries from road crashes by at least 38 per cent by 2030

Primary outcome indicators will be measured and reported on annually against a baseline to track progress toward these targets. The baseline will be calculated as a three-year average of the relevant count or rate for the period 2018 to 2020. Primary outcome measures include:

- Number of deaths
- Number of serious injuries
- Rate of deaths per capita
- Rate of serious injuries per capita
- Number of deaths of Aboriginal and Torres Strait Islander people
- Number of serious injuries of Aboriginal and Torres Strait Islander people
- Number of road crashes resulting in deaths
- Number of road crashes resulting in serious injuries
- Rate of deaths per 100 million vehicle-kilometres travelled
- Rate of serious injuries per 100 million vehicle-kilometres travelled
- Rate of deaths per 10,000 registered vehicles
- Rate of serious injuries per 10,000 registered vehicles

Demonstrating Zero by 2050

The Strategy will also demonstrate commitment to the 2050 Vision Zero by targeting zero deaths by 2030 for:

- Children 7-years and under
- City CBD areas
- All national highways and on high-speed roads covering 80% of travel across the network

Safety performance indicators

Safety performance indicators (SPIs) inform the assessment of the effectiveness of road safety interventions and understanding of gaps. SPIs show the level of road safety that exists, the state of the system.

SPIs allow us to check:

- Are we meeting our objectives and achieving the desired outcomes?
- Are the interventions up to the job?

The following SPIs will be measured and reported on annually:

Safe roads

- Share of state and territory governments and local councils with a fit-for-purpose road safety risk assessment as an investment plan for its infrastructure
- Share of travel on all national highways and on the high speed network (≥ 80 km/h) covering 80 per cent of travel recognised as 3-stars (or equivalent risk rating) or better
- Share of road length on designated motorcycle routes with motorcycle friendly crash barriers
- Share of high pedestrian CBD/town centre areas under Movement and Place or equivalent approaches with posted speed limits ≤ 40 km/h
- Share of roads in urban areas with a posted speed limit ≥ 50 km with separated cycle ways, and in urban areas outside of ABS remoteness category 'major cities'
- Share of signalised intersections with a speed limit < 70 km/h

Safe vehicles

- Share of light vehicle fleet that has an ANCAP 5-star rating within a 6-year date stamp

Safe road use

- Share of drivers and riders tested who are not over the applicable BAC limit or under the influence of drugs
- Share of vehicles at or below speed limit
- Share of drivers and riders observed/photographed not using a mobile phone or device
- Share of motor vehicle occupants wearing seat belts

Rural and Regional Affairs and Transport

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SB23-000661

SUBJECT: Road Safety Grants

Talking Points

- In the May Budget, the Australian Government established two clear streams of activity using existing funding, designed to target better road safety outcomes:
 - **road safety grants funding** to support five key areas of non-infrastructure activity critical to bringing down the road toll (First Nations road safety; community engagement and awareness; technology and innovation; research and data; and vulnerable road users); and
 - **road safety infrastructure funding** to improve the quality and safety of the roads we drive on (see SB23-000662 Road Safety Program).
- These programs will be key to addressing the deteriorating road safety situation in Australia and delivering on the Australian Government responsibilities outlined in the recently agreed *National Road Safety Action Plan 2023-25* (*Action Plan).
- The new **\$43.6 million National Road Safety Action Grants Program (NRSAGP)** will consolidate the funding from four existing grants programs (see information on closing initiatives below) to deliver road safety activities across the five key areas, consistent with the Action Plan.
 - The NRSAGP is funded over four years from 2022-23 to 2025-26, and includes \$6 million of existing funding for the **Safe Roads for Safe Cycling (Amy Gillett Foundation) Program**.
- \$16.5 million over five years has been committed to the **Car Safety Ratings Program** to improve testing protocols for new light vehicles and provide safety evaluations for used vehicles. This program is aimed at supporting the Australasian New Car Assessment Program (ANCAP) to continue to test light vehicles and expand their testing protocols to include light commercial vans and large utility “pick-up truck” type vehicles as well as support the evaluation of safety ratings in used cars.
- A further \$18.9 million has been committed over three years to develop a better understanding of what is happening on our roads nationally including through the development of a national data set and mapping.

Key Issues

New initiatives

- The **National Road Safety Action Grants Program (NRSAGP)** is a \$43.6 million initiative to deliver key non-infrastructure road safety commitments. There is \$37.6 million

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available to be allocated to new projects focusing on five key areas of activity critical to the delivery of the *Action Plan:

1. First Nations road safety
 2. Vulnerable Road Users
 3. Community Education and Awareness, including workplace road safety
 4. Technology and Innovation
 5. Research and Data
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is working through the administrative approvals but it is expected the program guidelines for the open, merit-based competitive grant process will be released June 2023.
 - As at 31 March 2023, of the \$6 million committed to the **Safe Roads for Safe Cycling Program** (Amy Gillett Foundation) (October 2022-23 Budget), \$1.5 million has been expended. This Program is expected to be completed in June 2024.

Closing initiatives

- The \$24 million **Road Safety Innovation Fund** commenced in July 2020. \$12 million was announced in the 2019-20 Budget, with an additional \$12 million in the 2022-23 Budget across three years from 2022-23 onwards.
 - Of the current program, 53 projects were funded over three years with six projects complete.
 - 13 projects approved (15 June 2020) and funded in round one (\$2 million), and
 - 40 projects approved (21 June 2021) and funded in round two (\$10 million).
 - The \$12 million announced in 2022-23 Budget has been consolidated into the new NRSAGP.
- The \$8 million **Road Safety Awareness and Enablers Fund** commenced in December 2019 with projects expected to be completed by June 2023. \$4 million was announced in the 2019-20 Budget, with an additional \$4 million announced in the 2022-23 Budget across three years from 2022-23 – this money has been consolidated into the new NRSAGP.
 - Of the current program, 22 projects were funded with 15 complete.
- The \$8 million **Driver Reviver Site Upgrades** Program commenced in June 2020 with upgrades expected to be completed by June 2023.
 - 32 sites funded in round one (June 2020) - all are complete (\$0.7 million) and

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- 81 sites funded in round two (June 2021) - 38 are complete (\$7.2 million).
- The \$24 million **Keys2drive Program** commenced in November 2017. It was extended on 1 July 2021 to 30 June 2023.
 - The Australian Automobile Association (AAA) advised the Department of Infrastructure, Transport, Regional Development, Communications and the Arts in late 2022 of their decision to not seek further funding for the **Keys2drive Program** beyond the current contract, which ceases on 30 June 2023.
 - The department has worked with the AAA to agree to the final contractual arrangements for the Program, with a Deed of Variation executed on 9 May 2023.
 - The Program is a national learner driver program aiming to improve young driver's safety by helping them gain effective driving experience before they graduate to a 'P-plate' licence. The Keys2drive Program is delivered in partnership with the AAA.

Background

Keys2drive Program

Upon announcement of the program closure by the AAA there was some media coverage particularly a radio segment on 3AW with Neil Mitchell, 'Federal government axes free learner driver program'. Additionally, the department has received four media enquiries::

- 11/04/2023 – ABC News Tasmania s47F
- 27/01/2023 – The Age/Sydney Morning Herald s47F
- 23/01/2023 – ABC radio Hobart s47F
- 17/01/2023 – 3AW radio s47F

Correspondence also been received seeking information on why the program is closing, mostly from driving instructors requesting ministerial intervention into the AAA decision.

- Ministerial correspondence: Catherine King MP
 - 23/03/2023 – Dr Helen Haines MP, Member for Indi
 - 09/03/2023 – Mr Robertson (cc Tracey Roberts MP, Member for Pearce)
 - 09/03/2023 – Sen the Hon James McGrath, Senator for Queensland
- Departmental correspondence: Adam Stankevicius
 - 07/02/2023 – s47F
 - 07/02/2023 – s47F

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Rural and Regional Affairs and Transport

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SB23-000661

Financial Information as at 31 March 2023

National Road Safety Action Grant Program

Program/Project Start Date:	2022-23					
Program/Project End Date:	2025-26					
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	TOTAL \$m
Appropriation Budget	0	3.0	10.5	15.7	14.45	43.60
Less:						
Actual Expenditure YTD at 31 March 2023	0	1.5	0	0	0	1.5
Total Committed Funds at 31 March 2023	0	1.5	3.0	0	0	6.0
Total Uncommitted Funds (balance)	0	0	7.5	15.7	14.45	37.6

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

Car safety Ratings Program and other non-infrastructure funding

Program/Project Start Date:	2023-24					
Program/Project End Date:	2027-28					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	0	9.1	10.1	9.6	3.0	31.8*
Less:						
Actual Expenditure YTD at 31 March 2023	0	0	0	0	0	0
Total Committed Funds at 31 March 2023	0	0	0	0	0	0
Total Uncommitted Funds (balance)	0	0	0	0	0	31.8

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

*A further \$3.3 million is committed in 2027-28 for ANCAP funding.

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Date: 28/04/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Ben Meagher

SB23-000662

SUBJECT: Road Safety Program

Talking Points

- Through the 2022-23 Budget, the Australian Government has maintained its commitment to road safety funding.
 - Prior to the 2023-24 Budget, there was \$1.055 billion in unallocated funding which has been maintained through the 2023-24 Budget, with \$1.055 billion in funding committed across the Road Safety Program (\$976 million) and targeted non-infrastructure grants (\$79 million) to support delivery of commitments in the *National Road Safety Strategy 2021-2030* and Action Plan (See SB23-000661).
- Following feedback from jurisdictions, the Australian Government agreed through the October 2022-23 Budget to redesign and extend the Program by two years, until 30 June 2025, to more closely align with the Strategy and Action Plan.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is working closely with jurisdictions to ensure that the redesigned program addresses the challenges and issues raised through Tranches 1-3. These include the length of time to deliver works and, the 'use it or lose it' principle.
- The redesigned program will fund further safety treatments on the national road network (including transformational works such as roundabouts), and see further improvements for vulnerable road users.

Key Issues

Program Redesign

- The decision to redesign and extend the Program was formed on the basis that:
 - The operating environment for delivering the Program has changed, there is no longer a need for short term economic stimulus.
 - The Program was designed to deliver shovel-ready works within six-month tranche timeframes and most shovel-ready works are now exhausted.
 - The effects of the COVID-19 pandemic, unprecedented weather, market constraints, workforce limitations and supply chain issues have resulted in significant delays to some existing programs of work. These challenges would have been further exacerbated if the Program was not redesigned.
 - Funding allocations under the redesigned Program were informed by:
 - Fatal and serious injury data
 - Notional Tranche 4/5 allocations

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- Jurisdictional capacity to deliver works within the revised timeframe and past delivery performance.
- Key proposed changes to the program include:
 - Extended delivery timeframes. Jurisdictions will have from 1 July 2023 to 30 June 2025 to deliver and report on works.
 - Focus on four areas for road safety works – urban locations, regional locations, remote locations and footpaths and cycleways to improve safety for vulnerable road users.
 - The introduction of a ‘reserve list’ of works, so that jurisdictions have flexibility to swap projects from their lists if required.
 - Amendments to data reporting requirements to streamline and reduce duplication.
 - Removing the use it or lose it principle.
 - Discussions with jurisdictions about their interest in funding enforcement works, in line with the safe systems approach.

Tranche 1 to 3 Delivery Status & Challenges

- Tranche 1 to 3 works were due to be completed by the end of December 2022, and data and PCRs submitted by April 2023.
- Several jurisdictions have applied for extensions where works have commenced, but are not completed. Two jurisdictions (NSW and NT) have been approved for an extension to 30 June 2023 to deliver Tranche 1 to 3 works.
- See **Attachment A** for a breakdown by jurisdiction of approved funding, project numbers and status (complete, in progress, not started or cancelled) for Tranches 1 to 3.
- Jurisdictions faced a number of challenges during the first three tranches of the Program resulting in significant delivery delays nationally. Across Tranches 1 to 3:
 - As at 31 March 2023 only Western Australia (WA) and South Australia (SA) have successfully delivered all Tranche 1 and 2 works, and submitted Post Completion Reports (PCR) with Road Safety data.
 - As at 31 March 2023, SA is the only jurisdiction to have successfully delivered Tranche 1, 2 and 3 works and provided all PCRs and data.
 - Tasmania and Queensland have written seeking an extension to their delivery timeframes. A decision is pending on these requests (Tasmania is with Minister King for consideration, a briefing is being prepared for Queensland).

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Data Challenges

- The Program Guidelines stipulate the provision of data as a requirement prior to final tranche payments being made. The required data includes:
 - pre- and post- upgrade risk network ratings
 - traffic volume and mix
 - monthly fatal crash and serious injury data.
- Road Safety data sets have been provided by two jurisdictions only. WA provided data for tranches 1 and 2. SA have provided data upon completion of all three tranches.
- Once all tranches are complete and data has been provided, the department will work with the Bureau of Infrastructure and Transport Research Economics (BiTRE) to publish where possible.
- Jurisdictions are (separately) required to provide fatal crash and serious injury data to the BiTRE.
- To reduce duplication, fatal and serious injury data requirements have been removed from the re-designed program Guidelines.

Financial Information

- The Government has committed \$2.953 billion to the Program over five years from 2020-21. As at 10 May 2023:
 - \$1,976.6 million has been committed to approved projects in Tranches 1 to 3.
 - \$1,653.4 million has been paid to jurisdictions; and
 - \$323.2 million remains to be paid against approved Tranche 1 to 3 projects upon completion, provision of data and acceptance of PCRs.
 - \$976 million has been allocated to jurisdictions for the next phase of the program.
 - \$79 million has been re profiled to fund non-infrastructure commitments in the Road Safety Action Plan.
 - **Attachment A** outlines funding allocated and paid by state.
 - **Attachment B** outlines all road safety funding across the Infrastructure Investment Program.

Rural and Regional Affairs and Transport

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Financial, Non-Budget Information as at 10 May 2023:

Program/Project Start Date:	2020-21					
Program/Project End Date:	2024-25					
	2020-21 \$m	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	TOTAL \$m
Appropriation Budget	734.80	683.76	426.5	565.6	542.3	2953.0
Less:						
Actual Expenditure YTD at 31 March 2023	734.80	683.76	234.8			1,653.4
Total Committed Funds at 31 December 2022	734.80	683.76	426.5	77.4	54.3	1,976.6
Total Uncommitted Funds (balance)	0	0	0	488.21	488.21	976.4

- Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.
- Committed funds in 2023-24 and 2024-25 relate to Tranches 1-3 of the program. These funds will be re profiled into 2023-24 at MYEFO.

Stimulus

- The Program was intended to support the fast rollout of lifesaving road safety treatments including, but not limited to: shoulder widening and sealing, line markings, the installation of barriers and guardrails, intersection upgrades, pedestrian and cycleway improvements.
- It is estimated through the projects being delivered through Tranches 1 to 3, approximately 13,000 kms of the Australia's road network will be upgraded.

Use it or lose it

- Tranches 1 to 3 of the Program operated on a 'use it or lose it' basis. Whereby, unless a jurisdiction could clearly demonstrate exceptional circumstances had affected their ability to deliver projects within agreed timeframes, their funding allocation for a future tranche was reduced. **Attachment C** provides an outline of reductions from 3 jurisdictions following Tranche 1, under the Use it or Lose it principle.
- This principle has not been applied consistently through Tranches 1-3, as exceptional and unforeseen circumstances hindered delivery of works in most states. Funding not 'used' to date has not been 'lost', as exceptional circumstances were applied to extend timeframes.
- Under the re-designed Program, the 'use it or lose it' principle will not be applied as:
 - there is no longer the same imperative for a fast rollout and economic stimulus package

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- delays in materials and resources are well known and expected to continue
- adverse weather events may continue to impact delivery of works
- the Program is scheduled to terminate on 30 June 2025.

Attachments

- Attachment A: RSP tables
- Attachment B: Road Safety on a Page
- Attachment C: Use it or lose it reductions

The table below provides a national picture of Program funding allocations, payments made to jurisdictions to date and unallocated funding.

Table 1 Tranche project status and approved funding by state (as at 9 May 2023)

State	Tranche 1 AG Contribution (\$ m)	Tranche 1 Approved Projects	Tranche 1 Completed Projects	Tranche 1 In Progress	Tranche 1 Not Started	Tranche 1 cancelled	Tranche 2 AG Contribution (\$ m)	Tranche 2 Approved Projects	Tranche 2 Completed Projects	Tranche 2 In Progress	Tranche 2 Not Started	Tranche 2 cancelled	Tranche 3 AG Contribution (\$ m)	Tranche 3 Approved Projects	Tranche 3 Completed Projects	Tranche 3 In Progress	Tranche 3 Not Started	Tranche 3 cancelled	Total T1-3 Projects	Total T1-3 AG Contribution (\$ m)
ACT	3	38	38	0	0	0	0.8	5	2	3	0	0	2.3	3	0	3	0	0	46	6
NSW	297.4	263	158	81	0	24*	125.2	141	57	66	0	18*	61.72	188	71	107	0	10*	592	484.3
NT	35.3	43	21	20	0	2	60.7	20	12	5	0	3	0	0	0	0	0	0	63	96
QLD	225	88	85	2	0	1	138.4	45	37	4	0	4	158.6	46	37	9	0	0	179	521.4
SA	83.7	15	15	0	0	0	42.2	13	13	0	0	0	42.2	16	16	0	0	0	44	168
TAS	33.3	122	99	15	0	8	0	0	0	0	0	0	10.7	11	5	4	0	2	133	44
VIC	183.3	102	97	5	0	0	42.4	30	26	3	0	1	112.4	54	22	32	0	0	186	338.1
WA	152.5	69	69	0	0	0	80	64	51	0	0	13	86.32	52	28	16	0	8	184	318.8
TOTAL	1,011.50	740	582	123	0	35	490.7	318	198	81	0	39	474.1	370	179	171	0	20	1,428	1,976.60

- NSW – ‘Tranche 1 cancelled’, ‘Tranche 2 cancelled’, ‘Tranche 3 cancelled’ cells all have been asterisked as they have been updated to include projects that have the status ‘To Be Withdrawn’ as this status is not reported on in the above table.
 - Tranche 1 - To Be Withdrawn = 4
 - Tranche 2 - To Be Withdrawn = 5
 - Tranche 3 - To Be Withdrawn = 8

Table 2. Road Safety Program (Tranche 1-3) Budget information (as at 9 May 2023)

	Allocated Budget T1 – T3 ⁽¹⁾ (\$m)	Paid against Allocated Budget (\$m)	Remaining to be paid ⁽²⁾ (\$m)	Redesigned program allocations (1 Jul 2023 - 30 June 2025) (\$m)
ACT	6.0	2.9	3.1	5.0
NSW	484.3	424.8	59.5	270.0
NT	96.0	75.7	20.3	45.0
QLD	521.4	425.6	95.8	255.8
SA	168.0	168.0	0	84.0
TAS	44.0	31.7	12.3	22.0
VIC	338.1	219.8	118.3	187.4
WA	318.8	304.9	13.9	107.2
AUSTRALIA	1,976.6	1,653.4	323.2	976.4

(1) As recorded in IMS for Tranches 1 through 3. Unadjusted for ‘use it or lose it’.

(2) (Remaining to be Paid) = (Allocated Budget) minus (Paid against Allocated Budget).

(3) Totals may not add due to rounding

Road Safety on a Page

FURTHER UPDATES MAY BE PROVIDED

Infrastructure Investment Program – NPA – Outcome 1

Program	Actual 2019-20 ('\$000)	Actual 2020-21 ('\$000)	Actual 2021-22 ('\$000)	Budget* 2022-23 ('\$000)	Budget* 2023-24 ('\$000)	Budget* 2024-25 ('\$000)	Budget* 2025-26 ('\$000)	Notes
Road Safety Related Programs								
Programs <i>directly</i> targeted at road safety	82,896	1,174,766	858,118	596,702	718,144	670,744	120,144	
Road Safety Program		734,795	683,756	234,871 spent 191,629 committed	565,600	542,400		• \$1,976.6 million has been committed for T1 – T3 • \$1,653.4 million has been paid for T1 – T3 • \$323.2 million remains unpaid for T1 – T3 • Funding commitment to the re-designed Program was reduced to \$976m • Program ends 30 June 2025 FEs as at Budget 2023-24
Black Spot Program	81,568	103,813	76,673	120,144	120,144	120,144	120,144	
ANCAP – Stars on Cars	1,328	1,388	1,358	1,358				
Targeted Road Safety Works		334,770	96,331	48,700	32,400	8,200		
Programs <i>indirectly</i> benefiting road safety	2,821,320	4,282,812	3,755,644	5,844,918	7,178,108	7,293,249	7,084,218	
Heavy Vehicle Safety and Productivity Program	51,640	51,784	57,432	69,998	90,000	100,000	100,000	
Bridges Renewal Program	90,115	46,599	50,386	95,000	95,000	95,000	95,000	
Road Investment	1,981,760	3,262,472	2,621,482	4,519,981	5,619,950	5,659,462	5,585,024	
Roads of Strategic Importance (ROSI)	128,375	329,852	526,448	644,198	817,921	882,587	804,193	
Roads to Recovery	569,429	592,104	499,896	493,090	484,337	500,000	500,000	
Remote Roads Upgrade Pilot Program (RRUPP)				22,650	70,900	56,200		
Other relevant IIP programs				800	57,200	60,000	272,000	
Regional Australian Rail level crossing				0	40,000	40,000	40,000	
Grade Separating Interface project				800	17,200	20,000	232,000	
Total Road Safety Related Programs	2,904,216	5,457,578	4,613,762	6,442,420	7,953,452	8,023,994	7,476,362	

* There may be some movement of funds between years that will affect final budgets.

Outcome 2: Road Safety Programs

Program	Actual 2019-20 ('\$000)	Actual 2020-21 ('\$000)	Actual 2021-22 ('\$000)	Budget* 2022-23 ('\$000)	Budget* 2023-24 ('\$000)	Budget* 2024-25 ('\$000)	Budget* 2025-26 ('\$000)	Notes
National Road Safety Action Grants Program				3,000	3,000 committed 7,450 unallocated	15,700	14,450	• \$43.6 million 2023-24 Budget commitment • \$6.0 million committed for Safe Roads for Safe Cycling Program (Amy Gillett Foundation). • Program Guidelines being drafted, expected release June 2023 • Program ends 30 June 2026 • \$16.5 million 2023-24 Budget commitment • \$16.3 million committed for ANCAP over five years to 2027-28 • \$0.2 million committed for used car safety ratings over 3 years • Program Guidelines for non-competitive round being drafted • Program ends 30 June 2028 • \$16 million fully allocated • Program ends 30 June 2023 • \$4 million 2019-20 Budget commitment is allocated • \$4 million 2022-23 Budget commitment is moved to National Road Safety Action Grants Program • Program ends 30 June 2023 • \$12 million 2019-20 Budget commitment is allocated • \$12 million 2022-23 Budget commitment is moved to National Road Safety Action Grants Program • Program ends 30 June 2023 • \$8 million 2019-20 Budget commitment (\$7.9m allocated) • Program ends 30 June 2023 • 2019 election commitment, funding fully allocated • Program ends 30 June 2022
Car Safety Ratings Program					3,210	3,270	3,680	
Keys2drive	2,000	4,000	4,000	6,000				
Road Safety Awareness & Enablers Fund	1,029	915	1,274	808 committed 1 unallocated				
Road Safety Innovation Fund		4,969	2,744	4,286 committed				
Driver Reviver Site Upgrades	514	7,402						
Digital Roads Safety Passport	600	1,200						

* There may be some movement of funds between years that will affect final budgets

Outcome 3: Local Government (Outcome 3.2)

Program	Actual 2019-20 ('\$000)	Actual 2020-21 ('\$000)	Actual 2021-22 ('\$000)	Budget* 2022-23 ('\$000)	Budget* 2023-24 ('\$000)	Budget* 2024-25 ('\$000)	Budget* 2025-26 ('\$000)	Notes
Local Roads and Community Infrastructure (LRCI)		835,203	597,676	966,303	350,000	250,000	250,000	FEs as at Budget 2023-24

* There may be some movement of funds between years that will affect final budgets.

Committed and Not Committed

Attachment C – 'Use it or lose it' calculations**Reductions**

The reductions in allocations are calculated based on the proportion of underspend. For example: If a state predicted an underspend of 5 per cent in Tranche 1, then the Tranche 2 funding allocation is reduced by 5 per cent. It is important to note that for Tranche 1, the predicted underspend was provided by jurisdictions prior to the completion of Tranche 1 in anticipation of the deductions being applied for Tranche 2. The below calculations show the actual figures:

New South Wales

Tranche 1 approved funding	\$ 294,635,740.00
Predicted underspend	\$ 21,301,778.00
Underspend percentage	7.23%

Tranche 2 funding allocation	\$ 134,922,225.83
Tranche 2 deduction (7.23% of allocation)	\$ 9,754,700.17
Tranche 2 revised allocation	\$ 125,167,525.67

Queensland

Tranche 1 approved funding	\$ 225,010,000.00
Predicted underspend	\$ 990,044.00
Underspend percentage	0.44%

Tranche 2 funding allocation	\$ 138,439,600.00
Tranche 2 deduction (0.44% of allocation)	\$ 612,564.00
Tranche 2 revised allocation	\$ 137,827,036.00

Victoria

Tranche 1 approved funding	\$ 183,284,514.00
Predicted underspend	\$ 4,123,901.00
Underspend percentage	2.25%

Tranche 2 funding allocation	\$ 43,388,250.00
Tranche 2 deduction (2.25% of allocation)	\$ 974,223.00
Tranche 2 revised allocation	\$ 42,414,027.00

- Calculations are based on predicted underspend in T1, divided by approved T1 funding.
- T2 funding is reduced by requested funding minus %

Rural and Regional Affairs and Transport

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SB23-000663

SUBJECT: Local Roads and Community Infrastructure Program

Talking Points

- The Australian Government has committed \$3.25 billion to the Local Roads and Community Infrastructure (LRCI), including \$750 million for Phase 4 comprised of \$500 million in the March 2022-23 Budget and an additional \$250 million election commitment through the October 2022-23 Budget targeting rural, regional and outer urban roads.
- On 13 February 2023, Ministers announced individual council allocations of the Phase 4 \$500 million for road and community infrastructure projects.
- On 3 May 2023, Ministers announced council allocations of the additional Phase 4 \$250 million for rural, regional and outer urban roads.
- Phase 4 Grant Guidelines are expected to be released ahead of the opening of Phase 4 on 1 July 2023, with project delivery due by 30 June 2025.
- In March 2023, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts extended the construction period for Phase 1-3 projects to 30 June 2024 in recognition of delays associated with supply chain issues, labour shortages, and extreme weather events.

Key Issues

Phase 4 (2022-23 Budget)

- LRCI Phase 4 will deliver \$750 million in funding for councils including a \$500 million commitment in the March 2022-23 Budget (commitment from the former Government), and a \$250 million election commitment through the October 2022-23 Budget specifically for roads in rural, regional and remote areas (non-urban roads).

Phase 4 Nominal Funding Allocations

- On 13 February 2023, Minister King and Minister McBain announced allocations for the first component of Phase 4, \$500 million (Part A), consistent with allocations announced by the former Government. Councils will be able to utilise this funding in the same way as Phases 1-3 for roads and community infrastructure projects.
- The second component of Phase 4 (Part B) is the \$250 million election commitment for non-urban roads.
 - As **previously stated** by the Government during and after the election (see response to QoN at **Attachment A**), the **\$250 million** funding will **prioritise non-urban** (rural, regional and outer urban) **roads**.

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- The detail regarding funding allocations and eligibility was announced by Minister King and Minister McBain on 3 May 2023.
- Phase 4 is due to begin in July 2023, with projects to be completed by June 2025.
- Funding from the \$250 million has been allocated to the 466 councils who are not designated as 'inner urban' according to the Australian Classification of Local Governments (ACLG) framework.
- Individual council allocations for the \$750 million Phase 4 allocation (published on the Department's website) are at **Attachment B**.

Phases 1 – 3 Project Extensions

- On 27 March 2023, Minister King and Minister McBain issued a media release announcing an extension to the Phase 1-3 project construction timeframes to 30 June 2024 (previously 30 June 2023).
- The extension was granted due to COVID-19 supply chain disruptions and weather events becoming wide spread, impacting the ability for councils to deliver within existing project timeframes.
- On 31 March 2023, the Department wrote to councils varying the terms of the Phase 1-3 Grant Agreements to extend:
 - Phases 1, 2 and 3 to 31 December 2024 to finalise program administration, and
 - the timeframe for project completion to 30 June 2024.
- As at 8 May 2023, around 97 per cent of councils have returned the signed Grant Agreement Letter of Variation, which is required for councils to benefit from the extension.

Background

- The LRCI Program supports all Australian local governments to deliver priority local road and community infrastructure projects in their region, creating jobs and long-lasting benefits for communities.
- The LRCI Program, is a **demand-driven/eligibility based** and non-competitive grant program currently administered over 3 Phases, with Phase 4 commencing from 1 July 2023.
 - The 550 Eligible Funding Recipients are pre-determined; every local government in all 150 electorates across Australia is eligible to participate and receive funding.

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- The **Nominal Allocation** available to local governments has been calculated using a formula modelled on the local road component of the Financial Assistance Grants Program and as applied to funding allocations under the Roads to Recovery Program.

Attachments

- Attachment A: SQ23-003169
- Attachment B: LRCI Phase 4 funding allocations

Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Supplementary Budget Estimates 2022 - 2023

Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 23

Departmental Question Number: SQ23-003169

Division/Agency Name: DIV - Road and Vehicle Safety

Hansard Reference: Spoken, Page No. 45-46 (13 February 2023)

Topic: Consultation with Local Governments

Senator Bridget McKenzie asked:

Senator McKENZIE: My question remains, then: what consultation was done with local councils to cauterise or quarantine the additional \$250 million—no-one's arguing that was the election commitment of the government—to only be able to be spent on roads? What consultation was had with local government?

Mr Meagher: I'd need to take that on notice, Senator, noting that it was an election commitment.

Senator McKENZIE: No, the \$250 million was an election commitment. Quarantining it for roads rather than community infrastructure and roads, which was the previous program—I'm unaware that councils are aware that it's only going to be for roads. I want to understand the consultation process you've undertaken. You know what I'm saying, Mr Betts? Thank you so much.

Mr Meagher: I do understand, Senator. In respect of commentary on the scope of that commitment, on 4 May there was a media statement by Jason Clare that: an Albanese Labor Government will expand the program by another \$250 million, supporting projects and upgrading roads in every part of Australia—particularly in outer-urban and regional areas.

There were statements in the regional ministerial budget statement in the October budget that similarly referred to—

Senator McKENZIE: Mr Meagher, I'm letting you know what I know from regional councils. They love the program. They're happy it's got more money. They just didn't know it was only going to be able to be spent on roads, so I need to understand what conversations you've had. So if you could take that on notice, that would be wonderful.

Mr Meagher: Yes, Senator.

Answer:

There have been numerous statements by the Australian Government about their intention to target the Local Roads and Community Infrastructure Phase 4 \$250m election commitment to fund road projects in rural, regional and outer-urban and regional areas. See, for example:

- [Upgrading Roads Across Australia, Ministers Clare and King, 4 May 2022](#)
- [Speech at ALGA conference, Minister King, 19 June 2022](#)
- [Regional Budget Statement, Minister King, 26 October 2022](#)

- [House of Representatives, Questions without Notice, Minister McBain, 7 November 2022](#)

The focus of this spending on roads in rural, regional and outer-urban and regional areas was also conveyed to councils in a presentation by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts on 3 November 2022 at the Australian Local Government Association National Local Roads and Transport Congress 2022.



Local Roads and Community Infrastructure Program - Phase 4

Nominal Funding Allocations

Part A - \$500 million allocation for roads and community infrastructure projects – all councils

Part B - \$250 million allocation for road only projects (for eligible non-urban areas)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
ACT	Transport Canberra and City Services Directorate	\$7,968,750	\$3,815,140	\$11,783,890
IOT	Cocos (Keeling) Islands Shire Council	\$136,739	\$78,874	\$215,613
IOT	Norfolk Island Regional Council	\$82,929	\$47,835	\$130,764
IOT	Shire of Christmas Island	\$337,521	\$194,689	\$532,210
NSW	Albury City Council	\$883,074	\$509,376	\$1,392,450
NSW	Armidale Regional Council	\$1,429,701	\$824,683	\$2,254,384
NSW	Ballina Shire Council	\$880,244	\$507,744	\$1,387,988
NSW	Balranald Shire Council	\$832,921	\$480,447	\$1,313,368
NSW	Bathurst Regional Council	\$1,248,559	\$720,196	\$1,968,755
NSW	Bayside Council	\$737,406	-	\$737,406
NSW	Bega Valley Shire Council	\$1,221,983	\$704,867	\$1,926,850
NSW	Bellingen Shire Council	\$594,625	\$342,993	\$937,618
NSW	Berrigan Shire Council	\$877,527	\$506,177	\$1,383,704
NSW	Blacktown City Council	\$2,138,829	-	\$2,138,829
NSW	Bland Shire Council	\$1,849,827	\$1,067,021	\$2,916,848
NSW	Blayney Shire Council	\$537,301	\$309,927	\$847,228
NSW	Blue Mountains City Council	\$869,182	\$501,363	\$1,370,545

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
NSW	Bogan Shire Council	\$911,524	\$525,787	\$1,437,311
NSW	Bourke Shire Council	\$1,199,903	\$692,131	\$1,892,034
NSW	Brewarrina Shire Council	\$820,558	\$473,316	\$1,293,874
NSW	Broken Hill City Council	\$310,580	\$179,149	\$489,729
NSW	Burwood Council	\$169,168	-	\$169,168
NSW	Byron Shire Council	\$730,070	\$421,120	\$1,151,190
NSW	Cabonne Council	\$1,293,770	\$746,275	\$2,040,045
NSW	Campbelltown City Council	\$1,106,330	\$638,156	\$1,744,486
NSW	Canterbury-Bankstown Council	\$1,679,331	-	\$1,679,331
NSW	Carrathool Shire Council	\$1,456,711	\$840,263	\$2,296,974
NSW	Central Coast Council (NSW)	\$2,771,892	\$1,598,889	\$4,370,781
NSW	Central Darling Shire Council	\$1,001,818	\$577,871	\$1,579,689
NSW	Cessnock City Council	\$1,065,399	\$614,546	\$1,679,945
NSW	City of Canada Bay Council	\$403,595	-	\$403,595
NSW	City of Lithgow Council	\$796,800	\$459,612	\$1,256,412
NSW	City of Parramatta Council	\$1,282,352	-	\$1,282,352
NSW	City of Sydney	\$865,560	-	\$865,560
NSW	Clarence Valley Council	\$2,051,366	\$1,183,274	\$3,234,640
NSW	Cobar Shire Council	\$1,085,211	\$625,974	\$1,711,185
NSW	Coffs Harbour City Council	\$1,382,096	\$797,224	\$2,179,320
NSW	Coolamon Shire Council	\$772,445	\$445,563	\$1,218,008
NSW	Coonamble Shire Council	\$929,818	\$536,339	\$1,466,157

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
NSW	Cootamundra-Gundagai Regional Council	\$985,552	\$568,488	\$1,554,040
NSW	Council of the City of Ryde	\$591,724	-	\$591,724
NSW	Council of the Municipality of Woollahra	\$274,790	-	\$274,790
NSW	Cowra Shire Council	\$915,452	\$528,053	\$1,443,505
NSW	Cumberland Council	\$1,039,594	-	\$1,039,594
NSW	Dubbo Regional Council	\$2,146,498	\$1,238,148	\$3,384,646
NSW	Dungog Shire Council	\$574,823	\$331,570	\$906,393
NSW	Edward River Council	\$963,170	\$555,578	\$1,518,748
NSW	Eurobodalla Shire Council	\$1,039,292	\$599,487	\$1,638,779
NSW	Fairfield City Council	\$1,083,578	-	\$1,083,578
NSW	Federation Council	\$1,396,532	\$805,551	\$2,202,083
NSW	Forbes Shire Council	\$1,222,566	\$705,203	\$1,927,769
NSW	Georges River Council	\$706,045	-	\$706,045
NSW	Gilgandra Shire Council	\$878,444	\$506,706	\$1,385,150
NSW	Glen Innes Severn Council	\$872,429	\$503,236	\$1,375,665
NSW	Goulburn Mulwaree Council	\$1,074,884	\$620,017	\$1,694,901
NSW	Greater Hume Shire Council	\$1,294,190	\$746,517	\$2,040,707
NSW	Griffith City Council	\$1,030,641	\$594,496	\$1,625,137
NSW	Gunnedah Shire Council	\$1,007,220	\$580,987	\$1,588,207
NSW	Gwydir Shire Council	\$1,182,224	\$681,933	\$1,864,157
NSW	Hawkesbury City Council	\$1,087,629	\$627,368	\$1,714,997
NSW	Hay Shire Council	\$508,687	\$293,422	\$802,109

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
NSW	Hilltops Council	\$1,770,968	\$1,021,534	\$2,792,502
NSW	Hornsby Shire Council	\$871,538	\$502,722	\$1,374,260
NSW	Hunter's Hill Municipal Council	\$92,935	-	\$92,935
NSW	Inner West Council	\$856,830	-	\$856,830
NSW	Inverell Shire Council	\$1,402,055	\$808,736	\$2,210,791
NSW	Junee Shire Council	\$587,934	\$339,133	\$927,067
NSW	Kempsey Shire Council	\$1,160,188	\$669,222	\$1,829,410
NSW	Kiama Municipal Council	\$323,344	\$186,512	\$509,856
NSW	Ku-ring-gai Council	\$706,890	-	\$706,890
NSW	Kyogle Council	\$1,024,156	\$590,756	\$1,614,912
NSW	Lachlan Shire Council	\$2,128,508	\$1,227,771	\$3,356,279
NSW	Lake Macquarie City Council	\$1,752,388	\$1,010,816	\$2,763,204
NSW	Lane Cove Council	\$180,185	-	\$180,185
NSW	Leeton Shire Council	\$656,388	\$378,619	\$1,035,007
NSW	Lismore City Council	\$1,228,170	\$708,436	\$1,936,606
NSW	Liverpool City Council	\$1,430,716	\$825,269	\$2,255,985
NSW	Liverpool Plains Shire Council	\$866,772	\$499,973	\$1,366,745
NSW	Lockhart Shire Council	\$846,561	\$488,315	\$1,334,876
NSW	Lord Howe Island Board	\$51,429	\$29,665	\$81,094
NSW	Maitland City Council	\$872,757	\$503,425	\$1,376,182
NSW	Mid-Coast Council	\$3,392,463	\$1,956,849	\$5,349,312
NSW	Mid-Western Regional Council	\$1,525,932	\$880,191	\$2,406,123

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
NSW	Moree Plains Shire Council	\$1,814,888	\$1,046,868	\$2,861,756
NSW	Mosman Municipal Council	\$149,862	-	\$149,862
NSW	Murray River Council	\$1,861,814	\$1,073,936	\$2,935,750
NSW	Murrumbidgee Council	\$1,008,021	\$581,449	\$1,589,470
NSW	Muswellbrook Shire Council	\$577,898	\$333,344	\$911,242
NSW	Nambucca Valley Council	\$768,865	\$443,498	\$1,212,363
NSW	Narrabri Shire Council	\$1,475,176	\$850,914	\$2,326,090
NSW	Narrandera Shire Council	\$997,363	\$575,301	\$1,572,664
NSW	Narromine Shire Council	\$909,690	\$524,729	\$1,434,419
NSW	Newcastle City Council	\$1,146,471	\$661,310	\$1,807,781
NSW	North Sydney Council	\$304,610	-	\$304,610
NSW	Northern Beaches Council	\$1,418,332	-	\$1,418,332
NSW	Oberon Council	\$584,514	\$337,160	\$921,674
NSW	Orange City Council	\$720,809	\$415,778	\$1,136,587
NSW	Parkes Shire Council	\$1,337,613	\$771,565	\$2,109,178
NSW	Penrith City Council	\$1,522,275	\$878,082	\$2,400,357
NSW	Port Macquarie Hastings Council	\$1,826,618	\$1,053,634	\$2,880,252
NSW	Port Stephens Council	\$780,527	\$450,225	\$1,230,752
NSW	Queanbeyan-Palerang Regional Council	\$1,527,709	\$881,216	\$2,408,925
NSW	Randwick City Council	\$616,934	-	\$616,934
NSW	Richmond Valley Council	\$1,002,214	\$578,099	\$1,580,313
NSW	Shellharbour City Council	\$567,099	\$327,115	\$894,214

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
NSW	Shoalhaven City Council	\$2,141,844	\$1,235,463	\$3,377,307
NSW	Singleton Council	\$816,085	\$470,736	\$1,286,821
NSW	Snowy Monaro Regional Council	\$1,744,322	\$1,006,164	\$2,750,486
NSW	Snowy Valleys Council	\$871,816	\$502,883	\$1,374,699
NSW	Strathfield Municipal Council	\$185,608	-	\$185,608
NSW	Sutherland Shire Council	\$1,286,114	-	\$1,286,114
NSW	Tamworth Regional Council	\$2,652,533	\$1,530,040	\$4,182,573
NSW	Temora Shire Council	\$825,968	\$476,436	\$1,302,404
NSW	Tenterfield Shire Council	\$1,044,335	\$602,395	\$1,646,730
NSW	The Council of Camden	\$874,692	\$504,542	\$1,379,234
NSW	The Hills Shire Council	\$1,194,721	\$689,142	\$1,883,863
NSW	Transport for NSW	\$969,769	\$559,384	\$1,529,153
NSW	Tweed Shire Council	\$1,814,531	\$1,046,662	\$2,861,193
NSW	Upper Hunter Shire Council	\$1,230,434	\$709,742	\$1,940,176
NSW	Upper Lachlan Council	\$1,203,048	\$693,945	\$1,896,993
NSW	Uralla Shire Council	\$596,106	\$343,847	\$939,953
NSW	Wagga Wagga City Council	\$2,050,700	\$1,182,889	\$3,233,589
NSW	Walcha Council	\$591,796	\$341,361	\$933,157
NSW	Walgett Shire Council	\$1,235,615	\$712,730	\$1,948,345
NSW	Warren Shire Council	\$655,258	\$377,967	\$1,033,225
NSW	Warrumbungle Shire Council	\$1,553,366	\$896,016	\$2,449,382
NSW	Waverley Council	\$277,817	-	\$277,817

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
NSW	Weddin Shire Council	\$635,335	\$366,475	\$1,001,810
NSW	Wentworth Shire Council	\$1,278,207	\$737,298	\$2,015,505
NSW	Willoughby City Council	\$375,507	-	\$375,507
NSW	Wingecarribee Shire Council	\$1,184,041	\$682,981	\$1,867,022
NSW	Wollondilly Shire Council	\$872,871	\$503,491	\$1,376,362
NSW	Wollongong City Council	\$1,540,943	\$888,850	\$2,429,793
NSW	Yass Valley Council	\$857,227	\$494,467	\$1,351,694
NT	Alice Springs Town Council	\$433,129	\$249,838	\$682,967
NT	Barkly Regional Council	\$206,960	\$119,379	\$326,339
NT	Belyuen Community Government Council	\$14,994	\$8,648	\$23,642
NT	Central Desert Regional Council	\$399,793	\$230,609	\$630,402
NT	City of Darwin	\$862,060	-	\$862,060
NT	City of Palmerston	\$411,889	\$237,586	\$649,475
NT	Coomalie Community Government Council	\$215,886	\$124,527	\$340,413
NT	Department of Transport	\$6,569,766	\$3,789,589	\$10,359,355
NT	East Arnhem Regional Council	\$566,290	\$326,648	\$892,938
NT	Katherine Town Council	\$288,649	\$166,499	\$455,148
NT	Litchfield Council	\$1,183,429	\$682,628	\$1,866,057
NT	Local Government Association of the Northern Territory	\$711,844	\$410,607	\$1,122,451
NT	MacDonnell Regional Council	\$455,503	\$262,744	\$718,247
NT	Roper Gulf Regional Council	\$489,289	\$282,232	\$771,521
NT	Tiwi Islands Regional Council	\$443,404	\$255,765	\$699,169

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
NT	Victoria Daly Regional Council	\$318,243	\$183,569	\$501,812
NT	Wagait Shire Council	\$25,116	\$14,487	\$39,603
NT	West Arnhem Regional Council	\$540,268	\$311,638	\$851,906
NT	West Daly Regional Council	\$402,007	\$231,886	\$633,893
QLD	Aurukun Council	\$53,749	\$31,003	\$84,752
QLD	Balonne Shire Council	\$1,141,450	\$658,414	\$1,799,864
QLD	Banana Shire Council	\$1,808,133	\$1,042,971	\$2,851,104
QLD	Barcaldine Regional Council	\$1,291,666	\$745,062	\$2,036,728
QLD	Barcoo Shire Council	\$710,542	\$409,856	\$1,120,398
QLD	Blackall-Tambo Regional Council	\$808,346	\$466,272	\$1,274,618
QLD	Boulia Shire Council	\$568,456	\$327,898	\$896,354
QLD	Brisbane City Council	\$11,710,003	-	\$11,710,003
QLD	Bulloo Shire Council	\$848,921	\$489,676	\$1,338,597
QLD	Bundaberg Regional Council	\$2,014,577	\$1,162,053	\$3,176,630
QLD	Burdekin Shire Council	\$620,261	\$357,780	\$978,041
QLD	Burke Shire Council	\$305,861	\$176,427	\$482,288
QLD	Cairns Regional Council	\$1,830,518	\$1,055,884	\$2,886,402
QLD	Carpentaria Shire Council	\$711,924	\$410,653	\$1,122,577
QLD	Cassowary Coast Regional Council	\$739,286	\$426,436	\$1,165,722
QLD	Central Highlands Regional Council	\$2,165,138	\$1,248,900	\$3,414,038
QLD	Charters Towers Regional Council	\$1,706,358	\$984,265	\$2,690,623
QLD	Cherbourg Aboriginal Shire Council	\$39,849	\$22,985	\$62,834

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
QLD	City of Gold Coast	\$5,919,014	\$3,414,220	\$9,333,234
QLD	Cloncurry Shire Council	\$692,019	\$399,172	\$1,091,191
QLD	Cook Shire Council	\$1,278,916	\$737,707	\$2,016,623
QLD	Croydon Shire Council	\$464,921	\$268,176	\$733,097
QLD	Diamantina Shire Council	\$453,393	\$261,527	\$714,920
QLD	Doomadgee Aboriginal Shire Council	\$59,500	\$34,320	\$93,820
QLD	Douglas Shire Council	\$274,337	\$158,243	\$432,580
QLD	Etheridge Shire Council	\$758,556	\$437,552	\$1,196,108
QLD	Flinders Shire Council	\$858,755	\$495,349	\$1,354,104
QLD	Fraser Coast Regional Council	\$1,912,057	\$1,102,917	\$3,014,974
QLD	Gladstone Regional Council	\$1,609,377	\$928,324	\$2,537,701
QLD	Goondiwindi Regional Council	\$1,139,053	\$657,031	\$1,796,084
QLD	Gympie Regional Council	\$1,361,802	\$785,518	\$2,147,320
QLD	Hinchinbrook Shire Council	\$378,323	\$218,225	\$596,548
QLD	Hope Vale Aboriginal Council	\$63,728	\$36,759	\$100,487
QLD	Ipswich City Council	\$2,327,860	\$1,342,762	\$3,670,622
QLD	Isaac Regional Council	\$1,546,389	\$891,992	\$2,438,381
QLD	Kowanyama Aboriginal Shire Council	\$157,431	\$90,809	\$248,240
QLD	Livingstone Shire Council	\$906,477	\$522,876	\$1,429,353
QLD	Lockhart River Aboriginal Shire Council	\$80,743	\$46,574	\$127,317
QLD	Lockyer Valley Regional Council	\$927,079	\$534,760	\$1,461,839
QLD	Logan City Council	\$3,487,130	-	\$3,487,130

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
QLD	Longreach Regional Council	\$1,196,175	\$689,980	\$1,886,155
QLD	Mackay Regional Council	\$1,956,590	\$1,128,605	\$3,085,195
QLD	Mapoon Aboriginal Shire Council	\$26,740	\$15,424	\$42,164
QLD	Maranoa Regional Council	\$2,576,007	\$1,485,898	\$4,061,905
QLD	Mareeba Shire Council	\$1,149,665	\$663,152	\$1,812,817
QLD	McKinlay Shire Council	\$700,484	\$404,054	\$1,104,538
QLD	Moreton Bay Regional Council	\$5,003,061	\$2,885,878	\$7,888,939
QLD	Mornington Shire Council	\$76,418	\$44,079	\$120,497
QLD	Mount Isa City Council	\$1,009,519	\$582,313	\$1,591,832
QLD	Murweh Shire Council	\$1,216,089	\$701,467	\$1,917,556
QLD	Napranum Aboriginal Shire Council	\$81,455	\$46,985	\$128,440
QLD	Noosa Council	\$790,346	\$455,889	\$1,246,235
QLD	North Burnett Regional Council	\$1,851,438	\$1,067,951	\$2,919,389
QLD	Northern Peninsula Area Regional Council	\$177,442	\$102,352	\$279,794
QLD	Palm Island Aboriginal Council	\$36,368	\$20,977	\$57,345
QLD	Paroo Shire Council	\$973,400	\$561,479	\$1,534,879
QLD	Pormpuraaw Aboriginal Shire Council	\$246,944	\$142,442	\$389,386
QLD	Quilpie Shire Council	\$891,657	\$514,327	\$1,405,984
QLD	Redland City Council	\$1,692,120	\$976,052	\$2,668,172
QLD	Richmond Shire Council	\$557,208	\$321,410	\$878,618
QLD	Rockhampton Regional Council	\$1,483,455	\$855,690	\$2,339,145
QLD	Scenic Rim Regional Council	\$1,089,053	\$628,190	\$1,717,243

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
QLD	Somerset Regional Council	\$987,796	\$569,783	\$1,557,579
QLD	South Burnett Regional Council	\$1,644,465	\$948,564	\$2,593,029
QLD	Southern Downs Regional Council	\$1,577,341	\$909,845	\$2,487,186
QLD	Sunshine Coast Regional Council	\$3,653,767	\$2,107,575	\$5,761,342
QLD	Tablelands Regional Council	\$979,647	\$565,082	\$1,544,729
QLD	Toowoomba Regional Council	\$4,092,300	\$2,360,530	\$6,452,830
QLD	Torres Shire Council	\$156,288	\$90,150	\$246,438
QLD	Torres Strait Island Regional Council	\$194,288	\$112,069	\$306,357
QLD	Townsville City Council	\$2,230,838	\$1,286,797	\$3,517,635
QLD	Western Downs Regional Council	\$3,465,660	\$1,999,070	\$5,464,730
QLD	Whitsunday Regional Council	\$1,050,537	\$605,973	\$1,656,510
QLD	Winton Shire Council	\$1,066,785	\$615,345	\$1,682,130
QLD	Woorabinda Aboriginal Council	\$31,555	\$18,201	\$49,756
QLD	Wujal Wujal Aboriginal Shire Council	\$9,956	\$5,742	\$15,698
QLD	Yarrabah Community Council	\$45,250	\$26,101	\$71,351
SA	Adelaide Hills Council	\$781,415	\$450,737	\$1,232,152
SA	Adelaide Plains Council	\$345,459	\$199,268	\$544,727
SA	Alexandrina Council	\$685,920	\$395,654	\$1,081,574
SA	Anangu Pitjantjatjara Yankunytjatjara	\$234,437	\$135,228	\$369,665
SA	Barunga West Council	\$279,118	\$161,001	\$440,119
SA	Campbelltown City Council (SA)	\$618,860	-	\$618,860
SA	City of Adelaide	\$337,528	-	\$337,528

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
SA	City of Charles Sturt	\$1,297,277	-	\$1,297,277
SA	City of Holdfast Bay	\$454,947	-	\$454,947
SA	City of Marion	\$1,057,753	-	\$1,057,753
SA	City of Mitcham	\$847,802	-	\$847,802
SA	City of Mount Gambier	\$486,995	\$280,909	\$767,904
SA	City of Norwood Payneham and St Peters	\$444,393	-	\$444,393
SA	City of Onkaparinga	\$2,463,485	\$1,420,993	\$3,884,478
SA	City of Playford	\$1,394,838	\$804,574	\$2,199,412
SA	City of Port Adelaide Enfield	\$1,452,265	-	\$1,452,265
SA	City of Port Lincoln	\$306,196	\$176,620	\$482,816
SA	City of Prospect	\$286,180	-	\$286,180
SA	City of Salisbury	\$1,683,846	-	\$1,683,846
SA	City of Tea Tree Gully	\$1,213,751	-	\$1,213,751
SA	City of Victor Harbor	\$355,740	\$205,198	\$560,938
SA	City of West Torrens	\$699,514	-	\$699,514
SA	Clare and Gilbert Valleys Council	\$477,275	\$275,302	\$752,577
SA	Coorong District Council	\$751,813	\$433,662	\$1,185,475
SA	Copper Coast Council	\$412,199	\$237,765	\$649,964
SA	Corporation of The City of Unley	\$462,672	-	\$462,672
SA	Corporation of the Town of Walkerville	\$160,941	-	\$160,941
SA	Department for Infrastructure and Transport	\$4,480,435	\$2,584,415	\$7,064,850
SA	District Council of Ceduna	\$529,407	\$305,373	\$834,780

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
SA	District Council of Cleve	\$483,287	\$278,770	\$762,057
SA	District Council of Coober Pedy	\$129,085	\$74,459	\$203,544
SA	District Council of Elliston	\$498,641	\$287,627	\$786,268
SA	District Council of Franklin Harbour	\$303,556	\$175,097	\$478,653
SA	District Council of Grant	\$423,450	\$244,255	\$667,705
SA	District Council of Karoonda East Murray	\$427,543	\$246,616	\$674,159
SA	District Council of Kimba	\$389,012	\$224,390	\$613,402
SA	District Council of Lower Eyre Peninsula	\$508,294	\$293,195	\$801,489
SA	District Council of Loxton Waikerie	\$825,615	\$476,233	\$1,301,848
SA	District Council of Mount Remarkable	\$453,865	\$261,799	\$715,664
SA	District Council of Orroroo/Carrieton	\$341,598	\$197,041	\$538,639
SA	District Council of Peterborough	\$330,216	\$190,476	\$520,692
SA	District Council of Robe	\$191,267	\$110,327	\$301,594
SA	District Council of Streaky Bay	\$551,708	\$318,237	\$869,945
SA	District Council of Tumby Bay	\$348,744	\$201,163	\$549,907
SA	District Council of Yankalilla	\$245,369	\$141,534	\$386,903
SA	Gerard Reserve Council Inc	\$102,392	\$59,062	\$161,454
SA	Kangaroo Island Council	\$487,807	\$281,378	\$769,185
SA	Kingston District Council	\$340,359	\$196,326	\$536,685
SA	Light Regional Council	\$505,918	\$291,824	\$797,742
SA	Maralinga Tjarutja	\$136,599	\$78,793	\$215,392
SA	Mid Murray Council	\$745,746	\$430,163	\$1,175,909

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
SA	Naracoorte Lucindale Council	\$573,718	\$330,933	\$904,651
SA	Nipapanha Community Aboriginal Corporation	\$102,304	\$59,011	\$161,315
SA	Northern Areas Council	\$489,849	\$282,555	\$772,404
SA	Port Augusta City Council	\$369,020	\$212,859	\$581,879
SA	Port Pirie Regional Council	\$555,731	\$320,558	\$876,289
SA	Regional Council of Goyder	\$767,234	\$442,557	\$1,209,791
SA	Renmark Paringa Council	\$307,491	\$177,367	\$484,858
SA	Roxby Downs Council	\$146,865	\$84,715	\$231,580
SA	Southern Mallee District Council	\$489,276	\$282,225	\$771,501
SA	Tatiara District Council	\$648,849	\$374,270	\$1,023,119
SA	The Barossa Council	\$565,108	\$325,967	\$891,075
SA	The Berri Barmera Council	\$299,755	\$172,905	\$472,660
SA	The City of Burnside	\$567,219	-	\$567,219
SA	The Corporation of The City of Whyalla	\$467,667	\$269,760	\$737,427
SA	The District Council of Mount Barker	\$676,351	\$390,134	\$1,066,485
SA	The Flinders Ranges Council	\$386,357	\$222,859	\$609,216
SA	The Rural City of Murray Bridge	\$571,938	\$329,906	\$901,844
SA	Town of Gawler	\$405,562	\$233,937	\$639,499
SA	Wakefield Regional Council	\$619,143	\$357,135	\$976,278
SA	Wattle Range Council	\$629,298	\$362,993	\$992,291
SA	Wudinna District Council	\$484,719	\$279,596	\$764,315
SA	Yalata Anangu Aboriginal Corporation	\$125,977	\$72,666	\$198,643

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
SA	Yorke Peninsula Council	\$903,914	\$521,397	\$1,425,311
TAS	Break O'Day Council	\$647,406	\$373,438	\$1,020,844
TAS	Brighton Council	\$249,567	\$143,955	\$393,522
TAS	Central Coast Council (TAS)	\$771,586	\$445,068	\$1,216,654
TAS	Central Highlands Council	\$589,128	\$339,822	\$928,950
TAS	Circular Head Council	\$803,241	\$463,327	\$1,266,568
TAS	City of Burnie	\$484,186	\$279,289	\$763,475
TAS	Clarence City Council	\$649,937	\$374,898	\$1,024,835
TAS	Derwent Valley Council	\$378,807	\$218,504	\$597,311
TAS	Devonport City Council	\$506,733	\$292,295	\$799,028
TAS	Dorset Council	\$751,168	\$433,290	\$1,184,458
TAS	Flinders Council	\$298,905	\$172,415	\$471,320
TAS	George Town Council	\$333,105	\$192,142	\$525,247
TAS	Glamorgan Spring Bay Council	\$401,087	\$231,356	\$632,443
TAS	Glenorchy City Council	\$578,903	\$333,924	\$912,827
TAS	Hobart City Council	\$685,131	-	\$685,131
TAS	Huon Valley Council	\$664,685	\$383,405	\$1,048,090
TAS	Kentish Council	\$467,855	\$269,869	\$737,724
TAS	King Island Council	\$414,531	\$239,110	\$653,641
TAS	Kingborough Council	\$596,102	\$343,845	\$939,947
TAS	Latrobe Council	\$311,061	\$179,426	\$490,487
TAS	Launceston City Council	\$1,206,930	\$696,184	\$1,903,114

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
TAS	Meander Valley Council	\$874,333	\$504,334	\$1,378,667
TAS	Northern Midlands Council	\$960,937	\$554,290	\$1,515,227
TAS	Sorell Council	\$387,296	\$223,401	\$610,697
TAS	Southern Midlands Council	\$665,531	\$383,893	\$1,049,424
TAS	Tasman Council	\$208,283	\$120,142	\$328,425
TAS	Waratah-Wynyard Council	\$564,684	\$325,722	\$890,406
TAS	West Coast Council	\$304,282	\$175,516	\$479,798
TAS	West Tamar Council	\$519,602	\$299,718	\$819,320
VIC	Alpine Shire Council	\$710,300	\$409,717	\$1,120,017
VIC	Ararat Rural City Council	\$1,461,358	\$842,944	\$2,304,302
VIC	Banyule City Council	\$617,878	-	\$617,878
VIC	Bass Coast Shire Council	\$923,666	\$532,791	\$1,456,457
VIC	Baw Baw Shire Council	\$1,795,027	\$1,035,412	\$2,830,439
VIC	Bayside City Council	\$370,932	-	\$370,932
VIC	Benalla Rural City Council	\$975,055	\$562,433	\$1,537,488
VIC	Borough of Queenscliffe	\$38,179	\$22,022	\$60,201
VIC	Brimbank City Council	\$1,132,617	-	\$1,132,617
VIC	Buloke Shire Council	\$1,599,763	\$922,779	\$2,522,542
VIC	Campaspe Shire Council	\$2,622,795	\$1,512,887	\$4,135,682
VIC	Cardinia Shire Council	\$1,691,139	\$975,487	\$2,666,626
VIC	Casey City Council	\$1,633,695	\$942,352	\$2,576,047
VIC	Central Goldfields Shire Council	\$789,546	\$455,427	\$1,244,973

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
VIC	City of Ballarat	\$1,532,905	\$884,214	\$2,417,119
VIC	City of Boroondara	\$593,811	-	\$593,811
VIC	City of Darebin	\$581,561	-	\$581,561
VIC	City of Greater Bendigo	\$2,245,916	\$1,295,494	\$3,541,410
VIC	City of Greater Dandenong	\$1,017,807	-	\$1,017,807
VIC	City of Greater Shepparton	\$2,033,496	\$1,172,966	\$3,206,462
VIC	City of Melbourne	\$468,698	-	\$468,698
VIC	City of Monash	\$806,518	-	\$806,518
VIC	City of Port Phillip	\$277,686	-	\$277,686
VIC	City of Warrnambool	\$425,024	\$245,163	\$670,187
VIC	City of Wodonga	\$541,081	\$312,107	\$853,188
VIC	Colac Otway Shire Council	\$1,703,200	\$982,444	\$2,685,644
VIC	Corangamite Shire Council	\$2,285,555	\$1,318,359	\$3,603,914
VIC	Department of Environment, Land, Water and Planning	\$27,143	\$15,656	\$42,799
VIC	East Gippsland Shire Council	\$2,994,961	\$1,727,561	\$4,722,522
VIC	Frankston City Council	\$743,911	-	\$743,911
VIC	Gannawarra Shire Council	\$1,317,955	\$760,226	\$2,078,181
VIC	Glen Eira City Council	\$423,694	-	\$423,694
VIC	Glenelg Shire Council	\$2,273,611	\$1,311,470	\$3,585,081
VIC	Golden Plains Shire Council	\$1,333,655	\$769,282	\$2,102,937
VIC	Hepburn Shire Council	\$968,830	\$558,842	\$1,527,672
VIC	Hindmarsh Shire Council	\$1,080,798	\$623,428	\$1,704,226

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
VIC	Hobsons Bay City Council	\$477,167	-	\$477,167
VIC	Horsham Rural City Council	\$1,428,396	\$823,931	\$2,252,327
VIC	Hume City Council	\$1,618,480	\$933,575	\$2,552,055
VIC	Indigo Shire Council	\$1,068,549	\$616,363	\$1,684,912
VIC	Kingston City Council	\$817,982	-	\$817,982
VIC	Knox City Council	\$732,902	-	\$732,902
VIC	Latrobe City Council	\$1,700,085	\$980,647	\$2,680,732
VIC	Loddon Shire Council	\$2,387,726	\$1,377,294	\$3,765,020
VIC	Macedon Ranges Shire Council	\$1,441,216	\$831,325	\$2,272,541
VIC	Manningham City Council	\$536,402	-	\$536,402
VIC	Mansfield Shire Council	\$591,593	\$341,244	\$932,837
VIC	Maribyrnong City Council	\$357,936	-	\$357,936
VIC	Maroondah City Council	\$508,205	-	\$508,205
VIC	Melton City Council	\$1,260,918	\$727,325	\$1,988,243
VIC	Mildura Rural City Council	\$2,704,817	\$1,560,199	\$4,265,016
VIC	Mitchell Shire Council	\$1,174,256	\$677,337	\$1,851,593
VIC	Moira Shire Council	\$2,544,893	\$1,467,951	\$4,012,844
VIC	Moonee Valley City Council	\$460,051	-	\$460,051
VIC	Moorabool Shire Council	\$1,281,703	\$739,315	\$2,021,018
VIC	Moreland City Council	\$608,790	-	\$608,790
VIC	Mornington Peninsula Shire Council	\$1,609,639	\$928,476	\$2,538,115
VIC	Mount Alexander Shire Council	\$1,082,212	\$624,244	\$1,706,456

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
VIC	Moyne Shire Council	\$2,717,903	\$1,567,747	\$4,285,650
VIC	Murrindindi Shire Council	\$1,083,272	\$624,855	\$1,708,127
VIC	Nillumbik Shire Council	\$739,151	\$426,358	\$1,165,509
VIC	Northern Grampians Shire Council	\$1,857,984	\$1,071,727	\$2,929,711
VIC	Pyrenees Shire Council	\$1,394,921	\$804,621	\$2,199,542
VIC	Rural City of Wangaratta	\$1,554,045	\$896,408	\$2,450,453
VIC	South Gippsland Shire Council	\$2,384,531	\$1,375,451	\$3,759,982
VIC	Southern Grampians Shire Council	\$1,985,254	\$1,145,139	\$3,130,393
VIC	Stonnington City Council	\$298,182	-	\$298,182
VIC	Strathbogie Shire Council	\$1,439,568	\$830,375	\$2,269,943
VIC	Surf Coast Shire	\$1,051,060	\$606,275	\$1,657,335
VIC	Swan Hill Rural City Council	\$1,434,158	\$827,254	\$2,261,412
VIC	The Greater Geelong City Council	\$2,183,504	\$1,259,494	\$3,442,998
VIC	Towong Shire Council	\$1,166,232	\$672,708	\$1,838,940
VIC	Wellington Shire Council	\$3,156,576	\$1,820,784	\$4,977,360
VIC	West Wimmera Shire Council	\$1,528,011	\$881,391	\$2,409,402
VIC	Whitehorse City Council	\$671,440	-	\$671,440
VIC	Whittlesea City Council	\$1,417,408	\$817,592	\$2,235,000
VIC	Wyndham City Council	\$1,501,801	\$866,272	\$2,368,073
VIC	Yarra City Council	\$259,126	-	\$259,126
VIC	Yarra Ranges Shire Council	\$2,146,363	\$1,238,070	\$3,384,433
VIC	Yarriambiack Shire Council	\$1,322,974	\$763,121	\$2,086,095

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
WA	City of Albany	\$1,196,421	\$690,122	\$1,886,543
WA	City of Armadale	\$953,448	\$549,970	\$1,503,418
WA	City of Bayswater	\$540,256	-	\$540,256
WA	City of Belmont	\$383,751	-	\$383,751
WA	City of Bunbury	\$593,130	\$342,130	\$935,260
WA	City of Busselton	\$961,870	\$554,828	\$1,516,698
WA	City of Canning	\$883,037	-	\$883,037
WA	City of Cockburn	\$1,077,107	\$621,299	\$1,698,406
WA	City of Fremantle	\$293,902	-	\$293,902
WA	City of Gosnells	\$1,097,399	\$633,004	\$1,730,403
WA	City of Greater Geraldton	\$1,323,252	\$763,281	\$2,086,533
WA	City of Joondalup	\$1,439,855	\$830,540	\$2,270,395
WA	City of Kalamunda	\$760,081	\$438,431	\$1,198,512
WA	City of Kalgoorlie-Boulder	\$1,048,825	\$604,985	\$1,653,810
WA	City of Karratha	\$604,179	\$348,504	\$952,683
WA	City of Kwinana	\$534,720	\$308,438	\$843,158
WA	City of Mandurah	\$877,524	\$506,175	\$1,383,699
WA	City of Melville	\$744,218	-	\$744,218
WA	City of Nedlands	\$221,420	-	\$221,420
WA	City of Perth	\$326,240	-	\$326,240
WA	City of Rockingham	\$1,343,042	\$774,696	\$2,117,738
WA	City of South Perth	\$300,516	-	\$300,516

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
WA	City of Stirling	\$1,431,569	-	\$1,431,569
WA	City of Subiaco	\$159,181	-	\$159,181
WA	City of Swan	\$1,721,380	\$992,930	\$2,714,310
WA	City of Vincent	\$270,557	-	\$270,557
WA	City of Wanneroo	\$1,973,047	\$1,138,097	\$3,111,144
WA	Collie Shire Council	\$339,254	\$195,689	\$534,943
WA	Morawa Shire Council	\$398,927	\$230,110	\$629,037
WA	Mt Magnet Shire Council	\$241,374	\$139,229	\$380,603
WA	Narembeen Shire Council	\$546,842	\$315,430	\$862,272
WA	Shire of Ashburton	\$773,161	\$445,976	\$1,219,137
WA	Shire of Augusta Margaret River	\$685,838	\$395,606	\$1,081,444
WA	Shire of Beverley	\$340,469	\$196,390	\$536,859
WA	Shire of Boddington	\$170,596	\$98,403	\$268,999
WA	Shire of Boyup Brook	\$457,531	\$263,914	\$721,445
WA	Shire of Bridgetown Greenbushes	\$460,521	\$265,638	\$726,159
WA	Shire of Brookton	\$255,450	\$147,349	\$402,799
WA	Shire of Broome	\$612,936	\$353,555	\$966,491
WA	Shire of Broomehill-Tambellup	\$440,962	\$254,356	\$695,318
WA	Shire of Bruce Rock	\$526,302	\$303,582	\$829,884
WA	Shire of Capel	\$429,394	\$247,684	\$677,078
WA	Shire of Carnamah	\$290,419	\$167,520	\$457,939
WA	Shire of Carnarvon	\$844,041	\$486,861	\$1,330,902

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
WA	Shire of Chapman Valley	\$365,437	\$210,792	\$576,229
WA	Shire of Chittering	\$332,609	\$191,856	\$524,465
WA	Shire of Coolgardie	\$364,001	\$209,963	\$573,964
WA	Shire of Coorow	\$388,064	\$223,844	\$611,908
WA	Shire of Corrigin	\$472,092	\$272,313	\$744,405
WA	Shire of Cranbrook	\$441,469	\$254,649	\$696,118
WA	Shire of Cuballing	\$247,768	\$142,918	\$390,686
WA	Shire of Cue	\$340,300	\$196,292	\$536,592
WA	Shire of Cunderdin	\$366,491	\$211,400	\$577,891
WA	Shire of Dalwallinu	\$759,910	\$438,333	\$1,198,243
WA	Shire of Dandaragan	\$590,929	\$340,861	\$931,790
WA	Shire of Dardanup	\$352,834	\$203,522	\$556,356
WA	Shire of Denmark	\$349,937	\$201,851	\$551,788
WA	Shire of Derby/West Kimberley	\$741,830	\$427,904	\$1,169,734
WA	Shire of Donnybrook Balingup	\$460,254	\$265,484	\$725,738
WA	Shire of Dowerin	\$383,746	\$221,353	\$605,099
WA	Shire of Dumbleyung	\$428,622	\$247,238	\$675,860
WA	Shire of Dundas	\$287,877	\$166,053	\$453,930
WA	Shire of East Pilbara	\$1,196,498	\$690,167	\$1,886,665
WA	Shire of Esperance	\$1,860,938	\$1,073,430	\$2,934,368
WA	Shire of Exmouth	\$304,249	\$175,497	\$479,746
WA	Shire of Gingin	\$582,112	\$335,775	\$917,887

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
WA	Shire of Gnowangerup	\$429,708	\$247,865	\$677,573
WA	Shire of Goomalling	\$271,061	\$156,354	\$427,415
WA	Shire of Halls Creek	\$537,818	\$310,225	\$848,043
WA	Shire of Harvey	\$668,755	\$385,752	\$1,054,507
WA	Shire of Irwin	\$250,934	\$144,744	\$395,678
WA	Shire of Jerramungup	\$437,340	\$252,267	\$689,607
WA	Shire of Katanning	\$351,812	\$202,933	\$554,745
WA	Shire of Kellerberrin	\$401,837	\$231,788	\$633,625
WA	Shire of Kent	\$501,554	\$289,307	\$790,861
WA	Shire of Kojonup	\$469,411	\$270,766	\$740,177
WA	Shire of Kondinin	\$543,234	\$313,349	\$856,583
WA	Shire of Koorda	\$439,707	\$253,632	\$693,339
WA	Shire of Kulin	\$571,720	\$329,780	\$901,500
WA	Shire of Lake Grace	\$860,569	\$496,395	\$1,356,964
WA	Shire of Laverton	\$533,569	\$307,774	\$841,343
WA	Shire Of Leonora	\$440,415	\$254,041	\$694,456
WA	Shire of Manjimup	\$912,987	\$526,631	\$1,439,618
WA	Shire of Meekatharra	\$822,435	\$474,399	\$1,296,834
WA	Shire of Menzies	\$547,445	\$315,778	\$863,223
WA	Shire of Merredin	\$573,735	\$330,943	\$904,678
WA	Shire of Mingenew	\$242,903	\$140,111	\$383,014
WA	Shire of Moora	\$507,857	\$292,943	\$800,800

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
WA	Shire of Mt Marshall	\$593,001	\$342,056	\$935,057
WA	Shire of Mukinbudin	\$375,754	\$216,743	\$592,497
WA	Shire of Mundaring	\$709,881	\$409,475	\$1,119,356
WA	Shire of Murchison	\$602,446	\$347,504	\$949,950
WA	Shire of Murray	\$588,422	\$339,415	\$927,837
WA	Shire of Nannup	\$343,617	\$198,206	\$541,823
WA	Shire of Narrogin	\$411,911	\$237,599	\$649,510
WA	Shire of Ngaanyatjaraku	\$452,936	\$261,263	\$714,199
WA	Shire of Northam	\$541,406	\$312,295	\$853,701
WA	Shire of Northampton	\$490,301	\$282,816	\$773,117
WA	Shire of Nungarin	\$230,826	\$133,145	\$363,971
WA	Shire of Peppermint Grove	\$49,642	-	\$49,642
WA	Shire of Perenjori	\$571,756	\$329,801	\$901,557
WA	Shire of Pingelly	\$267,597	\$154,355	\$421,952
WA	Shire of Plantagenet	\$603,014	\$347,832	\$950,846
WA	Shire of Quairading	\$393,347	\$226,891	\$620,238
WA	Shire of Ravensthorpe	\$513,120	\$295,979	\$809,099
WA	Shire of Sandstone	\$321,792	\$185,616	\$507,408
WA	Shire of Serpentine Jarrahdale	\$673,030	\$388,218	\$1,061,248
WA	Shire of Shark Bay	\$334,062	\$192,694	\$526,756
WA	Shire of Tammin	\$223,588	\$128,970	\$352,558
WA	Shire of Three Springs	\$329,104	\$189,834	\$518,938

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
WA	Shire of Toodyay	\$398,695	\$229,976	\$628,671
WA	Shire of Trayning	\$328,913	\$189,724	\$518,637
WA	Shire of Upper Gascoyne	\$624,873	\$360,440	\$985,313
WA	Shire of Victoria Plains	\$381,412	\$220,007	\$601,419
WA	Shire of Wagin	\$348,962	\$201,289	\$550,251
WA	Shire of Wandering	\$182,690	\$105,379	\$288,069
WA	Shire of Waroona	\$289,346	\$166,901	\$456,247
WA	Shire of West Arthur	\$366,694	\$211,517	\$578,211
WA	Shire of Westonia	\$361,232	\$208,366	\$569,598
WA	Shire of Wickpin	\$363,886	\$209,897	\$573,783
WA	Shire of Williams	\$232,929	\$134,358	\$367,287
WA	Shire of Wiluna	\$579,699	\$334,383	\$914,082
WA	Shire of Wongan-Ballidu	\$544,750	\$314,224	\$858,974
WA	Shire of Woodanilling	\$233,504	\$134,690	\$368,194
WA	Shire of Wyalkatchem	\$320,734	\$185,006	\$505,740
WA	Shire of Wyndham East Kimberley	\$629,418	\$363,062	\$992,480
WA	Shire of Yalgoo	\$414,110	\$238,867	\$652,977
WA	Shire of Yilgarn	\$943,522	\$544,244	\$1,487,766
WA	Shire of York	\$433,684	\$250,158	\$683,842
WA	Town of Bassendean	\$175,777	-	\$175,777
WA	Town of Cambridge	\$281,804	-	\$281,804
WA	Town of Claremont	\$104,010	-	\$104,010

Local Roads and Community Infrastructure Program

Phase 4 (nominal funding allocation)

State	Council/Eligible Funding Recipient	Nominal Funding Allocation (\$) Phase 4 - Part A \$500m*	Nominal Funding Allocation (\$) Phase 4 - Part B \$250m**	Total Nominal Funding Allocation Phase 4 \$750m
WA	Town of Cottesloe	\$103,767	-	\$103,767
WA	Town of East Fremantle	\$84,181	-	\$84,181
WA	Town of Mosman Park	\$92,018	-	\$92,018
WA	Town of Port Hedland	\$510,728	\$294,599	\$805,327
WA	Town of Victoria Park	\$274,425	-	\$274,425

Rural and Regional Affairs and Transport

Lead/Support contact:

SB23-000664

SUBJECT: Heavy Vehicle Rest Area Initiative

Talking Points

- The \$140 million Heavy Vehicle Rest Area (HVRA) initiative is being delivered as an extension of the existing Heavy Vehicle Safety and Productivity Program (HSVPP).
- A Steering Committee (the Committee) was announced on 27 January 2023 to ensure that drivers and the road transport industry have a voice in shaping projects under the HVRA.
- The Committee is chaired by Senator Glenn Sterle and includes five long-distance truck drivers selected through an expression of interest (EOI), and four representatives of industry organisations.
- The EOI was open from 29 November to 16 December 2022 with 32 responses submitted via the department's website.
- The Committee met 20-21 February and 24 March 2023 to develop the HVRA assessment criterion.
- The cost for the two Committee meetings was approximately \$19,000, primarily for travel, meals and accommodation.
- The Committee has agreed on the HVRA assessment criterion.
- The HVRA assessment criterion and the updated HSVPP guidelines are currently with Minister King for approval.
- Applications for HVRA funding proposals are expected to open in June 2023 and the Committee will assess projects against the criterion.

Key Issues

- \$140 million has been committed to construct new and upgraded heavy vehicle rest areas, with \$60 million in the March 2022-23 Budget and an additional \$80 million in the October 2022-23 Budget.
- The Committee members are:
 - Mr Craig Forsyth – truck driver – NSW based
 - Ms Heather Jones – truck driver – WA based
 - Mr Frank Arcidiaco – truck driver – SA based
 - Mrs Kellie Boland – truck driver – VIC based
 - Mr Bruce Skelton – truck driver – QLD based
 - Ms Michelle Harwood – Australian Trucking Association

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Rural and Regional Affairs and Transport

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- Mr Rod Hannifey – National Road Freighters Association
- Mr John Beer – Australian Livestock and Rural Transporters Association
- Mr Paul Ryan – Healthy Heads in Trucks and Sheds
- The committee is expected to meet again late in the third quarter of 2023 to assess the first tranche of HVRA applications against the rest area assessment criterion.
- Announcements of successful first tranche HVRA projects are expected in October 2023.

Financial Information as at 31 March 2023

Expenditure Profile for the Heavy Vehicle Rest Areas Initiative - \$140 million						
2022-23 Payments* \$m	2022-23 Budget \$m	2023-24 Budget \$m	2024-25 Budget \$m	2025-26 Budget \$m	2026-27 Onwards \$m	Total \$m
nil	0.0	20.0	30.00	30.00	60.0	140.0

- \$250,000 has been allocated for administration costs of the Committee.
 - FY 2022-23 - \$150,000
 - FY 2023-24 - \$100,000

Attachments

- Attachment A: Hansard extract of Oct/Nov 2022 Senate Estimates
- Attachment B: Media releases, Press coverage

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Date: 27/04/2023

Friday 28 Oct 2022 hearings	pages
<p>Senator McDONALD: Now I want to ask about the \$80 million for truck rest stops.</p> <p>CHAIR: What would you like to know?</p> <p>Senator McDONALD: In the last term, we allocated—somebody will correct me—\$400,000, or something like that, for an effluent waste thing in Queensland. The Queensland government kept changing the parameters, with the easement on and the blah blah blah. Anyway, it was never built. So the money went to, I think, South Australia. I think they got two. I'm very keen to support the government in building these rest areas and for them to engage with the truck drivers and that these rest areas are suitable, because we've just done another project in north-west Queensland where the agreement between the federal and state governments, from the community, was that the temporary tar would be left on the side of the road—because now we're not doing stop-go people on those roads; we're doing temporary tar around the sides, to speed it up and make it safer. Then they pulled up the temporary tar so that we still don't have any rest stops between Cloncurry and Dajarra. It's such a wasted opportunity. Regarding that \$80 million for rest areas: do we have identified sites yet?</p> <p>Mr Hallinan: That will be a program. I think now that takes the Heavy Vehicle Rest Areas program to about \$140 million over 10 years. There will be a program designed and approved for the Heavy Vehicle Rest Areas program, which will take submissions, assessment processes and recommendations in. We haven't identified specific locations at this stage.</p> <p>Senator Chisholm: Assistant Minister Brown has some responsibilities for that, and is actually replacing me after the next break, so it might be something to ask him.</p> <p>Senator McDONALD: I'll hold out until then. That's a question that I want to ask at each estimates to make sure there is a high priority on building these. They're just appalling, the conditions for these guys.</p> <p>Mr Hallinan: Part of the program design will include a steering committee with active truck drivers and representatives on it, to look at guiding choices. We'll have to finalise the details, or the guidelines, and they'll be released.</p> <p>Senator McDONALD: Do you have Queensland truck drivers on that list?</p> <p>Ms Legg: The membership hasn't been finalised, but the program will sit within the Heavy Vehicle Safety and Productivity Program as a stream, which means that it doesn't need a framework—as soon as the steering committee provides input to the guidelines, it can open and run through the normal processes, so there will be no delay to project selection and funding.</p> <p>Senator McDONALD: When I ask about it later, when Minister Brown comes back, and at the next estimates, I'll be asking about northern Australian driver representation, which are the sites, and whether they've been built. That's a heads up so we can roll quickly to those answers.</p> <p>CHAIR: You should come trucking with me in December, Senator McDonald.</p> <p>Senator McDONALD: I should.</p> <p>CHAIR: Play some two-up. The offer's there.</p> <p>Senator McDONALD: Between Townsville and Darwin?</p> <p>CHAIR: I can do you Townsville to Mount Isa.</p> <p>Ms Legg: To clarify, it will be open to proponent state and territory governments and councils in the same way that the Heavy Vehicle Safety and Productivity Program is. Sites won't be selected by government—it'll be an application process.</p> <p>Senator McDONALD: By council?</p> <p>Ms Legg: Councils, states and territories can put in applications. We're already reaching out to let them know about the funding and to talk to them about the general framework, which is obviously very familiar to them because they lodge applications through the Heavy Vehicle Safety and Productivity Program at the moment. What is yet to be worked through with the help of the steering committee and the truckies' voices is exactly what they would hope to see in terms of parameters for the rest stops proper.</p> <p>Senator McDONALD: Turning to the northern Australian economy—are we up to outcome 3 yet or not?</p>	76-77

<p>Senator McDONALD: Now that Minister Brown is back, can we just go back to the rest areas. Was the \$80 million in addition to the previous commitment of \$65 million, or is that replacing the \$65 million that was there under the heavy vehicle safety—</p> <p>Senator Carol Brown: You would be familiar with the fact that during the election campaign we announced a commitment of \$80 million for rest areas.</p> <p>Senator McDONALD: Yes.</p> <p>Senator Carol Brown: That has been honoured in the budget that has just been handed down, and the good news is—and I know Senator Sterle champions this, and I'm sure you do too, Senator McDonald—it's our intention to make sure that the truck drivers who are actually using the roads will be front and centre in the determination of where those rest stops go. There will be further information put out about this and further announcements.</p> <p>Senator McDONALD: While you were out of the room, we did have a preliminary, enthusiastic discussion about how great it will be to have more rest areas. Can I just clarify: is that in addition to the \$65 million that was in place previously, or not?</p> <p>Mr Meagher: Yes, it is.</p> <p>Senator Carol Brown: Yes.</p> <p>Senator McDONALD: Terrific. So we're now talking about \$145 million for rest areas?</p> <p>Senator Carol Brown: It's \$140 million dollars.</p> <p>Senator McDONALD: Fourteen?</p> <p>Senator Carol Brown: Forty.</p> <p>Mr Hallinan: Forty—four zero.</p> <p>Mr Meagher: Five million dollars is departmental funding for the program.</p> <p>Senator McDONALD: Terrific.</p> <p>CHAIR: It's great, isn't it?</p> <p>Senator McDONALD: Yes. It's very good news.</p> <p>CHAIR: Senator Pocock just wants to get a clarification on something from a previous answer.</p>	84-85
Monday 7 November 2022 hearings	
<p>Senator McDONALD: Turning to the upgraded rest area and truck stops that we started talking about last Friday week, I'm not sure whether I need to table this, Chair. It's you being quoted in Big Rigs magazine.</p> <p>CHAIR: My God! I finally made it. I've been working on this for 40 years. I'm happy to be quoted in Big Rigs.</p> <p>Senator McDONALD: We talked about this the week before last—and Senator Sterle confirmed—that the \$80 million will be delivered straight up and not over three or four years. It will be part of Labor's first budget.</p> <p>Can you tell me about the profiling of the \$80 million for the new and upgraded rest stops/truck stops?</p> <p>Mr Meagher: Certainly. I'll just find that information. While I'm searching, it's worth clarifying that \$80 million commitment was in addition to a \$60 million commitment made in the March budget.</p> <p>Senator McDONALD: Yes, we did cover off on that previously. Thank you.</p> <p>CHAIR: Could you table that document?</p> <p>Senator McDONALD: That is no problem at all.</p> <p>CHAIR: I want everyone to see it.</p> <p>Senator McDONALD: I apologise that I didn't bring an adequate number of copies, Senator Sterle.</p> <p>Mr Meagher: I do have that information in respect of that particular additional new commitment of \$80 million. It's worth noting that is being delivered through the Heavy Vehicle Safety Productivity Program as a new defined stream within that program. So this profile is specifically for that \$80 million new commitment—on top of the \$60 million that was already committed to in the March budget. So it will tally \$140 million. Funding commences in 2023-24, with \$20 million. Then in 2024-25, we have \$30 million; \$30 million again in 2025-26; and finishing with \$60 million in 2026-27.</p>	11-15

Senator McDONALD: Can you describe the process that is going to be undertaken for the identification of rest stops? Who will that be with—councils, state government, the department? Will there be allocated funding to each region or will they have to tender for them? Can you describe that for me, please?

Mr Meagher: There was a brief overview last estimates session referring to a governance model involving a steering committee, but I might just pass to my colleague Ms Legg to provide further detail.

Ms Legg: Yes, we did talk briefly at our last appearance. The guidelines for the delivery of the Heavy Vehicle Rest Area Program will see it delivered through the Heavy Vehicle Safety Productivity Program, with the \$140 million kept aside solely for rest areas even though the program more broadly funds a number of different initiatives. The government has announced that they will be inviting a steering committee to play a part in the development of the guidelines, and that the steering committee will involve representatives from industry direct.

Through the Heavy Vehicle Safety Productivity Program there is already quite a well-established process for delivering and assessing projects to assure that those with the highest merit are the ones that are recommended to the approving minister for approval. So, in that case, it will run very much in the same way. It will be open to proponents, who will be state and territory governments and councils. When those projects come in, they will be assessed against a number of criteria both by the department in the way that we already assess projects for value for money and deliverability. There'll also be input from the steering committee to ensure that those projects align with the guidelines and the priorities that they would like to see in terms of rest stop amenities and locations.

We'll support the steering committee with data and other support that they need, and then those projects with the highest merit will be recommended to the approving minister.

Senator McDONALD: As to the members of the steering committee, did you say they were going to be invited to join this? I'm sorry. Just describe that again for me.

Ms Legg: The government has made a number of announcements about wanting to ensure that the steering committee is composed of truck drivers themselves and other representatives, road users and other representatives of the industry. I believe Assistant Minister Senator Brown will be making some decisions together with the broader government about the membership of that committee and we, in the department, will support them coming together to establish the guidelines.

Senator McDONALD: When do you think that might happen, Minister?

Senator Carol Brown: I'm hoping that it will be announced reasonably soon. I'm very keen to get the steering committee together for a first meeting. It's a pretty exciting election commitment, which is now obviously a budget commitment of \$80 million, which of course goes on top of the \$60 million that was previously there under the Heavy Vehicle Safety and Productivity Fund. So it's imminent.

Senator McDONALD: It's now six-odd months since the election. There was \$60 million on the table already. There is money in the budget to be spent this year. What do you think the likelihood is that the steering committee will be appointed, will approve the guidelines, will call for applications, will assess the applications, and that anything is allocated before the end of this financial year?

Senator Carol Brown: What I can say is that this was a fantastic commitment that was roundly applauded throughout the industry.

Senator McDONALD: No, I—

Senator Carol Brown: I'm answering your question. For the first time ever an announcement that included truck drivers being at the table and making the decisions. That was the most important aspect of this announcement. As I said, an announcement around the steering committee and the guidelines will be made very soon. The first meeting of that committee I hope will be undertaken before the end of this year. There's a lot of work to do. As we already know, there's been some criticism around where rest stops are sited, and the difficulties around having rest stops put in place with the facilities that are actually required. You know that, and I know that.

Senator Sterle, who has worked tirelessly on this announcement on this committee, knows that. Out there truck drivers are very excited about this commitment, and we'll be delivering rest stops that are required in the places they are required.

Senator McDONALD: What I was trying to get at is that you've been in for six months, and this is a passion project for a number of us here, and including members of the new government. I am concerned that we are now six months down the track. We haven't got the committee in place. There is money allocated for this financial year. We certainly wouldn't turn sods this year, I would imagine?

Senator Carol Brown: As you know, the budget has just been brought down.

Senator McDONALD: No, there was \$60 million previously.

Senator Carol Brown: There will be announcements made hopefully in the next few weeks around the makeup of the steering committee and the work of the steering committee.

Senator McDONALD: So, at the next estimates after the budget in May, would you think it reasonable that you would have got through the point that projects had been identified and tasked?

Senator Carol Brown: As soon as the steering committee meets for the first time there'll be a number of announcements as we go through milestones of that committee.

Senator McDONALD: I remember in opposition the government being very critical of announcements. I look forward to your making some headway on this.

Senator Carol Brown: I take that on board. We were critical of announcements, because there were no deliveries.

Senator McDONALD: We will agree to disagree on that. Given that during the last term there was money allocated by the government to effluent stations that could never be landed with the state government in Queensland—the money went to other states—how do Queensland truck drivers ensure that they actually get these rest stops? What engagement do you intend to have with the state government to ensure that they don't make the parameters so onerous that you end up not being able to build any there, anyway? How does that work?

Senator Carol Brown: I think we've already gone through who will be able to apply. Those guidelines will be released. I understand your interest in this matter, and we will be making sure that we have rest stops and projects that are value for money and the rest stops that truck drivers need, which would include effluent trucks.

Senator McDONALD: So proponents can apply; it's just whether or not the regulations under the Department of Transport in each jurisdiction will make that possible? I guess this is the thorny issue of federation, isn't it?

Senator Carol Brown: We'll have to go through the normal processes, as you would understand.

Senator McDONALD: Can I just ask: who will provide the definition of what a rest stop is and what amenities that would include? Is that something the steering committee will determine, the definition?

Ms Legg: That's my understanding: the steering committee through its membership will help craft those guidelines.

Senator McDONALD: The guidelines for what it looks like?

Ms Legg: That's right, which we would then need to make available so proponents, councils and state governments can put forward their proposals for funding.

Senator Carol Brown: The aim—and I know it's an aim that you would support, Senator McDonald—is around road safety and the safety of truck drivers.

Senator McDONALD: Yes, we're in furious agreement on this. It is a frustration, though, that in Queensland we're not getting progress with actually having them built. So you can allocate all the money you like, but then the guidelines from the Department of Transport and Main Roads then become too onerous for the budget. That has been my experience. I hope you have great success.

Senator Carol Brown: I'll have every confidence in the steering committee, and we'll discuss this later, I'm sure.

Senator McDONALD: That is terrific. The announcement previously was for \$65.3 million. You said the previous announcement was \$60 million. Are we missing \$5.3 million?

Senator Carol Brown: That's for the administrative—

Senator McDONALD: That's for the department, yes.

Mr Betts: There will be \$60 million that went in actively to the rest areas, and \$5 million in administrative costs.

Senator McDONALD: So \$5.3 million in administrative costs?

Mr Betts: Yes.

Senator McDONALD: As to the list of people who will sit on the advisory committee, how have they been identified and chosen? Was the department provided with a list of people to contact or was there an advertisement and they applied?

Mr Hallinan: I think that list of steering committee members will be released once it's finalised. That's not public at this stage and we're providing advice into ministers on what the program could look like, and how that architecture works as well. I think, as indicated, there's likely to be a series of announcements about the program's structure, its architecture and how it will work in the near term.

Senator McDONALD: So there wasn't an advertisement calling for expressions of interest, it's been nominated by industry groups?

Senator Carol Brown: The announcement of who will be on the steering committee will be made as soon as possible.

Senator McDONALD: I understand the announcement. I'm just trying to identify how you got to be considered to be on that committee. So there was not an advertisement calling for expressions of interest?

Mr Hallinan: No.

Senator McDONALD: No advertisement. Okay. So were letters sent to industry associations asking them to nominate people of calibre who would be able to be good representatives?

Senator Carol Brown: Once the steering committee is finalised, announcements will be made.

Senator McDONALD: I understand that. Thank you. I'm just trying to ascertain how you got to be put on to this important committee. So were letters sent to peak bodies?

Mr Hallinan: I don't think we're at the point where people have been put on to the committee.

Senator McDONALD: No, I understand that. I'm asking: how did you get the names to be nominated?

Mr Hallinan: We don't have names as yet, because the committee hasn't been established.

Senator McDONALD: So there's no process for identifying these people to go to the committee, as far as the department is aware?

Mr Hallinan: As a general principle, when you establish a steering committee, you have a bunch of different ways you could do it, which includes seeking nominees from reference groups. Usually an EOI or an expression of interest process for something like this is probably over the top, because you might get a thousand people but you only need three. You design something specific to the process. At this stage, I don't think we're at the point where we can explain exactly what's occurred, because we haven't got the committee yet.

Senator McDONALD: Okay.

Senator Carol Brown: So not long to wait, I would have thought.

Senator McDONALD: I'm curious; there's not long to wait until the announcement and yet the department has not had any input into names, and there's not been a process. Do we know how many people will be on the steering committee?

Senator Carol Brown: As I said, the steering committee will be finalised hopefully very, very soon, and we'll make announcements at that time.

Senator McDONALD: Okay. Do we know how many people will be on the steering committee?

Senator Carol Brown: What we do know is that people that will be on the committee by and large will be truck drivers, as was announced during the election campaign.

Senator McDONALD: Thank you; you've explained that clearly, and I understand that. I'm just trying to understand whether the department has provided any names, whether the industry groups have been contacted to provide any names, and just what the process is for identifying them? Or can I assume that the minister will identify people and appoint them?

Senator Carol Brown: I'll make that announcement hopefully really soon.

Senator DUNIAM: Sorry? Can I just clarify, Chair: this is a question around the process before you get to an announcement—so how names are identified, not who they will be. Senator McDonald was asking about how we get to a point where names are identified for the minister to announce.

Senator Carol Brown: We'll have discussions with people that are identified, and invite them to be part of the steering committee.

Senator DUNIAM: The minister—

Senator Carol Brown: Those discussions have yet to take place.

Senator DUNIAM: So no process has yet been designed; that was the evidence that the deputy secretary gave. You're now saying there are conversations to take place. Who's having those conversations?

Senator Carol Brown: Once the decision around the guidelines has been finalised, potential members of the steering committee will be contacted to see if they would like to be part of the steering committee, and then an announcement will be made. That will be a discussion between my office and the department, once we get to that point.

Senator DUNIAM: So an announcement very, very soon, but there is no process and we're not at the point of inviting people on, is where we're at?

Senator Carol Brown: We're at where I just said we were at.

Senator DUNIAM: Which is inconsistent with what you said before.

Senator Carol Brown: No, that's not inconsistent at all.

Senator DUNIAM: You must move like Speedy Gonzales on that.

Senator Carol Brown: Our intention is to make announcements that we deliver on, unlike the previous government.

Senator McDONALD: I completely appreciate the point that you're taking from the talking points, Minister, but what I'm trying to understand is: what is the process? I think we've identified that there is no process, and that the names will appear magically with the announcement?

Senator Carol Brown: I've said all I can say to satisfy the questions that you have asked, but I can tell you I'm looking forward to the announcement of the steering committee and the work that they will get on and do to deliver rest stops.

Senator McDONALD: Will the steering committee be remunerated for their work?

Senator Carol Brown: That is a decision that is yet to be finalised, but it is expected to be out-of-pocket expenses.

Mr Meagher: I have one clarification. When I read out the profile information before, I think I indicated that in 2026-27 there was \$60 million. That is correct, but it's 2026-27 onwards. So it's not just that year but going through to the end of the 10 years.

Senator McDONALD: So that's the reprofiling?

Mr Meagher: There is \$10 million per year from 2026-27 to 2031-32. So it's for the remaining period of that 10 years.

Senator McDONALD: Thank you for that clarification. We will be looking forward to the announcement of the steering committee, which will happen very soon, I understand. Senator Brockman, do you have questions, or are you happy for me to keep going?

Heavy Vehicle Rest Areas Initiative

Media Releases/Coverage

Item	Date	Link
Big Rigs News item	26/10/22	Truckies to have their say in \$80m budget spend on rest areas (bigrigs.com.au)
Budget Announcement MR	11/11/22	Delivering \$140 million for heavy vehicle rest areas Ministers for the Department of Infrastructure
Chair announced, EOI	1/12/22	Heavy vehicle rest areas initiative steering committee chair announced, and expressions of interest opened for drivers Ministers for the Department of Infrastructure, Transport, Regional Development, Communications and the Arts
Big Rigs News item	22/2/23	Ground rules established for new rest area committee (bigrigs.com.au)
First Committee meeting	28/2/23	https://minister.infrastructure.gov.au/brown/media-release/first-meeting-heavy-vehicle-rest-area-steering-committee-puts-drivers-front-and-centre

Rural and Regional Affairs and Transport

Lead/Support contact: Anita Langford/ s22(1)(a)(ii)

SB23-000665

SUBJECT: Infrastructure Investment Program - Budget Overview

Talking Points

- The Australian Government remains committed to a \$120 billion infrastructure pipeline over 10 years.
- It is also committed to investing in the right infrastructure projects that support Australia's growing cities and regions, and that are underpinned by strong supporting evidence and demonstrated value for money.
- That is why the Australian Government is undertaking an independent strategic review of the Infrastructure Investment Program (IIP) (the Review) to ensure the pipeline is fit for purpose and the Australian Government's investment is focused on projects which improve long-term productivity, supply chains and economic growth in our cities and regions.
- Through the Review, the Australian Government will be working closely with jurisdictional partners to develop a shared vision for land transport infrastructure investment and credible and sustainable infrastructure pipeline with a focus on nationally significant projects.

Key Issues

- The Australian Government is maintaining the \$120 billion rolling 10-year pipeline and has confirmed that every dollar remains in the budget. No funding is being removed from the pipeline.
- No new projects or cost pressures were funded at the 2023-24 Budget; however, jurisdictional partners have been advised that projects experiencing cost pressures will be considered in the 2023-24 MYEFO context, upon the conclusion of the Review.
- The focus of the 2023-24 Budget was reform of the IIP, and to lay the firm foundations to build a more sustainable and credible pipeline of investment in resilient, national-building infrastructure.
- The Australian Government will continue working with jurisdictional partners to deliver election commitments, address market capacity and smooth the pipeline.
- These issues will be considered through the Review, and in the 2023-24 MYEFO context to ensure that investments target Australian Government priorities across jurisdictions and reflect realistic delivery timeframes.

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Rural and Regional Affairs and Transport

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SB23-000665

- As part of the 2023-24 Budget the Australia Government announced funding of \$1.8 billion over 10 years for infrastructure priorities to support productivity and jobs (measure titled: *Building a Better Future Through Considered Infrastructure Investment*).
- This measure included:
 - **\$1.1 billion** in 2032–33 to continue existing road maintenance and safety subprograms;
 - **\$361.9 million** over 8 years from 2023–24 for infrastructure projects in New South Wales, including safety upgrades on the Bells Line of Road and Nowra Bypass planning;
 - **\$200.0 million** over two years from 2023–24 for the Major Projects Business Case Fund to support the planning of land transport infrastructure projects;
 - **\$60.0 million** over 3 years from 2023–24 to continue supplementary local road funding in South Australia (included in infrastructure pipeline, but not IIP); and
 - **\$3.0 million** in 2023–24 to undertake a feasibility study for an intermodal terminal in Parkes, New South Wales to support the Inland Rail program, with funding to be redirected from existing National Intermodal Corporation equity (included in infrastructure pipeline, but not IIP).
- As part of the 2023-24 Budget, the Australian Government committed around \$83.5 billion towards major infrastructure projects across Australia over the 10 years from 2023-24, under the IIP.
- The IIP also provides around \$8.1 billion over the 10 years from 2023-24 for smaller projects through programs such as Roads to Recovery, Black Spots, Bridges Renewal and the Heavy Vehicle Safety and Productivity Program.

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SB23-000665

National Infrastructure Summary – Net changes (\$b)

Period	Investment: October Budget 2022 (\$b)	Period	Investment: May 2023 Budget (\$b)	Net change: May 2023 Budget vs October Budget 2022 (\$b)
2022-23	12.4	2023-24	14.4	N/A
Forward Estimates (2022-23 to 2025-26)	55.1	Forward Estimates (2023-24 to 2026-27)	55.8	0.7
10 Year Investment (2022-23 to 2031-32)	92.9	10 Year Investment (2023-24 to 2032-33)	91.9	-1.0

Infrastructure Investment Program by financial years – Summary

Payments (\$m)		Forecasts^ (\$m)						
2021-22 Underspend	2022-23 Payment*	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28 to 2032-33	Total 10 Year
3,667.1	6,203.0	10,630.1	14,356.1	14,909.6	13,916.1	12,573.8	36,146.8	91,902.4

* Payments as at 5 May 2023

^ Forecasts as at 2023-24 Budget

State Breakdowns – as at 2023-24 Budget

Period	NSW	VIC	QLD	WA	SA	TAS	NT	ACT
Budget Year (\$b) 2023-24	3.6	2.7	2.7	2.7	1.2	0.6	0.4	0.1
Forward Estimates (\$b) (2023-24 to 2026-27)	15.5	13.4	11.0	6.5	4.7	1.5	1.4	0.5
10 Year Investment (\$b) (2023-24 to 2032-33)	21.0	17.5	18.6	8.1	7.4	2.4	2.4	0.6
Change in 10-year profile from October 2022-23 Budget	-2.0	-1.8	-2.0	-1.5	-0.8	-0.4	-0.3	<0.1

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Version Number:0.1

Date:11/05/2023

Rural and Regional Affairs and Transport

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SB23-000666

SUBJECT: Infrastructure Investment Program Delivery

Talking Points

- The Infrastructure Investment Program (IIP) comprises \$92 billion of the \$120 billion rolling 10-year pipeline
- Project delivery under the IIP has been impacted by broader construction sector challenges as a result of global and domestic factors including skills shortages, extreme weather events and cost increases from global inflation pressures.

Key Issues

- The IIP is the largest component of the \$120 billion 10-year infrastructure pipeline announced in the 2023-24 Budget.
 - The pipeline also includes:
 - Local Roads and Community Infrastructure Program
 - Financial Assistance Grants (Local Roads component)
 - Supplementary Local Roads funding for South Australia
 - Equity investments in transport infrastructure
- At the 2023-24 Budget, the Australian Government committed around \$83.5 billion towards major infrastructure projects over the 10 years from 2023-24, under the IIP.
- The IIP also provides around \$8.1 billion over the 10 years from 2023-24 for smaller projects through programs such as Roads to Recovery, Black Spots, Bridges Renewal and the Heavy Vehicle Safety and Productivity Program.

Investment in the Infrastructure Program as at the 2023-24 Budget

FINAL BUDGET OUTCOME (\$m)						CURRENT YEAR	Budget Year	Forward Estimates	10 - year Program
2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2023-24 to 26-27	2023-24 to 32-33
6,190.8	6,138.2	5,750.2	5,027.7	8,828.9	7,695.9	10,630.1	14,356.1	55,755.6	91,902.4

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Date: 11/05/2023

Rural and Regional Affairs and Transport

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SB23-000666

State Breakdown of Major Projects by status

Project Status	NSW	VIC	QLD	WA	SA	TAS	ACT	NT	NAT	Total
In Planning	111	79	126	49	17	24	13	7	1	427
Underway/Under Construction	48	67	84	50	32	22	8	21	2	334
Completed	6	24	22	8	16	4	0	7	0	87
TOTAL	165	170	232	107	65	50	21	35	3	848

- **In Planning:** Projects which may or may not be approved for construction that are undertaking a detailed analysis of requirements, such as a detailed business case and/or collecting information from stakeholders.
- **Under Construction / Underway:** Projects which are approved and have physical works underway, or have commenced in the case of projects without construction works (e.g. funding business case development).
- **Completed:** Projects where construction is completed and the project is open and being used.

Data as at 9 May 2023 and count is indicative only and excludes cancelled and not currently proceeding projects.

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SB23-000667

SUBJECT: Urban Congestion Fund

Talking Points

- The Urban Congestion Fund (UCF) was abolished as part of the October 2022-23 Budget process, resulting in the cancellation of 22 UCF projects.
- The remaining 95 UCF projects continued under the broader Infrastructure Investment Program (IIP).

Key Issues

- **95** former UCF projects continued under the broader IIP. These projects are being delivered across **109** project sites.
 - Projects under the former UCF were expected to address pinch points and congestion in our major cities and suburbs. Projects range from roundabouts and intersection upgrades to level crossing removals and major arterial interchanges, which are also delivered under the broader IIP.

State	Projects					
	UCF		CCP		Total	
	Projects	Sites	Projects	Sites	Projects	Sites
New South Wales	7	15	7	7	14	22
Queensland	20	21	4	5	24	26
South Australia	8	8	-		8	8
Tasmania	3	3	-		3	3
Victoria	23	23	6	10	29	33
Western Australia	17	17	-		17	17
Total	78	87	17	22	95	109

- Of the 95 projects that continued under IIP, 11 projects have been completed, 44 have commenced and 40 are in planning. A list of UCF projects and their status is at **Attachment A**.

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State	completed	Under construction /Underway	In planning	TOTAL
New South Wales	1	5	8	6
Queensland	3	10	11	13
South Australia	2	3	3	5
Tasmania	1		2	1
Victoria	2	13	14	15
Western Australia	2	13	2	15
	11	44	40	95

- As part of the Government's commitment to recalibrating the approach to delivering land transport infrastructure, UCF projects not currently under construction may be considered as part of the Independent Strategic Review of the IIP, where appropriate (SB23-000669 refers).

Background

- Some UCF projects are delivered across more than one site:
 - the 'Central Coast Roads Package' NSW project is delivered across multiple sites comprised of works across 29 individual sites, of which 20 sites have been completed, nine are continuing;
 - the 'Commuter Car Park Upgrades - Northern Lines' VIC project is delivered over seven different car parks (four complete and three continuing under IIP);
 - Commuter Car Park Upgrade – 'Pakenham Line – Pakenham and Pakenham East' is delivered over 2 sites; and
 - QLD projects 'Commuter Car Park Upgrades - Ferny Grove and Mango Hill' and 'M1 Pacific Motorway Upgrade Program - Exit 41 and Exit 49' are both delivered across two project sites.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts provided responses to Questions on Notice from the Joint Committee of Public Accounts and Audit (JCPAA) Report 484 The Administration of Government Grants in April 2023. Projects reported in these questions included those that were either completed and/or cancelled before the October 2022-23 Budget. The department provided a response on the benefit-cost ratios (BCR) for UCF projects as at March 2023 based on different cost estimation methods (as outlined in the Notes on Administration on Land Transport Infrastructure); hence comparisons between projects are not possible.

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SB23-000667

- The UCF was announced by the former Government as part of the 2018-19 Budget, with the first projects announced in early 2019. This was the first time that dedicated car park projects had been delivered under the IIP, requiring an update to the National Land Transport Act 2014 regulations.
- 22 UCF projects were cancelled after the October 2022-23 Budget. For some of these projects, initial funding for planning and business case development was provided which indicated that additional funding would be required to deliver the projects. In consultation with the relevant State Governments which considered them a low network priority, the funding for the projects were cancelled.

Media, Min Corro or Previous Senate References:

- The Australian National Audit Office (ANAO) undertook a performance audit of the UCF, focusing on administration of the CCP projects. The report was tabled in June 2021, including recommendations regarding the department's administration, implementation and evaluation of the program.
- Following the ANAO audit, the Senate Finance and Public Administration Committee also conducted an inquiry, with a report tabled on 2 December 2021. The report included several recommendations aimed at accountability, transparency, and the proper use and allocation of taxpayers' money. A Government response has yet to be tabled.
- The department provided a submission to The Joint Committee of Public Accounts and Audit (JCPAA) Report 484 The Administration of Government Grants in November 2022. A response to follow-up questions regarding the UCF was provided in January 2023. JCPAA hearings on this matter were held on 10 February 2023, 3 March 2023 and 17 March 2023. The department provided responses to Questions on Notice requested at both hearings held in March 2023.
- On 6 May 2023, The Saturday Paper published 'Clearly Absurd' by Mike Seecombe. The article discussed the JCPAA review of the Administration of Government Grants, highlighting Anne Twomey's comments to the committee that the Constitution never intended that the Commonwealth fund matters that are the remit of state and local governments, such as traffic lights. The article notes that the previous 2022 Grattan Institute report comes to a similar conclusion. The article also makes specific reference to the Department's responses to questions on the UCF and the lack of BCRs. 'Clearly absurd': A fresh account of Scott Morrison's dodgy grants | The Saturday Paper (<https://www.thesaturdaypaper.com.au/news/politics/2023/05/06/clearly-absurd-fresh-account-scott-morrison-dodgy-grants#hrd>)

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SB23-000667

If Asked

What former UCF projects will be considered as part of the Strategic Review of the IIP?

- Based on the initial list of the former UCF projects pulled together by the department, 32 former UCF projects were potentially in scope for the review. However, the final list is still under consideration.

Attachments

- Attachment A: List of former UCF projects and current status.

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Date: 11/05/2023

Attachment A

List of status of former UCF projects as at 30 April 2023

Projects	Project Status	Is project to be part of Strategic Review
New South Wales		
Dunheved Road Upgrade, Penrith	In planning	
The Horsley Drive Upgrade	In planning	Yes
Central Coast Roads Package	Under construction	Yes
King Georges Road Upgrade - Stage 1 and 2A (early works)	Under construction	
Homebush Bay Drive	In planning	yes
Princes Highway and Waratah Street Intersection Upgrade	In planning	Yes
Blaxland Road/Balaclava Road Intersection Improvements	In planning	Yes
Queensland		
Newnham Road and Wecker Road Intersection Upgrade, Mount Gravatt	under construction	
Panorama Drive - Wellington St, Thornlands/Cleveland	under construction	Yes
Youngs Crossing Road, Lawnton	In planning	Yes
Gympie Arterial Road (Strathpine Interchange)	under construction	
Mt Lindesay Highway - Stoney Camp Road to Chambers Flat Road	completed	
M1 Pacific Motorway Upgrade Program - Exit 41 and Exit 49	under construction	
Norris Road, Bracken Ridge	completed	
Kenmore Roundabout Upgrade	In planning	yes
Indooroopilly Roundabout Intersection Upgrade	under construction	
Lindum Rail Crossing Upgrade	In planning	Yes
Mooloolaba Access Upgrade	under construction	
High Road and Easterly Street, Waterford Upgrade	In planning	Yes
Henry Road- Dohles Rocks Road Upgrade, Griffin	under construction	
Klingner Road- Boardman Road intersection upgrade, Kippa-Ring	under construction	
Beams Road upgrade, Carseldine	In planning	Yes
Boundary Road level crossing, Coopers Plains	In planning	
Beenleigh-Beaudesert Road Upgrade, Beenleigh	In planning	Yes
Chambers Flat Road upgrade, Park Ridge	In planning	
Rochedale-Priestdale Road intersection, Rochedale	completed	
Relocation of Loganlea Station	In planning	Yes
South Australia		
Cross Road - Fullarton Road Intersection	Under construction	
Metro Intersection Upgrade Program - Glen Osmond Road/Fullarton Road Intersection Upgrade	Under construction	

Projects	Project Status	Is project to be part of Strategic Review
Metro Intersection Upgrade Program - Brighton Road (Hove) Level Crossing Upgrade	completed	
Metro Intersection Upgrade Program - Torrens Road (Ovingham) Level Crossing Upgrade	completed	
Old Belair Road upgrade, Mitcham	In planning	
Automated Train Protection Signals Upgrade - Seaford Line	In planning	Yes
Brighton Road Intersection Improvements	In planning	Yes
Level Crossing Removal Planning Program	Under way	
Tasmania		
Hobart – Northern Suburbs Transit Corridor (Hobart Congestion Package)	In planning	
Tasman Highway Intelligent Transport Solutions	In planning	Yes
Launceston Eastern Bypass Study	completed	
Victoria		
Ballarto Road, Skye	Under construction	
Calder Freeway - Gap Road to the M80 Ring Road	In planning	
Fitzsimons Lane and Main Road Corridor, Eltham - Nillumbik Shire Council	Under construction	
Hume Freeway - Watson Street to the M80 Ring Road	In planning	
Maroondah Highway, Coldstream	In planning	yes
Plymouth Road Improvements	Under construction	
Princes Highway Intersection Upgrades - Pakenham to Beaconsfield	Under construction	
Forest Drive and Nepean Highway Intersection Upgrade	In planning	Yes
Uralla Road and Nepean Highway Intersection Upgrade	In planning	Yes
Murradoc Road Upgrade	Under construction	
Mornington Peninsula Freeway Upgrade	Under construction	Yes
Reilly Street and Wantirna Road Intersection Upgrade	completed	
Yarra Boulevard Upgrade	Under construction	
Camberwell Road / Monteath Avenue / Redfern Road Intersection Upgrade	In planning	Yes
Henderson Road Upgrades	Under construction	
Canterbury Road Upgrade	In planning	Yes
Western Freeway Upgrade - M80 Ring Road to Ferris Road	In planning	Yes
Grubb Road Upgrade, Ocean Grove	In planning	
Madden Grove Level Crossing Removal Study, Burnley	Underway	
Tooronga Road Level Crossing Removal Study, Tooronga	Underway	
School Infrastructure road upgrades in Nillumbik Shire	Under construction	
Tortice Drive and Warrandyte Road Intersection Upgrade, Ringwood North	In planning	Yes

Projects	Project Status	Is project to be part of Strategic Review
Fitzsimons Lane and Main Road Corridor, Eltham - Manningham City Council	In planning	Yes
Western Australia		
Leach Highway (Welshpool Road Interchange)	Under construction	
Mitchell Freeway Extension - Hester Avenue to Romeo Road	Under construction	
Roe Highway/Great Eastern Highway Bypass and Abernethy Road/Great Eastern Highway Bypass Interchanges	Under construction	
Stephenson Avenue Extension	Under construction	
Abernethy Road, Kewdale	Under construction	
Lloyd Street Extension, Hazelmere	Under construction	
Transforming Freeways - Widen and Introduction of ITS (Mitchell Freeway Southbound)	Under construction	
Fremantle Traffic Bridge (Swan River Crossing)	In planning	
Thomas Road and Nicholson Road	Under construction	
Mitchell Freeway widening (Hodges Drive to Hepburn Ave)	Under construction	
Gnangara Road Upgrade	Under construction	
Great Northern Highway-Apple Street intersection upgrade, Upper Swan	completed	
The Broadway upgrade, Ellenbrook	completed	
Erindale Road-Reid Highway Business Case, Hamersley	Underway	
Lakelands Station, Lakelands	Under construction	
Trackless Tram and Road Infrastructure (Scarborough Beach Road) Business Case	Underway	
Flynn Drive Upgrade, Neerabup	In planning	

Commuter Car Parks		
NSW		
Commuter Car Park Upgrade - T1 North Shore, Northern and Western Line - Kingswood	In planning	Yes
Commuter Car Park Upgrade - T1 North Shore, Northern and Western Line - St Marys	In planning	yes
Commuter Car Park Upgrade - T8 East Hills Line - Campbelltown	Under construction	
Commuter Car Park Upgrade - T8 East Hills Line - Revesby	Completed	
Commuter Car Park Upgrade - T8 East Hills Line - Riverwood	Under construction	
Commuter Car Park Upgrade - Emu Plains	Under construction	
Commuter Car Park Upgrade - Woy Woy	In planning	Yes
Queensland		
Commuter Car Park Upgrades - Ferny Grove and Mango Hill	Under Construction	
Beenleigh Station commuter car park, Beenleigh	In planning	Yes

Projects	Project Status	Is project to be part of Strategic Review
Coomera Station commuter car park, Coomera	Under Construction	
Loganlea Station commuter car park, Loganlea	In planning	Yes
Victoria		
Commuter Car Park Upgrades - Ringwood	In planning	Yes
Commuter Car Park Upgrade - Berwick Railway Station	completed	
Commuter Car Park Upgrade - Frankston Line - Frankston	In planning	
Commuter Car Park Upgrade - Pakenham Line – Pakenham and Pakenham East	In planning	
Commuter Car Park Upgrades - Northern Lines	Under Construction	
Commuter Car Park Upgrade - Eltham Station	Under Construction	

Rural and Regional Affairs and Transport

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SB23-000668

SUBJECT: Recent flooding and the impact on roads

Talking Points

- The Australian Government works collaboratively with state and local governments to monitor and improve essential transport infrastructure in rural and remote areas.
- Several Government infrastructure investment programs can be used to help flood-affected communities undertake road works, including the Local Roads and Community Infrastructure (LRCI), Roads to Recovery and Bridges Renewal programs.
- Specific funding is also provided for the maintenance of roads forming part of the National Land Transport Network.
- Proponents of major projects seeking \$250 million or more of Australian Government funding are encouraged to consider climate resilience under Infrastructure Australia's assessment framework.
 - Multiple projects funded under the Infrastructure Investment Program have incorporated flood mitigation in their design and delivery.
- Proactive planning and delivery of flood mitigating land transport projects will improve safety, reliability and accessibility for residents using these routes for essential services.
- Questions about disaster recovery and relief payments and arrangements are best directed to the National Emergency Management Agency.

Key Issues

Australian Government support for local roads following flood events - committed funding

- For over 12 months, significant areas of the country have been impacted by flooding.
 - Most recently, Tropical Cyclone Ilsa impacted parts of Western Australia and the Northern Territory.
- The Australian Government funds land transport infrastructure projects under the Infrastructure Investment Program (IIP) which provides a long-term, evidence-based approach to investment in major projects that ensure value for money and resilience to future disaster events, including flooding.

Maintaining local roads

- While the responsibility of road maintenance falls to state/territory and local governments, there are federal programs that may be utilised to help flood-affected communities undertake road works:

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- **LRCI** supports all Australian councils to deliver priority local road and community infrastructure projects in their region. Funding can be utilised by disaster-declared local governments to undertake works based on their highest priority.
- **Roads to Recovery** provides funding to all local governments to support the construction and maintenance of local roads. Flexibility is built into the program, with local governments being responsible for choosing road projects on which to spend their Roads to Recovery funding, based on their priorities. A local government may wish to consider whether they could utilise their Roads to Recovery funding to undertake eligible works to address a road construction or maintenance issue.
- The **Bridges Renewal Program** provides funding to state, territory and local governments for projects which will upgrade and replace bridges to enhance access for local communities. Applications are accepted all year round to provide increased flexibility and permit projects to be submitted when they are needed most.
- Australian Government **road maintenance funding** is provided as part of a partnership with States to assist maintain the National Land Transport Network to a standard consistent with each State's maintenance policies and practices. Payments are made twice a year.
- In addition, states and territories administer a number of programs that help to support local governments to maintain local road networks. They can be found on the respective state or territory department website.
- The House of Representatives Standing Committee on Regional Development, Infrastructure and Transport adopted an inquiry into the implications of severe weather events on the national regional, rural, and remote road network on 1 December 2022, following a referral from the Minister for Infrastructure, Transport, Regional Development and Local Government.
 - The Department of Infrastructure, Transport, Regional Development, Communications and the Arts has made a submission to the Inquiry (**Attachment B**) and appeared before it twice.

Background

- Under the IIP, funding for specific transport projects is provided to state and territory governments, on agreed funding splits. This is formalised under the *National Partnership Agreement on Land Transport Infrastructure Projects* (NPA) and the *National Land Transport Act 2014*. The frameworks that underpin Australian Government funded land

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transport projects support sustainable and environmentally conscious deliberation to project planning and delivery.

- Section 19 of the NPA identifies one of the objectives of co-funded transport infrastructure investment, as having the potential to enable broader outcomes that benefit the Australian people, such as taking account of climate and disaster resilience, including flood mitigation, in infrastructure planning and delivery.
- Proponents of major projects seeking \$250 million or more of Australian Government funding are encouraged to consider climate resilience under Infrastructure Australia's assessment framework.
- Examples of completed IIP projects that support flood mitigation include:
 - Bruce Highway – Haughton River Floodplain Upgrade in Queensland (Australian Government contribution of \$327.5 million). The project upgraded 13.5 kilometres of the Bruce Highway traversing the Haughton River floodplain which reduced the frequency and duration of road closures due to flooding;
 - Avon River Bridge in Victoria (Australian Government contribution of \$69.45 million). The project replaced an end of life rail bridge over the Avon River in Gippsland. The Avon River is subject to significant flooding which was considered in the new design and delivery program;
 - Arnhem Highway - Adelaide River Floodplain Upgrade in Northern Territory (Australian Government contribution of \$62.3 million). The project upgraded the Arnhem Highway to improve flood immunity at the Adelaide River floodplain, by constructing multi-span bridge structures along the length of the floodplain, and undertaking ground improvements and drainage works.
- Proactive planning and delivery of flood mitigating land transport projects will improve safety, reliability and accessibility for residents using these routes for essential services. It will also secure supply chains for industries that utilise key freight corridors, especially in the regions.
- These types of works improve water management, including flood prevention and reduction of water contamination.
- A list of examples of land infrastructure projects funded through the IIP, Territories Division, Community Development Grants Programme, Regional Growth Fund, Regional Development Australia Fund, and LRCI which support flood mitigation is provided at **Attachment A**.
- The National Emergency Management Agency is responsible for disaster arrangements and assistance, with details available on the Disaster Assist website.

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- Jointly funded Commonwealth-State Disaster Recovery Funding Arrangements (DRFA) has been made available.
- The Australian Government-funded Disaster Recovery Allowance (DRA) has also been activated and been made available.

Attachments

- Attachment A: Examples of Flood Mitigation Projects funded under the IIP (since 2 July 2019)
- Attachment B: Departmental submission to the Inquiry into the implications of severe weather.

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Attachment A

Senate Estimates Brief – May 2023 – Recent flooding and the impact on roads

Examples of flood mitigation projects of the Government since 2 July 2019 (IID)**Infrastructure Investment Projects (IIP)**

Project Name	State	Total Australian Government Funding	Progress Status
Toorale Road – Drainage Improvements. Installation of box culverts to cater for flows in Eulomogo Creek	NSW	\$480,000	Completed
Great Western Highway Upgrade - Katoomba to Lithgow - Construction of East and West Sections	NSW	\$2,032,000,000	In Planning
New Richmond Bridge and Traffic Improvements	NSW	\$400,000,000	In Planning
M1 Pacific Motorway Extension to Raymond Terrace	NSW	\$1,680,000,000	In Planning
New England Highway – Singleton Bypass	NSW	\$560,000,000	In Planning
Newell Highway Upgrade - Dubbo Bridge	NSW	\$176,200,000	Under Construction
River Bridge replacement	NSW	\$2,000,000	In Planning
Coffs Harbour Bypass	NSW	\$1,760,000,000	Under Construction
Pooncarie Road (Wentworth Shire)	NSW	\$4,600,000	Under Construction
Pooncarie Road to Menindee	NSW	\$27,100,000	Under Construction
Hawkesbury-Nepean Valley Flood Evacuation Road Resilience - Planning	NSW	\$16,500,000	Underway
Arnhem Highway - Adelaide River Floodplain Upgrade	NT	\$62,300,000	Under Construction
Construction of the Katherine Flood Mitigation and Headworks Project	NT	\$11,000,000	Underway
Bruce Highway - Yeppen Floodplain Upgrade	QLD	\$68,512,000	Completed
Coolamon Close to Atherton Creek - Drainage	QLD	\$180,000	Completed
Flood Mitigation Works at Dale Street Burpengary	QLD	\$1,900,000	Completed
Bruce Highway - Tiaro Flood Immunity Upgrade	QLD	\$268,800,000	In Planning
Gore Highway (Millmerran - Goondiwindi): Wyaga Creek Flood Improvement	QLD	\$36,192,000	In Planning
Bruce Highway – Houghton River Floodplain Upgrade	QLD	\$327,450,400	Completed
Torbanlea Pinalba Road Upgrade	QLD	\$24,000,000	Under Construction
John Peterson Bridge Upgrade, Mundubbera	QLD	\$20,000,000	Under Construction
Kangaroo Island Road Safety and Bushfire Resilience Package	SA	\$40,000,000	Under Construction

Project Name	State	Total Australian Government Funding	Progress Status
Anangu Pitjantjatjara Yankunytjatjara (APY) Lands - Main Access Road Upgrade - Stuart Highway to Pukatja	SA	\$125,424,000	Under construction
Huon Link Road	TAS	\$13,200,000	In Planning
Freight Bridge Upgrades	TAS	\$12,000,000	Under Construction
Avon River Bridge	VIC	\$69,447,866	Completed
Princes Highway East - Major Structure Rehabilitation of the Princes Highway at Reedy Creek Floodplain, east of Cann River	VIC	\$250,000	Completed
Macedon Ranges Shire Council - Hartigans Bridge renewal, Sidonia Rd, Sidonia	VIC	\$191,500	In Planning
Floodways between Meekatharra and Newman	WA	\$8,720,000	Completed

Local Roads and Community Infrastructure Projects

Project Name	State	Total Australian Government Funding	Progress Status
Sealing the first 5 kilometres of the unsealed section of Old Grafton Road	NSW	\$500,000	Completed
Toorale Road – Drainage improvements.	NSW	\$495,197	Completed
Road Rehab and Drainage - Reid Street	NSW	\$745,226	Underway
Stormwater Projects	NSW	\$650,000	Underway
Floodway indicators installation	NT	\$73,778	Underway
Stormwater drainage improvements, Boundary Street Catchment Stage 3, Currumbin Waters	QLD	\$2,000,000	Completed
Rural Drainage Improvements	QLD	\$315,000	Underway
Narbethong Road Seal and Floodway	QLD	\$400,000	Underway
Floodway Construction	SA	\$3,434,871	Underway
Barker Inlet Tidal Gates Upgrade	SA	\$2,100,000	Underway
Multiple Locations – Culverts. Drainage issues in flood prone areas	VIC	\$210,000	Completed
Davis Avenue South Yarra	VIC	\$750,000	Completed
Irrewillipe Wetlands Development	VIC	\$1,212,000	Underway
Japan St Drainage	VIC	\$850,048	Underway
Willaring Road Culvert Upgrade	VIC	\$135,000	Complete
Byron Road North Culvert/Floodway Renewal	WA	\$1,006,243	Complete
Rural Roads – Minilya Lyndon Road, Wahroonga Primbee Road	WA	\$310,000	Complete
Hasties Road Footpath, Drainage and Kerbing Upgrade	WA	\$271,622	Underway

Divisional Support Unit – Territories Division

Project Name	State	Total Australian Government Funding	Progress Status
Stormwater remediation project	Christmas Island	\$16,500,000	Underway

Norfolk Island Branch – Territories Division

Project Name	State	Total Australian Government Funding	Progress Status
Watermill Creek weir & filtration construction	Norfolk	\$6,000	Completed
Watermill Creek tree planting	Norfolk	\$12,000	Completed
Watermill Dam spillway repairs	Norfolk	\$20,000	Completed
Kingston Weir design	Norfolk	\$150,000	In planning
Kingston sewerage system repairs	Norfolk	\$220,745	Completed

Community Development Grants Programme – Regional Programs Branch

Project Name	State	Total Australian Government Funding	Progress Status
St Mary's Flood Mitigation Project	TAS	\$400,000	Completed
Implementation of Flood Mitigation Measures – Township of Latrobe	TAS	\$3,400,000	In progress
Dowbiggin Street Railton Flood Mitigation	TAS	\$3,500,000	In progress
Flood Mitigation Works at Dale Street Burpengary	QLD	\$1,900,000	Completed

Regional Growth Fund – Regional Programs Branch

Project Name	State	Total Australian Government Funding	Progress Status
Construction of the Katherine Flood Mitigation and Headworks Project, Katherine, NT	NT	\$11,000,000	Underway

Regional Development Australia Fund – Regional Programs Branch

Project Name	State	Total Australian Government Funding	Progress Status
Carnarvon Flood Mitigation (Stage 2) Project	WA	\$15,000,000	Completed



Australian Government

**Department of Infrastructure,
Transport, Regional Development,
Communications and the Arts**

Mr Luke Gosling OAM MP
Chair
House of Representatives Standing Committee on Regional Development, Infrastructure and Transport
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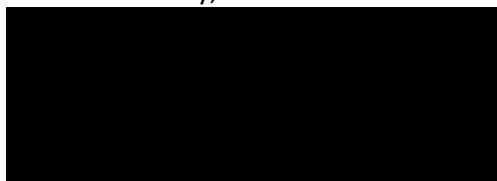
Dear Chair

Inquiry into the implications of severe weather events on the national road network

Thank you for your invitation to make a submission into the House of Representatives Standing Committee on Regional Development, Infrastructure and Transport's inquiry into the implications of severe weather events on the national road network.

The Department of Infrastructure, Transport, Regional Development, Communications and the Arts submission is enclosed.

Yours sincerely,



Dave Hallinan
Deputy Secretary

28 February 2023



Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications and the Arts

INFRASTRUCTURE GROUP / INFRASTRUCTURE INVESTMENT DIVISION

Inquiry into the implications of severe weather events on the national regional, rural, and remote road network

Submission to the House of Representatives
Standing Committee on Regional Development,
Infrastructure and Transport

February 2023

Released under the freedom of information Act 1982 by the Department of
Infrastructure, Transport, Regional Development, Communications and the Arts

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Executive Summary

The Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the Department) is making a submission to the House of Representatives Standing Committee on Regional Development, Infrastructure and Transport's inquiry into the implications of severe weather events on the national regional, rural, and remote road network. Although the Terms of Reference for this inquiry specifically refer to the national road network, the Department acknowledges that the impacts of severe weather may also extend to other transport networks such as rail, maritime and shipping. This includes reliance on other transport networks during a severe weather event and the interaction on the national transport network.

In making this submission, the Department acknowledges the challenges arising from the increase in natural disasters on the national regional, rural, and remote road network and hopes this submission will help identify opportunities to mitigate the impact of severe weather events.

The Australian Government acknowledges the increase in severe weather events. Since 1910, Australia's climate has warmed by an average of almost 1.5°C, causing more frequent extreme heat events including the length and intensity of fire weather. Similarly, parts of Australia have experienced a drier overall climate due to increased national average temperatures, as well as more frequent short-duration heavy rainfall, leading to increased risk of disasters such as flash-flooding¹. As such, it becomes even more important that stakeholders with responsibility for the national, regional, rural, and remote road network collaborate to manage and alleviate the impacts of climate change on the national road network.

The Department has established a Net Zero Unit to help achieve net zero emissions and improve the resilience of our transport networks and supply chains in the face of increasing extreme weather events. This forms part of the Commonwealth's commitment to reduce greenhouse gas emissions by 43 per cent below 2005 levels by 2030 and achieve net zero emissions by 2050. The Australian Government makes informed decisions on investments in transport infrastructure which assists national and regional economic and social development. This is supported through infrastructure funding which improves the overall performance and safety of transport infrastructure and networks to enable the safe and efficient movement of people and freight. Transport infrastructure plays an important role in enhancing healthy lives and promoting wellbeing for people across Australia by connecting Australians, empowering regions and enriching communities.

Resilient and effective transport infrastructure is pivotal in delivering sustainable outcomes and infrastructure is key enabler to the broader economy, directly supporting economic activity, increasing employment opportunities, and has a multiplier effect on our national economy.

The National Land Transport Network (the Network) is a network of nationally important road and rail infrastructure links and their intermodal connections. The Network is a shared responsibility between the Australian Government and States and Territories, funded through the National Partnership Agreement on Land Transport Infrastructure Projects (NPA). The Australian Government promotes resilience within the national road network by providing funding for new and innovative road projects, upgrades, and maintenance of existing road infrastructure. To facilitate this, the Department provides funding through the Infrastructure Investment Program (IIP) which includes targeted programs such as Roads to Recovery (RTR), Local Roads and Community Infrastructure (LRCI) as well as road safety programs such as the Roads of Strategic Importance (ROSI). The ROSI initiative includes road sealing, flood immunity, strengthening and widening, pavement rehabilitation, bridge and culvert upgrades and road realignments.

Due to this shared responsibility, the Australian Government liaises widely with stakeholders to ensure investments are appropriate. This includes participating in collaborative forums, such as the Infrastructure

¹ (Bureau of Meteorology, 2022)

and Transport Ministers' Meetings (ITMM), to discuss challenges and opportunities in the infrastructure market including resilience. Further, the Department undertakes robust assessment activities including economic analysis, research and statistics on infrastructure and transport to inform both policy development and stakeholders involved in transport infrastructure.

Through the IIP, the Commonwealth works closely with state and territory governments to identify opportunities to fund new critical infrastructure; to ensure the ongoing delivery of existing pipelines; and to identify additional opportunities to protect and support a resilient national road network.

Responsibility for the National Road Network

A safe, resilient and effective national road network is a key priority for all governments as the responsibility for the national road network is shared between the Australian Government and the States and Territories.

The Australian road network is managed and owned by state, territory and local governments. Local Governments own the majority of the national road network, which is estimated to be approximately 75.3%, with state and territory governments owning the remaining 24.7% of the national road network.²

The Australian Government and jurisdictions are committed to the safety and efficiency of the national road network. The Department supports the development, upgrade and maintenance of the national road network and infrastructure through funding provided to the states, territories and local governments.

For each road infrastructure proposal requesting funding, the Department assesses the merits of the project proposals utilising respected industry resources and guidelines when performing its assessments. This includes Austroads guidance and methodologies contained in Australian Transport Assessment and Planning (ATAP) guidelines.

Infrastructure Australia (IA) also plays an important role by performing independent project proposals assessments. Project proposals requesting \$250 million or more in Commonwealth funding are required to be assessed by IA and form part of the Commonwealth funding approval process.

Key Stakeholders

All levels of government responsible for infrastructure and transport work together to drive national reforms to improve the safety and productivity of Australia's transport and infrastructure systems.

Organisations and key forums collaborate and provide advice on opportunities and challenges relating to road transport. This includes the ITMM, Australian Local Government Association (ALGA) and IA which provides support and advice to implement transport reform across Australia. There are also organisations, such as Austroads and ATAP, which are responsible for providing guidelines based on respected industry methodology and standards.

Infrastructure and Transport Ministers' Meetings (ITMM)

The ITMM provides a forum for intergovernmental collaboration, decision-making and progressing priorities of national importance. The meetings facilitate work with the Commonwealth, state, territory and local governments to drive national reforms that improve the safety and productivity of Australia's transport and infrastructure systems. ITMM is supported by the Infrastructure and Transport Senior Officials' Committee.

² (National Road Safety Action Plan 2023-25, 2022)

The ITMM generally occurs biannually (with provisions available for ad hoc meetings for urgent matters). Part of this forum is to discuss the role of transport infrastructure in supporting resilience to disasters and to map and streamline processes to ensure projects move into construction faster. In September 2022, a new workplan was finalised by the Ministers for the ITMM, which outlines key priorities including decarbonisation of infrastructure and transport, as a response to climate change and increasing severe weather events.

Further, there are a number of key organisations that support, advise and implement transport reform across Australia (**Attachment A**).

Infrastructure Australia (IA)

IA is the nation's independent infrastructure advisor, established through *the Infrastructure Australia Act 2008* (IA Act). IA provides research and advice to governments, industry and the community on the infrastructure investments and reforms that will benefit all Australians.

The government has recently received and responded to an independent review of IA. Changes to IA's core functions and governance will be proposed through legislative amendments to the IA Act to implement some of the recommendations of the review. The Independent Review of Infrastructure Australia is publicly available on the [Department's website](#).

IA is currently required to assess nationally significant infrastructure projects where Commonwealth funding of \$250 million or more is sought. This requirement is articulated in the NPA, the Notes on Administration for Land Transport Infrastructure Projects 2019 – 2024 and the [Statement of Expectations](#) issued to IA.

Since September 2022, IA is also required to consider and provide advice on policy issues arising from climate change, including the achievement of Australia's greenhouse gas emissions reduction targets all of which will contribute to a more resilient national road network.

Austroroads

Austroroads is the collective of the Australian and New Zealand transport agencies, representing all levels of government. Austroroads is responsible for developing and maintaining technical guides and tools to promote a nationally consistent approach to the design, maintenance and operation of road networks, including impacts of extreme weather on roads. As the responsibility for the standard of road build lies with the asset owners (local, state and territory governments), they have used Austroroads Guides to create state specific guidelines for the road network. Austroroads is governed by a board, comprising the chief executive, or their nominee, from each member organisation including the Department.

Australian Transport Assessment and Planning (ATAP)

ATAP provides a comprehensive framework in the form of guidelines for planning, assessing and developing transport systems and related initiatives. The ATAP Guidelines form an important part of the process in ensuring proposals to improve transport systems in Australia provide maximum net benefits and value for money to the community, and achieve objectives at the national, state, territory and local government levels. These guidelines are updated as new research is undertaken. The ATAP Steering Committee, which also consists of members from the Department and State agencies, exists to ensure the guidelines remain up to date and relevant.

The Department relies on the ATAP guidelines and methodologies for evaluating project proposals. This includes cost-benefit assessments required for project proposals, as part of the funding approval process. Typical cost-benefit assessments of road projects include analysis of factors such as traffic volumes and annual growth rates, changes in road speed, existing delays in traffic flow, avoided costs of diversion and reduction in crashes.

Commonwealth Funding and Financing

The Commonwealth promotes resilience within the national road network by providing funding for new road projects and the upgrade and maintenance of existing road infrastructure, including increasing resilience to extreme events such as floods. For example, the Australian Government committed \$62.30 million towards the Arnhem Highway - Adelaide River Floodplain Upgrade project of the total \$77.88 million cost. The project improved flood immunity at the Adelaide River floodplain and reduced duration and frequency of road closures, through improved pavement strength and flood immunity.

The National Partnership Agreement on Land Transport Infrastructure Projects (NPA)

The NPA is an agreement between the Commonwealth and States and Territories that sets out the shared objectives, recognises the roles of each party and establishes the financial and governance arrangements. The NPA is the primary mechanism through which the Commonwealth invests in infrastructure. The current NPA commenced on 1 July 2019 and will expire on 30 June 2024.

The lead up to a new NPA is occurring at a time when the Commonwealth is repositioning its investment towards nationally significant infrastructure priorities to build the nation's future economic, environmental and social prosperity. The Government has committed to an Infrastructure Policy Statement and Project Selection Framework that will articulate the Commonwealth's infrastructure priorities to support Commonwealth's commitment to increase transparency of the IIP. This will also aim to underpin the identification, selection and reporting of projects to ensure investment decisions are merit-based and informed by a strong evidence base.

Funding Programs of the Department

To facilitate funding for new road projects, upgrades and maintenance, the Australian Government has committed funding under the IIP. Over 10-years from 2022-23, funding for roads will be provided through a number of subprograms including:

- \$53.2 billion for the Road Investment Component;
- \$5.0 billion (2019-20 to 2023-24) under Roads to Recovery; and
- \$0.5 billion for the Northern Australia Roads Program.

In addition, the Commonwealth also funds programs which upgrade and maintain roads, such as the \$3.3 billion commitment to LRCI and \$10.1 billion over 10 years from 2022-23 for Financial Assistance Grants to local governments. LRCI funding can be utilised by disaster-declared local governments to undertake works based on their highest priority.

Further, the Australian Government has committed \$5.9 billion to the ROSI initiative which helps deliver works including road sealing, flood immunity, strengthening and widening, pavement rehabilitation, bridge and culvert upgrades and road realignments. This funding helps increase overall safety and resilience of the national road infrastructure and mitigate impacts of extreme weather events.

It is important to note that this funding is only a component of the total investment into roads across the country. Local, state and territory governments also make significant investments into the national road network.

Maintenance

While the responsibility for road maintenance falls to state, territory and local governments, there are also federal programs that can be utilised to help flood-affected communities undertake road works:

- The Commonwealth provides \$350 million in funding annually as part of a partnership with States to assist maintain the Network to a standard consistent with each State's maintenance policies and practices.
- RTR provides funding to all local governments to support the construction and maintenance of local roads. The Australian Government has committed \$500 million per year to this ongoing program. Flexibility is built into the program, with local governments being responsible for choosing road projects on which to spend their RTR funding, based on their priorities. A local government may consider to utilise their RTR funding to undertake eligible works to address weather-impacted roads in their community.
- The Bridges Renewal Program provides at least \$85 million per year to state, territory and local governments for projects which will upgrade and replace bridges to enhance access for local communities. Heavy Vehicle Safety and Productivity Program (HVSPP) provides \$65 million per year to deliver improvements in productivity, safety and access for road freight and associated heavy vehicle movement. Projects in regional areas can receive funding for up to 80% of project costs, to a maximum of \$5 million in funding per project.

In addition, States and Territories administer a number of programs that help to support local governments to maintain local road networks. These can be found on the respective State or Territory department websites.

Understanding Resilience

The Department recognises the importance of resilient transport networks for connecting and sustaining Australian communities, growing our economy and improving our international competitiveness.

The National Freight Supply Chain Strategy acknowledges that Australia's freight and supply chains need to build resilience to meet emerging issues associated with natural disasters and climate risk, security and cyber threats and increasing community demands to improve safety and environmental outcomes.

Road and Rail Supply Chain Resilience

In February 2023, the Bureau of Infrastructure and Transport Research Economics released Phase 1 of the Road and Rail Supply Chain Resilience Review (the Review). The Review at **Attachment B**, provides an initial assessment of the vulnerability of Australia's critical road and rail supply chain routes, building on an evidence base to help inform action by governments to mitigate and address the risks from natural and human-induced events. The Review focused on the vulnerability of physical infrastructure (road and rail) networks, but did not address end-to-end freight supply chain issues. Further, the Review did not examine the capacity of roads to accommodate heavy vehicles.

The Review utilised the Commonwealth Scientific and Industrial Research Organisation's (CSIRO) Transport Network Strategic Investment Tool (TraNSIT) to identify and assess 52 critical road and 13 critical rail supply chains from the National Key Freight Routes to develop a better understanding of Australia's road and rail resilience. This was supported by a literature review, extensive stakeholder consultation and geospatial analysis.

The Review found that road and rail supply chains have generally been flexible and adaptable in response to disasters but there are ways to lift resilience in the face of changing risks. Of the 52 Critical Road Freight Routes assessed, only one (Arnhem Highway, NT) was considered to have a 'Very High Vulnerability', with seven others assessed as 'High Vulnerability'.

The Review further found that:

- Supply chains in north and central Australia predominantly were identified as more vulnerable than routes in the south due to climatic risks and limited alternate routes.

- Flooding poses the highest risk given its high likelihood and potential to disrupt supply chains across large geographic areas.
- Longer-term impacts of selected key hazards, including that prolonged and extreme levels of flooding can impact soil stability, resulting in lengthy repair and maintenance timeframes.
- Australia's changing climate, with predicted increases in heavy rainfall intensity and events, will increase the number of disruptions to road and rail supply chains.

Establishing a common, long-term understanding of the potential impacts of climate change (such as resilience scenarios) will be useful to inform future infrastructure planning and decision making. The Review highlighted a number of potential opportunities to build upon existing research, leverage infrastructure investment, and develop a nationally coordinated approach to road and rail resilience to risk.

The Department will undertake Phase 2 of the Review to develop options for addressing the Phase 1 findings, including practical steps for strengthening the resilience of road and rail networks in the face of a range of climatic risks, including severe climate events. In considering options, the Department will engage with stakeholders and all levels of government to ensure policy responses are coordinated and complementary nationally.

The Review also noted that addressing data gaps, data consistency and accessibility issues can contribute to a more holistic understanding of the freight network and its requirements across the country. The Review further identified the National Freight Data Hub, the national Key Freight Routes Map and the National Location Registry as some of the existing tools that could be further explored as mechanisms for sharing data, to help inform decisions about the resilience of the road and rail network.

The National Freight Data Hub

Work is underway to enhance data standards, collection and sharing through the National Freight Data Hub (the Data Hub). The Data Hub contains contemporary national data sets on road, rail, sea and air freight. This freight data is available to industry, government and others to improve the efficiency, safety, productivity and resilience of the freight sector. For example, the Roadworks and Road Closures dataset provides data on programmed roadworks and unplanned incidents such as hazards, flooding, other events affecting travel times and traffic conditions.

Data is accessible through visualisations on the Data Hub's website and the national CKAN (open-source data management system). Datasets are being continuously improved and expanded to provide a recent historical record which can be used to interrogate trends and responses to typical disruptions. The Data Hub is also working closely with other government agencies including CSIRO to improve consistency in measuring indicators of resilience.

Emergency Response and Resilience in Extreme Weather Events

There are a number of agencies responsible for resilience. For example, during emergency or disaster events, the Australian Government activates the National Coordination Mechanism (NCM) from within the Home Affairs portfolio. The NCM coordinates crisis response and recovery efforts through bringing together the relevant stakeholders - federal, state, territory and local government agencies, industry, and other non-government stakeholders. It is a permanent response tool in the Australian Government Crisis Management Framework to support all governments respond to severe weather events and crises.

The NCM facilitates integrated and coherent planning, the identification of escalation triggers and actions, implementation, governance, and communication arrangements that streamline crisis response and recovery. For instance, when roads are cut off due to a major flooding event, the NCM can facilitate information sharing between relevant transport bodies including regulators, government agencies, and industry. This assists road managers and regulators to identify and collaborate on contingency actions to ensure the road network remains open.

In response to the recent and ongoing flooding in Western Australia and also earlier in South Australia, Victoria, New South Wales, Queensland and Tasmania, the Department worked closely with the National Emergency Management Agency (NEMA) and provided regular updates on impacts to key transport infrastructure.

The Department also liaises with industry organisations to understand local conditions and provides this information, when available, to the National Situation Room in NEMA. Two key examples are included below:

Example 1: Road and Rail – South Australian Floods 2022

The Department connected the National Heavy Vehicle Regulator (NHVR) to the NEMA in early 2022 following the floods in South Australia which had cut the east-west and north-south rail lines.

The NHVR has worked with relevant state, territory and local governments to gazette temporary alternate access routes for high productivity vehicles to move freight to and around flood affected regions.

Most recently, on 6 January 2023, this involved the NVHR gazetting an alternate route to ensure the delivery of essential goods to northern Western Australia and the Northern Territory via South Australia. This was in response to key freight routes closures caused by flooding in the Kimberley region.

Example 2: Maritime and Shipping – Western Australia 2022

The Minister for Infrastructure, Transport, Regional Development and Local Government has a role to play in securing shipping options where road and rail transport options are unavailable for the movement of critical goods across Australia.

In late January 2022, significant rainfall in South Australia flooded portions of the Stuart Highway and damaged sections of the east-west rail line, significantly impacting road and rail freight services from Adelaide to Perth and Darwin for an extended period. To ensure the continued flow of essential supplies to affected communities, the Department explored the options and legislative mechanisms available to temporarily switch transport modes and move additional freight via coastal shipping.

On 30 January 2022, the then Minister for Infrastructure and Transport issued a direction that exempted certain vessels (container and roll-on roll-off vessels) and cargo from Section 11 of the *Coastal Trading (Revitalising Australian Shipping) Act 2012*. The direction effectively exempts large vessels from the coastal trading regime, enabling them to operate without a coastal trading licence.

In the case of Western Australia, the exemption applied to vessels capable of carrying containers or roll-on roll-off cargo, and cargo that would normally be carried by rail if sections of the Trans-Australian Railway were not closed or subject to temporary capacity limits, and that the cargo was necessary to meet the ordinary requirements of the Western Australian community or business. The Department received the details for 39 voyages performed under the exemption over a two-month period. 5358 TEU (Twenty-foot equivalent unit) were carried, and no roll-on roll-off cargo was carried.

Section 11 exemptions have also been used in other cases of supply chain disruption, including the March 2022 flooding in South-East Queensland and October 2022 severe weather events in Victoria and Tasmania.

Sustaining Resilience: Further Work of the Department

The Department is committed to continue to work with key stakeholders to improve the resilience of the national regional, rural, and remote road network. This includes working closely with all levels of government to ensure planning for road infrastructure projects is appropriate, project proposals are robust and to support the Commonwealth's overarching goal to reach net zero emissions by 2050.

National Service Level Standards for Roads

The Department is leading collaborative work by all States and Territories, under the oversight of the ITMM, to develop National Service Level Standards for roads (NSLS). The NSLS will firstly collect and publish information on how different types of roads, throughout Australia, are performing in relation to some measures that road users say they care most about (e.g. safety, reliability, access and travel time). Governments will then consult with road users and set benchmark standards against which to compare the current level of service. This comparative information, collected and published on a nationally-consistent basis, will be valuable in transport planning and prioritising investments towards road users' requirements.

For example, the aspects of road service that will eventually be reported on includes resilience, such as the number of occasions on which road access is lost due to unforeseen natural events, and average incident clearance times. It will give road managers and road users alike new information on road segments where these measures of resilience show current performance significantly below the benchmark standard.

Supply Chain Resilience Initiative

The Government is providing \$4.3 million over 2 years from 2022-23 for the 'Supply Chain Resilience Initiative' under the *Boosting the Modern Manufacturing Strategy and Addressing Critical Supply Chain Vulnerabilities* measure. The CSIRO will use the funding to enhance the capacity of the TraNSIT. These enhancements will include developing a scenario planning capacity for modelling future significant impacts on critical supply chains, such as from extreme weather events.

Net Zero Unit

The Department has established a Net Zero Unit for supporting and coordinating efforts to:

- Reduce greenhouse gas emissions in the transport and infrastructure sectors to support the Commonwealth to reduce greenhouse gas emissions by 43 per cent below 2005 levels by 2030 and achieve net zero emissions by 2050;
- Explore decarbonisation pathways by working to with agencies, industry and climate experts, and ensure emissions abatement is embedded into policies and investments; and
- Support the transition to a net zero future.

Attachment A

Key players

A number of key organisations progress surface transport reforms across Australia. ITMM recognises key national bodies which support, advise and implement national transport reform (ITMM Operating Guidelines, May 2021). These national bodies, listed below, are described in more detail throughout this document.

Australian Government

Maritime Safety Authority

The Australian Maritime Safety Authority (AMSA) is responsible for maritime safety, marine environment protection and maritime aviation search and rescue.

National Transport Commission

Leading change

The National Transport Commission (NTC) leads national transport reform for road, rail and intermodal transport.

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Austroads

Austroads provides research reports and guides to harmonise practice and improve guidance for road managers.

erica®

trenscot Centofon

Transport Certification Australia (TCA) provides assurance in the use of telematics and related intelligent technologies.

RiSSB

RA, "MOWRY %AMY AMP STANO.O, "OA.

The Rail Industry Safety and Standards Board (RISSB) develops Australia's Standards. Codes of Practice. Guidelines and Rules for the rail sector to enable harmonisation and interoperability.

ATSB

The Australian Transport Safety Bureau (ATSB) is the national safety investigator for aviation, marine and rail modes of transport.

i<IVR

The National Heavy Vehicle Regulator (NHVR) leads and delivers national regulation and efficiencies to improve heavy vehicle safety, compliance and productivity outcomes in Australia.

inrsr Office of the National Rail Safety Regulator

The Office of the National Rail Safety Regulator (ONRSR) encourages and enforces safe railway operations and promotes and improves national rail safety.

Infrastructure Australia

Infrastructure Australia (IA) provides independent advice to governments, industry and the community on investments and reforms.

NTRO NATIONAL TRANSPORT RESEARCH ORGANISATION

arrb

The National Transport Research Organisation (NTRO), developed by Australian Road Research Board (ARRB) provides independent transport knowledge and research.

ACRI Australasian Centre for Rail Innovation

NTRO now hosts:

- the Australian Centre for Rail Innovation (ACRI), undertaking research and strategic analysis to solve issues raised by the rail industry or other entities.

ADVI

- the Australia and New Zealand Driverless Vehicle Initiative (ADVI) and Centre for Connected and Automated Transport (CCAT), industry advisory bodies that service automated vehicle activities across Australia and New Zealand.

cca t CENTRE FOR CONNECTED & AUTOMATED TRANSPORT

Rural and Regional Affairs and Transport

Lead/Support contact: Anita Langford s22(1)(a)(ii)

SB23-000670

SUBJECT: National Partnership Agreement on Land Transport Infrastructure Projects

Talking Points

- The National Partnership Agreement on Land Transport Infrastructure Projects (NPA) is the mechanism through which the Australian Government delivers funding to States and Territories for investment in land transport infrastructure.
- An independent review of the NPA will be completed in 2023. Outcomes of the NPA review and the Strategic Review, will inform the new Agreement, which is expected to be in place by 1 July 2024.

Key Issues

- An independent review of the NPA is required to be undertaken approximately 12 months prior to its expiry on 30 June 2024, as per clause 72 of the NPA.
- A report of the independent review of the NPA is scheduled for completion mid-2023 and will be noted by Ministers. Terms of Reference have been endorsed by Infrastructure and Transport Senior Officials and are at **Attachment A**.
- The review will also look at the effectiveness of the existing Indigenous Employment and Supplier-use Infrastructure Framework (Indigenous Framework), which forms part of the NPA. The Indigenous Framework aims to increase participation by First Nations individuals and businesses in road and rail construction. A summary of the Indigenous Framework is at **Attachment B**.
- The findings of the review will inform the new Agreement. The development of the new Agreement will also be informed by the Infrastructure Policy Statement, and the Project Selection Framework and companion Reporting Framework (**SB23-000669** refers).

The Reviewers

- Place-holder text to be updated once known.
- The Review will be supported by a First Nations advisor to be updated once known.

Attachments

- Attachment A: Draft Terms of Reference
- Attachment B: Indigenous Employment and Supplier-use Infrastructure Framework

Contact: Anita Langford

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Version Number: 01

Date: 12/05/2023

Terms of Reference

Review of the National Partnership Agreement on Land Transport Infrastructure Projects 2019-2024

Context

The Review of the [National Partnership Agreement on Land Transport Infrastructure Projects](#) (the Agreement) is occurring at a time when the Commonwealth is repositioning its investment towards nationally significant infrastructure priorities to build the nation's future economic, environmental and social prosperity. The Commonwealth, in collaboration with the states and territories, is embarking on reforms to support a more sustainable pipeline of investment and productive construction sector that will assist with the transition to a decarbonised economy.

The Commonwealth is committed to increasing the transparency of the infrastructure investment pipeline, ensuring investment decisions are merit-based and informed by a strong evidence base. The Government has committed to an Infrastructure Policy Statement and Project Selection Framework that will articulate the Commonwealth's infrastructure priorities and underpin the identification, selection and reporting of projects. Through its significant investment in infrastructure, the Commonwealth will also progress key Australian Government priorities such as the Australian Skills Guarantee, the Buy in Australia Plan and the Circular Economy.

Objectives for the Review

The Reviewer will be engaged to lead consultations with stakeholders to understand what elements of the Agreement have worked well, which of these have worked less well, and identify opportunities that may be pursued in negotiating a new agreement.

The Reviewer will also consider how governments can accelerate economic outcomes for First Nations peoples through their joint-investments in infrastructure. In doing so the Reviewer will assess the effectiveness of the existing [Indigenous Employment and Supplier-Use Infrastructure Framework](#) (the Framework), which is implemented through the current Agreement.

The Reviewer will provide a report of high-level findings and key themes for consideration to Infrastructure and Transport Ministers in mid-2023.

Consultation

States and Territories and key First Nations stakeholders will be engaged throughout the Review.

The views offered by parties through the Review process shall not bind any future agreement.

Independent Review

The Agreement is required to be independently reviewed approximately 12 months prior to its expiry in June 2024.

One independent person will be appointed to lead the Review by the Australian Government Minister for Infrastructure, Transport, Regional Development and Local Government.

The Reviewer will be supported by a First Nations advisor who will provide advice on how to engage with and appropriately consider the First Nations outcomes of the Agreement and the Framework.

Secretariat support for the Review will be provided by the Australian Government Department of Infrastructure, Transport, Regional Development, Communications and the Arts.

Rural and Regional Affairs and Transport

Lead/Support contact: Anita Langford s22(1)(a)(ii)

SB23-000670

Attachment B

Indigenous Employment and Supplier-use Infrastructure Framework

Summary

Key issues:

- The Australian Government, through the National Partnership Agreement on Land Transport Infrastructure Projects (NPA), introduced an Indigenous Employment and Supplier-use Infrastructure Framework on 1 July 2019.
 - The Framework is intended to create opportunities for Indigenous job-seekers and businesses on Australian Government-funded Infrastructure Investment Program projects.
 - The Framework aligns with Outcome 8 of the National Agreement on Closing the Gap, by improving socio-economic participation through the provision of increased opportunities for Indigenous businesses and individuals to work in the road and rail industry.
 - The Framework will be reviewed in 2023 as part of the independent review of the National Partnership Agreement on Land Transport Projects.
 - The review will focus on how the Department can continue to accelerate outcomes for First Nations people.
- State and territory governments, as responsible parties for project delivery, are required to develop an Indigenous Participation Plan (IPP) for:
 - new road and rail construction projects receiving \$7.5 million or more of Australian Government funding;
 - projects funded under the Roads of Strategic Importance initiative in Northern Australia (regardless of project cost); and
 - projects where there is high potential to support Indigenous outcomes.
- An IPP must set out:
 - A participation target which reflects the local Indigenous working age population (LIWAP) within the project's locality, comprised of an employment and a supplier-use component.
- As at 20 April 2023:

Total Approved Projects with an IPP	Total Estimated Number of First Nations Jobs Supported	Total Estimated Expenditure (\$) on First Nations Suppliers
322	More than 2,600	\$1.2 billion

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Date: 12/05/2023

Rural and Regional Affairs and Transport

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SB23-000671

SUBJECT: National Land Transport Network

Talking Points

- The National Land Transport Network (Network) comprises roads, railways, and transfer facilities that are deemed important for international, inter-state or inter-regional trade, commerce or travel.
- The Network is a requirement of the *National Land Transport Act 2014* (the Act) and directly impacts road maintenance funding.
- The current Network Determination came into effect on 1 July 2020.
- We have no plans at this stage to review the Network.
- Annual allocations for road Network maintenance are a decision of Government and \$350 million is available to States and Territories in 2022-23.

Key Issues

- The decision to review the Network is a matter for the Minister.

Sensitivities

- The last update of the Network followed the commencement of the current National Partnership on the Land Transport Infrastructure Projects (2019-2024) on 1 July 2019.
- States and territories may expect the Network to be updated in connection with the next national agreement for road transport infrastructure, which is expected to be implemented from 1 July 2024.

Background

Review of the Network

- There are no specific requirements regarding either the process for, or frequency of, Network reviews.
- For the 2019-20 review, the Australian Government invited States and Territories to nominate road, railways or rail facilities for inclusion or removal from the Network.
- The Australian Government assessed nominations in accordance with the Act, which states:

'road, rail or inter-modal transfer facility is, or will be important for either or both of the following:

a) the development of international, inter-state or inter-regional trade and commerce;

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SB23-000671

b) *the facilitation of international, inter-state or inter-regional travel.* Maintenance Funding and 2022-23 State maintenance allocations

- In accordance with Section 6.1 of the Notes on Administration for Land Transport Infrastructure Projects, allocations from the Australian Government's annual maintenance budget are determined by a formula based on three equally weighted components of each State and Territory's non-tolled land Network roads:
 - i. lane length
 - ii. total average daily vehicle distance travelled and
 - iii. total average daily heavy vehicle distance travelled (using equivalent standard axles as the measure).
- The Minister (or Delegate) approves the annual road maintenance funding shares and associated instruments.

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Date: 12/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Maxine Ewens/s22(1)(a)(ii)

SB23-000672

SUBJECT: QLD Infrastructure Investment (Road and Rail)

Budget 2023-24

Expenditure/Forecast for the Infrastructure Investment Program (IIP)

Period	Investment: October Budget 2022 (\$b)	Period	Investment: May 2023 Budget (\$b)	Net change: May 2023 Budget vs October Budget 2022 (\$b)
2022-23	2.3	2023-24	2.7	NA
Forward Estimates (2022-23 to 2025-26)	10.7	Forward Estimates (2023-24 to 2026-27)	11.0	0.3
10 Year Investment (2022-23 to 2031-32)	20.6	10 Year Investment (2023-24 to 2032-33)	18.6	-2.0

Payments (\$m)		Current Year^ (\$m)	Forecasts^ (\$m)					
2021-22 Underspend	2022-23 Paid to Date*	2022- 23	2023- 24	2024- 25	2025- 26	2026- 27	2027-28 to 2032- 33	Total 10 Year
159.2	1,300.0	2,347.2	2,655.9	2,816.1	2,780.4	2,737.3	7,591.3	18,581.0

* Payments as at 5 May 2023

^ Forecasts as at May 2023 Budget

Key Issues

- The Australia Government is maintaining the \$120 billion rolling 10-year pipeline and has confirmed that every dollar remains in the budget. No funding is being removed from the pipeline.
- No new projects or cost pressures were funded at the 2023-24 Budget; however, the Queensland Government has been advised that projects experiencing cost pressures will be considered in the 2023-24 MYEFO context, upon the conclusion of the IIP Review (the Review).

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Version Number: 01

Date: 11/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Maxine Ewens/s22(1)(a)(ii)

SB23-000672

- The focus of the 2023-24 Budget is reform of the IIP, and to lay firm foundations to build a more sustainable and credible pipeline of investment in resilient, national-building infrastructure.
- As at the May 2023-24 Budget, \$18.6 billion was allocated to Queensland over the next 10 years (\$17.3 billion towards major projects and \$1.3 billion for smaller projects through programs such as Roads to Recovery, Blackspots etc).
- The Australian Government will continue working with Queensland to deliver election commitments, address market capacity and smooth the pipeline.

Background

- At the October 2022 Budget the Australian Government committed \$1.3b towards election commitments and existing infrastructure projects in Queensland (**Attachment A**), including:
 - \$586.4m towards the Bruce Highway Upgrade (Anzac Avenue to Uhlmann Road)
 - \$210m towards the Kuranda Range Road Upgrade
 - \$200m towards the Upgrade of Bruce Highway Between Gladstone and Rockhampton
 - an additional \$80m to widen the Bruce Highway in Brisbane from six to eight lanes between Dohles Rocks Road and Anzac Avenue, taking the total Government project commitment to \$200m.
- On 13 December 2022, Minister King announced that the Australian and Queensland Governments had reached an agreement to provide funding of \$280m, including \$80m of Australian Government funding, for the Rockhampton Ring Road early works package.
- On 13 December 2022, the Queensland Minister for Transport and Main Roads, the Hon Mark Bailey MP, formally wrote agreeing to the October Budget NPA Schedule and included a request to re-accelerate \$80m in funding for the Rockhampton Ring Road and \$36m in funding for the Mooloolah River Interchange for early works packages. These requests have been agreed in the May 2023-24 Budget.
- In 2022, over 17 projects reached completion in Queensland, including the following key Government funded projects:
 - \$327.5 million - Bruce Highway – Haughton River Floodplain Upgrade (June)
 - \$115.6 million - Bruce Highway – Mackay Northern Access Upgrade (September)
 - \$30.0 million - Kennedy Highway (Mareeba - Atherton) (November).

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Rural and Regional Affairs and Transport

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SB23-000672

- A number of Australian Government funded projects in Queensland are expected to reach completion during 2023:
 - \$428.0 million - Bruce Highway – Cairns Southern Access – Stage 3 – Edmonton to Gordonvale (August)
 - \$241.0 million - Bruce Highway - Maroochydore Road and Mons Road Interchanges Upgrade (August).

Attachments

- Attachment A: further information on October 2022 Budget commitments, including election commitments.

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Version Number: 01

Date: 11/05/2023

Attachment A

Senate Estimates Brief – May 2023 – IIP – QLD

Election Commitments and New Projects

Project Name	Funding in Oct. Budget (\$m)	Total AG funding (\$m)	Notes
IIP Election Commitments			
Queensland			
Bruce Highway Upgrade (Anzac Avenue to Uhlmann Road)	586.4	586.4	
Loganlea Road Upgrade	22.5	22.5	
Cavendish Road level crossing, Coorparoo	100.0	100.0	
Kuranda Range Road Upgrade	210.0	210.0	
Gympie Road Planning Study	5.0	5.0	
Upgrade Bruce Highway Between Gladstone and Rockhampton	200.0	200.0	
Ipswich–Springfield Detailed Business Case	3.4	3.4	
Charters Towers Industrial Precinct Access	4.0	4.0	
Boundary Road level crossing, Coopers Plains	60.0	133.0	Existing project with funding before the March 22-23 Budget
Widen Bruce Highway in Brisbane (Dohles Rocks Road to Anzac Avenue)	80.0	200.0	Existing project (Bruce Highway - Dohles Rocks Road North Facing Ramps) with funding before the March 22-23 Budget
Ipswich Motorway - Stage 2 'Plan the Next Stage of the Ipswich Motorway Upgrade'	0.0	12.5	Existing works contained within the Brisbane Olympic and Paralympic Games 2032 - Business Case Development project
Gladstone Port Access Road Extension	0.0	100.0	Existing project
Bribie Island Road Upgrade	0.0	20.0	Existing project
Drynan Drive Intersection Upgrade, Calliope	0.0	4.8	Existing project
<i>Subtotal QLD IIP election commitments</i>	<i>1,271.3</i>	<i>1,601.6</i>	
Other New Programs in Budget			
Queensland			
Queensland Beef Corridors	400.0	400.0	
Inland Freight Route (Mungindi to Charters Towers) Upgrades	400.0	800.0	
<i>Subtotal other new QLD projects</i>	<i>800.0</i>	<i>1,200.0</i>	
Total	2,071.3	2,801.6	

Rural and Regional Affairs and Transport

Lead/Support contact: Maxine Ewens

SB23-000673

SUBJECT: WA Infrastructure Investment (Road and Rail)

Budget 2023-24

Expenditure/Forecast for the Infrastructure Investment Program (IIP)

Period	Investment: October Budget 2022 (\$b)	Period	Investment: May 2023 Budget (\$b)	Net change: May 2023 Budget vs October Budget 2022 (\$b)
2022-23	2.2	2023-24	2.7	NA
Forward Estimates (2022-23 to 2025-26)	7.5	Forward Estimates (2023-24 to 2026-27)	6.5	-1.0
10 Year Investment (2022-23 to 2031-32)	9.7	10 Year Investment (2023-24 to 2032-33)	8.1	-1.5

Payments (\$m)		Current Year^ (\$m)	Forecasts^ (\$m)					
2021-22 Underspend	2022-23 Paid to Date*	2022-23	2023- 24	2024- 25	2025- 26	2026- 27	2027-28 to 2032- 33	Total 10 Year
368.5	1,524.3	1,718.9	2,691.1	1,889.9	1,111.5	830.4	1,624.1	8,147.0

* Payments as at 5 May 2023

^ Forecasts as at May 2023 Budget

Key Issues

- The Australian Government is maintaining the \$120 billion rolling 10-year pipeline and has confirmed that every dollar remains in the budget. No funding is being removed from the pipeline.
- No new projects or cost pressures were funded at the 2023-24 Budget; however, the WA Government has been advised that projects experiencing cost pressures will be considered in the 2023-24 MYEFO context, upon the conclusion of the IIP Review (the Review).
- The focus of the 2023-24 Budget is reform of the IIP, and to lay firm foundations to build a more sustainable and credible pipeline of investment in resilient, national-building infrastructure.

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Rural and Regional Affairs and Transport

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SB23-000673

- As at the May 2023-24 Budget, \$8.1 billion was allocated to WA over the next 10 years.
- The Australian Government will continue working with WA to deliver election commitments, address market capacity and smooth the pipeline.

Background

- At the October 2022-23 Budget, the Australia Government committed \$634.8 million towards election commitments and existing infrastructure projects in WA (**Attachment A**), including:
 - \$400m towards sealing the Tanami Road in WA
 - \$125m towards Electric Bus Charging Infrastructure
 - \$87.5m towards the removal of the Willian Street level crossing and the construction of a new elevated Beckenham Station
- In 2022, over 5 projects reached completion in Western Australia, including the following key Australian Government funded projects:
 - \$41.6 million – Port Augusta to Perth (WA) – Coolgardie-Esperance Highway – Emu Rocks (July)
 - \$15.6 million – METRONET: Bellevue Depot Relocation - (August)
 - \$11.2 million – Exmouth Roads Package – Minilya-Exmouth Road Widening (November)
- A number of Government funded projects in Western Australia are expected to reach completion during 2023, including:
 - \$64 million – Lakelands Station, Lakelands (June)
 - \$50.2 million – Newman to Katherine Corridor Upgrade (WA) - Port Hedland Airport Deviation (August)
 - \$232 million – Tonkin Highway Gap (December)

Attachments

- Attachment A: Further information on October 2022 Budget commitments, including election commitments.

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Date: 11/05/2023

Attachment A

Senate Estimates Brief – May 2023 – IIP – WA

Election Commitments

Project Name	Funding in Oct. Budget (\$m)	Total AG funding (\$m)	Notes
IIP Election Commitments			
Western Australia			
Gnangara Road Duplication	7.3	7.3	
Neerabup Strategic Link - Flynn Drive Upgrade	15.0	15.0	
Electric Bus Charging Infrastructure	125.0	125.0	
Alice Springs to Halls Creek Corridor Upgrade (WA) – Tanami Road Upgrade	400.0	434.2	Existing project with funding before the March 22-23 Budget
METRONET: Hamilton Street / Wharf Street / William Street Grade Separations and Elevation of Associated Stations	87.5	375.0	Existing project with funding before the March 22-23 Budget
Total WA IIP election commitments	634.8	956.5	

Rural and Regional Affairs and Transport

Lead/Support contact: Maxine Ewens / s22(1)(a)(ii)

SB23-000674

SUBJECT: NT Infrastructure Investment (Road and Rail)

Budget 2023-24

Expenditure/Forecast for the Infrastructure Investment Program (IIP)

Period	Investment: October Budget 2022 (\$b)	Period	Investment: May 2023 Budget (\$b)	Net change: May 2023 Budget vs October Budget 2022 (\$b)
2022-23	0.3	2023-24	0.4	NA
Forward Estimates (2022-23 to 2025-26)	1.5	Forward Estimates (2023-24 to 2026-27)	1.4	0.0
10 Year Investment (2022-23 to 2031-32)	2.6	10 Year Investment (2023-24 to 2032-33)	2.4	-0.3

Payments (\$m)		Current Year^ (\$m)	Forecasts^ (\$m)					
2021-22 Underspend	2022-23 Paid to Date*	2022- 23	2023- 24	2024- 25	2025- 26	2026- 27	2026-27 to 2031-32	Total 10 Year
97.2	179.0	313.1	418.7	390.6	335.9	298.1	910.6	2,354.0

* Payments as at 5 May 2023

^ Forecasts as at May 2023 Budget

Key Issues

- The Australian Government is maintaining the \$120 billion rolling 10-year pipeline and has confirmed that every dollar remains in the budget. No funding is being removed from the pipeline.
- No new projects or cost pressures were funded at the 2023-24 Budget; however, the Northern Territory Government has been advised that projects experiencing cost pressures will be considered in the 2023-24 MYEFO context, upon the conclusion of the IIP Review (the Review).

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Version Number: 1

Date: 11/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Maxine Ewens / s22(1)(a)(ii)

SB23-000674

- The focus of the 2023-24 Budget is reform of the IIP, and to lay firm foundations to build a more sustainable and credible pipeline of investment in resilient, national-building infrastructure.
- As at the May 2023 Budget, \$2.4 billion was allocated to the Northern Territory over the next 10 years.
- The Australian Government will continue working with the Northern Territory to deliver election commitments, address market capacity and smooth the pipeline.

Background

- At the October 2022-23 Budget, the Australian Government committed \$550 million towards election commitments and existing infrastructure projects in the Northern Territory (**Attachment A**), including:
 - \$350 million towards the Tanami Road and Central Arnhem Road
 - \$200 million towards the Northern Territory Strategic Roads Package
- In 2022, over 9 projects reached completion in Northern Territory, including the following key Australian Government funded projects:
 - \$62.3 million – Arnhem Highway - Adelaide River Floodplain Upgrade (April)
 - \$20.7 million – Outback Way – Plenty Highway Progressive Sealing (March)
 - \$17.9 million – Stuart Highway – Safety Improvements (March)
- A number of key Australian Government funded projects in Northern Territory are expected to reach completion during 2023:
 - \$25 million - Alice Springs to Darwin Corridor - Arnhem Highway Upgrade at Beatrice Hill (December)
 - \$20.0 million - Alice Springs to Darwin Corridor – Roper Highway Upgrade (Stage 2) (December)
 - \$15 million - Mango Industry Roads Upgrades, Litchfield (August)

Attachments

- Attachment A: further information on October 2022 Budget commitments, including election commitments.

Contact: Maxine Ewens

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Version Number: 1

Date: 11/05/2023

Attachment A

Senate Estimates Brief – May 2023 – IIP – NT

Election Commitments

Project Name	Funding in Oct. Budget (\$m)	Total AG funding (\$m)	Notes
IIP Election Commitments			
Northern Territory			
NT Strategic Roads Package	200.0	332.0	This is an existing project and the funding includes \$132 million committed to the Central Australian Tourism Roads in the March 2022 Budget.
Tanami Road and Central Arnhem Road Future Priorities	350.0	350.0	Additional funding to the Tanami Road and Central Arnhem Road, bringing the total of AG investment for both roads to \$740 million.
Total NT IIP election commitments	550.0	682.0	

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii)

SB23-000675

SUBJECT: NSW Infrastructure Investment (Road and Rail)

Budget 2023-24

Expenditure/Forecast for the Infrastructure Investment Program (IIP)

Period	Investment: October Budget 2022 (\$b)	Period	Investment: May 2023 Budget (\$b)	Net change: May 2023 Budget vs October Budget 2022 (\$b)
2022-23	3.0	2023-24	3.6	NA
Forward Estimates (2022-23 to 2025- 26)	14.9	Forward Estimates (2023-24 to 2026-27)	15.5	0.7
10 Year Investment (2022-23 to 2031- 32)	23.0	10 Year Investment (2023-24 to 2032-33)	21.0	-2.0

Payments (\$m)		Current Year^ (\$m)	Forecasts^ (\$m)					
2021-22 Undersp end	2022-23 Paid to Date*	2022-23	2023- 24	2024- 25	2025- 26	2026- 27	2027-28 to 2032- 33	Total 10 Year
1,015.4	1,197.9	2,488.6	3,590.2	4,629.6	3,838.5	3,470.2	5,467.5	20,996.0

* Payments as at 05 May 2023

^ Forecasts as at May 2023 Budget

Key Issues

- The Australian Government is maintaining the \$120 billion rolling 10-year pipeline and has confirmed that every dollar remains in the budget. No funding is being removed from the pipeline.

Contact: s22(1)(a)(ii)

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Version Number: 01

Date: 12/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: [REDACTED] s22(1)(a)(ii)

SB23-000675

- No new projects or cost pressures were funded at the 2023-24 Budget; however, the NSW Government has been advised that projects experiencing cost pressures will be considered in the 2023-24 MYEFO context, upon the conclusion of the IIP Review.
- The focus of the 2023-24 Budget is reform of the IIP, and to lay firm foundations to build a more sustainable and credible pipeline of investment in resilient, national-building infrastructure.
- As at the May 2023-24 Budget, \$21.0 billion was allocated to NSW over the next 10 years.
- The Australian Government will continue working with NSW to deliver election commitments, address market capacity and smooth the pipeline.

Background

- At the October 2022-23 Budget, the Australian Government committed \$1.4 billion towards election commitments, and existing infrastructure projects in New South Wales, including:
 - \$500m towards High Speed Rail
 - \$110m towards Epping Bridge
 - \$65m towards Dunns Creek Road
 - \$56m towards Mandalong Road Upgrade
- In January 2023, the Australian Government announced:
 - an additional \$65 million for the Nowra Bypass project, for planning and preparatory works. This brings the total Australian Government commitment to this project to \$97 million.
 - an additional \$70 million for Avoca Drive Upgrade, bringing the total Australian Government commitment to this project to \$100 million.
 - an additional \$20 million for Brindabella Road Upgrade, bringing the total Australian Government commitment to this project to \$37.4 million.
 - \$100 million in new funding for Bells Line of Road Safety Improvements.
 - \$50 million in new funding for Toowoomba to Seymour - Newell Highway flood mitigation - West Wyalong to Forbes.
- In 2022, over 4 projects reached completion in New South Wales, including the following key Australian Government funded projects:

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Rural and Regional Affairs and Transport

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SB23-000675

- \$12.5 million – Caddens Road Upgrade, Claremont Meadows – Penrith City Council (January)
- \$2.2 million Heathcote Road - Walder Road - Bardia Parade Intersection upgrade - Liverpool City Council (March)
- \$1.5 million – The Hatch Road upgrade, The Hatch (February)
- A number of Australian Government funded projects in New South Wales are expected to reach completion during 2023, including:
 - \$60 million – Newell Highway Upgrade - Overtaking Lanes (November)
 - \$60 million – Western Distributor Smart Motorway (December)

Attachments

- Attachment A: Further information on October 2022-23 Budget commitments, including election commitments, and January 2023 announcements.

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Cleared by First Assistant Secretary: Andrew Bourne

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Version Number: 01

Date: 12/05/2023

Attachment A

Infrastructure Investment – NSW Election Commitments and New Projects (October 2022-23 Budget and January 2023 announcements)

Project title	Project description	Total AG funding (\$m)
Brindabella Road Upgrade	The Australian Government will fund safety upgrades for a dangerous section of the Brindabella Road, from the Brindabella Valley to the ACT border. \$17.4 million was announced for the 2022 Election, and a further \$20 million was announced on 20 January 2023.	37.4
Castlereagh Connection – Planning and Preparatory Works	The Australian Government will invest \$50 million towards finalising planning and preparatory works for the Castlereagh Connection.	50.0
Blue Mountains Roads Upgrades	The Australian Government will invest \$12.5 million in Blue Mountains roads.	12.5
Richmond Road - Planning	The Australian Government will invest \$37 million for Richmond Road planning.	37.0
s47C		
Mandalong Road Upgrade	The Australian Government will contribute \$56 million to complete the Mandalong Road upgrade.	56.0
Central Coast Road Upgrades	The Australian Government will invest \$40 million to upgrade roads across the Central Coast.	40.0
North West Growth Corridor – Planning and Early Works	The Australian Government will invest \$75 million to finalise planning and commence early works in the North West Growth Corridor, including on Bandon Road.	75.0
Hill Road Upgrade for Wentworth Point	The Australian Government will partner with the City of Parramatta and commit \$8.5 million to upgrade Hill Road in Wentworth Point.	8.5
Hawkesbury Roads Upgrade Package	The Australian Government will partner with the Hawkesbury City Council and invest commit \$11.2 million to upgrade roads in the Hawkesbury region.	11.2

Project title	Project description	Total AG funding (\$m)
Middleton Drive Extension - M7 Underpass	The Australian Government will partner with the Liverpool City Council and commit \$6 million to address traffic congestion in Austral and Middleton Grange, allowing locals to spend more time at home and less time stuck in traffic.	6.0
Avoca Drive Upgrade	The Australian Government has committed \$30 million to upgrade Avoca Drive on the Central Coast. A further \$70 million was announced on 19 January 2023.	100.0
Nowra Bypass and Network Improvements – Planning	The Australian Government will fund a planning study and setting the stage for the future easing of traffic congestion for locals and visitors. \$32 million was committed for the 2022 Election, and a further \$65 million was announced on 10 January 2023.	97.0
River Road Safety Upgrades	The Australian Government will invest \$9.4 million towards River Road in Revesby for safety and traffic light upgrades to improve traffic flow and pedestrian safety.	9.4
High Speed Rail Authority Priorities	The Government has committed \$500 million for planning, corridor protection and early works for the Sydney to Newcastle section of the high speed rail network.	500.0
Shoalhaven Roads Package	The Australian Government has committed \$40 million to upgrade Shoalhaven roads.	40.0
Epping Bridge	The Australian Government has committed \$110 million to upgrade Epping Bridge. The project will upgrade Epping Bridge by creating an additional westbound lane to provide increased capacity and improved safety.	110.0
Dunheved Road Upgrade, Penrith	<p>The commitment is to accelerate the existing project.</p> <p>This \$128.3 million project is expected to provide priority upgrades on Dunheved Road between Richmond Road and Werrington Road in Penrith. The first stage of the project will undertake scoping and development works to provide a business case for the construction of the project.</p> <p><i>Note – this is an existing project. The election commitment is a confirmation of existing funding, not additional funding, and a commitment by Government to accelerate the existing project.</i></p>	N/A
Dunns Creek Road	The Australian Government will contribute funding to the construction of Dunns Creek Road between Googong and Canberra, to help ease traffic congestion coming out of Queanbeyan and its surrounds.	65.0

Project title	Project description	Total AG funding (\$m)
Narooma Bridge – Planning	The Australian Government will contribute funding towards a feasibility study on the future of the Narooma Bridge.	5.0
Western Sydney Transport Infrastructure Panel	The Australian Government established an independent panel for Western Sydney transport infrastructure planning. The panel has undertaken a strategic needs assessment of transport infrastructure in Western Sydney and has provided its findings to the Government.	N/A
Bells Line of Road Safety Improvements	The Australian Government has committed to provide funding to upgrade Bells Line of Road, including overtaking lanes, intersection upgrades and upgrades to Truck Stopping Bays, making for a safer journey for local commuters and tourists who use the route between the Blue Mountains and Richmond.	100.0
Toowoomba to Seymour - Newell Highway flood mitigation - West Wyalong to Forbes	The Australian Government will contribute funding to develop and deliver flood mitigation solutions for the Newell Highway between West Wyalong and Forbes to reduce the amount of time the Newell Highway is closed during and post floods.	50.0
Pacific Highway – Wyong Town Centre	The Australian Government will contribute funding to upgrade the Pacific Highway through Wyong, including duplication of the highway between Johnson Road and Cutler Drive, Wyong. It will also replace the existing Wyong River road bridge with two new road bridges, improving overhead clearance heights for River Road and South Tacoma Road.	80.0 (bringing forward funding into the Forward Estimates)

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii)

SB23-000676

SUBJECT: ACT Infrastructure Investment (Road and Rail)

Budget 2023-24

Expenditure/Forecast for the Infrastructure Investment Program (IIP)

Period	Investment: October Budget 2022 (\$b)	Period	Investment: May 2023 Budget (\$b)	Net change: May 2023 Budget vs October Budget 2022 (\$b)
2022-23	0.1	2023-24	0.1	NA
Forward Estimates (2022-23 to 2025- 26)	0.5	Forward Estimates (2023-24 to 2026-27)	0.5	0.0
10 Year Investment (2022-23 to 2031- 32)	0.6	10 Year Investment (2023-24 to 2032-33)	0.6	0.0

Payments (\$m)		Current Year^ (\$m)	Forecasts^ (\$m)					
2021-22 Underspend	2022-23 Paid to Date*	2022- 23	2023- 24	2024- 25	2025- 26	2026- 27	2027-28 to 2032- 33	Total 10 Year
10.6	41.7	62.7	146.5	130.5	113.8	93.5	84.6	568.9

* Payments as at 05 May 2023

^ Forecasts as at May 2023 Budget

Key Issues

- The Australia Government is maintaining the \$120 billion rolling 10-year pipeline and has confirmed that every dollar remains in the budget. No funding is being removed from the pipeline.
- No new projects or cost pressures were funded at the 2023-24 Budget; however, ACT Government has been advised that projects experiencing cost pressures will be

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Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii)

SB23-000676

considered in the 2023-24 MYEFO context, upon the conclusion of the IIP Review (the Review).

- The focus of the 2023-24 Budget is reform of the IIP, and to lay firm foundations to build a more sustainable and credible pipeline of investment in resilient, national-building infrastructure.
- As at the May 2023-24 Budget, \$0.6 million was allocated to the ACT over the next 10 years.
- The Australian Government will continue working with the ACT to deliver election commitments, address market capacity and smooth the pipeline.

Background

- At the October 2022-23 Budget, the Australian Government did not commit to any new Infrastructure Investment Program projects in the ACT.
- In 2022, one project reached completion in ACT:
 - \$1.0 million – Monaro Highway Upgrade – Planning (February)
- A number of Government funded projects in ACT are expected to reach completion in 2023:
 - \$25.0 million – Gundaroo Drive Duplication (September)
 - \$2.8 million – Kent Street and Novar Street Intersection Upgrades (May)
 - \$2.5 million – Beltana Road Improvements (December)
 - \$2 million – Pialligo Avenue Duplication Planning (May)

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Version Number: 01

Date: 11/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Robyn Legg

SB23-000700

SUBJECT: Infrastructure Investment Program (IIP) Review

Talking Points

- The Australian Government is committed to a 10-year, \$120 billion pipeline to ensure a rolling program of sustainable investment and the Review will not remove funding from the pipeline.
- The Australian Government is repositioning the Infrastructure Investment Program to make it sustainable, reflective of market capacity and comprised of nationally significant projects.
- On 1 May 2023, the Hon Catherine King, Minister for Infrastructure, Transport, Regional Development and Local Government announced an Independent Strategic Review (the Review) of the Infrastructure Investment Program (IIP).
- This comprehensive Review will lay firm foundations for a credible pipeline and continues the reform process the Government began in the October 2022-23 Budget.
- The Government signalled then that further work will be required to rebuild fiscal buffers and manage growing cost pressures.

Key Issues

The Review

- The Independent Strategic Review is expected to be undertaken within 90 days, concluding by Mid-August 2023.
- The short time frame is intended to ensure certainty and confidence for the market.
- The Review will:
 - assess projects funded under the IIP and make recommendations on the merits of projects continuing;
 - make recommendations for transitioning the IIP to a sustainable 10-year rolling pipeline that targets appropriately costed, nationally significant infrastructure projects; and
 - make recommendations on reforms to ongoing and terminating infrastructure investment sub-programs.
- The Terms of Reference are publicly available and at [Attachment A](#).

Contact: Robyn Legg

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Version Number: 1

Date: 15/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Robyn Legg

SB23-000700

- The Review will be undertaken by Ms Clare Gardiner-Barnes, Mr Reece Waldock AM and Mr Mike Mrdak AO, all of whom have extensive expertise in land transport infrastructure and Commonwealth-state relations.
- Reviewers signed contracts on 15 May 2023.
- A team in the Department of Infrastructure, Transport, Regional Development, Communications and the Arts has been established to provide secretariat support for the Review.

Reviewers

- The Reviewers were selected by the Australian Government based on their relevant skills, experiences, and availability to deliver the 90-day Review.
- The Reviewers have been engaged in accordance with the Commonwealth Procurement Rules and under daily rates set by Remuneration Tribunal arrangements, consistent with the reviews of Infrastructure Australia and Inland Rail.
- The daily rate of the Reviewers is \$1,541.00 (GST included), as per part time officer rates under the Professional Services category.
- It is expected that the total cost of delivering the Review will be no more than \$600,000.00. This includes the Reviewer's fees and could include flights associated with stakeholder engagement. The costs of the departmental secretariat and support staff will be absorbed by the department.

Projects Under Review

- The Review is not designed to consider projects already under construction or the Commonwealth's 2022 Election Commitments, which will continue as planned.
- The department is supporting the Reviewers by providing a full list of projects funded under the IIP with relevant information as a basis for consultation.
- Based on the department's definition, projects identified on the list as 'under construction' are where major construction has commenced, or significant early works as commenced for a major project (\$250 million of Government funding).
- The Reviewers will consider whether projects are deliverable, appropriately costed, align with Australian Government policy objectives and contribute to a pipeline of sustainable projects.
- The Review is independent, and the Australian Government will not pre-empt project outcomes.
- Should projects be cancelled, the Australian Government would work with jurisdictions to determine reimbursement arrangements for incurred costs.

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SB23-000700

Consultation

- As per the Terms of Reference, the Reviewers will engage with relevant government and industry stakeholders in delivering the Review.
- The Reviewers will consider any relevant advice from Infrastructure Australia.
- The secretariat will support the Reviewers with stakeholder engagement as required.

Outcomes of the Review

- The Reviewers will deliver a report to the Minister at the conclusion of the Review and the Australian Government will look to make public as much of the report as possible.
- Outcomes of the Review will lay the foundation for the infrastructure pipeline's transition and will inform the Australian Government's funding decisions in the Mid-Year Economic and Fiscal Outlook (MYEFO) and 24-25 Budget.
- The Minister intends to work closely with jurisdictions on agreeing projects for ongoing federal funding.
- The Review will complement the Australian Government's broader infrastructure reform initiatives, including the development of the Project Selection and Reporting Frameworks, the finalisation of the Infrastructure Policy Statement, and the upcoming review on the National Partnership Agreement on Land Transport Infrastructure Projects.

Background

- The Minister's Budget night letter of 9 May 2023 to her counterparts advised of the Review and arrangements under the IIP whilst it is being conducted.
- The Australian Government has been engaging with the states and territory governments, and received official support to undertake this Review at National Cabinet on 28 May 2023.

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Version Number: 1

Date: 15/05/2023

Terms of Reference for the Independent Strategic Review of the Infrastructure Investment Program

Context

The Australian Government is committed to delivering a pipeline of land transport infrastructure projects that is sustainable, aligned to market capacity and comprised of nationally significant projects.

In recent years, the Infrastructure Investment Program (IIP) has drifted away from a focus on projects of national significance. In addition, current market capacity issues and an inflationary environment have created budgetary pressures and deliverability challenges for infrastructure projects across the nation. In light of this, the Government commenced reviewing the IIP in the October 2022-23 Budget. While a number of projects were cancelled or deferred, further reform of the IIP is necessary to ensure a credible and sustainable pipeline of projects.

The Government has decided to maintain its commitment to an infrastructure investment pipeline of \$120 billion over ten years to provide certainty to the market and ensure a rolling program of sustainable investment. However, the Government is commissioning an independent strategic review of the IIP. The review will be undertaken by Mr Reece Waldock AM, Ms Clare Gardiner-Barnes and Mr Mike Mrdak AO. The review will ensure that federally funded infrastructure projects meet government policy objectives and deliver benefits for Australians.

The review is not designed to consider projects already under construction nor will it consider the Commonwealth's 2022 election commitments.

Objectives

The review will:

- a) assess projects funded under the IIP and make recommendations on the merits of projects continuing, having regard to:
 - i. the draft Infrastructure Policy Statement;
 - ii. the *National Land Transport Act 2014* (Cth);
 - iii. a project's business case (including cost benefit analysis);
 - iv. any relevant advice from Infrastructure Australia;
 - v. deliverability in the current market and macroeconomic conditions;
 - vi. complementary policy objectives, such as the transition to a net zero economy, urban planning, regional development and resilience, and increasing the availability of housing supply; and
 - vii. the implications of ceasing, deferring or bringing forward projects having regard to matters such as industry capability, and the impact on regional and remote Australian communities.
- b) make recommendations for transitioning the IIP to a sustainable 10-year rolling pipeline that targets appropriately costed, nationally significant infrastructure projects, as well as assessing:
 - i. strategies for smoothing the pipeline to manage peaks and troughs;
 - ii. whether Commonwealth-state funding arrangements are commensurate with the level of Commonwealth agency in project delivery; and
 - iii. the merits of funding such projects through Commonwealth debt or other arrangements.

- c) make recommendations on reforms to ongoing and terminating infrastructure investment sub-programs, including whether sub-programs:
 - i. are appropriate for delivering the Government's strategic priorities, including supporting safety, resilience and maintenance outcomes; and
 - ii. could be delivered more efficiently and effectively, having regard to the constitutionality of programs.
- d) consider other relevant projects or matters as agreed in consultation with relevant jurisdictions.

Deliverables

The review will be undertaken within 90 days and the reviewers will engage with relevant government and industry stakeholders. Secretariat support for the review will be provided by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts. The reviewers will provide a report to the Minister for Infrastructure, Transport, Regional Development and Local Government following the conclusion of the review. The Minister will then work closely with state and territory infrastructure and transport Ministers to agree projects for ongoing federal investment.

Rural and Regional Affairs and Transport

Lead/Support contact: Robert Bradley

SB23-000677

SUBJECT: VIC Infrastructure Investment (Road and Rail)

Budget 2023-24

Expenditure/Forecast for the Infrastructure Investment Program (IIP)

Period	Investment: October Budget 2022 (\$b)	Period	Investment: May 2023 Budget (\$b)	Net change: May 2023 Budget vs October Budget 2022 (\$b)
2022-23	2.6	2023-24	2.7	N/A
Forward Estimates (2022-23 to 2025-26)	12.1	Forward Estimates (2023-24 to 2026-27)	13.4	1.3
10 Year Investment (2022-23 to 2031-32)	19.4	10 Year Investment (2023-24 to 2032-33)	17.5	-1.8

Payments (\$m)		Forecasts^ (\$m)					
2021-22 Underspend	2022-23 Paid to Date*	2022- 23	2023- 24	2024- 25	2025- 26	2026-27 to 2031-32	Total 10 Year
1,115.6	1,335.9	2,137.6	2,718.1	3,131.6	4,031.0	7,665.1	17,545.7

* Payments as at 5 May 2023

^ Forecasts as at May 2023 Budget

Key Issues

- The Australian Government is maintaining the \$120 billion rolling 10-year pipeline and has confirmed that every dollar remains in the budget. No funding is being removed from the pipeline.
- No new projects or cost pressures were funded at the 2023-24 Budget; however, the Victorian Government has been advised that projects experiencing cost pressures will be considered in the 2023-24 MYEFO context, upon the conclusion of the IIP Review (the Review).

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Version Number: 1

Date: 12/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Robert Bradley

SB23-000677

- The focus of the 2023-24 Budget is reform of the IIP, and to lay firm foundations to build a more sustainable and credible pipeline of investment in resilient, national-building infrastructure.
- As at the May 2023-24 Budget, \$17.5 billion was allocated to Victoria over the next 10 years.
- The Australian Government will continue working with Victoria to deliver election commitments, address market capacity and smooth the pipeline.

Background

- At the October 2022 Budget, the Australian Government committed \$2.6 billion towards existing infrastructure projects made as election commitments in Victoria (**Attachment A**), including:
 - \$2.2b towards Suburban Rail Loop East
 - \$150m towards Camerons Lane Interchange at Beveridge
 - \$125m towards Barwon Heads Road Upgrade – Stage 2
 - \$57m towards Ison Road Overpass
 - \$11m towards Macedon and Mitchell Shire Roads
 - \$10m towards Gippsland Logistics Precinct Stage 2
 - \$10m towards Business Case to Upgrade the Western Highway Between Melton to Caroline Springs
 - \$6m towards Next Generation Rapid Transport for Melbourne’s Southeast
 - \$3m towards Fishermans Bend Transport Link Feasibility Study
- In 2022, over 34 projects reached completion in Victoria, including the following key Government funded projects:
 - \$683.8 million - Monash Freeway Upgrade (August)
 - \$125.7 million - Echuca-Moama Bridge (April)
 - \$64.2 million - Commuter Car Park Upgrade - Berwick Railway Station (October)
- A number of key Australian Government funded projects in Victoria are expected to reach completion during 2023:
 - \$500 million - M80 Ring Road Upgrade (June)
 - \$499.4 million - Western Highway – Ballarat to Stawell Duplication (December)
 - \$320 million - Shepparton Rail Line Upgrade – Stage 3 (November)

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Version Number: 1

Date: 12/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Robert Bradley

SB23-000677

Attachments

- **Attachment A** – further information on October 2022 Budget commitments, including election commitments.

Attachment A**Infrastructure Investment – Victoria Election Commitments**

Project title	Project description	AG funding (\$m)
Suburban Rail Loop East	The Australian Government will invest an initial \$2.2 billion in the Suburban Rail Loop East over the next five years.	2,200
Camerons Lane Interchange at Beveridge	The Australian Government has committed \$150 million in funding for the Beveridge Interstate Freight Terminal Road, in Melbourne, Victoria.	150
Barwon Heads Road Upgrade – Stage 2	The Australian Government will invest \$125 million towards building stage 2 of the Barwon Heads Road duplication.	125
Ison Road Overpass	The Australian Government will invest \$57 million in the Wyndham Westlink, building the Ison Road Bridge to create a link connecting Wyndham Vale and Manor Lakes directly to the Princes Freeway.	57
Macedon and Mitchell Shire Roads	The Australian Government will invest \$11 million to deliver safer, better local roads across the Macedon and Mitchell Shire regions.	11
Gippsland Logistics Precinct Stage 2	The Australian Government will invest \$10 million towards stage 2 of the Gippsland Logistics Precinct.	10
Business Case to Upgrade the Western Highway Between Melton and Caroline Springs	The Australian Government will invest \$10 million for a business case to upgrade the Western Highway between Melton and Caroline Springs.	10
Next Generation Rapid Transport for Melbourne's Southeast	The Australian Government will invest \$6 million in the business case for electric Trackless Rapid Transport (TRT) linking Caulfield Station to Rowville, with stops at Chadstone Shopping Centre and Monash University's Clayton Campus. <i>Note – this is an existing project. The election commitment is a confirmation of existing funding, not additional funding.</i>	6
Fishermans Bend Transport Link Feasibility Study	The Australian Government will invest \$3 million to fund the Fishermans Bend Transport Link Feasibility Study and determine the best way to deliver public transport links into the heart of Fishermans Bend.	3
Wollert Rail Feasibility Study	The Australian Government will invest \$250,000 towards a study to consider better transport options for the City of Whittlesea with connections to Epping North and Wollert being considered.	0.25

Supplementary Budget Estimates 2022 - 2023

Rural and Regional Affairs and Transport

Lead/Support contact: Robert Bradley

SB23-000678

SUBJECT: South Australia Infrastructure Investment (Road and Rail)**Budget 2023-24****Expenditure/Forecast for the Infrastructure Investment Program (IIP)**

Period	Investment: October Budget 2022 (\$b)	Period	Investment: May 2023 Budget (\$b)	Net change: May 2023 Budget vs October Budget 2022 (\$b)
2022-23	1.1	2023-24	1.2	N/A
Forward Estimates (2022-23 to 2025- 26)	4.3	Forward Estimates (2023-24 to 2026-27)	4.7	0.4
10 Year Investment (2022-23 to 2031- 32)	8.3	10 Year Investment (2023-24 to 2032-33)	7.4	-0.8

Payments (\$m)		Forecasts^ (\$m)					
2021-22 Underspend	2022-23 Paid to Date*	2022- 23	2023- 24	2024- 25	2025- 26	2026-27 to 2031-32	Total 10 Year
265.3	265.1	957.1	1,164.3	1,112.0	1,175.6	3,969.5	7,421.4

* Payments as at 5 May 2023

^ Forecasts as at May 2023 Budget

Key Issues

- The Australian Government is maintaining the \$120 billion rolling 10-year pipeline and has confirmed that every dollar remains in the budget. No funding is being removed from the pipeline.
- No new projects or cost pressures were funded at the 2023-24 Budget, however, the South Australian Government has been advised that projects experiencing cost pressures will be considered in the 2023-24 MYEFO context, upon the conclusion of the IIP Review (the Review).

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Supplementary Budget Estimates 2022 - 2023

Rural and Regional Affairs and Transport

Lead/Support contact: Robert Bradley

SB23-000678

- The focus of the 2023-24 Budget is reform of the IIP, and to lay firm foundations to build a more sustainable and credible pipeline of investment in resilient, national-building infrastructure.
- As at the 2023-24 Budget, \$7.4 billion was allocated to South Australia over the next 10 years.
- The Australian Government will continue working with South Australia to deliver election commitments, address market capacity and smooth the pipeline.

Background

- At the 2022 Federal Election, the Australian Government committed \$660 million towards three projects in SA. (**Attachment A**), including:
 - \$400m towards the Nationwide Freight Highway Upgrade Program (SA)
 - \$60m towards the Southern Expressway and Majors Road Interchange
 - \$200m towards the Marion Road - Anzac Highway to Cross Road project
- In 2022, a number of projects reached completion in South Australia, including the following key Australian Government funded projects:
 - \$200 million – Joy Baluch AM Bridge (December)
 - \$560 million – Gawler Rail Line Electrification (March)
- A number of Australian Government funded projects in South Australia are expected to reach completion during 2023, including:
 - \$231 million – Metro Intersection Upgrade Program - Torrens Road (Ovingham) Level Crossing Upgrade
 - \$124.5 million – Overpass at Port Wakefield and Township

Duplication Attachments

- Attachment A: further information on October 2022 Budget commitments, including election commitments.

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Supplementary Budget Estimates 2022 - 2023

Rural and Regional Affairs and Transport

Lead/Support contact: Robert Bradley

SB23-000678

Attachment A

OCTOBER 2022 BUDGET COMMITMENTS, INCLUDING ELECTION COMMITMENTS – SOUTH AUSTRALIA:

Election Commitments

Project Name	Funding in Oct. Budget (\$m)	Total AG funding (\$m)	Notes
IIP Election Commitments			
South Australia			
Southern Expressway and Majors Road Interchange	60.0	60.0	
Marion Road – Anzac Highway to Cross Road	200.0	200.0	
Nationwide Freight Highway Upgrade Program (SA)	400.0	400.0	The AG confirmed an 80:20 funding split with SA in the May Budget
Total SA IIP election commitments	660.0	660.0	

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Date: 11/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact:

SB23-000679

SUBJECT: Tasmania Infrastructure Investment (Road and Rail)

Budget 2023-24

Expenditure/Forecast for the Infrastructure Investment Program (IIP)

Period	Investment: October Budget 2022 (\$b)	Period	Investment: May 2023 Budget (\$b)	Net change: May 2023 Budget vs October Budget 2022 (\$b)
2022-23	0.5	2023-24	0.6	N/A
Forward Estimates (2022-23 to 2025- 26)	1.9	Forward Estimates (2023-24 to 2026-27)	1.5	- 0.4
10 Year Investment (2022-23 to 2031- 32)	2.8	10 Year Investment (2023-24 to 2032-33)	2.4	- 0.4

Payments (\$m)		Forecasts^ (\$m)					
2021-22 Underspend	2022-23 Paid to Date*	2022- 23	2023- 24	2024- 25	2025- 26	2026-27 to 2031-32	Total 10 Year
30.0	241.3	442.6	563.9	403.4	346.0	1,060.1	2,373.4

* Payments as at 5 May 2023

^ Forecasts as at May 2023 Budget

Key Issues

- The Australian Government is maintaining the \$120 billion rolling 10-year pipeline and has confirmed that every dollar remains in the budget. No funding is being removed from the pipeline.
- No new projects or cost pressures were funded at the 2023-24 Budget; however, the Tasmanian Government has been advised that projects experiencing cost pressures will be considered in the 2023-24 MYEFO context, upon the conclusion of the IIP Review.

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Date: 11/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact:

SB23-000679

- The focus of the 2023-24 Budget is reform of the IIP, and to lay firm foundations to build a more sustainable and credible pipeline of investment in resilient, national-building infrastructure.
- As at the May 2023-24 Budget, \$2.4 billion was allocated to Tasmania over the next 10 years.
- The Australian Government will continue working with the Tasmanian Government to deliver election commitments, address market capacity and smooth the pipeline.

Background

- At the October 2022-23 Budget, the Australian Government committed \$78 million towards election commitments in Tasmania (**Attachment A**), including:
 - \$48 million towards the existing Tasmanian Roads Package - Future Priorities
 - \$30 million towards the Mornington Roundabout Upgrade
- In 2022, the following key Australian Government funded projects reached completion in Tasmania:
 - \$13.4 million – Tasmanian Roads Package - Evandale Main Road Duplication – Launceston Airport to Breadalbane Roundabout (October)
 - \$4.8 million – Campbell Town Pedestrian Underpass (December)
 - \$2 million – Railton Main Road Upgrade (March)
- A number of Australian Government funded projects in Tasmania are expected to reach completion during 2023, including:
 - \$89.3 million – Tasmanian Freight Rail Revitalisation (June)
 - \$37.1 million – Hobart to Sorell Corridor - Hobart Airport Interchange (July)
 - \$12 million – Freight Bridge Upgrades (July)

Attachments

- Attachment A: further information on October 2022 Budget commitments, including election commitments.

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Date: 11/05/2023

Attachment A

OCTOBER 2022 BUDGET COMMITMENTS, INCLUDING ELECTION COMMITMENTS – TASMANIA:

Election Commitments

Project Name	Funding in Oct. Budget (\$m)	Total AG funding (\$m)	Notes
IIP Election Commitments			
Tasmania			
Mornington Roundabout Upgrade (GSF)	30.0	30.0	
Tasmanian Roads Package - Future Priorities	48.0	48.6	Bass and Tasman Highways Existing project with funding before the March 22-23 Budget
Tasmanian Roads Package - Tasman Highway Sideling Upgrade - Stage 2	0.0	56.0	Bass and Tasman Highways Funding committed in March 22-23 Budget
Tasmanian Roads Package - Northern Roads Package - Stage 2	0.0	336.0	Bass and Tasman Highways Funding committed in March 22-23 Budget
Great Eastern Drive Tourism Support - additional packages	0.0	100.0	Bass and Tasman Highways Funding committed in March 22-23 Budget
Total Tas IIP election commitments	78.0	570.6	

Rural and Regional Affairs and Transport

Lead/Support contact: Robert Bradley

SB23-000680

SUBJECT: Melbourne Airport Rail Link

Talking Points

- The Australian Government has committed \$5 billion towards construction of the Melbourne Airport Rail Link (MARL).
- The Victorian Deputy Premier, the Hon Jacinta Allan MP, has recently, publicly confirmed that the MARL project will not meet its anticipated completion date of 2029.
- Negotiations remain unresolved between Victoria and the owners of Melbourne Airport, Australia Pacific Airports (Melbourne) Pty Ltd (APAM) regarding the airport station.

Key Issues

- Ms Allan attributed delays to awaiting the delivery of the Australian Government's Budget, as well as negotiations remaining unresolved with APAM regarding the airport station.
- The Australian Government retained its financial commitment to MARL through the 2023-24 Federal Budget. The Victorian State Budget on 23 May 2023 is expected to inform construction timelines for MARL.
- The Victorian Government released the Detailed Business Case (DBC) for the project on 21 September 2022. The DBC indicates an estimated construction cost range of between \$8 and \$13 billion.
- Final costs are not settled and additional work is required to capture the final airport station location (once settled), the inclusion of Keilor East Station, and the impact of market conditions.
- Although the Australian Government provides significant funding to upgrade transport infrastructure in Victoria such as MARL, the responsibility for identifying, planning and delivering these projects falls primarily with the Victorian Government. As such, any questions about the Business Case development process are a matter for the Victorian Government.
- On 2 May 2023, APAM notified the Department of Infrastructure, Transport, Regional Development, Communications and the Arts that negotiations regarding the airport station design had ceased, effective 30 April 2023, at the request of Rail Projects Victoria (RPV).
- On 8 February 2023, the department received a draft Project Proposal Report (PPR) from Victoria. The department is seeking additional information from Victoria and will

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Date: 12/05/2023

Rural and Regional Affairs and Transport

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SB23-000680

consider the proposed scope of the project in conjunction with IA's assessment, and brief the Minister accordingly.

- The department's Domestic Aviation & Reform Division is currently considering APAM's Major Development Plan (MDP) on its Third Runway Project, with the MDP for the airport station to follow. The department will consider the interface with the proposed airport station.

Background

General Background

- The Australian Government has committed \$5 billion towards the \$10 billion project, on a 50:50 split with the Victorian Government as part of the 2018-19 Budget. The Australian Government also committed \$30 million to fully fund the development of the DBC.
- On 16 December 2021, the department received the finalised DBC from Victoria. The DBC indicates the total risk-adjusted capital cost for the MARL project is estimated at \$11.6 billion (P90).
- The Victorian Auditor-General's Office (VAGO) tabled its report Quality of Major Transport Infrastructure Project Business Cases on 21 September 2022, which included findings that MARL's DBC did not support informed investment decisions, and raised concerns about the 'Economic appraisal method and presentation'.
- Infrastructure Australia (IA) publicly released its independent evaluation of Victoria's business case for MARL on 31 October 2022. IA recommended that MARL not be added to the Infrastructure Priority List at this time.

Attachments

- Attachment A: Melbourne Airport Rail Link (MARL) Project Details

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Version Number: 01

Date: 12/05/2023

ATTACHMENT A - MELBOURNE AIRPORT RAIL LINK

Announced Date	12/04/2018
Location	Melbourne Airport – Melbourne CBD
Scope	Construct 12km of new rail line between Melbourne Airport and the Melbourne CBD via Sunshine Station utilising the Melbourne Metro Tunnel
Construction Start/End Date	
Construction Start	2022
Construction End	Was Late 2029 (now in doubt)
Funding Commitments	
AG contribution	\$5.03 billion
State contribution	\$5 billion
Total Project Cost	\$11.59 billion
Additional funding	No additional funding has been announced
Jobs Supported	
Direct and indirect	8,000 during construction
Status	
Status	In planning
Project Approval	Development - \$30m for Business Case in 2017-18 Budget. Delivery - \$5b in 2018-19 Budget. Development - \$70.68m for Business Case in Dec 2020



	Expenditure Profile						
Payments up to 2021-22 \$m	2022-23 Payments* \$m	2022-23 Budget \$m	2023-24 Budget \$m	2024-25 Budget \$m	2025-26 Budget \$m	2026-27 Onwards \$m	Total \$m
82	19	300	400	600	1,275	2,373	5,030

*As at 31 March 2023

Rural and Regional Affairs and Transport

Lead/Support contact: Andreas Bleich – s22(1)(a)(ii)

SB23-000682

SUBJECT: Infrastructure Market Capacity

Talking Points

- The Australian Government is continuing to work collaboratively with jurisdictions to ensure infrastructure investment settings are sustainable, well targeted and aligned to market capacity and resource availability.
 - At the Infrastructure and Transport Ministers' Meeting on 9 December 2022, chaired by the Minister for Infrastructure, Transport, Regional Development and Local Government, Ministers noted market capacity constraints may continue to affect the delivery of the shared infrastructure investment pipeline, and agreed to progress the National Cabinet tasking to work together to ensure investment settings are sustainable, well-targeted and aligned to market capacity and resource availability.
- Work is underway to develop a national Infrastructure Policy Statement and Project Selection Framework to guide future Australian Government investment (refer to **SB23-000669: Infrastructure Policy Statement and Frameworks** for more information).
- On 19 August 2022 the Minister for Infrastructure, Transport, Regional Development and Local Government, convened a roundtable discussion with stakeholders from across the infrastructure sector.
 - The roundtable identified wide-ranging issues behind skills shortages and addressing wage and productivity challenges. These include developing, attracting and retaining talent, and workplace barriers. A full summary of the roundtable outcomes is in **Attachment A**.
- Information from the roundtable contributed to the September 2022 Jobs and Skills Summit discussion. One of the outcomes of the Summit was to establish a tripartite National Construction Industry Forum (NCIF), to constructively address issues such as mental health, safety, training, apprentices, productivity, culture, diversity and gender equity in the industry. The NCIF will be established through legislation from 1 July 2023 and chaired by the Hon Tony Burke MP, Minister for Employment and Workplace Relations.
- In the October 2022-23 Federal Budget, the Government repositioned its approach to infrastructure investment, driven by the need to settle the infrastructure market and reflect realistic delivery timeframes (refer to **SB23-000665: Infrastructure Investment Program – Budget** for more information).
- Cost estimates provided by proponents to the Government must include an escalation allowance for all rail and road projects seeking funding under the

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Rural and Regional Affairs and Transport

Lead/Support contact: Andreas Bleich – s22(1)(a)(ii)

SB23-000682

Infrastructure Investment Program. Escalation allows for increases in cost of materials and resources to be accounted for in infrastructure projects. Funding recipients are required to use the department's escalation rates for road project contained in the Project Cost Breakdown (PCB) templates.

- The department's escalation indices are based on the weighted indices of construction inputs in typical road and rail projects. For example, despite large increases in the price of steel, this component only makes up 5 per cent of a typical road's total construction cost.

Key Issues

- Public investment in transport infrastructure has increased from \$22.2 billion in 2019-20 to \$27.1 billion in 2021-22. Since 2016-17, total public and private investment in all types of infrastructure has increased by 17.4 per cent in real terms. Public investment in transport infrastructure increased by 30.7 per cent in real terms.¹
- Infrastructure Australia's (IA) 2022 *Infrastructure Market Capacity* report² found that:
 - Australia faces a severe shortage of steel fabrication and steel production capacity, as domestic production will be unable to meet construction demand between 2022-23 and 2023-24.
 - Meeting upcoming steel demand will require measures such as increasing local production capacity and increasing import volumes.
 - The cost of construction materials has risen by an average of 24 per cent over the 2022 calendar year.
 - The largest of cited increases are steel, timber, oil and oil products (plastic pipe and fittings) and copper-based products (copper pipes, electrical cable).
 - As of October 2022, public infrastructure projects face a shortage of 214,000 skilled workers.
 - In 2023 this is projected to grow to a peak shortage of 248,000 people, 128 per cent of the projected available workforce (194,000).
 - Engineers, scientists, and architects account for nearly half of the total workforce needs.

¹ BITRE analysis 2023

² Published 14 December 2022, www.infrastructureaustralia.gov.au/publications/2022-market-capacity-report

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Version Number: 1

Date: 24/04/2023

Rural and Regional Affairs and Transport

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SB23-000682

- Australia will continue to face severe shortages in the workforce available for public infrastructure until at least early 2026.
- A significant number of construction companies are operating at 90 per cent or above capacity, with labour scarcity the single biggest issue faced by construction companies.
- As of November 2022, women make up less than 15 per cent of the workforce in construction occupations, and less than 3 per cent of related trade jobs, a result of historic gender imbalance, insufficient pathways for women into the industry and a lack of strategies to attract and retain women.³
- BIS Oxford Economics' (BISOE) escalation forecasts indicate that escalation beyond 2024-25 is expected to slow in growth, as compared to previous years. Therefore, future projects are not anticipated to experience major unexpected cost pressures over the longer term. Examples of these component cost outcomes show:
 - Bitumen and diesel prices have seen extreme volatility over the previous financial years and are forecasted to present strong average annual growth in 2022-23. Bitumen only accounts for 8 per cent and diesel accounts for 3 per cent of a typical road project.
 - The high base price of reinforcing steel is expected to drive positive growth during 2022-23 (+4.3 per cent), but will eventually give way to a reduction in prices through 2023-24 and 2024-25. Reinforcing steel only accounts for 5 per cent of a typical road project.

Background

- In September 2022 the construction sector represented 7.4 per cent of Australia's Gross Domestic Product. The Australian Bureau of Statistics (ABS) reported that the construction sector had incurred a total income of \$454.4 billion in 2020-21, with around 16 per cent of this being from civil and engineering construction.
 - The Reserve Bank of Australia (RBA) expected this to grow by around 1.5 per cent per year over the five years through 2026-27.⁴

³ BITRE analysis of Australian Bureau of Statistics Labour Force data, November 2022
<https://www.abs.gov.au/statistics/labour/employment-and-unemployment/labour-force-australia/latest-release>.

⁴ BITRE analysis 2023

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- The Government is committed to improving the pipeline of highly skilled workers and address issues such as mental health, safety, training, apprentices, productivity, culture, diversity and gender equity in the construction industry.
 - The *Fair Work Legislation Amendment (Secure Jobs, Better Pay) Act 2022* establishes the NCIF from 1 July 2023 to advise the Government on opportunities to improve industry workplace culture and productivity.
 - The NCIF will be chaired by the Minister for Employment and Workplace Relations and co-chaired by the Minister for Infrastructure, Transport, Regional Development and Local Government, and the Minister for Industry and Science. Members will include business and union representatives. The Department of Employment and Workplace Relations is responsible for establishing the NCIF.
 - The Employment White Paper will build on the outcomes of the Jobs and Skills Summit and provide a roadmap for Australia to build a bigger, better-trained and more productive workforce. The consultation process finished in November 2022, with the White Paper expected to be released by the end of September 2023. Treasury is responsible for the Summit outcomes and White Paper.
 - The 'Buy Australian Plan' will improve the way government contracts work and build domestic industry capability through the Australian Government's purchasing power. The Department of Finance is responsible for delivering the Plan through the Future Made in Australia Office.

Attachments

- Attachment A: Summary of Outcomes from the Infrastructure Roundtable on 19 August 2022

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Jobs and Skills Summit 2022 – Infrastructure Roundtable

On 19 August 2022, the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, convened a roundtable discussion with stakeholders from across the infrastructure sector, preceding the September 2022 Jobs and Skills Summit.

The following themes and priorities were raised:

A coordinated and consistent recognition of skills and capabilities across jurisdictions will create a smoother pathway for new entries to the workforce.

Developing effective policies addressing skills and capabilities will require the appropriate occupations being recognised through ANZSCO. However, recognition and prioritisation of skills should consider current and future needs of emerging industries (e.g. renewable energy transitions) to provide certainty and simplicity in processing.

Marketing to attract people into our workplaces, such as in the construction sector.

Addressing the skills and labour shortages in the infrastructure sector will require a holistic, nationally coordinated and consistent approach requiring the Australian Government to work closely with state, territory and local counterparts, along with industry and unions.

The Australian Government and Jobs and Skills Australia (JSA) should take a broader strategic workforce planning role. Investment into skills development should be outcomes-based, considering the current and future needs of emerging industry sectors, while addressing priority urgent areas such as engineer shortages.

A nationally coordinated, clearly defined, transparent and predictable pipeline of infrastructure projects will provide the sector with more certainty and enable better strategic planning. Industry is keen to be involved in discussions to provide advice on what works.

Improving employment conditions, workplace culture, and sovereign capability while simultaneously promoting local upskilling through effective long-term planning alongside sound migration policies, will allow for a more sustainable and productive sector. These issues are closely interconnected and should focus on enduring solutions, noting Australia is an island nation that relies on volume for training programs and opportunities. Relying solely on migration may perpetuate issues of exploitation for short term capital gain.

A 'brand Australia' to promote and position Australia to be competitive in attracting skilled migrants is needed, leveraging qualities such as environmental consciousness, strong digital adoption, productivity enhancements, fair and equitable pay, and a safe, healthy and rewarding workplace.

A trusted trainer model that rewards businesses for providing employees with safe and appropriate training pathways, and workplace development should be considered. A highly trusted business may be rewarded with simplified migration pathways, for example.

Procurement reform is vital to the success of any measures. The construction industry needs to be an employer of choice. Setting minimum targets for participation (for example, through Indigenous Participation Plans) is critical, but growing an inclusive workforce will require adoption of a culture standard that ensures a safe, equitable, healthy workplace and wellbeing for all.

Increasing female participation and inclusion of vulnerable groups require long-term investment. Targeted programs should start from primary through to graduate school, while also supporting apprenticeships and clear pathways to employment. Strong and appropriate role models and intentional marketing campaigns will help attract and retain a more diverse workforce. Policies supporting workers such as affordable childcare, age pension reform, better public transportation and regional access will also be important in increasing long-term participation.

The need to address the critical shortage of Engineers specifically and the role they play across the economy including in Infrastructure planning was a persistent theme. Engineers Australia have submitted a proposal to address this in the longer term.

Rural and Regional Affairs and Transport

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SUBJECT: Infrastructure Australia Review and Implementation

Talking Points

- On 7 December 2022 the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government (Minister) announced the Australian Government was making changes to strengthen Infrastructure Australia (IA) in response to recommendations from the independent review of IA.
 - On 8 December 2022 the Minister released the reviewers' report and the Government's response, and presented key outcomes of the review at the Boomtown! Property and Infrastructure Summit.
- The Government supports most of the recommendations, including:
 - giving IA a clearer purpose with a legislated mandate
 - replacing IA's 12-member board with three commissioners supported by an Advisory Board that will include up to three senior Australian Public Service officials
 - refining IA's products, including a smaller, more targeted Infrastructure Priority List
 - facilitating greater collaboration with state and territory infrastructure bodies.
- Some of the agreed changes to IA will require amendments to the *Infrastructure Australia Act 2008* (IA Act).
 - The Infrastructure Australia Amendment (Independent Review) Bill 2023 was introduced into Parliament on 22 March 2023 to implement elements of the Government's response to the Independent Review of IA.
- The remaining changes will be implemented through an updated Statement of Expectations (SoE) and the Infrastructure Policy Statement that the Minister has committed to develop.
- On 15 December 2022 the Minister put in place interim arrangements for the IA Board, making five appointments to take the IA Board to eight members, ensuring there is a quorum to carry out IA's core functions while the Government implements the agreed recommendations from the independent review of IA.
- The Minister made five appointments as part of interim arrangements for the IA Board for 12 months:
 - Ms Gabrielle Trainor AO was appointed as the interim Chair of IA
 - Ms Clare Gardiner-Barnes was appointed as an acting board member

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- the three state and territory nominees, Mr Mark Balnaves, Mr John Fitzgerald and Ms Marion Fulker AM, were reappointed as acting board members.
- These five appointments take the IA Board's membership to eight, ensuring there is a quorum to carry out IA's core functions as IA transitions to the new governance model. Four positions on the IA Board remain vacant.

Key Issues

Independent Review of Infrastructure Australia

- On 22 July 2022 the Government announced it had appointed Ms Nicole Lockwood and Mr Mike Mrdak AO to lead an independent review of IA.
 - The review examined IA's role as an independent advisor to the Commonwealth on nationally significant infrastructure priorities, and IA's capacity to deliver on this role.
 - The department established a secretariat to support the reviewers.
- The reviewers held consultations through August and September 2022, meeting with over 140 stakeholders (including industry, state and territory government agencies and infrastructure bodies), and received 59 submissions to the review.
- On 5 October 2022 the reviewers submitted their report to the Minister with their findings and recommendations.
- Information relating to the review is available on the department's website. A summary of the independent review recommendations and Australian Government response is at **Attachment A**.
- All costs associated with the review have been absorbed by the department, including remuneration for the reviewers, departmental ASL for the review secretariat, and travel and disbursement costs for the reviewers to conduct consultations. The total cost of the review including travel was approximately \$139,000. This figure includes an estimate of the cost for ASL for the secretariat for the period up to delivery of the review report.
- The reviewers were engaged by the department through a standard Commonwealth contract, using maximum daily rates from the Remuneration Tribunal's determination for part-time office holders. The total maximum value of both the reviewers' contracts was \$104,788. As at April 2023, the reviewers had invoiced the department a total of \$37,581. No further invoices are expected.

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Infrastructure Australia Board Appointments

- The Minister issued a media release on 18 December 2022 to announce the five appointments and noted that these appointments are for a period of up to 12 months, to enable a transition to the new governance arrangements.
- The Minister selected Ms Gabrielle Trainor AO and Ms Clare Gardiner-Barnes from a short list of potential candidates prepared by the Department of Infrastructure, Transport, Regional Development, Communication and the Arts.
 - The reappointment of the three state and territory nominees was recommended to provide continuity on the IA Board during the period of change following the review. This was discussed with jurisdictions at the Infrastructure and Transport Ministers' Meetings and Infrastructure and Transport Senior Officials' Committee.
- On 4 August 2022 the department received a Freedom of Information (FOI) request from Senator Matthew Canavan, seeking all documents on or after 22 May 2022 relating to board appointments and board members of IA. The department released the requested documents on 4 November 2022. Affected parties with personal information in the FOI package were consulted prior to the release of the FOI.
- On 6 December 2022 documents from the Minister's office relating to board appointments and board members for Infrastructure Australia were released in response to a FOI request issued to the Minister.
- The IA Board did not have a quorum from 1 October 2022 to 14 December 2022.

Background

- IA was established in 2008 by the IA Act to provide independent advice to all levels of government on Australia's future infrastructure needs and related infrastructure matters.
- Under the IA Act, the IA Board comprises 12 members (including the Chair) appointed by the responsible Minister by written instrument:
 - nine are nominated by the Government
 - three are nominated by the states and territories
 - eight members constitute a quorum for board meetings.
- Consistent with the Cabinet Handbook:
 - the responsible Minister must seek the Prime Minister's or, at his discretion, Cabinet's approval of these significant appointments

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- an initial acting appointment for up to three months can be made without seeking the Prime Minister's approval, but any further extension requires the formal approval of the Prime Minister.
- The IA Act requires:
 - Board members to have knowledge of, or experience in, a field relevant to IA's functions (transport, water, energy, and communications)
 - at least five members, including the Chair, to have relevant private sector experience
 - at least one member to have acquired experience in local government.
- The functions of the IA Board are:
 - to decide the objectives, strategies and policies to be followed by IA
 - to ensure the proper, efficient and effective performance of IA's functions and
 - any other functions conferred on the Board by the IA Act.
- The Chair may be appointed on a full-time or part-time basis. Other members must be appointed on a part-time basis. Remuneration for IA Board members is determined by the Remuneration Tribunal.
- Under the IA Act, the Minister may only terminate the appointment of an IA Board member or the IA Chair for specific reasons. This includes misbehaviour, mental or financial incapacity, or sustained absence from duties or meetings. The appointment of an IA Board member may also be terminated under section 30 of the *Public Governance, Performance and Accountability Act 2013*.
- Seven new board members, including a new Chair, were appointed to the IA Board in November and December 2021 due to expiring positions. Five of these members resigned in 2022:

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- Information about current IA Board members and their terms is at **Attachment B**.

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Attachments

- Attachment A: Recommendations and Government response to the Independent Review of Infrastructure Australia
- Attachment B: Infrastructure Australia - Board Members

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ATTACHMENT A: Independent Review of Infrastructure Australia – Review Recommendations and Australian Government Response summary

Recommendation	Government response (summary)
<p>Recommendation 1</p> <p>The Review recommends Infrastructure Australia's (IA) mandate be defined as 'the Australian Government's national advisor on national infrastructure investment planning and project prioritisation'. This should include advising the Australian Government on its strategies and priorities to invest in transport, water, communications, energy, social and economic infrastructure.</p> <p>The Review recommends this mandate be defined in the IA Act.</p>	<p>Support in principle</p> <p>The Government supports the need for a defined mandate for Infrastructure Australia.</p> <p>The Government considers IA's focus should remain on nationally significant projects relating to transport, water, communications and energy infrastructure. IA may examine other infrastructure sectors such as social and economic infrastructure as appropriate, where it is embedded as part of broader strategic and place-based planning considerations associated with transport, water, communications and energy infrastructure</p>
<p>Recommendation 2</p> <p>The Review recommends that to support Infrastructure Australia's mandate, the Australian Government formally issues a Charter of Infrastructure Investment Objectives, which outlines the Government's national infrastructure investment objectives and intended performance standards. To provide long-term certainty and guidance, the Review recommends this Charter be issued on a five yearly basis ahead of the refresh of the Infrastructure Plan.</p> <p>The Review recommends the requirement for this Charter be formalised in the IA Act.</p>	<p>Support in principle</p> <p>The Government intends to issue an Infrastructure Policy Statement, which will set out the Government's infrastructure investment objectives. IA will use the Government's Infrastructure Policy Statement to guide its advice to the Government.</p> <p>The Government will also continue to issue a Statement of Expectations to Infrastructure Australia. The SoE will be used to provide guidance to IA on how it can support delivery of the Government's immediate priorities, including those set out in the Infrastructure Policy Statement.</p>
<p>Recommendation 3</p> <p>The Review recommends that Infrastructure Australia's existing product suite be refined to better support government infrastructure investment objectives and to inform the budget process.</p>	<p>Support</p> <p>The Government will require a targeted and streamlined product suite, in line with the Government's policy objectives, and provide solutions-focused advice and recommendations.</p>

Recommendation	Government response (summary)
<p>Recommendation 4</p> <p>The Review recommends that Infrastructure Australia also provides two new annual statements to the Australian Government to inform the annual budget process on infrastructure investment, and report on the performance outcomes being achieved from the investment program and the existing project initiatives.</p> <p>The Review recommends that the Government consider tabling these annual products in the interests of transparency and accountability.</p>	<p>Support in part</p> <p>The Government supports the recommendation that Infrastructure Australia provide annual statements to the Government.</p> <p>The Government does not support tabling these annual products if they will likely inform deliberations of the Cabinet. However, the Government is committed to increasing the transparency of the infrastructure investment pipeline and will consider the best means to do this as part of the infrastructure policy statement.</p>
<p>Recommendation 5</p> <p>The Review recommends that there is a requirement within the IA Act that the Australian Government must formally, and publicly, respond to Infrastructure Australia's advice, findings and recommendations within six months.</p>	<p>Support in principle</p> <p>The consideration of IA's advice, in a budget context, may be the subject of Cabinet deliberations, and therefore not appropriate for formal release, or response.</p> <p>Where the Government commissions IA to provide advice that may benefit from a wider public discourse ahead of final decisions, such as an Infrastructure Plan, the Government may consider that a formal response is warranted</p>
<p>Recommendation 6</p> <p>The Review recommends that Infrastructure Australia's remit be expanded to include social infrastructure (where it is relevant to the infrastructure investment project, or place and precinct in question) as well as future investment challenges where Infrastructure Australia's position as the national advisor best enables it to incorporate those challenges in its advice and analysis.</p>	<p>Support in part</p> <p>The Government considers IA's focus should be on nationally significant projects relating to transport, water, communications and energy infrastructure.</p> <p>From time to time, it may be appropriate for Infrastructure Australia to consider social infrastructure implications where it is part of broader network analysis or place-based project advice. Where required, the Government can request this work through the Statement of Expectations.</p>

Recommendation	Government response (summary)
<p>Recommendation 7</p> <p>The Review recommends that Infrastructure Australia develops a national planning and assessment framework, providing uniform guidelines based on best practice to support national consistency and coordination in infrastructure assessment. This work must have regard to and build in the broader government infrastructure objectives as outlined in the Charter and the Plan.</p>	<p>Support</p> <p>The Government supports the recommendation that IA develops a national Infrastructure planning and assessment framework and will include it in the Statement of Expectations issued to Infrastructure Australia. The Government notes that it will be important for Infrastructure Australia to work with the states and territories to encourage alignment of jurisdictional frameworks.</p>
<p>Recommendation 8</p> <p>The Review recommends that Infrastructure Australia's role in the project assessment context becomes one of accreditation or peer-review, acknowledging that many state and territories have developed their own project assessment capabilities. Such arrangements should apply across all projects, including those involving Commonwealth investments of over \$250 million or recognised as 'nationally significant'.</p> <p>Where a state or territory framework does not provide the necessary assurance or have not been accredited and the project involves Commonwealth investments of over \$250 million or is recognised as 'nationally significant', Infrastructure Australia will undertake a full assessment. Infrastructure Australia's assessment must be against the Charter objectives and strategies as outlined in the Plan.</p>	<p>Support</p> <p>The Government supports the recommendation that IA's role in the project assessment context becomes one of accreditation or peer-review in support of state and territory processes and capabilities. A collaborative approach with the states and territories will be necessary to achieve this, and the Government will explore opportunities to harmonise the business case/project review approach where possible. Where IA can use its assessment capabilities to supplement the work of a jurisdiction, it will have the flexibility to do so.</p>

Recommendation	Government response (summary)
<p>Recommendation 9</p> <p>The Review also recommends that, reflecting Infrastructure Australia's role as the national advisor, it adopts a much more active role in the post-completion stage through having a clear national evaluation and assurance role against the Charter and Plan.</p>	<p>Support</p> <p>The Government agrees that IA should have responsibilities in the post-completion stage, and will use the Statement of Expectations to implement this recommendation.</p> <p>The Government notes that a framework for this type of evaluation and assessment will need to be developed, in consultation with relevant stakeholders, including state and territory governments.</p>
<p>Recommendation 10</p> <p>The Review recommends the formation of an I-bodies council to enable better collaboration and coordination between Infrastructure Australia and state and territories. This formation could be formalised in the IA Act or be made a sub-committee of the Board.</p>	<p>Support in principle</p> <p>The Government supports enhanced collaboration and coordination between IA and state and territory infrastructure bodies. As well as ensuring good relations across the Federation, such collaboration also informs a harmonised, uniform approach on key infrastructure matters.</p>
<p>Recommendation 11</p> <p>The Review recommends the definition of 'national significance', in the context of project assessment, is revised to include both the \$250 million monetary threshold figure as well as a list of non-monetary metrics, including factors as outlined in the five yearly Charter and/or a supplementary Statement of Expectations.</p>	<p>Support in principle</p> <p>For project assurance and assessment as part of the Australian Government project funding approvals process, the National Partnership Agreement on Land Transport Infrastructure Projects and associated Notes on Administration, and other intergovernmental funding agreements, require Infrastructure Australia to assess projects seeking \$250 million or more in Commonwealth funding. The Government will retain the existing threshold of \$250 million, and will reinforce this through the Statement of Expectations, but also include flexibility for IA to consider projects under this threshold which are nationally significant.</p> <p>For the purposes of identifying national infrastructure needs and priorities, the Government notes the current definition of 'nationally significant infrastructure' in the IA Act as including transport, energy, communications and water in which investment or further investment will materially improve national productivity.</p>

Recommendation	Government response (summary)
<p>Recommendation 12</p> <p>The Review recommends that Infrastructure Australia be provided powers to undertake formal inquiries into national infrastructure investment topics, and supporting powers to enable it to carry out such inquiries. Matters may be referred by the Minister or may be undertaken by Infrastructure Australia, on its own initiative and in line with its Charter.</p> <p>The IA Act should be amended to include similar provisions such as those in Parts 2, 3 and 4 of the Productivity Commission Act 1998 (Cth) outlining the formal inquiry role and necessary functions and powers required perform this function.</p> <p>In performing its commission and inquiry functions, Infrastructure Australia should have regard to matters including 'national significance', infrastructure investment, collaboration and coordination with state and territory projects and I-bodies, and engagement with the private sector.</p> <p>A copy of the Infrastructure Australia inquiry report should be tabled in each House of Parliament within 25 sitting days of that House, and after the day the Minister has received the report.</p> <p>The Government must formally respond to the report and findings of Infrastructure Australia.</p>	<p>Support in part</p> <p>The Government does not support Infrastructure Australia undertaking formal inquiries; rather it will continue with research projects in alignment with the Government's Infrastructure Policy Statement, and/or in consultation with the Government.</p>

Recommendation	Government response (summary)
<p>Recommendation 13</p> <p>The Review recommends the Government consider the three structure governance model options as discussed above to strengthen the role and influence of Infrastructure Australia through its governance framework. The Review notes its preferred model is that of a commission model (option 2). The commission would be formed to lead the agency as well as have power to undertake inquiries on topics.</p>	<p>Support – favouring in principle option 2</p> <p>The Government’s intended governance arrangement would be to have three commissioners (or equivalents). A Chief commissioner would be supported by two commissioners in the delivery of Infrastructure Australia’s mandate.</p> <p>IA would continue to have a CEO responsible for the day-to-day administration of IA.</p> <p>An advisory board would provide additional expertise in support of the commissioners. The advisory board would comprise of three or four experts from the infrastructure and related sectors and up to three senior Australian Public Service officials.</p>
<p>Recommendation 14</p> <p>The Review recommends the establishment of a Cities and Suburbs Unit within the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA).</p>	<p>Support</p> <p>The Government supports the establishment of a Cities and Suburbs Unit (CSU) within DITRDCA. The Government acknowledges that to support the operations and functions of the CSU, IA should continue to focus on data, analysis and evidence, consistent with its advisory.</p>
<p>Recommendation 15</p> <p>The Review recommends that the Government clearly delineate the roles and responsibilities of Infrastructure Australia vis-a-vis other Commonwealth infrastructure bodies, including Infrastructure and Commercial Advisory Office and DITRDCA (Infrastructure Investment Division and Significant Projects Investment Delivery Office). This should include investigating options for closer collaboration to provide each other mutual support in carrying out their respective roles, as advisors on infrastructure matters to the Australian Government.</p>	<p>Support</p> <p>The Government supports the delineation of roles and responsibilities for Infrastructure Australia and other Commonwealth agencies with infrastructure responsibilities, including DITRDCA and Treasury.</p>

Recommendation	Government response (summary)
<p>Recommendation 16</p> <p>The Review recommends that Infrastructure Australia be placed within either Department of Prime Minister and Cabinet or the Department of Treasury, through changes to the Administrative Arrangements Order.</p> <p>Should the Government decide not to support Recommendation 16, the Review strongly urges the Government to consider the option of including the Secretaries of these two central agencies on the Infrastructure Australia Board as ex officio members.</p>	<p><i>Support in part</i></p> <p>The Government does not support movement of IA to a central agency.</p> <p>The Government considers that strengthening the linkages between IA and senior officials from the Department of the Prime Minister and Cabinet, Treasury and DITRDCA, for instance by including Secretaries as members of the advisory board, could help improve IA's interactions with government investment and decision-making processes and quality of advice.</p>
<p>For government consideration</p> <p>The Review urges the Australian Government consider, especially from the asset maintenance, management and resilience building perspective, how to utilise the existing Regional Development Australia structure to enhance coordination and collaboration with local government and support their program delivery responsibilities</p>	<p><i>Noted</i></p>

ATTACHMENT B: Infrastructure Australia Board Members

Name	Relevant experience	Term start (Previous terms start in italics)	Term end (Previous terms end in italics)	Field				Discipline					Sector	State	Gender
				Transport	Water	Energy	Communications	Economics	Finance	Planning	Engineering	Law			
Gabrielle Trainor AO Chair	Previous IA Board member which expired in 2021. Chair, Construction Industry Culture Taskforce, Director of the Western Parkland City Authority, the ACT City Renewal Authority and the Major Transport Infrastructure Authority (Vic). Commissioner of the Australian Football League and former Churchill Fellow and a Fellow of the Australian Institute of Company Directors.	15 Dec 2022 <i>2 Dec 2014</i>	14 Dec 2023 <i>31 Oct 2021</i>	X					X	X		X	Pri/Pub	NSW	F
Clare Gardiner-Barnes	Director CGB Consulting Pty Ltd, Board member Women's and Girls Emergency Centre, and Companion of Engineers Australia. Former head of Strategy, Planning and Innovation at Infrastructure NSW, former Deputy Secretary at Transport for NSW, former board member for NSW Telco Authority.	15 Dec 2022	14 Dec 2023	X			X			X	X		Pri/Pub	QLD	F
Mark Balnaves	Current IA Board Member – nominated by state/territory ; Chair, Celsus Pty Ltd (the management company of the Royal Adelaide Hospital); Executive Chairman, Austofix Group Limited; Director; Evans+Ayers Pty Ltd (a corporate advisory firm); Director and former Chairman, MedTEC SA.	15 Dec 2022 <i>1 Dec 2019</i>	14 Dec 2023 <i>30 Nov 2022</i>	X				X	X				Pri	SA	M
John Fitzgerald	Current IA Board Member – nominated by state/territory ; Chair, ACT Suburban Land Agency; Chair, Evolution Rail Pty Ltd (delivering the Melbourne High Capacity Metro Trains project); Chair, Infranexus Management Pty Ltd (an IFM Investors subsidiary); Former Chair, Canberra Light Rail Project Board; Former Interim CEO, IA; Former Deputy Secretary, Victorian Treasury.	15 Dec 2022 <i>1 Dec 2019</i>	14 Dec 2023 <i>30 Nov 2022</i>	X					X				Pri/Pub	VIC	M
Marion Fulker AM	Current IA Board Member – nominated by state/territory ; Chair, Perth Zoo; CEO, Committee for Perth; Adjunct Associate Professor, University of WA; Former Chair, Heritage Council of WA; Former Chair, Conservation and	15 Dec 2022 <i>1 Dec 2019</i>	14 Dec 2023 <i>30 Nov 2022</i>						X	X			Pri	WA	F

Name	Relevant experience	Term start (Previous terms start in italics)	Term end (Previous terms end in italics)	Field				Discipline					Sector	State	Gender
				Transport	Water	Energy	Communications	Economics	Finance	Planning	Engineering	Law			
	Parks Commission (WA); Former Executive Director; Urban Development Institute of Australia WA Division.														
Dr Vanessa Guthrie AO	Current IA Board Member – nominated by Commonwealth ; Non-Executive Director, Santos Ltd; Non-Executive Director, Tronox Holdings plc; Non-Executive Director, AdBri Limited; Non-Executive Director, Cricket Australia; Former non-Executive Director, Australian Broadcasting Corporation; Pro Chancellor, Curtin University; Former Deputy Chair, Western Australian Cricket Association; Former Chairman of the Board, Minerals Council of Australia; Former executive general manager of Toro Energy's Wiluna uranium project.	1 Dec 2021	30 Nov 2024			X	X						Pri	NSW	F
Robert Moffat	Current IA Board Member – nominated by Commonwealth ; CEO, Australasian Centre for Rail Innovation; Vice-Chair, International Railway Research Board; Former Rail Interface Manager, Cross River Rail Delivery Authority; GM, National Trunk Rail; National Strategic Development Manager Rail, Theiss; Independent Safety Consultant, DuPont Sustainable Solutions; Group GM, SEQ Qld Rail.	1 Dec 2021	30 Nov 2024	X						X	X		Pri/Pub	NSW	M
John McGee	Current IA Board Member – nominated by Commonwealth ; Director, Climate Change Authority; Director Sydney Local Health District; formerly Managing Director Bank of New York Australia; director Air Services Australia; Non-executive director Private Health Insurance Administrative Council; Non-executive director Westpac Funds Management; Non-executive director, Delhi Petroleum; Non-executive director Bluestone Mortgages; Non-executive director, Progenix.	31 Mar 2022	30 Mar 2025	X				X	X				Pri/Pub	NSW	M
Vacancy															

Name	Relevant experience	Term start (<i>Previous terms start in italics</i>)	Term end (<i>Previous terms end in italics</i>)	Field				Discipline					Sector	State	Gender
				Transport	Water	Energy	Communications	Economics	Finance	Planning	Engineering	Law			
Vacancy															
Vacancy															
Vacancy															

Groups	Key
New appointees and re-appointees	
Current Board Members expiring beyond next 12 months	
Vacant positions	
Private sector	Pri
Public sector	Pub
Local Government	Local

Rural and Regional Affairs and Transport

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SB23-000683

SUBJECT: High Speed Rail Authority Establishment

Talking Points

- The High Speed Rail Authority Bill 2022 was passed by Parliament on 28 November 2022 and received royal assent on 12 December 2022. The *High Speed Rail Authority Act 2022* (the HSRA Act) commences on 13 June 2023.
- §47C [REDACTED]
- The Minister for Infrastructure, Transport, Regional Development and Local Government is responsible for appointing the five members of the Board, including the Chair, having regard to qualifications, experience, skills and knowledge of the eligible candidates.
- Under the HSRA Act, the Minister must be satisfied that the selection of individuals for appointment was the result of a merit-based process that included public advertising of the position.
- The Board is responsible for appointing a Chief Executive Officer (CEO), after consultation with the Minister, who will be responsible for day to day administration of the HSRA.
- The National Faster Rail Agency (NFRA) will be ceased as an executive agency, with staff joining the HSRA or the Department of Infrastructure, Transport, Regional Development, Communications and the Arts.

Key Issues

- The HSRA's first priority will be the Sydney to Newcastle corridor, as announced in the lead up to the May 2022 election, including a \$500 million commitment to start corridor acquisition, planning and early works in consultation with the NSW Government.
- The HSRA's functions are:
 - Lead and coordinate policy development and planning;
 - Consulting with States, Territories and other stakeholders;
 - Providing advice and recommendations to the Minister on HSR matters;
 - Evaluation and research on HSR; and
 - With the consent of jurisdictions, undertaking construction or early works for a HSR network.

Contact: §22(1)(a)(ii)

Cleared by First Assistant Secretary: Andrew Bourne

Phone: (02) 6274 §22(1)(a)(ii)

Version Number: 2

Date: 27/04/2022

Rural and Regional Affairs and Transport

Lead/Support contact: Andreas Bleich/§22(1)(a)(ii)

SB23-000683

- Funding commitments subject to oversight by NFRA will continue unless the Australian Government decides otherwise.
- The department is supporting a merit-based selection process for Board appointments. This process is overseen by an Australian Government selection panel, in line with the Government's Merit and Transparency Policy.
- Applications for the HSRA Board Chair and Member roles were advertised online and in print from 24 February 2023 to 15 March 2023.
- The department engaged Hudson Australia, an executive recruitment and board search provider, to support the selection panel in their assessment and interviews.
- The selection panel held interviews in early April 2023 before finalising the selection report. The report was provided to the Minister on 28 April 2023.
- The Minister's proposed appointments will follow the Cabinet significant appointments process.
- The Board, as the Accountable Authority of the HSRA, is required to be in place on 13 June 2023.

Background

- The Government has committed to establish the HSRA as a priority, to oversee the development of a HSR network and to provide advice to Government on Australia's current and future HSR needs.
- The HSRA will focus on the delivery of a HSR network on the East Coast of Australia; connecting Melbourne, Canberra, Sydney and Brisbane. Other corridors may be considered in the future.
- The HSR network will be critical to the prosperity of regions, which can be improved by enhancing connectivity between regional centres and major population centres and international gateways.
- On 5 August 2010 the then Minister for Infrastructure and Transport, the Hon Anthony Albanese MP, commissioned the two-part study, "Moving Forward with High Speed Rail," which identified corridors, station locations and potential patronage, and provided an indicative estimate of the cost to build a HSR network. The study indicated a return of around \$2.30 on every \$1.00 invested, showing that the benefits would greatly outweigh the costs.
- The role of the HSRA will be to provide updated analysis and advice on the future of HSR in Australia which the Australian Government will consider.

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SB23-000683

Cessation of the National Faster Rail Agency

- The NFRA will cease as an executive agency, with staff joining the HSRA or the Department. Absorbing the NFRA into the HSRA will partially offset the cost of establishment.

High Speed Rail Authority timing and role

- The HSRA will be established on 13 June 2023, when the HSRA Act commences.
- The HSRA will work closely with jurisdictions on development of the network. Constructing or extending the railway in a State or Territory for the network requires the HSRA to gain the relevant State or Territory's consent.
- The HSRA will also engage stakeholders in industry, peak bodies in the construction sector and the general public.
- The HSRA is able to engage consultants to carry out work and can establish an independent expert panel.

Board appointments

- The Board will support the independence of the HSRA. A fair and transparent process is being undertaken in line with the Australian Government's Merit and Transparency policy.
- The Board can appoint an acting CEO in the interim while a merit-based process is undertaken for the full time CEO.
- Remuneration of Board members is determined by the Remuneration Tribunal. The total annual remuneration rates for Board members and the CEO are:
 - Chair: \$122,460
 - Member: \$61,230
 - CEO: \$341,70

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SB23-000684

SUBJECT: Australian Government Response to the Inland Rail Review

Talking Points

- On 13 January 2023 Dr Kerry Schott AO provided her report – *The Delivery of Inland Rail: An Independent Review (Review)* to the Australian Government for consideration (**Attachment A**).
- On 6 April 2023 the Australian Government publicly released Dr Schott's report and the Australian Government's response (Response) (**Attachment B**). Media Release and transcript, refer to **Attachments C and D**.
 - The Australian Government agreed or agreed in principle all 19 of the Report's recommendations.
- The Shareholder Departments are working with the Australian Rail Track Corporation (ARTC) and National Intermodal Corporation (NIC) to implement the Australian Government's responses to the recommendations.
- The Australia Government has announced that it is taking a staged approach to delivery of Inland Rail with a focus on completing the sections between the planned intermodal terminal at Beveridge and Parkes and Narrabri to North Star Phase 1.
- For sections between Narromine and Kagaru in Queensland, ARTC is to progress activities necessary to secure the Inland Rail route and gain environmental approvals.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is working with ARTC to define the activities needed to gain such approvals and to provide more certainty as to the scope and cost of Inland Rail program.

Key Issues

Estimated cost of Inland Rail

- On 25 November 2022, ARTC advised the Shareholder Departments and Dr Schott that the estimated unmitigated cost of the Inland Rail Program had increased from \$16.4 billion (2020 reset) to around \$33.9 billion with a mitigated estimated cost of \$31.4 billion.
- ARTC attributes the \$17.5 billion increase in cost to a range of factors including; changes in scope, design costs, prolongation, escalation, ARTC direct and contractor overheads and indirect costs as outlined in **Attachment E**.
- The Australia Government has accepted Dr Schott's findings that there is an unacceptable degree of uncertainty in regard to ARTC's cost estimate for the Inland Rail Program.

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Date: 03/05/2023

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SB23-000684

- To address this issue, the Australian Government has announced that the Shareholder Departments will engage independent specialists to review the scope, design and cost estimates for Inland Rail.

Prioritisation of Inland Rail south of Parkes

- Dr Schott recommended in her Review report that ARTC should examine options for staging the completion of Inland Rail, in particular the option of completing Beveridge to Parkes first.
- The Australian Government agreed with this recommendation and has asked ARTC to prioritise Beveridge to Parkes with further work north of Narromine to be undertaken on a 'least regrets' basis, as agreed with Shareholder Ministers.
- Shareholder Departments are supporting ARTC to identify the least regrets activities to continue north of Narromine, subject to Shareholder Ministers' approval.

Progress of work north of Parkes on a 'least regrets' basis

- In agreeing to Recommendation 16 of the Review, the Australian Government stated that further work north of Parkes is to be undertaken on a 'least regrets' basis, as agreed with Shareholder Ministers.
- This predominantly includes only essential activities needed to support completion of existing construction activities and progress environmental and planning approvals or property acquisition processes will be pursued in these sections.
- Shareholder Departments are currently working with ARTC to develop these least regret activities.

Redacted text within Dr Schott's final report

- Dr Schott consulted widely in undertaking her independent Review. She met with some key stakeholders and there was an open process for people to make submissions to the Review through a Have Your Say page.
- The redacted text relates to information provided in confidence to the independent reviewer by an organisation. This information relates to commercial matters that are sensitive to that organisation.
- The department will not release that information until such time as that organisation agrees, or otherwise releases it publicly.

Inland Rail bisection of regional towns

- Dr Schott recommended in her Review that where the Inland Rail route bisects regional towns the disruption that additional train traffic causes should be addressed by appropriate modifications to limit noise and enable adequate cross-town access.

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SB23-000684

- The Australian Government, in its Response, agreed to this recommendation the importance of ARTC, through the appropriate regulatory environmental approval processes, assessing and developing mitigations to address potential impacts to communities.
- This includes as detailed designs are developed and during post construction operational compliance assessments to identify circumstances where the mitigations either no longer meet national guideline requirements and or the projects conditions of approval.

Advice to stakeholders on the release of the Independent Review report

- Stakeholders with a direct interest in the delivery of Inland Rail were contacted within the 24 hours preceding and following the release of the Independent Review report.
- Among the stakeholders contacted were peak bodies (such as the Australasian Railway Association and New South Wales Farmers Federation), the chairs of Community Consultative Committees, major contractors, above rail operators, freight and logistics companies, State Government and Mayors along the Inland Rail alignment.
- All parties who made a submission to the Independent Review were also advised of the Report and release of the Australian Government's response.
- Email and phone calls were made to advise stakeholders.
- Where a stakeholder was emailed advice, a direct web link to the Independent Review report and the Australian Government's response was provided.
- Chairs of the Community Consultative Committees were offered the opportunity to have a senior departmental representative attend their next meeting.
- A list of stakeholders contacted is provided in **Attachment F**.

Background

- During the 2022 Federal Election, the Australian Government committed to review the planning, governance and delivery of Inland Rail, amidst concerns that the Inland Rail Program was over budget, and behind schedule.
- On 7 October 2022, the Australian Government announced that Dr Kerry Schott AO would undertake an independent review into the delivery of the Inland Rail Program.
 - The Shareholder Ministers' media release and the Review's Terms of Reference (ToR) is set out in **Attachment G**.
- Dr Schott was appointed by Shareholder Ministers to undertake the Review as an independent reviewer.

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SB23-000684

- Dr Schott was paid \$63,181.00 (GST inclusive) for the Review.
 - The department provided secretariat support to Dr Schott during the Review

Attachments:

- Attachment A: *The Delivery of Inland Rail: An Independent Review*
- Attachment B: Australian Government response to the independent review of Inland Rail
- Attachment C: Australian Government public release of Inland Rail Review Media Release
- Attachment D: Australian Government public release of Inland Rail Review Transcript
- Attachment E: Inland Rail cost increases by cost type
- Attachment F: List of stakeholders contacted on the release of the Review
- Attachment G: Media Release: *Inland Rail independent review announced* (including ToR)

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Version Number: 01

Date: 03/05/2023

THE DELIVERY OF INLAND RAIL: AN INDEPENDENT REVIEW

Kerry Schott AO
January 2023

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Glossary

Abbreviation	Full Form
ACCC	Australian Competition and Consumer Commission
ARTC	Australian Rail Track Corporation Limited ABN 75 081 455 754
BITRE	Bureau of Infrastructure and Transport Research Economics
CSIRO	Commonwealth Scientific and Industrial Research Organisation
GBE	Government Business Enterprise
IRSO	Inland Rail Service Offering
NSW	New South Wales
PPP	Public Private Partnership
TEU	Twenty-foot equivalent units
WIFT	Western Interstate Freight Terminal

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Executive summary

Inland Rail is an important project. Its outcomes are intended to move freight from roads thus easing congestion particularly between the east coast capital cities. Resilience in the national freight corridors will be enhanced, the importance of this being clear from recent floods and the COVID-19 pandemic. Emissions may reduce by an estimated 750,000 tonnes per year by 2050 as rail replaces road.¹

The project is however late and over budget and one of the important tasks I have is to assess the extent of these problems. In this I have failed as there is insufficient certainty about the completion date and the final cost to have confidence in the current estimates.

There are a number of reasons for this regrettable situation. The first reason lies in the governance and project management arrangements for Inland Rail. The Inland Rail project is managed as a division of ARTC, a Commonwealth-owned Government Business Enterprise, and reports to the ARTC Board through a Sub-Committee set up to oversee the project, and also through the CEO of ARTC. The problem is that the Board and its Sub-Committee do not have adequate skills to oversee this project. Despite an informed request by the Chairman of ARTC to the then-Minister responsible, replacement appointments to the Board did not provide the skills required. ARTC is a large business and its management does need a capable Board with a knowledge of rail operations, project management, the freight industry and regional nous as well as legal and accounting skills. With about \$900 million revenue² and complex operations across Australia, this business needs a capable Board.

To address this situation, I recommend that the current Shareholder Ministers appoint a new Chair and Directors with appropriate skills to replace retired positions. In addition, Inland Rail should cease being managed as a division of ARTC and be set up as a subsidiary company of ARTC established for the sole task of delivering this project. The Board of that subsidiary and ARTC should appoint a CEO to run the project as it has not had a permanent CEO for over 18 months. I understand that the previous government Minister did not approve of the Board choice for this position and indefinitely delayed taking the recommendation to Cabinet.

These new arrangements leave the current CEO of ARTC to focus on the business-as-usual matters of the company and leave the Inland Rail project to be managed by a specialist CEO with experience in project delivery. This person should report directly to the subsidiary board and also to the ARTC Board by attending that board's meetings. This structure removes the very real risk of the ARTC business being distracted by the Inland Rail project, and should enable Inland Rail to be better organised as a project delivery task rather than part of an operational business.

State Governments and rail freight operators are keen to settle the end points of the Inland Rail route. Somewhat surprisingly the project has commenced delivery without knowing where it will start or finish. There is support for the Inland Rail service to finish at a new intermodal terminal at Ebenezer on the outer environs of Brisbane. In Melbourne there is support for two terminals to be developed. Initially Beveridge should be prepared to operate in line with Inland Rail completion serving north and north-east Melbourne areas with Truganina (WIFT) developed concurrently serving the areas to the west. This development will take

¹ Department of Infrastructure, Transport, Regional Development, Communications and the Arts, [Environment](#), DITRDCA website, n.d., accessed 12 January 2023.

² ARTC, *21/22 Annual Report*, ARTC, Australia, 2022.

longer but over time it is expected that Truganina will become the larger operation. All terminals should be developed as open access and freight operators must not be permitted to be the operator for competitive reasons.

Inland Rail must also link into other freight networks. Parkes in NSW sits at the junction of the north-south Inland Rail route and the east-west route. Development at Parkes is being supported by the local government and the State, and it too should be open access. I note that the rail link from Toowoomba to Gladstone is being examined and any future extension that may occur there should be complementary to the end point at Brisbane.

The route alignment should be accepted with any future modifications limited to changes to improve the design and constructability of the project. No material effect on the Inland Rail Service Offer should occur. The route mainly consists of existing track upgrades in Victoria and NSW (1,087 kilometres) and some new track in Queensland, and between Narromine and Narrabri in NSW (628 kilometres). Regional towns where the route, based on existing track, bisects them are understandably concerned about the disruption they may experience when Inland Rail traffic becomes significantly above their present experience. For this reason, in regional towns like Wagga Wagga and Gatton, it is recommended that the traffic disruption is reviewed from time-to-time and that an easement by-passing the town be preserved for future use.

The detailed and clearly defined scope of much of the route has not yet been settled as approval processes are not complete. There has been lengthy delays in this process, particularly in Queensland, caused in part by immature design and poor Environmental Impact Statements that need numerous changes and re-submissions. Until this scope is firmed, an assessment of schedule and cost cannot be made with confidence.

On the basis of the information available, ARTC has estimated completion of the project in 2030-31. The route from Melbourne to Parkes is expected to be finished by 2027. This latter estimate is more certain than that for the entire route. Overall when compared to the 2020 estimate the project is running four years late mainly due to approval delays which in turn delay land acquisition, when needed, and tender offers.

The ARTC estimate of the cost of the project has increased by an astonishing amount when compared to 2020. Two years ago, the estimate was \$16.4 billion and now it is about \$31 billion. In my view this cost estimate should not be accepted by the Shareholder as there is insufficient certainty about the scope, the related schedule, and delivery costs to have any confidence in the numbers. A full review of these matters is definitely needed by an experienced cost estimator and value engineer and several areas to be included in this work are noted. Once there is some confidence about the cost, a year-by-year budget can be established to enable management by both the Commonwealth Government and ARTC. A comparison to future benefits should also be made at this point.

The intended benefit of the Inland Rail project is to move freight from road to rail, especially on the Brisbane to Melbourne route. Rail can be competitive, lessen road congestion, lower road maintenance costs and operate with fewer emissions. In the future it is needed to meet the increasing national freight task. It is also apparent that Inland Rail can provide benefits to regional communities along its route. In the short term it has offered employment and work for local businesses. In the longer term regionally based businesses can develop. This is already occurring in NSW where local and State Governments have worked together to provide resources for business parks to form and successfully operate. Wagga Wagga and Parkes are well progressed with future plans developing for Moree and Narrabri. In Queensland similar developments could occur and possibilities are evident at Goondiwindi, Gatton and Ebenezer.

Findings and recommendations

Finding

The skills mix required by the ARTC Board for its operational business and to deliver Inland Rail was not heeded by the Shareholder Ministers of the former Government despite advice given by the ARTC Board at the time.

Recommendation 1

The Shareholder Ministers should address the skills requirements of the ARTC Board with their next appointments and continue to address these skill requirements.

Finding

The Inland Rail project has been operating without a substantive Chief Executive since mid-2021, a situation that is not viable. A first-rate Chief Executive, reporting directly to its Board is essential to the delivery of the Inland Rail project.

Recommendation 2

The position of Chief Executive of Inland Rail should be filled substantively as soon as possible.

Finding

Delivering Inland Rail as a division of ARTC has created a number of significant governance, budgetary and management risks. The size and complexity of the Inland Rail project is also such that it requires deep experience in infrastructure project management and has distracted from the day-to-day business operations of ARTC which themselves do not appear to be tightly ring-fenced.

Recommendation 3

ARTC must have governance arrangements to deliver both the Inland Rail project and the business-as-usual operations of ARTC. This can be achieved through the establishment of a subsidiary company of ARTC.

The subsidiary company should have a dedicated board, say five members, and should include the Chair of ARTC as a board member to ensure clear visibility of the Inland Rail project to the ARTC Board, with further ARTC representation limited to not more than one additional ARTC Board member.

The Chief Executive of Inland Rail should report to the subsidiary board and attend the main ARTC Board meetings to provide any information required and project updates.

The particular skills needed to oversee the Inland Rail project should be concentrated in the subsidiary (although also represented in the ARTC Board). The Chief Executive of Inland Rail should report directly to its subsidiary board and have full control over their budget, approvals, employment and other matters a major project Chief Executive would expect to control.

Recommendation 4

The position of Managing Director/Chief Executive of ARTC should:

- focus entirely on the role of managing an operating rail company;
- ensure that the Inland Rail project and ARTC business-as-usual operations are tightly ring-fenced; and
- continue reporting through to the ARTC Board about the operations business.

Finding

The Statement of Expectations for ARTC was last issued in 2018 by the former Shareholder Ministers, and focussed primarily on ARTC's delivery of Inland Rail. Statements of Expectations are an important tool for Shareholder Ministers to provide necessary and contemporary guidance and expectations for a GBE.

Recommendation 5

The Statement of Expectations issued by the Shareholder Ministers of ARTC should be reviewed and provide the necessary clarity and guidance to enable the ARTC Board to effectively deliver the Commonwealth Government's objectives. It should then be reviewed periodically to ensure it remains fit for purpose and continues to reflect the Government's objectives for ARTC.

Finding

ARTC's risk mitigation and reporting processes need to improve. There should be a focus on ensuring that ARTC's risk management and related mitigations for severe and high-level risks are escalated to the Board for full discussion. Key risks must also be flagged with Shareholder Ministers and their departments along with the mitigation strategies being pursued.

Recommendation 6

The Inland Rail project team should review its risk management systems and ensure there are appropriate triggers and metrics for the timely escalation of key risks and importantly their mitigation strategies to the Board, Shareholders Ministers and their departments. Reporting processes about risk management, including reporting processes documented in governance arrangements between Shareholder Ministers, their departments and ARTC, should also be reviewed.

Finding

To move freight from road to rail, the service offered must be competitive. The service offering proposed by Inland Rail is designed to meet these competitive criteria.

Recommendation 7

The service offering proposed by ARTC, and supported by business, that offers a reliable 24-hour transit service on double-stacked trains of 1,800 metres length should be accepted.

Finding

With the closure of the Dynon terminal and the completion of Inland Rail, the need to plan and deliver intermodal terminal operations in Melbourne is becoming urgent. There are two complementary sites that would meet immediate and near future needs and these should be progressed. Open access is desirable in line with ACCC concerns about competition in the freight industry.

Recommendation 8

Two new intermodal terminals should be developed concurrently in Melbourne. Beveridge should be available as soon as practical and the second, WIFT at Truganina, should in due course expand and become the larger operation. Both terminals should be operated by independent operators providing open access to all rail freight operators. Given that National Intermodal Corporation has an option to purchase land at Beveridge and is a Commonwealth-owned GBE that can offer open access and independence from freight operators, preference should be given to it to develop Beveridge on those conditions.

Finding

Within the city environs of Brisbane and its port there is no feasible way to operate 1,800 metre double-stacked freight trains. Smaller single-stacked train operations (as at present) are possible but there needs to be a terminal outside the city where large double-stacked trains can manage their load and have the option to single-stack beyond that point or switch to smaller vehicle road haulage for the end of trip. Considerable analysis has been done by Governments on the options to meet this requirement and the preference is to develop an intermodal and warehousing terminal at Ebenezer. A single-stack route for smaller trains to Bromelton terminal should continue and single-stacking through to Kagaru should be developed.

Recommendation 9

An intermodal terminal should be developed at Ebenezer so that its completion aligns with that of Inland Rail. The final site, lay-out and commercial model should be settled expeditiously between the Commonwealth and Queensland Governments. The terminal should be run independently by a terminal owner/operator with an open access regime. Governments should consider who that terminal operator will be, but I note that such an operator already exists in the form of Commonwealth-owned National Intermodal Corporation.

Recommendation 10

The Commonwealth and NSW Governments should investigate opportunities for intermodal facilities at Parkes, possibly to be developed by the National Intermodal Corporation.

Finding

Interoperability of different rail networks has been an ongoing problem for Australia since federation. Differences in signalling, communications, and train control systems are a particular concern because of their potential impact on safety.

Recommendation 11

ARTC should ensure that the new signalling system being acquired is interoperable with state systems, and if not what the options are to make it so, including possible replacement. Detailed discussions with other relevant Rail Infrastructure Managers must occur to address the issue.

Finding

The route alignment chosen reflects the need to meet the service required to compete with road freight and hence move freight from road to rail. This chosen route raises concerns in country towns that it bisects and once rail traffic increases are substantial, or likely to be so, consideration should be given to bypass these towns. In areas where greenfield work is on agricultural land or through areas of biodiversity the consultation process must address these matters. In Queensland, issues around approval processes appear to be improving but this must continue to halt further delays in that State.

Recommendation 12

Where the Inland Rail route bisects regional towns the disruption that additional train traffic causes should be addressed by appropriate modifications to limit noise and enable adequate cross town access if that has not already been done. As Inland Rail train traffic increases significantly the possibility to bypass the town should be investigated and easements protected for a new by-pass corridor.

Finding

The terminal recommendations for Melbourne and Brisbane, if adopted, will change the route alignment at the end points of the project. At a more detailed level, because approvals for most sections of the route are not yet granted, the detailed scope cannot be defined with certainty. This is particularly evident in Queensland where for a number of reasons the approval process has proved difficult for ARTC.

Recommendation 13

The Commonwealth should engage an independent specialist to review the design solutions developed by ARTC to define the scope of the Inland Rail project and meet associated approval requirements and, working with ARTC, define exactly what the scope of this project is on the basis of the latest evidence available through the approval processes. The cost of scope provided beyond the freight requirements for Inland Rail should be allocated elsewhere as appropriate. This work should be coordinated with further cost estimation work discussed in Section 6.3.

Where there is still uncertainty due to outstanding approvals every effort should be made to understand the nature of the matters outstanding and assist the parties to reach an expeditious conclusion. There should be particular attention paid to the Queensland sections.

Finding

While many infrastructure projects are facing delays in their schedule at present due to skills shortages and supply constraints, the Inland Rail project has two further problems causing delays. The first is the long period of time being taken to gain planning and environmental approvals across the 1,700-kilometre route. The second added difficulty is that over 70 per cent of the construction is on brownfields sites meaning that possession time to work is limited by the severe constraint of an operating railroad. Delays relating to limited possessions can be extremely costly in a project of this size and scope.

Recommendation 14

ARTC should examine the issues it has had with its approval processes and take measures to ensure they are dealt with. Delays of this kind are costly for the project and their importance must be recognised.

Recommendation 15

ARTC, the Inland Rail project team and the rail operators should examine whether the possessions regime for Inland Rail can be modified to assist in more expeditious completion of stages of the Inland Rail project.

Finding

Given the delays to this project mainly relate to approval processes and limited possessions, due to working in an operating railroad environment, ARTC should consider staging completion in optimal stages that allow ARTC to increase its revenue from added traffic, for example from Melbourne and Sydney through to Parkes, and double-stacking to Perth.

Recommendation 16

ARTC should continue to examine options for staging the completion of Inland Rail and in particular the option of completing the Melbourne/Beveridge to Parkes sections by 2027. It should also examine options for the subsequent delivery of the project through to Gowrie once it has obtained greater certainty on approvals and costs. From Gowrie to Kagaru the focus should be on the works required to gain approvals to help secure gazettal of rail corridors and completion of land acquisitions. ARTC should use this time to finalise the scope of these sections and gain greater certainty on schedule and cost.

Finding

The management of the PPP process has been difficult for ARTC and until there is a new CEO and governance and management arrangements for Inland Rail it is hard to have faith in ARTC's capability to manage the delivery of the PPP further. Given this, consideration should be given to negotiating changes to the arrangement but these discussions need to be conducted by an experienced team.

Recommendation 17

On behalf of ARTC negotiations with Regionerate Rail should commence with a view to changing its scope to exclude double-stacking on the final section to Kagaru, and with a view to limiting costs and structuring payment arrangements in a manner that ARTC can afford. This may include a move away from a pure PPP arrangement to some other contractual arrangements.

Finding

In summary, notwithstanding that the cost estimate is better developed and more comprehensive than in 2020, it is difficult to have confidence in the updated cost estimate put forward by ARTC. Further detailed investigations would be required to validate the cost estimate.

Recommendation 18

Work to analyse the project costs of Inland Rail, and the expected timing of those expenditures over the next years of this decade, should be done carefully to ensure that the Inland Rail project team, ARTC and their Shareholder, are fully cognisant of the details. An independent value engineer/cost estimator should be appointed by the Commonwealth to conduct this work given the difficulties that ARTC have had in providing such estimates. This person should coordinate with the work being done to define the scope of the project carefully as noted in Recommendation 13. The estimates should enable both ARTC and the Commonwealth to budget with some certainty for the next 5-10 years for this project.

Recommendation 19

As Inland Rail proceeds, the local government areas that it passes through, along with the relevant State Government and ARTC, should consider where regional development might focus and what industries may be attracted to expand in those locations. To facilitate this, the Commonwealth Government should raise the issue with their State counterparts in regional development.

1. Purpose

1.1 Introduction

The Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King MP, and the Minister for Finance, Senator the Hon Katy Gallagher, announced an independent review of the delivery of Inland Rail on 7 October 2022 (Review). This report is the response to that request.

In conducting this Review, I have received extraordinary assistance from many people and organisations who offered their insights and advice. The interviews I conducted, and the written submissions received, are listed in Table A.1 of [Appendix C](#). Meetings with the Australian Rail Track Corporation (ARTC) management and the previous Chairman, along with the material they provided, has been especially useful. Mr David Saxelby, a Director of ARTC with extensive project management experience has made very helpful comment. The supporting work of the Secretariat based in the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the Department) has been essential and I note their contribution further in [Appendix B](#). My thanks to everyone involved.

The importance of this project is widely accepted and its challenges are evident. The Review addresses these issues along the lines set out in the Terms of Reference. The sections of the Review examine the six matters in the Terms of Reference after some context provided by a brief overview of the ARTC network and the Inland Rail proposal.

1.2 Terms of Reference

The Review will:

- a. assess the Australian Rail Track Corporation's governance and project delivery approaches, including:
 - i. the effectiveness of current governance arrangements for Inland Rail, including monitoring and reporting;
 - ii. project management arrangements;
 - iii. risk management practices; and
 - iv. implementation of strategy;
- b. consult with stakeholders across the freight sector to test the Inland Rail service offering and the importance of this to achieving the overall benefits of Inland Rail, including how it provides new capacity and resilience to support Australia's national supply chain network, having regard to:
 - i. urban congestion and future freight demand;
 - ii. potential end points for the Inland Rail Service Offering in Melbourne;
 - iii. potential end points for Inland Rail Service Offering in Brisbane, including Ebenezer, Kagaru, Bromelton, and/or Acacia Ridge; and
 - iv. efficient linkages with freight infrastructure such as other freight rail networks, ports and intermodal hubs;
- c. review the processes for selecting the Inland Rail route to confirm it is fit for purpose and has considered both impacts and potential broader economic benefits to regional economies and communities;

- d. having regard to current market constraints and regulatory environment, assess Project scope, schedule and cost, including:
 - i. a broader review of the infrastructure market;
 - ii. review Project costs, contingencies and escalation;
 - iii. review schedule assumptions, including timing for planning and environmental approvals, land acquisitions and contingencies;
 - iv. options to optimise Project delivery to realise benefits earlier;
 - v. the PPP for the Gowrie to Kagaru projects;
 - vi. any related port connections;
 - vii. potential intermodal terminals in Brisbane and Melbourne;
- e. assess opportunities for enhancing community benefits along the route;
- f. review ARTC's engagement and consultation approach, including options to improve engagement with communities and other stakeholders along the route; and develop a pathway to consider community concerns with the alignment.

The Review will have regard to existing studies, including but not limited to:

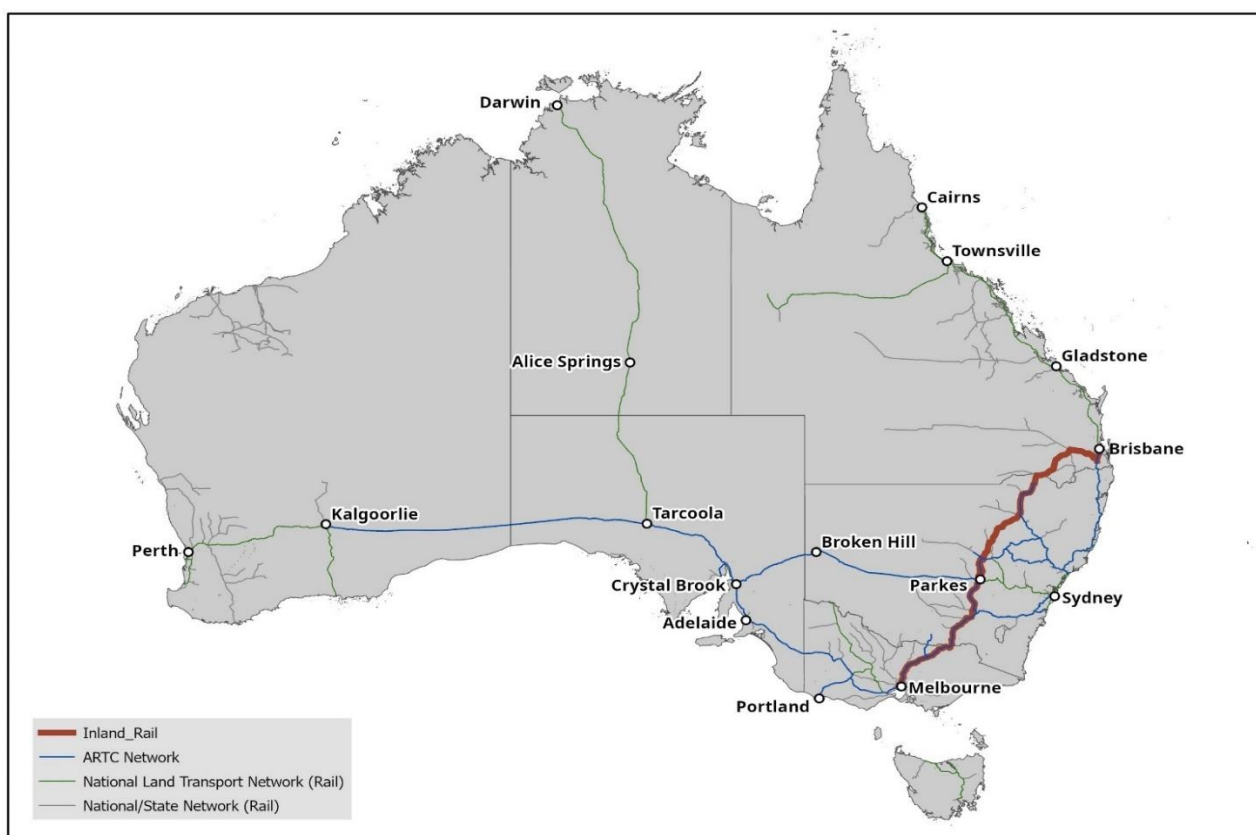
- a. dedicated rail freight connections to ports in Brisbane and Melbourne;
- b. the development of new intermodal terminals in Brisbane and Melbourne;
- c. the extension of Inland Rail from Toowoomba to the Port of Gladstone; and
- d. the South East Queensland Freight Demand Analysis and Modelling Study.

2. Overview of ARTC and Inland Rail

2.1 The ARTC business

ARTC is a relatively new government business. After typically lengthy intergovernmental negotiations between the Commonwealth and the States, agreement was reached about the set-up of ARTC and its operations commenced in 1998. The Commonwealth Government owns ARTC and purchased rail corridors in South Australia and Western Australia and agreed long-term rail corridor leases with NSW, Victoria and Queensland. This allowed ARTC to provide access to a standard gauge national interstate rail network of about 8,500 kilometres.³ The network connects the mainland capital cities between Brisbane and Adelaide, extending to Kalgoorlie in Western Australia, and the Hunter Valley coal rail network (see **Figure 2.1** below).

Figure 2.1: ARTC's rail network map



³ ARTC, [Our network](#), ARTC website, 2019, accessed 11 January 2023.

The principal users of this network are rail freight operators, although there is also some passenger traffic. ARTC revenue comes from the access charge levied on the users of its network. To maintain its business, ARTC must maintain track to a safe and reliable standard for its customers, upgrade its network as required, and assist in developing new business opportunities. Revenue is currently about \$900 million per annum and notably about half of this comes from coal freight operations in the Hunter Valley.⁴

2.2 The Inland Rail proposal

The Inland Rail proposal was developed and refined through multiple studies that commenced with the North-South Rail Corridor Study in 2006. The intention was to provide a critical link in the existing national rail network to support supply chain resilience and provide additional freight capacity. When completed it would add about 1,700 kilometres of standard gauge line connecting Melbourne and Brisbane, and link the East-West interstate line from Melbourne and Sydney to Perth through the regional city of Parkes in NSW.

Figure 2.2 below provides a map of the Inland Rail project.

Major rail freight customers made a number of suggestions about the service Inland Rail needed to provide. First it should meet future freight needs. Second, they suggested that 98 per cent reliability was critical and that freight movements between Melbourne and Brisbane terminals in close to 24-hours was required for a competitive position with road freight. Finally, they noted the importance of appropriate terminal access and loading and unloading times to meet market logistic needs or availability. These early suggestions were repeated in submissions and meetings with me although, in the context of recent severe floods and bush fires, emphasis was more on resilience than on freight needs well into the future. The importance of the 24-hour time journey between Brisbane and Melbourne along with reliability remains a critical competitive requirement to move freight from road to rail.

Delivering Inland Rail to meet these types of requirements is not a particularly difficult construction along most of the route. However, there are three complexities in the project related to its extreme length. First, around 1,087 kilometres of existing track must be upgraded while existing services continue. Second, about 628 kilometres of new track must be built along with those brown field upgrades. To achieve planning and environmental approvals, and subsequent land acquisitions and access, means involving the jurisdictions of Victoria, NSW and Queensland. There are also 36 Local Government Areas, more than 11 First Nations communities and numerous local communities and property owners to be consulted. Finally, the most technically difficult parts of the project involve the steep descent down the Toowoomba Range in Queensland, and several rivers and major flood plains that must be crossed.

⁴ ARTC, 21/22 Annual Report, ARTC, Australia, 2022.

2.3 The importance of Inland Rail

The Inland Rail proposal is a major infrastructure project as I have just described. Its importance lies in the capacity it adds to the national freight supply chain and the provision of a cost competitive inter-capital freight service between Melbourne and Brisbane. Total domestic freight volumes are expected to grow by more than 20 per cent between 2018 and 2040 driven by both population and economic growth.⁵ By 2050, it is estimated that almost 70 per cent of the freight to be carried on Inland Rail will be for domestic use. This includes household goods and groceries produced in Australia and consumed in our major cities, with over 50 per cent of this freight forecast to be carried between Melbourne and Brisbane to meet demand in South East Queensland for its rapidly growing population.

At present most rail freight on the east coast rail network does not compete favourably with road. The rail network is old and inefficient and restricts weight to single-stack trains and constrains travel times. This is particularly evident on the existing north-south corridor between Melbourne and Brisbane where passenger train preference, in and around Sydney, adds further time restrictions. The consequence is that rail freight cannot compete efficiently with road. The only route where rail does compete effectively with road is the long east-west route to Perth. On the east coast congestion on intercity highways is increasing significantly, and heavier vehicles and more congestion are increasing road maintenance costs and safety concerns. The added freight capacity that Inland Rail is intended to offer by the end of this decade is critical.

Recent disasters, including floods, fires and the COVID-19 pandemic, draw attention to the need for resilience in supply chains. Inland Rail provides additional resilience in the national freight network through an alternative north-south and east-west freight route, as well as through the provision of additional capacity.

It is also notable that the proposed route through regional areas improves access to ports and city markets and is anticipated to generate new business in the regions where freight transport links are both costly and limited. More generally, the connectivity with the National Land Transport Network should be improved and amenity for communities and their sustainability increase.

Thus, the important benefits expected from the Inland Rail proposal are increased capacity and reliability of the transport network, and notably reduced transit times between Melbourne and Brisbane with improved reliability. Industry has also noted the importance of the lower emissions trajectory that rail provides in comparison to road freight at the present time. This adds to the competitive offering and together these factors should shift freight from road to rail reducing road congestion and future highway and motorway expenditure. In addition, Inland Rail opens up country regions and their access to ports (including Newcastle and Port Kembla) and should stimulate business. This is discussed further in Section 7.

⁵ Ernst and Young Australia (EY), *Inland Rail Freight Task*, unpublished, 2022.

2.4 Implementation

The challenges in delivering this project do not seem to have been fully appreciated by either ARTC or its Shareholder when it was first given the go-ahead. To put the task in context, Inland Rail is the equivalent journey length of London to the Ukraine border; and while it does not pass through different foreign countries, it does, as I noted, pass through three states, the lands of at least 11 First Nations groups, 36 local government areas, numerous regional communities, and requires the establishment of a number of remote construction sites.

To get the project delivered a number of sequential tasks need to be completed. In summary these are:

- Clearly define and develop a detailed scope of work for the route. This entails dividing the route up into manageable sections and 13 sections are used for this purpose.⁶ The scope must meet performance requirements as well as be prepared in detail for approval requests.
- Approval requests must be made and any amendments required must be met in some way. With a long project, through a number of approval bodies, this task is far from trivial.
- Once all approvals are gained any land acquisitions needed must be finalised with the relevant jurisdiction. While this process can be straightforward it can also be lengthy if compulsory acquisition is required.
- Following clarity of scope and project approvals, contracts for construction and related work can be tendered and finalised.
- Delivery and completion then must meet further approvals by ARTC (as the below rail operator) before commissioning can commence.

To deliver this project thus requires expertise in a range of matters. Because ARTC is fundamentally a below rail operator, it does not have all this expertise in-house. ARTC's principal business is to sell train paths to its customers, and provide access to the network. Inland Rail, as a large infrastructure project, represents a very different business proposition. While ARTC does manage track maintenance and network delivery and upgrades, this prior work is not on the same scale as this project. Recognising this situation, ARTC set up oversight and management arrangements for Inland Rail to address the issue; but as my report makes clear later, these arrangements have not been sufficient to avoid the serious problems which this project now faces. A map of the Inland Rail route is shown in **Figure 2.2** below.

⁶ Refer to Figure 2.2 of this Report.

Figure 2.2: Inland Rail map⁷



3. Governance and project delivery

3.1 Current governance arrangements for Inland Rail

The governance and delivery of the Inland Rail project is the responsibility of ARTC, a Commonwealth-owned business. As well as delivering this project, ARTC is responsible for operating a large national rail freight business. Its governance arrangements are similar to any corporation. Its Board may have up to eight directors at any given time—a Chairperson, Managing Director/Chief Executive Officer and six non-executive directors. It has two Shareholder Ministers representing the Commonwealth Government as owner — the Minister for Finance and the Minister for Infrastructure, Transport, Regional Development and Local Government. Like any Australian company it has a legal foundation, and being a Commonwealth company, it is bound by the *Corporations Act 2001* (Cth) and the *Public Governance, Performance and Accountability Act 2013* (PGPA Act). It is guided by the Commonwealth Government Business Enterprises—Governance and Oversight Guidelines.⁸

It is important that the Board has the skills and expertise to conduct its business. At this level of governance, the Board's responsibility is to develop strategy in line with the objectives set by the Government, and ensure that this is implemented by management. It must keep its Shareholder informed of progress, and any changes to the direction of the company it proposes. It should also appoint the appropriate senior managers to implement and deliver the business strategy and follow up that implementation is occurring as expected. The budget to deliver the business should be agreed with the Shareholder and appropriate reporting of the financial position of the company is essential. Various legal requirements must be met.

There is no doubt that both the Inland Rail project and the operating business of ARTC are facing present and future challenges. As noted later, in Section 6 of this report, Inland Rail is over budget and delivery is well behind schedule. The operating business of ARTC faces ongoing competitive pressures from road haulage and its reliability has been questioned by the rail freight operators consulted during this Review. It is also notable that severe flooding events are an added challenge and in future decades the profitable coal haulage business is likely to decline.

All these matters demand the attention of a capable Board to develop strategy, keep its Shareholder informed of changing circumstances, and guide management. To ensure competence of the Board the Shareholder Ministers receive a regular review of Board skills which the Board conducts. These skill reviews usually involve an individual director self-assessment against required skills conducted annually. It is common for an outside review to be added to this assessment every few years. The term of a director is typically three years; however, this can vary in length to stagger term end dates and minimise future disruptions due to Board turnover. Appointments are usually not extended beyond two terms, unless there is a strong case for doing so. For these reasons, it is important to ensure that the Board mix of skills be kept up to date and relevant. As Board vacancies arise, the Chairperson, on behalf of the Board, must indicate to the Shareholder Ministers where skills gaps may be arising.

7 ARTC, [Map of the Inland Rail route](#), ARTC, 2022, accessed 11 January 2023.

8 Department of Finance, [Government Business Enterprises—Governance and Oversight Guidelines: Resource Management Guide No. 126](#), Commonwealth of Australia, 2018, accessed 11 January 2023.

The current skills mix of the ARTC Board has recently been assessed against 18 criteria. Omitting the Managing Director from consideration, the results suggest the Board is strong in the five areas of accounting, legal, working with government, business management, and regional and remote expertise. On the other hand, the Board is weak in five areas: technical/engineering, safety, environment and sustainability, marketing and communications, and procurement and contracting. It has rated itself as 'average' on rail matters, community sector, governance and risk, transport and logistics, infrastructure knowledge, and project management skills.

A Board tasked with managing a large rail freight operations company and delivering a major linear infrastructure project needs to be strong in all the matters in which this Board is weak, and preferably stronger in rail knowledge, transport and logistics, governance and risk, and project management. There is nothing astonishing about these skill requirements for ARTC and, in fact, ARTC has assured me that its desired skill mix was made known to the Shareholder Ministers of the former Government who were responsible for the latest round of Board appointments. This advice, given by the Chairperson at the time, was not heeded by Shareholder Ministers (and presumably Cabinet) at a time when these types of skills were critical for the Board. As a consequence, the ARTC Board appointments in 2022 did not reflect the skills required to govern either rail freight operations or a major infrastructure project. While the people appointed are not without skill, their expertise is not in the areas that ARTC requires.

While Ministers, as Shareholder representatives, have every right to appoint whom they choose as directors they also have an obligation to ensure that the business is governed properly and this means paying attention to the skills that are needed. Shareholder Ministers of the former Government did not meet that obligation.

The current Shareholder Ministers have three vacancies arising on the ARTC Board, including the departure of the Chairperson. This provides an opportunity to at least partly address the gaps in the Board's skill requirements. The retirement of the most recent Chairperson adds a further gap in regional knowledge and infrastructure, which reinforces the need to address the situation.

Finding

The skills mix required by the ARTC Board for its operational business and to deliver Inland Rail was not heeded by the Shareholder Ministers of the former Government despite advice given by the ARTC Board at the time.

Recommendation 1

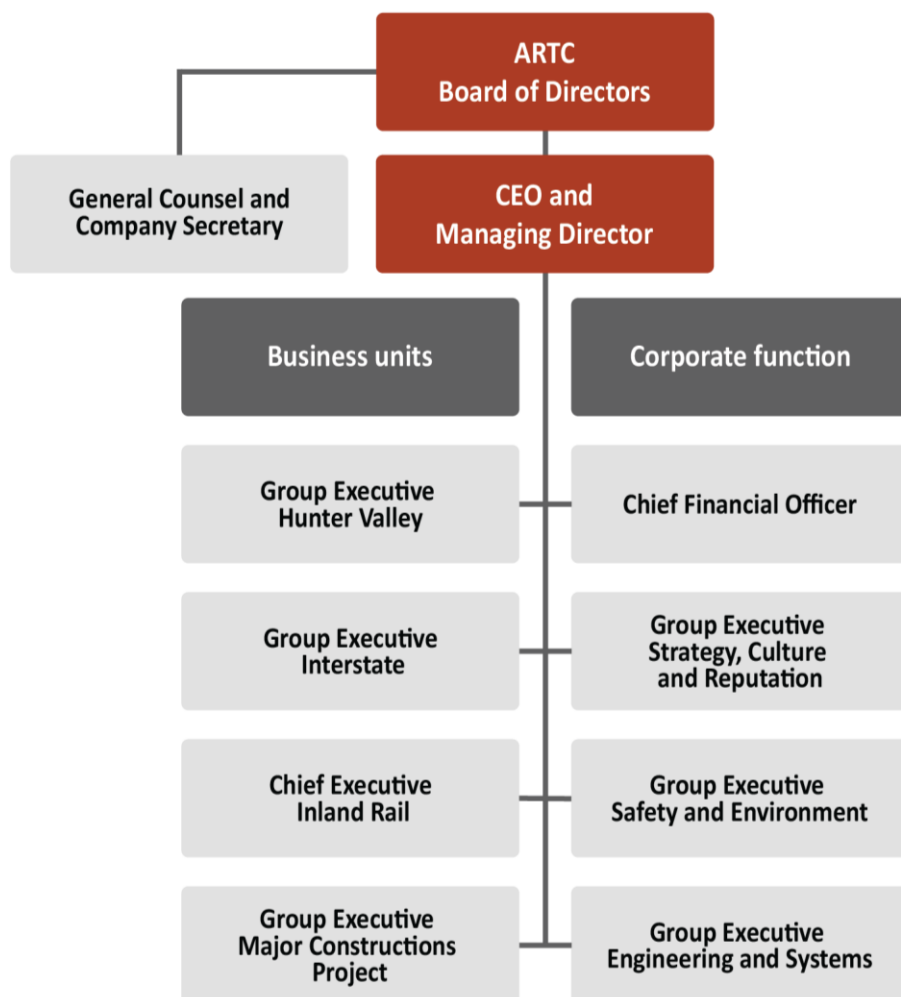
The Shareholder Ministers should address the skills requirements of the ARTC Board with their next appointments and continue to address these skill requirements.

While beyond my Terms of Reference for this Review (as outlined in Section 1.2 above) I note that the obligation of Shareholder Ministers to appoint directors with the skills required in a GBE is a serious matter. Many of these businesses are large and important for Australia, and too often the obligation to meet the skills mix requirement of their Boards is not met. Some Board appointments in recent years provide evidence supporting this concern.

3.2 Project management arrangements

The management of the Inland Rail project is the responsibility of ARTC who not only manage Inland Rail but also their business-as-usual rail operations. This total management task is conducted by the Chief Executive of ARTC through an organisation structure that is shown in **Figure 3.1**.

Figure 3.1: ARTC's current organisation structure



As this structure shows, the Inland Rail project is being run as a division of ARTC. The project does have a Board Sub-Committee overseeing its work but the Chief Executive of Inland Rail is in effect an Executive Divisional Manager reporting through the ARTC Chief Executive to the ARTC Board. The reasoning behind this organisation structure is to ensure that Inland Rail is delivered in line with the operational requirements of ARTC. Across Inland Rail, ARTC will own, maintain and operate the line (with the exception of the sections from Toowoomba towards Brisbane which are expected to be delivered through a PPP that is intended to maintain this part of the route for the length of the 30-year concession period). ARTC will run the rail operations along the entire route, including this section.

Given the size and complexity of the Inland Rail project, this structure has a number of risks. The first is that a first-rate Chief Executive to deliver a major infrastructure project like Inland Rail is unlikely to be prepared to take a position where they do not separately report to the Board and where they do not have full control over their project administration and approval processes including such matters as budget, planning, employment terms and conditions, and the like. The setup of these matters in an operational company like ARTC is different from that in project delivery where timely responses are critical and responses must be agile, albeit within a well audited environment.

The second risk relates to the large project taking over and dominating the operations of business-as-usual at ARTC. Managers can get distracted from their usual tasks and basic rail operations can be impacted in a way that is a threat to core ARTC business. The core business of ARTC is important for Australia and not without its own challenges.

The third risk relates to the need for ARTC to recognise that the costs and budget of Inland Rail need to be clearly ring-fenced from the rest of ARTC operations. If this does not occur an incorrect allocation of costs between ARTC and the Inland Rail project can cause the budgetary position of Inland Rail and ARTC to be inaccurate.

During the course of the Review there were signs that these risks were present. The Inland Rail project has been without a substantive Chief Executive since July 2021. This situation is not viable and is unfair to the present acting occupant. The current arrangement has also taken that occupant away from an area of responsibility where her expertise is needed on a full-time basis.

It was also evident that certain approvals are not being reached in a timely manner that befits project delivery and management. Establishing appropriate governance arrangements that are fit for purpose would improve administration and management. Agility and prompt response are not presently attributes that can be made about the Inland Rail project delivery. Present governance arrangements also showed no clear evidence of tight budgetary ring-fencing of the project.

Finding

The Inland Rail project has been operating without a substantive Chief Executive since mid-2021, a situation that is not viable. A first-rate Chief Executive, reporting directly to its Board is essential to the delivery of the Inland Rail project.

Recommendation 2

The position of Chief Executive of Inland Rail should be filled substantively as soon as possible.

The Chief Executive of Inland Rail must also have responsibility to govern and manage the project in ways that can be different from those within ARTC's 'business-as-usual' where required. Process approvals, budget management, and terms and conditions of employment may need to be flexible as is typically the case on major projects. This does not lessen the need for financial controls and appropriate contracting and audits but it must allow more agility and management of timely delivery.

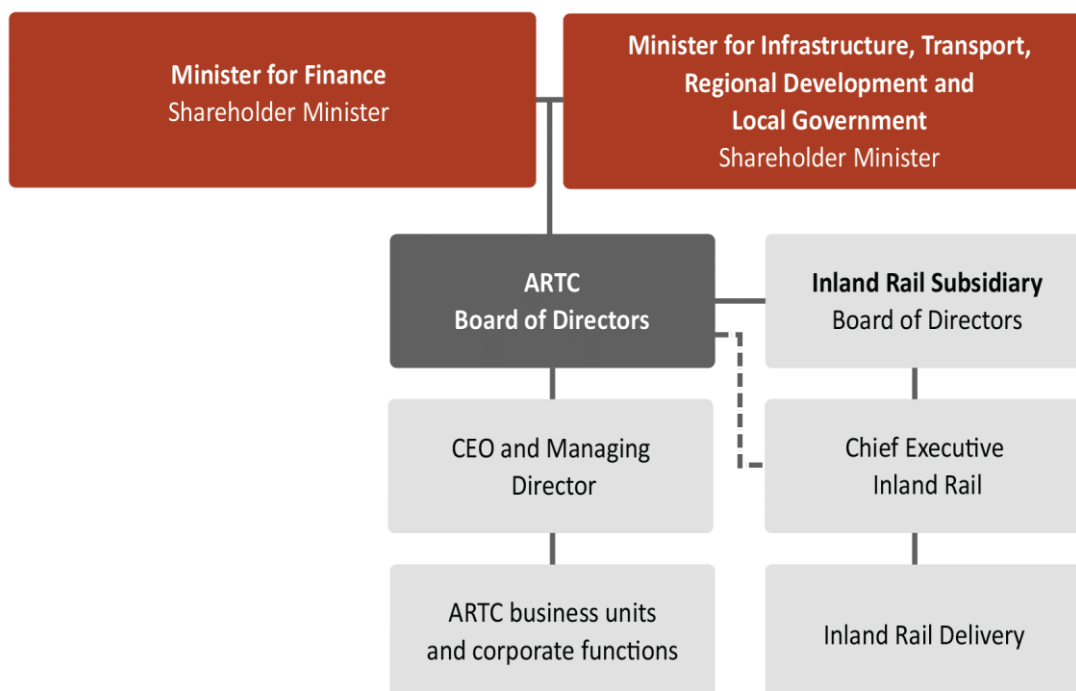
Improving the management of Inland Rail, and adding further Board skills, could be achieved through the establishment of a subsidiary company of ARTC to deliver the Inland Rail project. The Board of the subsidiary should be small, with membership comprising a subsidiary Chair and subsidiary directors with specific capabilities to oversee a project of this complexity. This board should also include the Chair of ARTC as an ex

officio subsidiary board member to ensure that the delivery of Inland Rail is consistent with ARTC operating requirements and that the Board of ARTC has clear visibility of the project. Further ARTC representation on the subsidiary Board should be limited to not more than one additional ARTC Board member, and only if their skills and capability complement the composition of the subsidiary board.

The Chief Executive of Inland Rail should report to the subsidiary board and attend the main ARTC Board to provide any information required about the Inland Rail project including progress updates. The position of Managing Director/Chief Executive of ARTC should continue the role of managing an operating rail company and focus entirely on that work, reporting through to the main Board about the operations business.

The current Board has two directors whose terms are either due to end soon or have ended and the Chairman retired at the end of November 2022. In replacing or reappointing these three positions, the consideration of skills is critical. Given the major gaps in skills that have arisen, the particular skills needed to oversee the Inland Rail project should be concentrated in the subsidiary company though also represented to a lesser extent on the main ARTC Board. The main Board should gain skills particularly relevant to rail operations and the maintenance of existing track and its interoperability with other transport modes. The approach is set out in **Figure 3.2** below.

Figure 3.2: Proposed ARTC/Inland Rail subsidiary organisation structure



Finding

Delivering Inland Rail as a division of ARTC has created a number of significant governance, budgetary and management risks. The size and complexity of the Inland Rail project is also such that it requires deep experience in infrastructure project management and has distracted from the day-to-day business operations of ARTC which themselves do not appear to be tightly ring-fenced.

Recommendation 3

ARTC must have governance arrangements to deliver both the Inland Rail project and the business-as-usual operations of ARTC. This can be achieved through the establishment of a subsidiary company of ARTC.

The subsidiary company should have a dedicated board, say five members, and should include the Chair of ARTC as a board member to ensure clear visibility of the Inland Rail project to the ARTC Board, with further ARTC representation limited to not more than one additional ARTC Board member.

The Chief Executive of Inland Rail should report to the subsidiary board and attend the main ARTC Board meetings to provide any information required and project updates.

The particular skills needed to oversee the Inland Rail project should be concentrated in the subsidiary (although also represented in the ARTC Board). The Chief Executive of Inland Rail should report directly to its subsidiary Board and have full control over their budget, approvals, employment and other matters a major project Chief Executive would expect to control.

Recommendation 4

The position of Managing Director/Chief Executive of ARTC should:

- focus entirely on the role of managing an operating rail company;
- ensure that the Inland Rail project and ARTC business-as-usual operations are tightly ring-fenced; and
- continue reporting through to the ARTC Board about the operations business.

ARTC's Shareholder Ministers last issued a Statement of Expectations to the Company on 27 June 2018.⁹ This current Statement of Expectations focusses mainly on the delivery of Inland Rail. Usually a Statement of Expectations would address wider concerns of the business, be re-issued periodically, and reviewed regularly as strategy changes to address expected business conditions and operations.

The Statement of Expectations should have particular regard to the communications between the company, the Shareholder Ministers and their departments. It should also address how risks are managed as well as reported. This Review has made clear that there was a lack of knowledge by the ARTC Executive and Board about problems with the project, and these issues were not appropriately highlighted to Shareholder Ministers and their departments. Significant deficiencies in ARTC's monitoring and reporting processes are apparent along with inadequate Shareholder briefing.

⁹ Minister for Infrastructure and Transport, Minister for Finance, [Australian Rail Track Corporation Inland Rail Statement of Expectations, Commonwealth of Australia](#), 2018, accessed 11 January 2023.

Finding

The Statement of Expectations for ARTC was last issued in 2018 by the former Shareholder Ministers, and focussed primarily on ARTC's delivery of Inland Rail. Statements of Expectations are an important tool for Shareholder Ministers to provide necessary and contemporary guidance and expectations for a GBE.

Recommendation 5

The Statement of Expectations issued by the Shareholder Ministers of ARTC should be reviewed and provide the necessary clarity and guidance to enable the ARTC Board to effectively deliver the Commonwealth Government's objectives. It should then be reviewed periodically to ensure it remains fit for purpose and continues to reflect the Government's objectives for ARTC.

3.3 Risk management

ARTC has a number of reporting obligations set out in various pieces of legislation, as well as contractual and policy instruments.¹⁰ *Inter alia* ARTC must report and notify its Shareholder Ministers of its key risks. Most of these reporting requirements are summarised in the Commonwealth Government Business Enterprises — Governance and Oversight Guidelines and ARTC is formally required to comply with these Guidelines through its constitution. The Project Development Agreement for Inland Rail and the Equity Financing Agreement also impose risk reporting obligations.

The Corporate Plan is the higher-level document where material risks should be identified and evaluated. The matters to be noted there include the risk likelihood, the potential consequences for planning and financial projections, and the strategies for the management of those risks. ARTC also produces Quarterly Progress Reports for its Board Sub-Committee on Inland Rail, backed up by Monthly Flash Reports and these include risk identification, risk likelihood and a consequence rating. Shareholder departments have also started working with ARTC on a Shared Risk Register which has detail concerning the risk likelihood, the consequence, the steps needed to mitigate the risk, and finally the area responsible for taking those steps.

My cursory review of the more recent of these reporting documents suggests that the most severe risks at present are related to the timing of approvals and subsequent construction delays. These clearly dominate the risk registers along with serious concern that their approved budget may not be enough to cover the cost of Inland Rail including the annual payments required for the PPP project in Queensland. This project covers the technically difficult construction down the range from Toowoomba and has a 30-year concession period with annual payments. In the internal project risk reporting there are also health and safety risks identified as high risk and a risk that additional scope may be needed to address stakeholder concerns.

Risk management by the Inland Rail project team is satisfactory in that the main risks appear to be identified. There are three areas where improvements should be considered. First, whether any severe or high-level risks are being omitted from the registers. Second, whether the mitigation strategies proposed are appropriate.

¹⁰ ARTC, *Constitution: Australian Rail Track Corporation Limited ABN 75 081 455 754*, unpublished, 2012.

The mitigation for delays in planning, biodiversity and environmental approvals is obviously taking care to submit exactly what the particular jurisdiction requires under their processes. Inland Rail cannot expect any special treatment in this regard. Having submitted properly, the process can still be lengthy and further risk mitigation is usually needed. For example, providing the jurisdiction with resources is common practice amongst approval seekers. Similarly, while there is a delay it must be accepted that certain work is best held over until approvals are in place. Trying to progress too quickly can cause costs and prolongation.

There are also matters within ARTC's control that might be managed more optimally. For example, completing continuous sections of the project, say from Melbourne to Parkes, requires possessions of brownfield sites that slows down construction progress significantly. Possessions incur a cost in lost business from the current operations and for that reason their duration is typically limited. However, a completed continuous section of the route also brings more revenue through more efficient freight haulage capacity and this benefit may outweigh possessions cost. Optimisation of possessions should be considered.

The final area for risk improvement relates to reporting. Despite the extensive reporting obligations faced by ARTC there did not appear to be a full understanding of the key severe risks and their mitigation strategies at the ARTC Board or by Shareholder Ministers or their departments. This matter can be remedied quickly.

Finding

ARTC's risk mitigation and reporting processes need to improve. There should be a focus on ensuring that ARTC's risk management and related mitigations for severe and high-level risks are escalated to the Board for full discussion. Key risks must also be flagged with Shareholder Ministers and their departments along with the mitigation strategies being pursued.

Recommendation 6

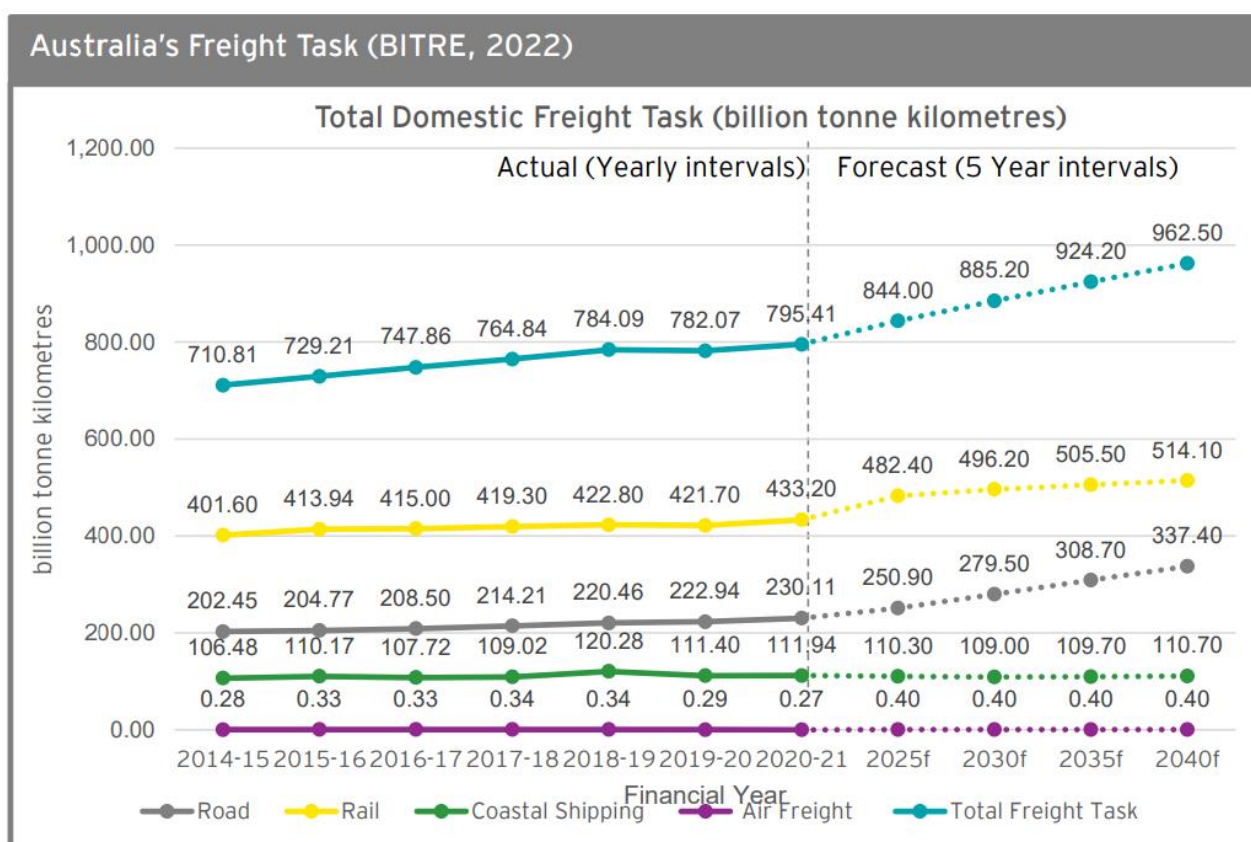
The Inland Rail project team should review its risk management systems and ensure there are appropriate triggers and metrics for the timely escalation of key risks and importantly their mitigation strategies to the Board, Shareholder Ministers and their departments. Reporting processes about risk management, including reporting processes documented in governance arrangements between Shareholder Ministers, their departments and ARTC, should also be reviewed.

4. Inland Rail Service Offering

4.1 Future freight demand and the service required

Australia's freight task is projected to grow by more than 20 per cent between 2018 and 2040, which is an additional 130 billion tonne kilometres of goods to be transported annually. This is depicted in **Figure 4.1** below. The projected increase is driven by population growth — expected to reach 33.1 million by 2040 — and growth in consumer demand (non-bulk freight).¹¹ As the figure shows, in the period 2015-20, the total freight task grew by 53 billion tonne kilometres, or 7.3 per cent. The average annual growth rate was 1.5 per cent. This growth is expected to be met by a major increase in road freight and a lesser increase in rail freight. Coastal ship and air freight remain steady.

Figure 4.1: Australia's Freight Task^{12 13}



¹¹ EY, *Inland Rail Freight Task*, unpublished, 2022.

¹² EY, *Inland Rail Freight Task*, unpublished, 2022.

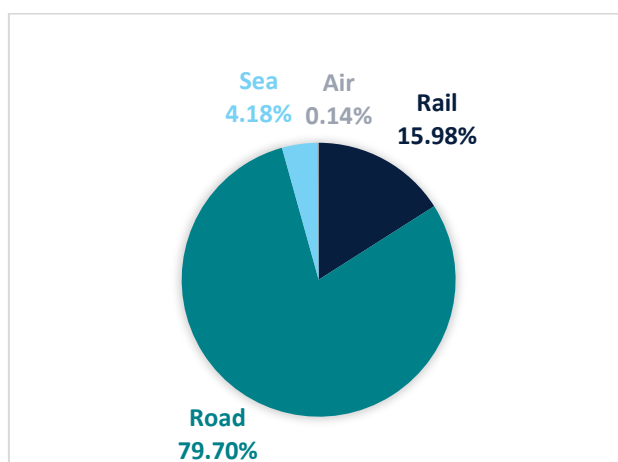
¹³ Bureau of Infrastructure and Transport Research Economics (BITRE), [Australian aggregate freight forecasts – 2022 update](#), Commonwealth of Australia, 2022, accessed 11 January 2023.

The major freight flows on land are along the east coast between Melbourne and Brisbane, and west to Perth from the eastern capital cities. North-south interstate flows are typically non-bulk freight, with demand influenced by population and economic growth. At present this north-south non-bulk freight is predominantly carried by road. Rail freight is not competitive on this route as it is slow and unreliable. Rail freight services at present follow a single slow east coast path passing through a congested Sydney rail network where passenger services have priority restricting freight operational time.

Freight volumes east-west, on the other hand, are mainly carried by rail which is competitive with road on that route. The east-west freight is typically intermediate and final consumption goods.

Most freight in Australia is bulk: mainly export iron ore and coal. Of the non-bulk freight (26 per cent of the total) only around 16 per cent is transported by rail. This is shown in **Figure 4.2** below.

Figure 4.2: Non-bulk Freight by Mode 2020-2021¹⁴



Interstate non-bulk rail freight is projected to grow by approximately 2.8 per cent a year between 2018 and 2040. Unless the share of that freight carried by rail is increased the congestion on roads will become severe and add to maintenance costs and road upgrade requirements. Further, BITRE estimates that Inland Rail will support the increase of north-south non-bulk rail freight by approximately 0.6 per cent a year.¹⁵

Freight operators told me in the Review that rail freight is becoming more competitive with road. There were four main reasons given for that assertion. First, freight operators are facing increasing pressure from customers and government to reduce emissions. Rail presents an opportunity to assist in their decarbonisation being four times more fuel efficient than road freight. On that basis Inland Rail is forecast to cut carbon emissions by 750,000 tonnes per year through and reduce truck movements by 200,000.¹⁶

Second, the impact of the COVID-19 pandemic on border closures and an unprecedented demand for consumer products and services, led to skills shortages for truck drivers and other skilled workers across the supply chain. In the longer term these pressures are increasing as the workforce ages and notably the transport, postal and warehousing industry has the second-oldest industry workforce in Australia.

¹⁴ EY, *Inland Rail Freight Task*, unpublished, 2022.

¹⁵ EY, *Inland Rail Freight Task*, unpublished, 2022.

¹⁶ EY, *Inland Rail Freight Task*, unpublished, 2022.

Third, rail freight can be cost competitive if its service offering is adequate. The service offering requirements for Inland Rail are designed to meet this competitive requirement and are explained below. Modelling by the CSIRO has identified that there is a possible \$213 million reduction in transport costs each year across 22 million tonnes of freight as a result of freight moving from road to Inland Rail. Cost savings per tonne for this freight shifted from road to rail could be an average of \$80.77.¹⁷

Finally, Inland Rail supports the resilience of supply chains and the freight network. It simply provides an additional rail line along the north-south corridor and thus improves the freight network's ability to operate through incidents and outages caused by unforeseen events like natural disasters.

A service offering for Inland Rail was developed by ARTC in 2014 in great detail after consultation with the freight and logistics industry.¹⁸ Without getting into specific detail of that offering, its aim is to provide a cost effective and efficient freight solution that is competitive with road and can meet forecast rail freight needs over the next 50 years. At present, the transit time for freight between Melbourne and Brisbane is approximately 32 hours via the existing east coast rail line and between 18-30 hours by road if multiple drivers are used.

Freight companies all agreed in this Review that the service offering must have the following attributes:

- reliable service;
- less than 24-hour transit time between Melbourne and Brisbane; and
- an ability to transport double-stacked container freight to the intermodal terminals.

Business also noted that the positive environmental (reduced carbon emission of goods per kilometre/tonne) and safety benefits of rail over road transport are important considerations for companies when selecting a transport mode for their freight.

To meet these requirements ARTC has determined a route alignment that can provide a transit time of about 24-hours, and planned a track standard that enables double-stacking and reliable service. The length of trains at 1,800 metres is sufficient for the forecast freight task until at least 2040 and passing loops have been built to accommodate that size.

Finding

To move freight from road to rail the service offered must be competitive. The service offering proposed by Inland Rail is designed to meet these competitive criteria.

Recommendation 7

The service offering proposed by ARTC, and supported by business, that offers a reliable 24-hour transit service on double-stacked trains of 1,800 metres length should be accepted.

¹⁷ Higgins AJ, McFallan S, Bruce C, Bondarenko A, McKeown A, *Inland Rail Supply Chain Mapping Pilot Project*, CSIRO, Australia, 2019.

¹⁸ ARTC, [Inland Rail service offering](#), ARTC, 2019, accessed 11 January 2023.

4.2 Melbourne terminals

About 80 per cent of Melbourne freight is currently handled at Dynon, to the south of the CBD. Dynon is split into two intermodal facilities operated by incumbent freight operators – Qube at North Dynon and Pacific National at South Dynon.

Dynon has two issues. First, as the ACCC has stated on a number of occasions, incumbent freight terminal operators are not motivated to encourage new entrants. Indeed past evidence suggests that incumbents use their terminal operations to strengthen their market position at the expense of their existing and potential competitors. Second, Dynon faces a number of short to medium term constraints – it is approaching full capacity and, in any case, cannot handle 1,800 metre double-stacked trains. For these reasons, and because of significant conflicts with the passenger network, there are plans to close Dynon in 2031 on the expiry of its lease. Remediation works must be undertaken by the lessees before the lease expires, thus necessitating withdrawals from Dynon from 2028-29.

Two suitable replacement sites for Dynon have been identified. The Western Interstate Freight Terminal (WIFT) or Truganina in Melbourne's north west, and Beveridge in Melbourne's north. Both sites are in Victoria's long-term freight strategy to meet the growing freight task and rail volumes.¹⁹ The map at **Figure 4.3** below shows the positions of WIFT in the north-west and Beveridge in the north and it is obviously desirable to have both intermodal terminals considered in the context of the Inland Rail project.

The WIFT can be developed on 990 hectares of agricultural land about 20 kilometres west of the Melbourne CBD. It is located next to an established logistics catchment area within the western State Significant Industrial Precinct and near vacant land earmarked for future warehouse development. The Department has advised that WIFT can be connected to ARTC's Western Line through development of the southern section of the Outer Metropolitan Rail at an estimated cost of \$1.8 billion.²⁰ The timing of this future WIFT-related development and associated land acquisition is beyond 2031 and later than the Dynon closure.

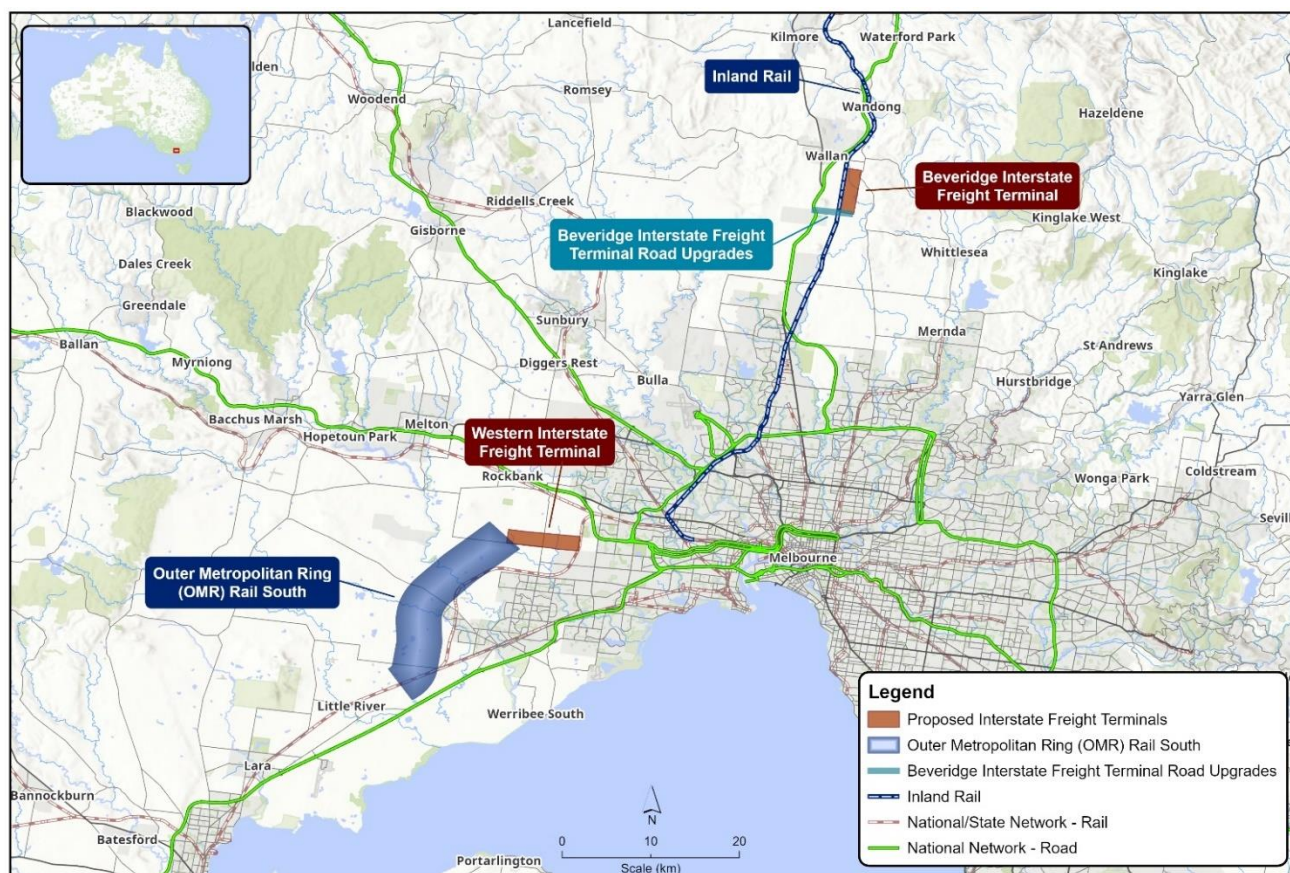
There are two complementary ways to deal with the problem. The first is to develop the smaller intermodal site at Beveridge about 40 kilometres from Melbourne. The site is 1,100 hectares and is directly adjacent to Inland Rail in the north and does not require significant rail connections. Some small-scale road upgrades are needed to facilitate truck movements and these can be done expeditiously. The Beveridge site is greenfield and able to accommodate co-location of warehouses and freight customers with further development including an Import-Export Terminal in the future. Beveridge completion is possible by 2027 with basic operations possible before then to be more aligned with that completing the Inland Rail section to Parkes and increasing freight requirements.

Industry participants commented in their meetings with me that Beveridge permits double-stacking and efficient container traffic between Melbourne and Parkes and then through to Perth on the East-West interstate line. The travel duration on this route is longer than ARTC's existing western line from Melbourne but the economies of scale from double-stacking and longer trains add efficiencies and cost savings. Beveridge can also connect through to the Port of Melbourne with single-stacking smaller or shuttle trains, which is a sufficient requirement for connection to the port.

¹⁹ Transport for Victoria, [Delivering the Goods: Victorian Freight Plan](#), Transport for Victoria, 2018, accessed 11 January 2023.

²⁰ SMEC, *Outer Metropolitan Ring (OMR) Review*, SMEC, unpublished, 2021.

Figure 4.3: Melbourne Intermodal Terminals



In the immediate future the development of both Beveridge and WIFT should proceed. Beveridge can provide services in the north and east until capacity is reached, predominantly servicing Inland Rail. WIFT can develop gradually, serving the north-west and over time will become the larger intermodal terminal. Analysis by EY suggests that both terminals are commercially viable and both have potential upside from warehousing provision.²¹

The early development of Beveridge and the complementary development of WIFT, and initially the Outer Metropolitan Rail South corridor, was supported by Victorian government officials. All freight operators, the Port of Melbourne and the Australian Logistics Council also support this approach. While some stakeholders have indicated that a connection to WIFT via Outer Metropolitan Ring North should be considered, this is likely to be cost prohibitive and not needed for Inland Rail in the near or medium term.

It is important in my view that these new terminals be run as open access terminals to allow both new entrants and incumbents to operate in a fair manner. This means that no terminal should be managed by a rail freight operator though they may be permitted to lease parts of the terminal from an independent terminal operator/landlord for their particular needs. Independent warehousing should also be on offer as well as leases available to major users such as Woolworths and Coles.

²¹ EY, *Terminals Scoping Study*, EY, unpublished, 2021.

National Intermodal Corporation is a Commonwealth-owned GBE set up to provide open access and warehousing in this situation. They have an option to purchase the land at Beveridge, which must be exercised by 28 February 2023. Doing so is subject to further Government decisions but would de-risk delivery timing of the precinct.

Finding

With the closure of the Dynon terminal and the completion of Inland Rail, the need to plan and deliver intermodal terminal operations in Melbourne is becoming urgent. There are two complementary sites that would meet immediate and near future needs and these should be progressed. Open access is desirable in line with ACCC concerns about competition in the freight industry.

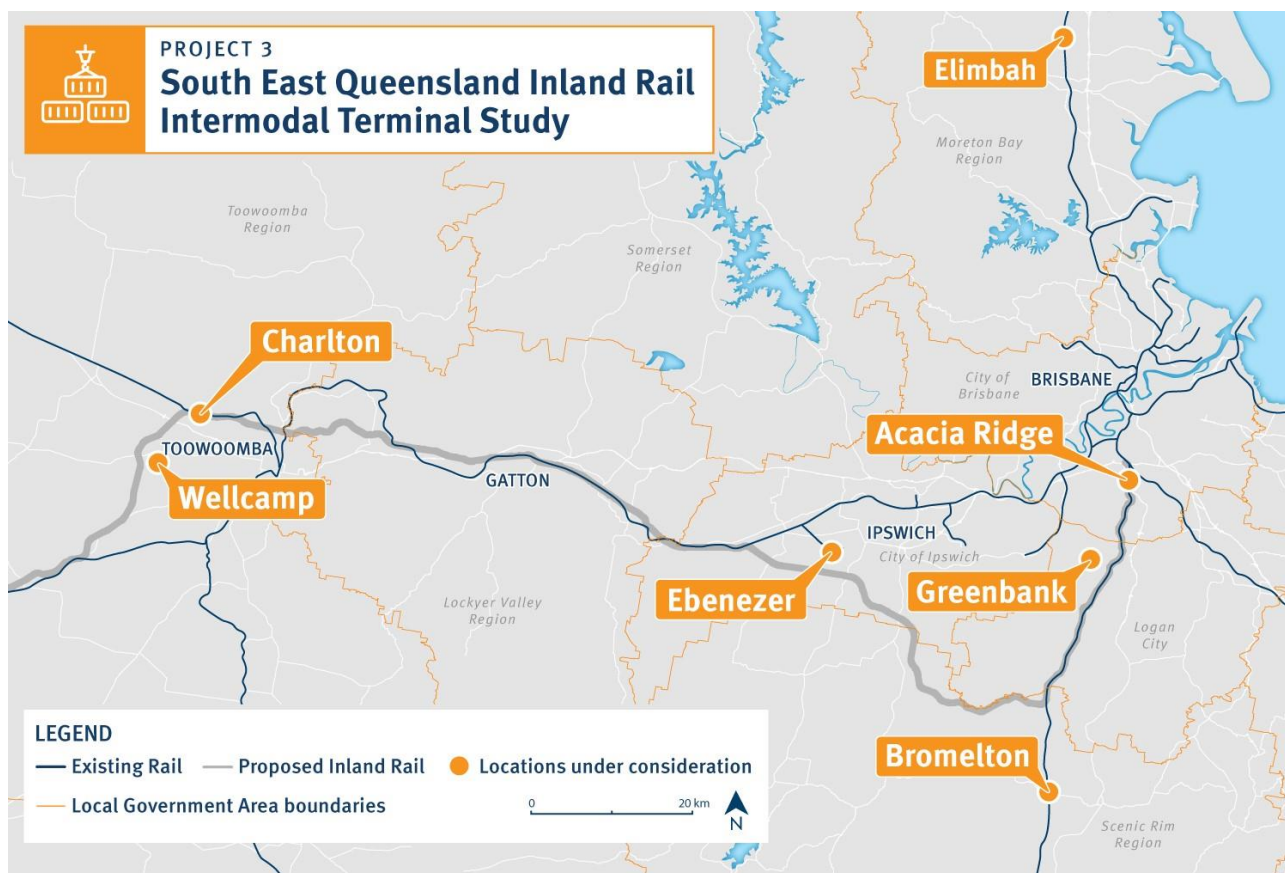
Recommendation 8

Two new intermodal terminals should be developed concurrently in Melbourne. Beveridge should be available as soon as practical and the second, WIFT at Truganina, should in due course expand and become the larger operation. Both terminals should be operated by independent operators providing open access to all rail freight operators. Given that National Intermodal Corporation has an option to purchase land at Beveridge and is a Commonwealth-owned GBE that can offer open access and independence from freight operators, preference should be given to it to develop Beveridge on those conditions.

4.3 Brisbane terminals

At present Brisbane and South East Queensland are serviced by two terminals capable of providing interstate intermodal services — Bromelton and Acacia Ridge. Acacia Ridge is expected to reach capacity in 2025-27 and cannot accommodate the longer 1,800 metre double-stacked trains that are expected to use the Inland Rail network.

The Commonwealth and Queensland Governments have been considering the business case for intermodal terminals in South East Queensland along with warehousing and logistics requirements. This work, partly funded by a \$10 million contribution from the Commonwealth Government, will be completed in mid-2023. Without seeking to pre-empt the outcome of that business case and noting that it may be subject to change, I observe at this time that Ebenezer is the preferred location for the intermodal terminal from the number of other sites that have been considered. I also note that some members of the local community do not favour an intermodal terminal development at Ebenezer at this time and the Commonwealth and Queensland Government need to provide more information about the benefits and costs of such a development. The possible locations for an intermodal terminal are shown in [Figure 4.4](#).

Figure 4.4: Possible Locations for South East Queensland Inland Rail Intermodal Terminals²²

In this study, Ebenezer is the best option when assessed against the ability to meet the Inland Rail service requirements, maximising rail freight competitiveness, proximity to end-user freight demand, and alignment and compatibility with surrounding land uses. Industry through the Review broadly supported Ebenezer, highlighting concerns with congestion at Acacia Ridge and noting the favourable road connections at Ebenezer to support the distribution of freight across Brisbane and to the Port of Brisbane. It is expected that the analysis and considerations by Government will finish in mid-2023.²³

The proposed Ebenezer development needs to be appropriately staged and delivered to align with Inland Rail completion. The entry and exit points to the Ebenezer terminal for both road and rail must be constructed for maximum efficiency in terminal operations and further attention must be paid to the concerns of the local community who have informed me through several channels that they do not desire this terminal in their locality. Concern has also been expressed about a koala site nearby and this matter must be addressed.

Some rail operators seek to run a single-stacked service from Ebenezer to the existing terminals at Bromelton and Acacia Ridge and while Ebenezer is preferred, stopping Inland Rail at Ebenezer does not connect Inland Rail more broadly to the existing national network (unlike in Melbourne which still has the options of a single-

²² Queensland Department of Transport and Main Roads (TMR), *Strategic Assessment of Service Requirements – SEQ Inland Rail Intermodal Terminal*, TMR, unpublished, 2021.

²³ Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA), [South East Queensland Inland Rail Intermodal Terminal Business Case](#), DITRDCA website, 2022, accessed 11 January 2023.

stack operation to the port and other lines). Constructing a connection between Ebenezer and Kagaru delivers a more connected, resilient national network and provides an alternative route between Sydney and Brisbane in the event that the existing coastal route is unavailable as has been the case several times in 2022 because of flooding. This extension would also provide a route for Inland Rail through to the port in Brisbane.

The cost of extending beyond Ebenezer to Kagaru is currently estimated to be around \$1.3 billion (on the basis of a double-stacked service) and an added \$260 million from Kagaru to Bromelton and Acacia Ridge. Analysis suggests that rail volumes may decrease by 7.5 per cent in South East Queensland if this does not occur and this load would likely move to road with significant congestion implications. On the other hand, if double-stacking stopped at Ebenezer but a single-stack service was offered through to Kagaru there would be no decline in rail freight demand.²⁴ It thus seems clear that double-stacking should cease at Ebenezer with a single-stack service offered through to Kagaru. This necessitates a change to the Public Private Partnership scope where double-stacking is no longer required beyond Ebenezer to Kagaru. This should save significant cost and still deliver new network connectivity and resilience by providing a direct link between the existing Sydney to Brisbane north coast line and Inland Rail. This is discussed further in Section 6.1.

Finding

Within the city environs of Brisbane and its port there is no feasible way to operate 1,800 metre double-stacked freight trains. Smaller single-stacked train operations (as at present) are possible but there needs to be a terminal outside the city where large double-stacked trains can manage their load and have the option to single-stack beyond that point or switch to smaller vehicle road haulage for the end of trip. Considerable analysis has been done by Governments on the options to meet this requirement and the preference is to develop an intermodal and warehousing terminal at Ebenezer. A single-stack route for smaller trains to Bromelton terminal should continue and single-stacking through to Kagaru should be developed.

Recommendation 9

An intermodal terminal should be developed at Ebenezer so that its completion aligns with that of Inland Rail. The final site, lay-out and commercial model should be settled expeditiously between the Commonwealth and Queensland Governments. The terminal should be run independently by a terminal owner/operator with an open access regime. Governments should consider who that terminal operator will be but I note that such an operator already exists in the form of Commonwealth-owned National Intermodal Corporation.

4.4 Linkages to other freight operations

Parkes in NSW is at the main intersection between the Inland Rail Melbourne to Brisbane corridor, and the East-West interstate line to Adelaide and Perth. The Parkes Special Activation Precinct has taken advantage of this opportunity and focused development around Inland Rail and the Parkes Shire Council's National Logistics

²⁴ Queensland Department of Transport and Main Roads, *South East Queensland Freight Study – Updated Freight Modelling to Support Inland Rail Review*, TMR, unpublished, 2022.

Hub, where Pacific National and SCT Logistics' terminals are already based. About 500 hectares of land has been set aside for terminal development. While some has been allocated to existing rail operators, a portion has been kept aside to establish an open access terminal operation.

Recommendation 10

The Commonwealth and NSW Governments should investigate opportunities for intermodal facilities at Parkes, possibly to be developed by the National Intermodal Corporation.

The development of a small terminal at Wagga Wagga is already underway with its first train arrival occurring recently. This development is linked to the Bowman business park and growth opportunities in the region are being actively sought. Other opportunities are being investigated at Narrabri and Narromine where regional businesses are exploring potential links through to NSW ports. While these opportunities may begin as small specialised freight links for particular products (like cotton) they can stimulate regional development and increase revenue for ARTC.

During the Review it became clear that terminals near Toowoomba are being planned for development. The Wagner group and Pacific National are proceeding with one such development and their terminal will link to domestic trade, as well as air freight for fresh produce to Asia.

As part of the work considering terminal options at Brisbane, consideration was briefly given to basing a large intermodal terminal at Toowoomba. This option was not pursued due to its significant distance from Brisbane, the low level of interest from industry generating concerns about the level of competition, and concerns about the additional road freight traffic this option would generate on the Warrego Highway.

More generally I note that Inland Rail, and the ARTC network, operate alongside other intra-state freight and passenger networks. There are about 13 separate Rail Infrastructure Managers and interoperability between them has been a problem since federation. There are multiple rail gauges, different signalling systems, rolling stock, and safe working arrangements. The differing arrangements often require costly and inefficient 'work arounds'.

Perhaps the largest issue arising is an inconsistency of safe working rules and standards across different networks. This in turn causes problems for trains operating across different networks (including passenger trains) and planning to accommodate this reality is *ad hoc* rather than coordinated. This is particularly evident in differing signalling systems, communications, and train control systems. While not part of my Terms of Reference I note that ARTC is currently working on a new signalling system for its network, including Inland Rail in due course. Both industry and governments have raised concerns about the interoperability of this system with existing state signalling systems.²⁵ Given the importance of this matter for safety, this concern should be investigated further and ARTC must address the concerns raised.

²⁵ Ernst and Young Australia, *National Rail Interoperability Framework: Issues Paper*, EY, unpublished, 2022.

Finding

Interoperability of different rail networks has been an ongoing problem for Australia since federation. Differences in signalling, communications, and train control systems are a particular concern because of their potential impact on safety.

Recommendation 11

ARTC should ensure that the new signalling system being acquired is interoperable with state systems, and if not what the options are to make it so, including possible replacement. Detailed discussions with other relevant Rail Infrastructure Managers must occur to address the issue.

4.5 Toowoomba to Gladstone Inland Rail extension

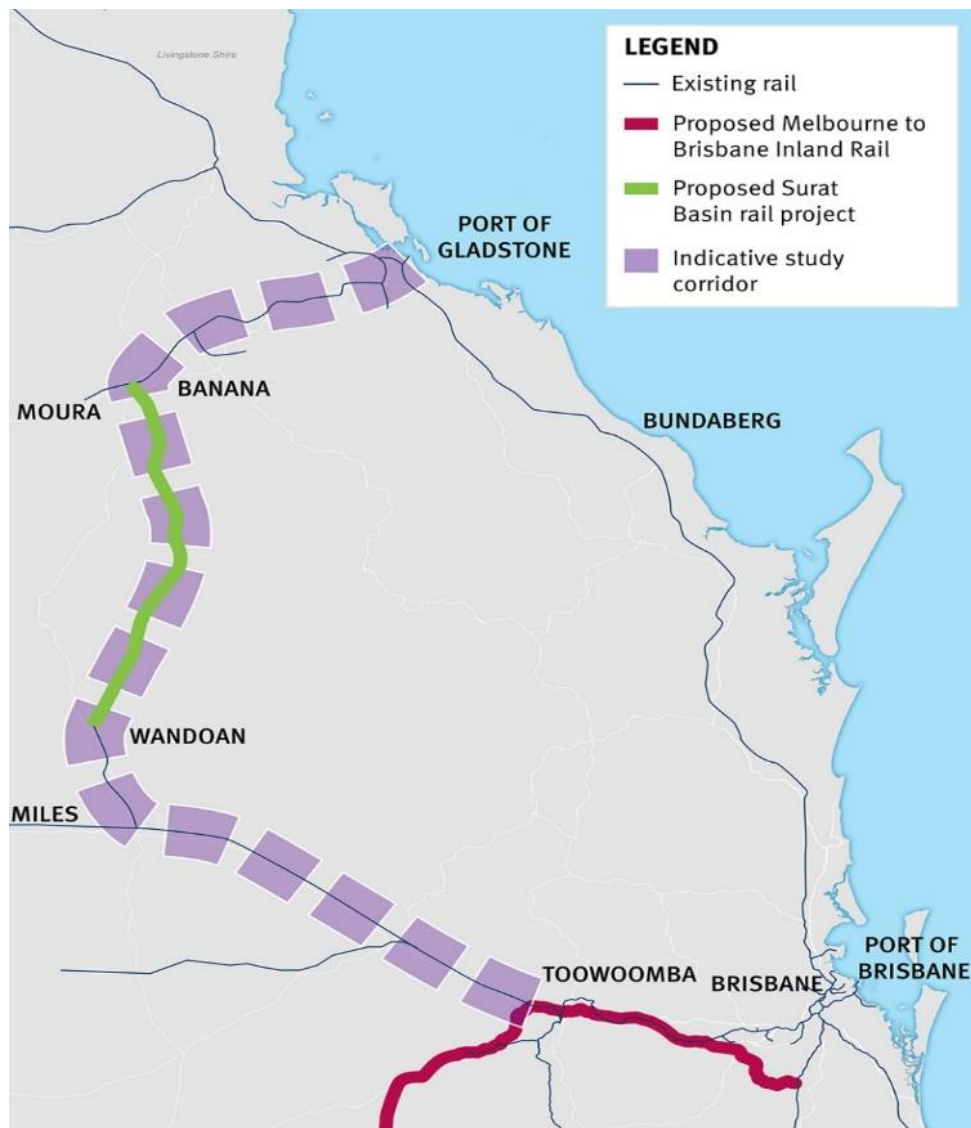
A business case is being developed for the extension of Inland Rail from Toowoomba to Gladstone. This study covers the route set out in **Figure 4.5** below and is expected to be completed in late-2023. It is not intended for this route to replace any of the existing Inland Rail route but rather to complement the service offered. The business case is being developed by the Queensland Government with oversight from the Commonwealth Government, which contributed \$10 million for this work in September 2021.

The need, viability and timing of the extension is being examined, as well as how an additional rail connection to the Port of Gladstone could benefit businesses and communities in regional Queensland. The business case is also exploring commercial development and private sector funding opportunities.

The Toowoomba to Gladstone extension could provide a better-connected, more resilient and accessible rail freight network for some commodities. Increased export opportunities for the resource sector and agriculture producers may be potential benefits. However, infrastructure at the Port of Gladstone is limited and any investment in the extension must consider the further investment required at the port.

Over time, and once other ports such as Melbourne, Sydney and Brisbane become capacity constrained, Gladstone could become a fourth major port for import/export freight on the east coast. Such port constraints are not expected until beyond 2050 and my Review noted only limited support for the extension in the short to medium-term. It should not be seen as an alternative to Inland Rail linking to Brisbane as it does not cater for one of the main needs for Inland Rail, which is to service the growing population of South East Queensland.

Figure 4.5: The Toowoomba to Gladstone Extension²⁶



²⁶ Transport and Main Roads (TMR), [Toowoomba to Gladstone Inland Rail Extension Business Case](#), TMR website, n.d., accessed 11 January 2023.

5. Process to select the route

5.1 Initial assessments

The Inland Rail route was selected after numerous studies between 2006 and 2020. First, in 2006 a North-South Rail corridor was assessed for a railway between Melbourne and Brisbane. Then, in 2010, an Inland Rail Alignment Study²⁷ was conducted to determine a preferred route; this considered the viability of including several regional cities such as Albury, Parkes, Moree and Toowoomba. Next, in 2013, the Inland Rail Implementation Group was established to prepare the way for the delivery of the project. A freight service offering was formalised in consultation with a Stakeholder Reference Group. This led to the formalisation of the four service offerings: 24-hour transit time, 98 per cent reliability, availability, and cost competitiveness. In 2015 the Inland Rail Implementation Group report was published.²⁸ This report adopted the 2010 Alignment Study recommendations with some alignment variations for further consideration.

These studies iteratively refined the route to ensure that it would provide a cost competitive inter-capital freight service. This planned feature of Inland Rail is important. At present on the east coast the majority of freight, with the exception of coal, is carried on road in ever larger and heavier vehicles. As the freight task increases so does the importance of a competitive rail alternative. The freight industry stressed in their comments to this Review that rail is attractive when it is reliable and cost competitive, and it already has the advantage of significantly lower emissions per tonne carried. The selected route is thus intended to be reliable, cost competitive and more emissions reducing in its freight task than road. The selected route also provides increased connectivity across the existing national rail network adding new freight capacity and service pathways between regional and metropolitan centres and ports as far west as Perth.

The technical assessment of the route appears to have been conducted in line with industry practice. A Multi-Criteria Analysis considered the service offering, engineering and technical factors, social and community impacts, properties directly impacted, environmental and sustainability impacts, and the geotechnical, engineering and technical construction issues that arise in building a cross national rail line.

Once that analysis suggested a viable route, further assessment occurred to ensure the community and industry benefits were compelling and valuable. This then led to studies of more local regions to further refine the route. If these investigations found improvements to be viable these were included in the final rail corridor.

The route is considered in 13 sections, running south to north, between Melbourne and Brisbane. These sections allowed further consultation, detailed planning, and in due course construction. The 13 sections are listed in **Table 5.1** below, running north from Melbourne.

²⁷ ARTC, Parsons Brinckerhoff, PricewaterhouseCoopers, Halcrow, Aurecon, ACIL Tasman, [Melbourne-Brisbane Inland Rail Alignment Study: Final Report](#), ARTC, Report July 2010.

²⁸ ARTC, *Inland Rail Programme Business Case*, ARTC, 2015.

Table 5.1: Inland Rail sections

Inland Rail sections	
Victoria	
1.	Tottenham to Albury
New South Wales	
2.	Albury to Illabo
3.	Illabo to Stockinbingal
4.	Stockinbingal to Parkes
5.	Parkes to Narromine
6.	Narromine to Narrabri
7.	Narrabri to North Star
8.	North Star to Border
Queensland	
9.	Border to Gowrie
10.	Gowrie to Helidon
11.	Helidon to Calvert
12.	Calvert to Kagaru
13.	Kagaru to Acacia Ridge and Bromelton

In Victoria, there is only one defined section from Tottenham to Albury. This passes through 13 Local Government Areas, covers 305 kilometres and intended construction is all brownfields work on existing and operational track. The recommendation in Section 4.2 to develop terminals in Melbourne at both Beveridge and Truganina (WIFT) means that part of this initial section between Tottenham and Beveridge no longer needs to be upgraded for double-stacking.

In NSW, there are seven sections between Albury and the Queensland border and 18 Local Government Areas are affected. These seven sections cover 1,029 kilometres of which 665 kilometres is brownfields work and 364 kilometres is greenfields work. The majority of the greenfields work in NSW (306 kilometres) is between Narromine and Narrabri and the Review received considerable comment on this section from the community. Concerns related to the route, the consultation process, land access, and impacts on agricultural land. The negative impact on agricultural land tied in with some parties preferring to see ongoing upgrades of the existing brownfield track as opposed to a new greenfield track being constructed on agricultural land. The new proposed track saves over five hours on the journey between Melbourne and Brisbane and this led residents to query the need for that 24-hour transit time. As noted earlier this time attribute is important for rail freight to be competitive with road.

Some residents wished to change the route to pass through Coonamble, and others wished to change the route so that it would completely avoid the Pilliga forest. The consultation undertaken by ARTC left residents feeling that the process was disingenuous. Concern was also expressed about trespassing on land by ARTC employees, and a need for greater clarity around drone use on property and the conditions of existing access arrangements. There was general displeasure with the perceived impact on the agricultural industry in the area and the disruption to their high productivity farmland. An increased flood risk that may be caused by the rail construction was noted. Several farmers requested additional fencing be provided by ARTC to add additional protections against passing trains and locomotives. Finally, residents expressed concern over the cost escalation of the project in its entirety and demonstrated a lack of trust in ARTC's management of the project.

The other section in NSW that gave rise to significant community comment to the Review was the Albury to Illabo brownfield section which passes through Wagga Wagga. There were six specific community submissions: several residents were displeased with the route bisecting the town, the potential for noise walls to effectively 'split' the town in half, and suggested a bypass around Wagga Wagga. Others also requested new or upgrades to infrastructure where the rail passes through. Concerns around noise, traffic issues and the actual versus perceived benefit to the town with increasing numbers of trains running through it was understandably raised. Concern about flooding in the town, as well as impacts to flora and fauna were also noted. Comment was made about how land is acquired and the discomfort experienced in the compulsory land acquisition process as utilised by ARTC and the State Government.

In Queensland there are five sections covering 384 kilometres of which 118 kilometres is greenfield construction and 266 kilometres is brownfield work. The Queensland sections are causing the most issues at present for a number of reasons. The Intergovernmental Agreement between the Commonwealth Government and the Queensland Government about the development of Inland Rail was executed later than other state agreements.

This delay has been exacerbated by initially poor-quality Environmental Impact Statements prepared by ARTC that have not been capable of acceptance. Once these documents are accepted the next step requires gazettal of the route by the Queensland Department of Transport and Main Roads and only then can land acquisition, where necessary, occur. The poor Environmental Impact Statements at the beginning, contributed to an initial lack of confidence in the project. I am convinced that many of these problems are now overcome and I received more positive feedback from Queensland Government officials. Any steps that the Queensland Government, ARTC and the Commonwealth Government can take to progress these matters should be pursued noting that delays on infrastructure projects can be exceedingly costly and that at present the majority of Inland Rail is expected to be completed in other States about four years before Queensland completion.

There were 16 submissions received in relation to the Border to Gowrie section. Concerns expressed were similar to those expressed by many NSW communities, including concern about environmental impacts particularly on koala habitat, the erosion of farmland and the impact on productive agricultural land. The ARTC engagement process and consultation was also rated unsatisfactorily and there was added comment about the poor quality of the Environmental Impact Statements and its subsequent lack of acceptance. Some residents and the Lockyer Valley Regional Council (which represents Gatton) had similar concerns to those in Wagga Wagga about the existing train route that bisects the town having added noise and disruptions; and the potential for noise walls to exacerbate the impacts of the bisection.

Scepticism concerning the need for a 24-hour transit time from Brisbane to Melbourne was raised and some felt that ending the route at Gowrie (near Toowoomba) was adequate. There was some support for the extension of the route from Gowrie to Gladstone.

The route covering the three sections between Gowrie, Helidon, Calvert and Kagaru involves the descent from the Toowoomba range. Because of the engineering challenges with these sections a Public Private Partnership method of delivery was chosen. The designed solution is costly and this expense raised concerns. The cost issue is discussed in more depth in Section 6.3.

There were 27 submissions about the Kagaru to Bromelton and Acacia Ridge section of Inland Rail. This part of the route is largely urban and the unfavourable comments concerned environmental and social amenity impacts, particularly from noise and dust pollution. There was some preference expressed for the Gladstone-Gowrie connection and a recommendation that a terminal at Dalby be chosen to replace the Ebenezer proposal. Displeasure with the poor consultation was repeated along with concern about the cost of the PPP proposal. It was obvious from analysing the submissions, that communities were not fully across what Inland Rail was intending to provide for Queensland in particular, and by when, with many submissions using data and information that was inaccurate. Many people felt that the proposed benefits did not outweigh the negative impacts. More needs to be done by ARTC to better communicate the project and to work with those communities affected. This comment reflects similar sentiments to the Senate Inquiry into Inland Rail and ARTC should revisit the recommendations in that document.

5.2 Route modifications

In view of the extensive studies and consideration made to choose the initial route for Inland Rail there is no reason for route change in any major way. Where modifications appear to be needed are:

- In towns, like Wagga Wagga and Gatton, where the route bisects the town no immediate change should be made until there is a clear indication that train traffic is increasing. Modifications to lessen any increased disruption caused by more train traffic should be given very serious consideration and adopted. These changes may include treatment for noise, additional bridge crossings in the town and grade separation. Furthermore, once Inland Rail has been operational for some years (say 10-15 years) there should be a review of its current and expected impacts on the town. If these are significant or are expected to become significant then an alternative route avoiding the town should be planned and corridor easements preserved.
- In both Melbourne and Brisbane, the Inland Rail route should stop at terminals at Beveridge/WIFT and Ebenezer respectively. Routes for single-stacked smaller trains should be enabled beyond those points for connectivity to ports and other rail networks.
- Outside the capital cities attention should be paid to regional development opportunities so that access to the Inland Rail route is possible. Planned access, for example as is developing at Wagga Wagga, should be considered in appropriate places but not so numerous that operational efficiency is impacted.
- Intermodal terminals in the capital cities and at Parkes and Gowrie as discussed should be developed with the aim to be completed in line with Inland rail completion.

Finding

The route alignment chosen reflects the need to meet the service required to compete with road freight and hence move freight from road to rail. This chosen route raises concerns in country towns that it bisects and once rail traffic increases are substantial, or likely to be so, consideration should be given to bypass these towns. In areas where greenfield work is on agricultural land or through areas of biodiversity the consultation process must address these matters. In Queensland, issues around approval processes appear to be improving but this must continue to halt further delays in that State.

Recommendation 12

Where the Inland Rail route bisects regional towns the disruption that additional train traffic causes should be addressed by appropriate modifications to limit noise and enable adequate cross town access if that has not already been done. As Inland Rail train traffic increases significantly, the possibility to bypass the town should be investigated and easements protected for a new by-pass corridor.

6. Project scope, schedule and cost

6.1 Scope

One of the main tasks of my Review was to advise the Shareholder Ministers about the likely time it would take to complete Inland Rail and its expected total cost. To enable this to be done with any confidence it is important that the scope of the work is as certain as possible, and where there are doubts about the scope these need to be fully understood and accounted for before a reasonable estimate of time and cost can be made.

At a high level the scope of this project is simply the route alignment and the specifications required for the service offering by Inland Rail to enable it to compete with road. The route alignment is settled (as set out in Section 5) but the intermodal terminals recommended earlier in Melbourne and Brisbane do cause changes to this high-level scope. In Victoria the one single section from Tottenham to Albury is now recommended to be constructed from Beveridge to Albury, with Beveridge operational in time for the completion of the Albury through to Parkes sections. The route through to WIFT (Truganina) should be developed to complement Beveridge with completion of WIFT not required for several years after Beveridge completion.

In Queensland, the recommendation is for the proposed development of an intermodal terminal at Ebenezer to proceed where the requirement for the double-stacking of trains is recommended to cease. Beyond Ebenezer a route through to Kagaru for single-stacked trains should be developed allowing smaller single-stacked trains to join the east coast rail network route and thus provide greater resilience to freight networks. The extension for single-stacking to Kagaru also opens the existing route to the small terminal at Bromelton and allows access through to Acacia Ridge on the existing network. As noted earlier in Section 4.3 it is not feasible or necessary to double-stack and use large trains beyond Ebenezer. The existing network, with the small addition from Ebenezer to Kagaru, allows smaller single-stack trains.

More detailed scope is required for the construction of each of the sections on the route and at this level of detail the scope is still not clear. While several sections are quite advanced, this is not true for most sections. In Queensland, for example, ARTC is largely still responding to submissions made on the relevant Environmental Impact Statements and planning approvals cannot be given, and any necessary land acquired, until this process is completed.

There is little doubt that the major task of delivering this project was greatly underestimated by ARTC and by the former Government as Shareholder. Rebuilding and upgrading about 1,087 kilometres of rail track where existing freight and passenger trains are operating is a major challenge; and a greenfield build of 628 kilometres of new track brings immediate change and disruption to prime farmland and regional and rural communities with resultant environmental impacts. Consultation that is both well informed and empathetic was and continues to be essential.

A summary of the progress in each of the sections in the project is summarised in the **Table 6.1** below using data up to September 2022. It shows that approvals have been given on most of the single Victorian section; in NSW the section from Stockinbingal to Parkes and Parkes to Narromine has been approved, and part of the Narromine to Narrabri section. All other sections in NSW are at different stages of their Environmental Impact Statement assessments and have not yet reached final approval; and in Queensland no sections have completed their Environmental Impact Statements and hence no approvals have been given. Construction is complete on the Parkes to Narromine section in NSW and has commenced on part of the Narrabri to North Star section.

Table 6.1: Simplified Project Status *

Inland Rail Project Status Overview (as at December 2022)					
Inland Rail Section	Design	Environmental Approval	Procurement	Construction	Operational
Queensland					
Kagaru to Acacia Ridge and Bromelton (Brownfield 49km)	Reference Design (On hold)	Process to be confirmed	On hold	Not commenced	
Gowrie to Kagaru (Greenfield 128km)	Reference/ PPP bid design	Respond to submissions/ Request for Information	Preferred PPP proponent announced	Not commenced	
Border to Gowrie (Brownfield 69km) (Greenfield 138km) (Total 207km)	Reference Design	Respond to submissions/ Request for Information	Collaborative Framework Agreement announced	Not commenced	
NSW					
North Star to Border (Brownfield 25km) (Greenfield 14km) (Total 39km)	Reference/ Detailed Design	Final assessment	Collaborative Framework Agreement announced	Not commenced	
Narrabri to North Star Phase 1 (Brownfield 171km)	Complete	Complete	Completed	Commenced – completion early 2023	Partially operational
Narrabri to North Star Phase 2 (Brownfield 13km) (Greenfield 2km) (Total 15km)	Reference Design	Respond to submissions/ Request for Information	Collaborative Framework Agreement announced	Not commenced	
Narromine to Narrabri (Greenfield 306km)	Reference/ Detailed Design	Final assessment	Collaborative Framework Agreement announced	Not commenced	
Parkes to Narromine (Brownfield 99km) (Greenfield 5km) (Total 104km)	Complete	Complete	Complete	Complete	Operational
Stockinbingal to Parkes (Brownfield 170km)	Reference/ Detailed Design	Complete	Tender assessment	Not commenced	
Illabo to Stockinbingal (Brownfield 2km) (Greenfield 37km) (Total 39km)	Reference Design	Respond to submissions/ Request for Information	Tender development	Not commenced	
Albury to Illabo (Brownfield 185km)	Reference Design	Respond to submissions/ Request for Information	Tender assessment	Not commenced	
Victoria					
Tottenham to Albury (Brownfield 305km) - Beveridge to Albury (Tranches 1 and 2)	Detailed Design Reference Design	Complete	Tranche 1 - Complete Tranche 2 - Tender	Tranche 1 – Commencing early 2023	
-Tottenham to Beveridge	On hold	On hold	On hold	Not commenced	

* This figure has been prepared based on data provided to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts by ARTC. The Gowrie to Kagaru section of this diagram encompasses the Gowrie to Helidon, Helidon to Calvert and Calvert to Kagaru sections of the Inland Rail project.

Where detailed design of the route has not been finalised or gained environmental approvals, contracts for tender cannot be finalised and tender outcomes including prices cannot be assessed. Construction has not commenced. It is not until a section is designed in detail and approved that a reasonably confident, though preliminary, estimate can be made. It is also not until the work is tendered that greater confidence can be placed in the estimates.

In 2020, ARTC made project time and cost estimates on the basis of an under developed scope, that have required major additions to it as reference designs have been further developed. Recent scope changes have included a design that is more mature though still not complete, changed regulations (particularly in areas of flood impact management, ecological impact and noise) and design changes to support community expectations.

ARTC has advised the Review that the additional scope falls into two broad categories:

- Scope necessary to deliver the core Inland Rail service offering that was not included in 2020, including engineering and technical requirements, and scope mandated by regulatory agencies as part of approval conditions.
- Scope added to meet the preferences and requirements of State Government agencies, local councils, and regional communities. There are numerous examples of these scope additions; some relatively minor and several quite major. An example of a major modification is a change to the route in Queensland to allow 'future proofing' for a possible future passenger service in the Inland Rail corridor. This has meant the addition of egress to tunnels for passenger safety and the widening of some bridges which would not be needed for a stand-alone freight corridor. More minor changes include the Burgess Road Bridge in Gatton, modifications to the Gowrie Junction Bridge to support local road access and Council future development plans, additional grade separations in Wagga Wagga, and station upgrades in Victoria.

Scope changes of this magnitude, over just a two-year period, demonstrate the immature state of the original design and planning work. Further examination shows, as I would expect, that the change is not uniform across all sections. In those few sections where designs are finalised, environmental and planning approvals have been made, and contract bids received from the market, the scope is stable. Estimates of time and cost to complete these sections in the latter case have substance and provide a level of confidence. However, this is not the case for most of the route.

An example of the problem is evident in the Albury to Illabo section of the project (in southern NSW). This is a relatively straightforward brownfield section but there is a significant change to the scope since 2020 due to basic items overlooked or omitted, including the need to improve horizontal clearances, and to upgrade pedestrian bridges to meet current accessibility standards.

Similarly, the impact of conditions attached to environmental approvals was apparently not well understood by ARTC in 2020, with enhanced scope required to be incorporated to meet approval conditions. While jurisdictional environmental requirements are now better understood there are still significant sections where design work is not finalised and environmental approvals remain outstanding. These sections thus have less scope certainty and cost and time estimates cannot be tested in the market through contract bids. As a result, I remain deeply worried about the level of scope maturity across the project as a whole and as a result the future impact on project cost and completion time estimates remains difficult to ascertain.

A detailed review of the defined scope of this project is warranted. The recommended terminals in Melbourne and Brisbane imply a defined completion point at each end of the route. This should be incorporated into the scope and I note that ending double-stacking at Ebenezer and requiring only single-stacking to Kagaru means the scope of the PPP must change.

There are also matters that impact scope which remain unclear. First, the allocation ARTC has made to balance the tension between upfront capital costs and future ongoing operational costs is not addressed transparently and indeed may not have been considered sufficiently. Second the cost of some scope items may have been improperly allocated to the Inland Rail project rather than to ARTC expenses. Third some scope costs allocated to the Inland Rail project may more properly be scope costs of a State or local government. For example, the 'future proofing' for passenger rail in Queensland is a State scope requirement

and not technically part of the scope needed for the Inland Rail freight route. In my opinion a review of the scope of this project and underlying design solutions would be helpful to define its detail. This should examine the type of matters mentioned above along with the detailed requirements forthcoming from approval processes that are still underway. This detailed scope is needed to properly assess project cost and should be part of such assessment.

Finding

The terminal recommendations for Melbourne and Brisbane, if adopted, will change the route alignment at the end points of the project. At a more detailed level, because approvals for most sections of the route are not yet granted, the detailed scope cannot be defined with certainty. This is particularly evident in Queensland where for a number of reasons the approval process has proved difficult for ARTC.

Recommendation 13

The Commonwealth should engage an independent specialist to review the design solutions developed by ARTC to define the scope of the Inland Rail project and meet associated approval requirements and, working with ARTC, define exactly what the scope of this project is on the basis of the latest evidence available through the approval processes. The cost of scope provided beyond the freight requirements for Inland Rail should be allocated elsewhere as appropriate. This work should be coordinated with further cost estimation work discussed in Section 6.3.

Where there is still uncertainty due to outstanding approvals every effort should be made to understand the nature of the matters outstanding and assist the parties to reach an expeditious conclusion. There should be particular attention paid to the Queensland sections.

6.2 Schedule

The 2020 update estimated a completion of the full Inland Rail project by 2027. This schedule was heavily dependent on the timing of key milestones, and in particular obtaining environmental approvals and completing land acquisitions. It is now clear, on advice given to this Review, that the 2020 schedule cannot be achieved. At the date of writing ARTC expects the project to be completed in the early 2030s. In my view this estimate should be regarded with great caution, especially in the Queensland sections, until further work is done. The sections in NSW and Victoria are more advanced and their schedule appears achievable though some approvals remain outstanding. Of course, all infrastructure projects at present face challenges. Contributing to delays are skill shortages and supply chain issues for materials. The two big differences on this project are first the importance for the schedule of delays in planning and environmental approval processes. Being over 1,700 kilometres long, the need for approvals all along the route, is required. And to date, the efforts of ARTC and the various jurisdictions responsible for approvals, have typically not met the original target dates estimated by ARTC. Other approval related issues include new regulatory conditions related to flooding and climate change resilience, design changes required by Environmental Impact Statements, and modifications required to get community support in regional towns.

The second big difference on this project is that over 70 per cent of the route is brownfields construction. This means work is being conducted on an operating railroad and possessions to clear the track and allow work are necessarily limited to avoid disruption of 'business-as-usual'. This problem is severe given the amount of work required and the high cost of delays in the schedule.

The timing of approvals has extended for virtually all project sections since 2020 and the limitations imposed by the possessions regime mean that expected completion dates have been extended as shown in **Table 6.2** below. While not reflected in the table, ARTC gave a range of possible completion dates for each section that reflect varying design maturities and the magnitude of construction for the task. Because most sections have a range of possible completion dates spanning about 12 months I have simply nominated a year as a completion time for the 2022 estimate.

Table 6.2: Inland Rail section estimated construction completion dates

Section	Estimate at 2020	Estimate at 2022
Queensland		
Kagaru to Acacia Ridge and Bromelton	November 2024	2029-30*
Calvert to Kagaru	October 2026	2030-31
Helidon to Calvert	October 2026	2030-31
Gowrie to Helidon	October 2026	2030-31
Border to Gowrie	January 2026	2030-31
NSW		
North Star to Border	June 2026	2030
Narrabri to North Star	June 2026	2030
Narromine to Narrabri	November 2025	2029
Parkes to Narromine	September 2020	Operational
Stockinbingal to Parkes	September 2023	2025
Illabo to Stockinbingal	May 2025	2027
Albury to Illabo	October 2024	2027
Victoria		
Beveridge to Albury Tranche 1	April 2025	2026
Beveridge to Albury Tranche 2	December 2025	2025
Tottenham to Beveridge	On hold	On hold*

* Subject to decision regarding terminals and IRSO end points these sections may not be required.

With delayed approvals, land acquisition and construction periods have also been extended. Project completion dates for several sections are now more than three years delayed on 2020 estimates as the table shows, with many delayed potentially by more than four years.

The critical path to complete the entire project is the Gowrie to Kagaru section down the Toowoomba range as the above table shows. This section is technically difficult and poses engineering challenges and for that reason a PPP arrangement was chosen in 2017 as the preferred delivery method. However, the reason these sections are behind schedule is the same reason all of the Queensland route is behind, namely delays in the approval processes. As noted above the delay in approvals has been largely due to ARTC's lack of experience, especially in Queensland, with the requirements needed for Environmental Impact Statements and other approvals.

In fairness to ARTC, the lower prioritisation that State regulators place on Inland Rail planning approvals and the increasingly lower tolerance for risks relating to contamination, flooding, and safety have also contributed to these delays. It has also made progress on these issues over the last 12 months, by developing better working relationships with the regulators and holding their Environmental Impact Statement consultants to higher standards, especially in Queensland where significant reworking of submissions has been required. However, ARTC continues to maintain a positive and perhaps unrealistic bias to the delivery timeframes of the Environmental Impact Statements. ARTC should keep its Shareholder Ministers more informed about these issues and ensure that within ARTC the most senior managers and directors are aware of emerging problems early so the matters can be escalated quickly if appropriate.

Finding

While many infrastructure projects are facing delays in their schedule at present due to skills shortages and supply constraints, the Inland Rail project has two further problems causing delays. The first is the long period of time being taken to gain planning and environmental approvals across the 1,700 kilometre route. The second added difficulty is that over 70 per cent of the construction is on brownfields sites meaning that possession time to work is limited by the severe constraint of an operating railroad. Delays relating to limited possessions can be extremely costly in a project of this size and scope.

Recommendation 14

ARTC should examine the issues it has had with its approval processes and take measures to ensure they are dealt with. Delays of this kind are costly for the project and their importance must be recognised.

Recommendation 15

ARTC, the Inland Rail project team and the rail operators should examine whether the possessions regime for Inland Rail can be modified to assist in more expeditious completion of stages of the Inland Rail project.

As part of this Review, ARTC has investigated alternative options to divide the schedule for completion into parts that broadly run from south to north. This recognises that the most significant schedule delays are in Queensland and that completed parts of the route in Victoria and NSW could be realised ahead of full completion. A staged delivery schedule of this kind could also be expected to reduce overall project risk and cost.

One viable option may be to complete the Melbourne to Parkes part of the route by 2027 to allow double-stacked operations between Beveridge in Melbourne and Perth. Based on the figures provided by ARTC, this would cost about \$4 billion, a portion of which has already been spent. Supply chain benefits could result through enhanced resilience and increased cost efficiency for freight customers on this route. To enable this option the intermodal terminal at Beveridge would need to be operational, at least in a basic manner, by 2027. Both the readiness of Beveridge and the completion of Inland Rail from Beveridge to Parkes by 2027 seem achievable to me.

From Parkes, ARTC should prioritise completing sections between Narromine to Gowrie as approvals are gained and greater certainty is obtained on project schedule and cost. The indicative estimate of the cost of completing Melbourne to Gowrie is around \$21 billion. This figure needs to be further examined as approvals are gained and scheduling and value engineering options are considered. From Gowrie to Kagaru, ARTC should focus on the works required to gain approvals to help secure gazettal of rail corridors to enable completion of land acquisitions. ARTC should use this time to finalise the scope of these section and gain greater certainty on schedule and costs, including required connections to Ebenezer.

Finding

Given the delays to this project mainly relate to approval processes and limited possessions, due to working in an operating railroad environment, ARTC should consider staging completion in optimal stages that allow ARTC to increase its revenue from added traffic, for example from Melbourne and Sydney through to Parkes, and double-stacking to Perth.

Recommendation 16

ARTC should continue to examine options for staging the completion of Inland Rail and in particular the option of completing the Melbourne/Beveridge to Parkes sections by 2027. It should also examine options for the subsequent delivery of the project through to Gowrie once it has obtained greater certainty on approvals and costs. From Gowrie to Kagaru the focus should be on the works required to gain approvals to help secure gazettal of rail corridors and completion of land acquisitions. ARTC should use this time to finalise the scope of these section and gain greater certainty on schedule and cost.

6.3 Cost

The estimated total cost of Inland Rail in 2020 was \$16.4 billion. This cost was expected to be met by the Commonwealth Government through direct contributions and indirectly through contributions by ARTC from their cashflows and funding through the PPP structure. Over the last 12 years, successive Governments committed \$14.5 billion in equity, and \$300 million in grant funding towards this expected cost. The remaining \$1.6 billion of this 2020 expected cost is to be met by ARTC and the PPP.

At the time of writing, total expenditure on Inland Rail has been \$3.1 billion. The Commonwealth Government has contributed \$2.3 billion in equity and \$290 million in grant funding; ARTC has contributed \$500 million. Negotiations concerning the PPP contract have not finished and the capital cost of that work and the availability charges are not finalised. As noted earlier if the recommendation about the terminal at Ebenezer is accepted then the scope of this PPP needs to change due to changes between Ebenezer and Kagaru where smaller single-stack train design specifications should replace the longer double-stack train design. No additional network upgrades are required beyond Kagaru at this time.

The latest estimate of total project cost by ARTC is \$31.4 billion. This is an astonishing estimated cost increase of almost double in just two years. The reasons for the cost increase are mainly an increase in scope caused by immature preliminary designs and approval requirements, delays due to the prolonged approval processes, and recent escalations.

A breakdown of the changes in costs has been provided by ARTC and is set out in **Table 6.3** below that also explains the estimated contribution to the cost increase in figures rounded to the nearest \$500 million:

Table 6.3: Estimated cost increases

Drivers of cost increase since the 2020 Reset	Cost (\$b)
Base scope changes (growth)	3.5
New scope	3.0
Prolongation	2.5
Risk and contingency	2.0
Escalation	2.0
ARTC team costs	2.0
Contractor overheads and indirect costs	1.5
Design costs	1.0
Total cost increase	17.5
2020 reset cost	16.4
Total project cost	33.9
Estimated likely savings opportunities	-2.5
2022 cost update	31.4

ARTC has spent a lot of time analysing costs for this Review and provided further information. Nevertheless, the total cost figure should not be regarded with confidence until approvals have been finalised and detailed designs are thus more mature. There is no doubt that various cost pressures have emerged since the 2020 cost update including increased scope, delays that are prolonging delivery, increasing escalation and cost saving opportunities not being realised. Equally, there is good reason to suspect that there may be opportunities available through value engineering and a more optimised delivery approach to reduce cost.

Changes in cost are not uniform across the project. The majority of project costs have come from the Queensland sections, the Narromine to Narrabri section in NSW and the Rail Corridor work. Collectively, these make up the majority of the project's greenfield work and about \$12 billion of the total cost increase (plus a share of additional ARTC overheads). All of this cost is to the north of Narromine, with the increases to the sections to south in the vicinity of \$1 billion (albeit off a far lower base).

The cost of delivery for the Gowrie to Kagaru sections has increased markedly from \$5.8 billion in 2020 to an estimate now of about \$9 billion. ARTC conducted a tender for this work using the PPP model and received three offers from which they chose a preferred bidder. Members of that consortium, called Regionerate Rail, include Clough, GS Engineering, WeBuild, Service Stream and the Plenary Group.²⁹

Their work is challenging and the route is shown in **Figure 6.1** below. The reasons for using this delivery model were the innovative engineering solution it could offer and the greater transfer of delivery risk to the private sector that could be achieved, especially in comparison to more traditional delivery contracts.

Figure 6.1: The Public Private Partnership sections, Gowrie to Kagaru³⁰



The proponent is to design, build, finance and maintain these sections for a 25-year period following construction. As an availability PPP, ARTC is to provide availability payments to the proponent after construction is completed. The availability payments are intended to cover the cost of capital expenditure, financing, operation, maintenance and lifecycle costs.

²⁹ The Clough entity that is a member of the Regionerate Rail consortia was placed into voluntary administration on 5 December 2022; An agreement was reached on 14 December 2022 between WeBuild and the administrators of Clough for the acquisition of the Australian organisation of Clough and certain projects. Once these arrangements are finalised, Clough's assets relating to Inland Rail will be owned by WeBuild.

³⁰ ARTC, *Inland Rail Gowrie to Kagaru – 'Meet the Proponents'*, ARTC, 2021.

The risk of financial cost overruns during construction are intended to sit with the proponent rather than ARTC. In addition, if the proponent is unable to complete the construction by the agreed date, it will not receive the initial availability payments (or receive reduced availability payments). This structure in theory transfers considerable financial risk away from ARTC to Regionerate Rail.

The problem for ARTC now is that the increased capital cost will lead to an increase in availability payments that present serious affordability issues for the company. Even with a restructuring between the capital charge and the availability charge, the financial challenge is extreme. ARTC revenue over future decades may decrease as coal exports decline and its revenue from the Hunter Rail haulage declines. This matter on top of these project cost increases suggests that some renegotiation of the PPP must occur. Furthermore, as noted in Section 6.1 the scope of work for the PPP may need to change to omit the Calvert to Kagaru section on the basis that the Inland Rail project could stop at Ebenezer and only smaller single-stack trains will proceed through to Kagaru, Acacia Ridge and Bromelton.

It was originally intended that the procurement for the PPP occur in parallel with environmental approval processes so that the appointed proponent could assist in the closing stages of the Environmental Impact Statement process. However, issues with the quality of Environmental Impact Statement submissions in Queensland, have significantly protracted the Environmental Impact Statement approval process. This has resulted in the early appointment of a preferred proponent, some years before environmental approvals, land acquisition, and expected financial close, and appears to have increased costs through prolongation.

Finding

The management of the PPP process has been difficult for ARTC and until there is a new CEO and governance and management arrangements for Inland Rail it is hard to have faith in ARTC's capability to manage the delivery of the PPP further. Given this, consideration should be given to negotiating changes to the arrangement but these discussions need to be conducted by an experienced team.

Recommendation 17

On behalf of ARTC negotiations with Regionerate Rail should commence with a view to changing its scope to exclude double-stacking on the final section to Kagaru, and with a view to limiting costs and structuring payment arrangements in a manner that ARTC can afford. This may include a move away from a pure PPP arrangement to some other contractual arrangements.

The updated schedule continues to focus on delivering Inland Rail as quickly as possible, mirroring the same approach that was taken in 2020. It means that there is significant overlap, both in terms of concurrent processes on individual sections and work being undertaken simultaneously on multiple sections. This is reflected within ARTC's internal resourcing, which is now expected to peak at over 800 instead of the 670 estimated in 2020.

In fact, generally, across the entire project, ARTC has pressed ahead trying to make a virtually impossible delivery time, possibly pressed upon them by previous Governments. It is now time for ARTC to examine the optimal delivery time across each section of this project and where delay is occurring, say because of delayed approvals, work and expenditure should cease as far as possible until work really is ready to go. The number of staff and contractors employed on this project at present who may not be fully deployed may be significant.

In examining the components of the project cost it is notable that indirect costs are running at about 50 per cent of total project costs on most sections. This is a most unusual feature as I would expect indirect costs to be around 20-30 per cent of total cost. This may indicate over-staffing related to prolongation and attempting to keep to a time target, as just suggested, or simply poor estimates of likely costs such as site accommodation for construction crews. It may also reflect the allocation of costs that are more properly allocated elsewhere.

ARTC acknowledges that only a small proportion of costs have high cost certainty. The sections with high cost certainty are those that are constructed, under construction or where major construction contracts have been awarded. About 90 per cent of the Inland Rail scope has either low or moderate cost certainty, which presents obvious risk to the total project cost.

Further work is warranted to investigate the components of the cost estimate in greater detail. Some of the significant changes to the cost need to be further 'unpacked' and better understood, particularly around how costs have been categorised. The structure of the estimate, whereby some sections have been estimated more conservatively than others depending on how far advanced they are, should be further tested and better aligned with standard industry practice (being P50 and P90 estimates).

Finding

In summary, notwithstanding that the cost estimate is better developed and more comprehensive than in 2020, it is difficult to have confidence in the updated cost estimate put forward by ARTC. Further detailed investigations would be required to validate the cost estimate.

Recommendation 18

Work to analyse the project costs of Inland Rail, and the expected timing of those expenditures over the next years of this decade, should be done carefully to ensure that the Inland Rail team, ARTC and their Shareholder, are fully cognisant of the details. An independent value engineer/cost estimator should be appointed by the Commonwealth to conduct this work given the difficulties that ARTC have had in providing such estimates. This person should coordinate with the work being done to define the scope of the project carefully as noted in Recommendation 13. The estimates should enable both ARTC and the Commonwealth to budget with some certainty for the next 5-10 years for this project.

Finally, the Commonwealth should note that although Inland Rail cost has increased substantially, though by how much is not clear, the challenges presented by the growing freight task remain unchanged. Once there is some confidence about the cost, a year-by-year budget can be established to enable management by both the Commonwealth and ARTC. A comparison to future benefits should also be made at this point. While the temptation arises to cancel the delivery of the project or part thereof, it is important to note that this is not a zero-cost option. As it stands, Inland Rail is expected to accommodate and drive a modal shift of 200,000 trucks a year to rail, and this will bring significant benefits in terms of supply chain efficiencies, safety, environmental and congestion reductions. Needless to say, this will not happen if Inland Rail is not delivered and this will lead to significant costs to governments in regard to upgrades to the national road network and additional maintenance.

7. Enhancing community benefits

The intention of the Inland Rail project is to shift significant amounts of freight traffic from road to rail and to improve the resilience of the national freight task. These direct benefits of the project to the populations of Queensland, NSW and Victoria have been discussed throughout the report. However, with only 15 per cent of the railway currently laid, these benefits will only become available upon completion of the whole project or at least when continuous stages of the route are complete and commissioned.

In local regional communities Inland Rail has already demonstrated that it can add significant benefits in both the short term and the longer term. In the short term during preliminary work and construction ARTC has paid attention to the benefits they can add to regional areas. This effort is commendable and can bring significant change to country towns. For example, on the Narrabri to Narromine to North Star sections around 3,782 people were employed. Of these 1,382 were local residents and 363 were local First Nations people. About 2,307 people were employed for more than six months; 437 trades people were employed; and 272 women. The Inland Rail project provided business to 236 local firms, and 21 indigenous firms. This business amounted to \$290 million spent with local business and \$28 million with First Nations business.

While this impact is short term the project has also planned and delivered longer term improvements to existing infrastructure. In many cases, this is necessary to bring structures up to modern standards and expectations but in others the work has been done to benefit the community and mitigate the disruption that Inland Rail could cause. For example, the number of new bridges, fences, access paths, and flood mitigation measures taken and planned are too numerous for this Review to list and are occurring all along the route.

In addition, in NSW the State Government has recognised the opportunity that Inland Rail brings to improve regional development further. Special Activation Precincts are nominated along the route and the State has provided capital for those communities with the express aim of facilitating industrial growth, job creation and the movement of industry to rural Australia. New business in these key areas has been encouraged and complementary investment upgrades in broadband and other utilities has occurred. ARTC and the NSW Government have worked together to assist these developments along with local councils and business groups.

Six 'Special Activation Precincts' are expected to be developed in NSW and at present Wagga Wagga, Parkes, Moree and Narrabri are progressing. At the towns of Wagga Wagga, Parkes and Moree expenditure of \$200 million each has been made by the NSW Government and at Narrabri the quantum of investment has not yet been confirmed.

This capital injection has attracted agricultural waste, manufacturing, education, intermodal and other industries to these areas providing substantial economic and social benefits to the communities and towns. These impacts should increase further with Inland Rail completion.

The Bowman business park growth at Wagga Wagga is impressive and has been associated with growth in the local abattoirs, advanced manufacturing, education and a small intermodal terminal that has been completed about five kilometres off the main line and is expected to be able manage 200,000 TEUs in future. There are a number of property lots adjoining the terminal and these will be sold in the future. Visy paper operations at Tumut is a recent customer using this facility and a rail freight operator is transporting their load to Sydney from Wagga Wagga. Similarly, Riverina oils, a producer of canola oil, is using the facility to transport product.

At Parkes the development began with industrial rezoning of farm land. The principal development at this site is a major intermodal facility as discussed in Section 4.4. For the terminal 400 hectares has been allocated and the Special Activation Precinct there has a total of 2,000 hectares. Industries that are expanding include solar power generation, energy to waste facilities, recycled plastics and animal food production.

At Moree a similar concept is developing. There are large land users nearby and grain transport to ports is enhanced by the good road connections. Horticultural industries are expanding.

What these regional developments have in common is cooperation between State and local governments and effective coordination with ARTC. It would be encouraging to see further regional growth in this manner. In Queensland this is already occurring to some extent at Toowoomba, where the local government and the private sector through the Wagner Group and Pacific National have already begun to devote resources to an intermodal terminal focussing on fresh food and Asian air freight and the local government is active in encouraging educational facilities. Other locations that would benefit from the type of approach being pursued in Toowoomba and NSW include Goondiwindi (cotton and cattle industries for a starting base), Gatton (fruit canning and processing), Ebenezer (modern open access intermodal terminal) and Whetstone (Materials Distribution Centre). All these regional developments add long term regional employment opportunities that can be highly skilled and long lasting.

Recommendation 19

As Inland Rail proceeds the local government areas that it passes through, along with the relevant State Government and ARTC, should consider where regional development might focus and what industries may be attracted to expand in those locations. To facilitate this, the Commonwealth Government should raise the issue with their State counterparts in regional development.

Appendix A: References

References

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Appendix B: Acknowledgements

I would like to acknowledge the contributions and assistance provided by the following people and organisations in the conduct of this review:

- The Hon Warren Truss AC, former Chairman of the Australian Rail Track Corporation
- Mr David Saxelby, Director of ARTC has been very helpful with further details.
- Mr Mark Campbell, Chief Executive Officer and Managing Director of the Australian Rail Track Corporation and the officers of the Corporation. I would particularly acknowledge the Inland Rail team led by Rebecca Pickering who has been an Acting CEO role for far too long and should be commended for keeping the project moving through this difficult period.
- Mr Jim Betts, Secretary of the Department of Infrastructure, Transport, Regional Development, Communications and the Arts and the officers of that Department. Ms Jessica Hall and her team on the secretariat have assisted me greatly with editing and fact checking. Needless to say, any errors remaining are to my account. Her team were Mr Andrew Bourne, Mr Jason Preece, Mr Drue Edwards, Mr Kerrod Giles, Mr Christopher Molesworth, Mr Tom O'Connor, Mr Craig Avery, Mr Kirk Cadiz, Ms Mary Giacca, Mr Nick MacLachlan, Ms Alyce Morgan, Ms Carolyn O'Rourke, Ms Sabina Clayton, Ms Georgia Constable, Mr Martin Laird, Ms Emily Oakes and Mr Connor Sandeman.
- Ms Jenny Wilkinson PSM, Secretary of the Department of Finance and the officers of that Department, particularly Mr Andrew Jagers and the secretariat provided by Ms Aileen Roxburgh, and Mr Mark Bothe.
- Mr Rob Sharp, Secretary of Transport for New South Wales and the officers of that agency.
- Mr Paul Younis, Secretary, and Mr Will Tieppo, Deputy Secretary of the Victorian Department of Transport and the officers of that Department.
- Mr Neil Scales OBE, Director-General of the Queensland Department of Transport and Main Roads and the officers of that Department.
- Ms Toni Power, Coordinator-General of the Queensland Department of State Development, Infrastructure, Local Government and Planning and the officers of that Department.
- Mr Phil Davies, Chair of the Australian Logistics Council
- Aurizon
- Woolworths
- Mr Everald Compton
- National Intermodal Corporation Limited, and their Chair Erin Flaherty, CEO, James Boulderstone and Company Secretary, Jane Webster.
- Plenary Group
- Port of Melbourne
- Port of Brisbane
- Pacific National
- Qube
- The New South Wales Department of Planning and Environment
- Mr James Bolton, the NSW Office of Regional Development
- The Hon Michael McCormack MP, Federal Member for Riverina
- Mr John Fullerton, Chair of the Freight Industry Reference Panel and a past CEO of ARTC
- Sue McCarrey, Chief Executive of the National Rail Safety Regulator
- Mr Danny Broad, Chair of the Australasian Railway Association and the officers of that body.
- The Australian Logistics Council
- The Hon Mark Coulton MP, Federal Member for Parkes

Appendix C: Review engagement

Table A.1: Interviewed parties

Interviewed parties
Aurizon
Australian Competition and Consumer Commission
Australian Logistics Council
Australian Railway Association
Freight Industry Reference Panel
InterlinkSQ
LOGOS
Mr Everalld Compton
Mr Mark Babister, Chair of the Independent International Panel of Experts for Flood Studies of Inland Rail in Queensland
National Intermodal Company
Office of the Coordinator General (Queensland)
Office of the National Rail Safety Regulator
Pacific National
Plenary
Port of Brisbane
Port of Melbourne
Qube Holdings
SCT Logistics
Senator the Hon Katy Gallagher, Minister for Finance
The Department of Finance
The Department of Infrastructure, Transport, Regional Development, Communications and the Arts
The Department of Planning and Environment (NSW)
The Department of Regional NSW
The Department of Transport (Victorian)
The Department of Transport and Main Roads (Queensland)

Interviewed parties
The Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government
The Hon Mark Coulton MP, Federal Member for Parkes
The Hon Michael McCormack MP, Federal Member for Riverina
The Hon Shayne Neumann MP, Federal Member for Blair
The Hon Warren Truss, then Chair of the Australian Rail Track Corporation Board
Toowoomba Regional Council
Transurban
Wagner Corporation
Woolworths

Table A.2: Submissions received

#	Submission authors
1.	Wagga Residents and Ratepayers Association on behalf of the Combined Residents, Ratepayers and Farmer's Group of Wagga Wagga
2.	Kevin Kennedy
3.	Ria Reynolds
4.	Anonymous
5.	Caroline Salmon
6.	Anonymous
7.	Anonymous
8.	Anonymous
9.	Sandra Marsden
10.	Anonymous
11.	Anonymous
12.	Anonymous
13.	Anonymous
14.	Anonymous
15.	Dr Ken Davidson
16.	Private Submission

#	Submission authors
17.	Lionel Cunningham
18.	Helen Hunt
19.	Jennifer Knop
20.	Anonymous
21.	Kevin Loveday
22.	Kevin Loveday
23.	Kevin Loveday
24.	Robyn Keenan
25.	The NSW Farmers Association
26.	Cameron Simpkins
27.	Private submission
28.	Private submission
29.	Narrabri Billabong Pastoral Company
30.	Darryl Piper
31.	Gladstone Goondiwindi Railway Pty Ltd
32.	Kris Bogdanoff
33.	Wandong-Heathcote Junction Combined Community Groups
34.	Andrew South
35.	Ross Edward Gleeson
36.	Josip Toth
37.	Barbara Deans
38.	Suzanne Corbett
39.	Kevin Mann
40.	Dr Doug Hill
41.	Anonymous
42.	Anonymous
43.	Lockyer Valley Regional Council
44.	Anonymous
45.	Anonymous

#	Submission authors
46.	Anonymous
47.	Richard Shepherd
48.	Anonymous
49.	Toowoomba South Labor
50.	Millmerran Rail Group
51.	Stan Corbett
52.	Tony Meppem
53.	Andrew Knop
54.	Karen McBurnie
55.	Terri Wright
56.	Mitch Wakeham
57.	Geoffrey Smith
58.	David Carter
59.	Graeme Kelly
60.	Marlene Moriarty
61.	Dr Rob Loch
62.	Mitchell Shire Council
63.	Brett Kelly
64.	Anonymous
65.	Ivory's Rock Foundation
66.	John Henshall
67.	Eric, Dianne and Yvette McKenzie
68.	Better Benalla Rail
69.	Private submission
70.	Rail Futures Institute
71.	Private submission
72.	Council of Mayors (SEQ)
73.	Michael Dibbs
74.	Alan Channell

#	Submission authors
75.	Anonymous
76.	Peter Dampney
77.	Port of Brisbane
78.	Inner Downs Inland Rail Action Group
79.	Carl & Nicole Baldry
80.	Rail, Tram and Bus Union (RTBU)
81.	Logan and Albert Conservation Association INC
82.	Private submission
83.	Pacific National
84.	Logan City Council
85.	Private submission
86.	NSW Ports
87.	Scenic Rim Regional Council
88.	LOGOS Property
89.	V Battaglia
90.	Private submission
91.	Strathbogie Shire Council
92.	Lord Mayor Brisbane City Council
93.	Wando Conservation and Cultural Centre
94.	Peter Holt
95.	Anonymous
96.	Toowoomba Regional Council
97.	Country Women's Association of NSW
98.	Australian Logistics Council
99.	Goondiwindi Regional Council
100.	Private submission
101.	City of Ipswich
102.	Private submission
103.	Private submission

#	Submission authors
104.	Narrabri Shire Council
105.	Genrich and Noller
106.	Private submission
107.	Australasian Railway Association
108.	Moree Plains Shire Council
109.	Adrian Lyons
110.	Private submission
111.	Private submission
112.	EuroaConnect
113.	TBSE
114.	Andrew Knop
115.	Drinda Luckensmeyer
116.	Private submission
117.	Maritime Union of Australia (MUA)
118.	Private submission
119.	Elizabeth Kelaher
120.	Wabtec Corporation
121.	Glenrowan Heritage Precinct
122.	Patricia Barnard
123.	Kathy Faldt
124.	Bigambul Native Title Aboriginal Corporation
125.	Community Members of the Calvert to Kagaru section of Inland Rail
126.	Gary Tofts
127.	Dr Siri Gamage
128.	Mark Rowland
129.	Private submission
130.	Private submission
131.	Private submission
132.	Private submission

#	Submission authors
133.	Private submission
134.	Northern Railway Defenders Forum
135.	Private submission
136.	Alex Worner
137.	Victorian Chamber of Commerce and Industry
138.	Queensland Local Government Reform Alliance
139.	SCT Logistics
140.	Anthony Corderoy
141.	Lloyd Stumer
142.	Wayne Molloy



Australian Government

Australian Government response to the independent review of Inland Rail

April 2023

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Australian Government Response

The Australian Government thanks Dr Kerry Schott AO for her time in conducting a comprehensive and insightful independent review of the Inland Rail project, and for providing a detailed report to the Government.

In response to the independent review, the Government is taking prudent and responsible action to get Inland Rail back on track.

Recommendation 1

The Shareholder Ministers should address the skills requirements of the ARTC Board with their next appointments and continue to address these skill requirements.

The Government agrees

The Australian Government will immediately commence work to ensure that ARTC and any potential subsidiary has the necessary skills and experience to deliver its functions.

The appointment of a new Chair of ARTC, Mr Peter Duncan AM and Dr Collette Burke, both with extensive project management and rail experience, is the first step to addressing these issues.

Recommendation 2

The position of Chief Executive of Inland Rail should be filled substantively as soon as possible.

The Government agrees

The Australian Government supports this recommendation and will work with the Chair of ARTC to appoint a substantive Chief Executive of the Inland Rail Program (Program) as soon as possible.

Recommendation 3

ARTC must have governance arrangements to deliver both the Inland Rail project and the business-as-usual operations of ARTC. This can be achieved through the establishment of a subsidiary company of ARTC.

The subsidiary company should have a dedicated board, say five members, and should include the Chair of ARTC as a board member to ensure clear visibility of the Inland Rail project to the ARTC Board, with further ARTC representation limited to not more than one additional ARTC Board member.

The Chief Executive of Inland Rail should report to the subsidiary Board and attend the main ARTC Board meetings to provide any information required and project updates.

The particular skills needed to oversee the Inland Rail project should be concentrated in the subsidiary (although also represented in the ARTC Board). The Chief Executive of Inland Rail should report directly to its subsidiary board and have full control over their budget, approvals, employment and other matters a major project Chief Executive would expect to control.

The Government agrees in-principle

The Australian Government has asked Shareholder Departments to work with ARTC in exploring how a subsidiary model can be best delivered, and provide further advice for Government's consideration.

Recommendation 4

The position of Managing Director/Chief Executive of ARTC should:

- focus entirely on the role of managing an operating rail company;
- ensure that the Inland Rail project and ARTC business-as-usual operations are tightly ring-fenced; and
- continue reporting through to the ARTC Board about the operations business.

The Government agrees

The Australian Government will work with the Chair of ARTC to support ARTC to restructure its governance and business operations to provide an operating environment that enables the Managing Director/Chief Executive of ARTC to focus on leading ARTC's rail network business to meet freight market and customer needs.

Recommendation 5

The Statement of Expectations issued by the Shareholder Ministers of ARTC should be reviewed and provide the necessary clarity and guidance to enable the ARTC Board to effectively deliver the Commonwealth Government's objectives. It should then be reviewed periodically to ensure it remains fit for purpose and continues to reflect the Government's objectives for ARTC.

The Government agrees

The Australian Government will issue an updated Statement of Expectations within three months to provide the necessary clarity and guidance to enable the ARTC Board to effectively deliver the Commonwealth Government's objective.

Recommendation 6

The Inland Rail project team should review its risk management systems and ensure there are appropriate triggers and metrics for the timely escalation of key risks and importantly their mitigation strategies to the Board, Shareholders Ministers and their departments. Reporting processes about risk management, including reporting processes documented in governance arrangements between Shareholder Ministers, their departments and ARTC, should also be reviewed.

The Government agrees

The Australian Government strongly supports the recommendation that ARTC reviews its risk management systems to ensure that there are clearly defined triggers and metrics for the timely escalation and reporting on key risks to the Board and as necessary the Shareholders Ministers. This will also be supported through other stronger governance arrangements that the Australian Government will put in place.

Recommendation 7

The service offering proposed by ARTC, and supported by business, that offers a reliable 24-hour transit service on double-stacked trains of 1,800 metres length should be accepted.

The Government agrees

The Australian Government understands that the service offering is supported by industry and business. It notes, however, that the service offering should not be supported beyond Beveridge in Victoria and Ebenezer in Queensland.

Recommendation 8

Two new intermodal terminals should be developed concurrently in Melbourne. Beveridge should be available as soon as practical and the second, WIFT at Truganina, should in due course expand and become the larger operation. Both terminals should be operated by independent operators providing open access to all rail freight operators. Given that National Intermodal Corporation has an option to purchase land at Beveridge and is a Commonwealth-owned GBE that can offer open access and independence from freight operators, preference should be given to it to develop Beveridge on those conditions.

The Government agrees

The Australian Government supports the two-terminal approach in Victoria and will work with the Victorian Government to settle funding and delivery arrangements.

The Australian Government owned National Intermodal Corporation recently exercised an option to acquire land at Beveridge, previously identified as suitable to connect to Inland Rail.

Recommendation 9

An intermodal terminal should be developed at Ebenezer so that its completion aligns with that of Inland Rail. The final site, lay-out and commercial model should be settled expeditiously between the Commonwealth and Queensland Governments. The terminal should be run independently by a terminal owner/operator with an open access regime. Governments should consider who that terminal operator will be, but I note that such an operator already exists in the form of Commonwealth-owned National Intermodal Corporation.

The Government agrees in-principle

The Australian Government agrees in principle that a terminal should be developed at Ebenezer to support Inland Rail operations, following completion and consideration of the current business case.

Recommendation 10

The Commonwealth and NSW Governments should investigate opportunities for intermodal facilities at Parkes, possibly to be developed by the National Intermodal Corporation.

The Government agrees in-principle

The Australian Government supports the work being undertaken by the NSW Government to develop intermodal facilities in Parkes.

The Government will work with the NSW Government to consider the need for the development of an independently managed open access intermodal facility at Parkes.

This work will be led by the National Intermodal Corporation.

Recommendation 11

ARTC should ensure that the new signalling system being acquired is interoperable with state systems, and if not what the options are to make it so, including possible replacement. Detailed discussions with other relevant Rail Infrastructure Managers must occur to address the issue.

The Government agrees in-principle

The Australian Government is already working with jurisdictions and industry to ensure greater interoperability, this includes the recent signing of a Memorandum of Cooperation to make rail more competitive and interoperable across Australia. The Australian Government expects ARTC to engage effectively to support an appropriate national approach.

Recommendation 12

Where the Inland Rail route bisects regional towns the disruption that additional train traffic causes should be addressed by appropriate modifications to limit noise and enable adequate cross town access if that has not already been done. As Inland Rail train traffic increases significantly the possibility to bypass the town should be investigated and easements protected for a new by-pass corridor.

The Government agrees

The Australian Government supports this recommendation and notes how important it is for ARTC, through the appropriate regulatory environmental approval processes, to assess and mitigate impacts to communities.

It also agrees to continue monitoring freight traffic along the corridor, noting that it is a state responsibility to identify and preserve future transport corridors.

Recommendation 13

The Commonwealth should engage an independent specialist to review the design solutions developed by ARTC to define the scope of the Inland Rail project and meet associated approval requirements and, working with ARTC, define exactly what the scope of this project is on the basis of the latest evidence available through the approval processes. The cost of scope provided beyond the freight requirements for Inland Rail should be allocated elsewhere as appropriate. This work should be coordinated with further cost estimation work discussed in Section 6.3.

Where there is still uncertainty due to outstanding approvals every effort should be made to understand the nature of the matters outstanding and assist the parties to reach an expeditious conclusion. There should be particular attention paid to the Queensland sections.

The Government agrees

The Australian Government supports the engagement of an independent specialist to define the scope of the Program having regard to design solutions developed by ARTC.

The Australian Government agrees that this work should be coordinated with the work of an independent value engineer/cost estimator.

Recommendation 14

ARTC should examine the issues it has had with its approval processes and take measures to ensure they are dealt with. Delays of this kind are costly for the project and their importance must be recognised.

The Government agrees

The Australian Government expects ARTC to work closely with the jurisdictions to more fully explore how Environmental Impact Statements can be delivered in a timelier manner and to a higher quality.

Recommendation 15

ARTC, the Inland Rail project team and the rail operators should examine whether the possessions regime for Inland Rail can be modified to assist in more expeditious completion of stages of the Inland Rail project.

The Government agrees

The Australian Government supports the Inland Rail project team examining the possessions regime and, if possible, modifying that regime to assist in more expeditious completion of stages of the Program.

Recommendation 16

ARTC should continue to examine options for staging the completion of Inland Rail and in particular the option of completing the Melbourne/Beveridge to Parkes sections by 2027. It should also examine options for the subsequent delivery of the project through to Gowrie once it has obtained greater certainty on approvals and costs. From Gowrie to Kagaru the focus should be on the works required to gain approvals to help secure gazettal of rail corridors and completion of land acquisitions. ARTC should use this time to finalise the scope of these sections and gain greater certainty on schedule and cost.

The Government agrees

The Australian Government fully supports ARTC examining options for staging the completion of the Program. The Government has decided to prioritise Beveridge to Parkes, with further work north of Parkes to be undertaken on a least regrets basis, as agreed with Shareholder Ministers.

Recommendation 17

On behalf of ARTC negotiations with Regionerate Rail should commence with a view to changing its scope to exclude double-stacking on the final section to Kagaru, and with a view to limiting costs and structuring payment arrangements in a manner that ARTC can afford. This may include a move away from a pure PPP arrangement to some other contractual arrangements.

The Government agrees

The Australian Government will work with ARTC and Regionerate Rail to examine the feasibility of implementing this recommendation.

Recommendation 18

Work to analyse the project costs of Inland Rail, and the expected timing of those expenditures over the next years of this decade, should be done carefully to ensure that the Inland Rail project team, ARTC and their Shareholder, are fully cognisant of the details. An independent value engineer/cost estimator should be appointed by the Commonwealth to conduct this work given the difficulties that ARTC have had in providing such estimates. This person should coordinate with the work being done to define the scope of the project carefully as noted in Recommendation 13. The estimates should enable both ARTC and the Commonwealth to budget with some certainty for the next five to ten years for this project.

The Government agrees

The Australian Government agrees to appoint an independent value engineer/cost estimator to analyse the project costs to provide credibility to the cost and the timeframe.

This work will allow the Government to consider what, if any, further funding is necessary to support the Program.

Recommendation 19

As Inland Rail proceeds, the local government areas that it passes through, along with the relevant State Government and ARTC, should consider where regional development might focus and what industries may be attracted to expand in those locations. To facilitate this, the Commonwealth Government should raise the issue with their State counterparts in regional development.

The Government agrees

The Australian Government recognises the importance of regional development and will continue to work with its state counterparts to focus on maximising the benefits of the Program in the areas through which it passes.



Senator The Hon Katy Gallagher
Minister for Finance
Minister for Women
Minister for the Public Service

The Hon Catherine King MP
Minister for Infrastructure, Transport, Regional Development and Local Government

MEDIA RELEASE

GETTING INLAND RAIL BACK ON TRACK

The Albanese Government is taking prudent and responsible action to rescue Inland Rail from the shameful state it was left in by the Coalition Government.

The independent review of Inland Rail led by Dr Kerry Schott AO found major deficiencies in the governance and delivery of Inland Rail.

It confirmed that Inland Rail is an important project to meet Australia's growing freight task, improve road safety and to help decarbonise our economy.

However, it also confirmed that the project is running significantly over budget and significantly behind schedule with just over 16% of the 1700km of track completed so far.

Dr Schott estimated the cost of Inland Rail blew out to approximately \$31 billion under the Liberals and Nationals.

This revised estimate is almost double what the Coalition Government said it would cost as recently as 2020, a blowout described by Dr Schott in her report as, "astonishing".

Dr Schott concluded that, "Somewhat surprisingly the project has commenced delivery without knowing where it will start or finish", adding that the final date and cost remain uncertain, because of a lack of confidence, in the current estimates.

Flagrant mismanagement of the project by the Coalition has led to the need for comprehensive change and a renewed look at the underpinnings of the project.

In her report, Dr Schott outlines 19 recommendations to improve the delivery of Inland Rail including through enhanced governance arrangements, the identification of intermodal terminal locations, and ensuring appropriate environmental approval processes. The Government has accepted all of Dr Schott's recommendations in full or in-principle.

The Government will take a staged approach to delivering Inland rail, prioritising its delivery from Beveridge in Victoria to Parkes in New South Wales – increasing

resilience and improving supply chain productivity between Melbourne, Perth, Sydney, Newcastle, the Illawarra and Adelaide.

An independent cost estimator and value engineer will be tasked to undertake detailed assurance work to determine the updated cost and schedule for the program.

Cost assessments will be informed from a position of greater certainty on the engineering and design of the route, with the Government acknowledging Beveridge and Truganina in Victoria, and Ebenezer in Queensland, subject to the completion of a business case with the Queensland Government, as the preferred locations for open-access intermodal terminals, with Beveridge and Ebenezer the end points for Inland Rail's double stacked service offering.

In the near term, work will continue to support completion of existing construction activities and planning works north of Parkes.

New governance arrangements will ensure the Australian Rail Track Corporation (ARTC) has the necessary skills and experience to deliver its functions. The Government has already commenced this process, having appointed Mr Peter Duncan AM as the new Chair of the ARTC and Dr Collette Burke as a Non-Executive Director in January 2023. A new substantive chief executive of Inland Rail will also be appointed as soon as possible.

These moves will address the failures of the Coalition Government to meet its obligation to ensure the ARTC is governed properly and has the skills necessary for the work.

The Government will also support Dr Schott's recommendation to establish a subsidiary board of ARTC to oversee Inland Rail as a separate entity from the day to day work of ARTC.

ARTC has not received an updated the Statement of Expectations since 2018. This will be rectified shortly to give the necessary clarity and guidance to the ARTC Board to effectively deliver the Government's objectives.

Details of the Government response and the 19 recommendations made in the Schott Review, *The Delivery of Inland Rail: An Independent Review*, can be accessed from www.inlandrail.gov.au/independent-review

Quotes attributable to Federal Minister for Infrastructure, Transport, Regional Development and Local Government Catherine King

"Dr Schott's report is clear. Inland Rail is behind schedule, over budget and requires a fundamental reset.

"Australia's investment in Inland Rail is critical to help us move more freight as our population grows. Inland Rail can reduce our transport emissions and make our roads safer, but it comes at a significantly higher cost.

"Given the abysmal state the former government left the project in, we must take immediate action to get it back on track.

"ARTC will prioritise the delivery of Inland Rail sections between Beveridge and Parkes, while we continue to affect change across the program, improve governance and risk management.

“When this Government can have faith that adequate environmental planning approvals are in place and there is sufficient certainty as to the scope and cost to build more of Inland Rail, we will do just that.”

Quotes attributable to Federal Minister for Finance, Senator Katy Gallagher

“The Australian Government accepts the recommendations in the Schott Review and acknowledges the lack of confidence with respect to the costs of Inland Rail.

“The findings of the Review are another damning indictment of the former Coalition Government, and another example of the Albanese Labor Government needing to clean up the mess left behind by our predecessors.”

“We will act sensibly and responsibly to ensure this important project is put back on track”.

6 APRIL 2023

MEDIA CONTACT:

MINISTER KING – LYNDAL CURTIS 0497 847 212

MINISTER GALLAGHER – LISA GLENDAY 0403 931 209





Senator The Hon Katy Gallagher
Minister for Finance
Minister for Women
Minister for the Public Service

The Hon Catherine King MP
Minister for Infrastructure, Transport, Regional Development and Local Government

TRANSCRIPT

E&OE TRANSCRIPT
PRESS CONFERENCE
MINISTERS GALLAGHER AND KING, AND DR KERRY SCHOTT AO
THURSDAY, 6 APRIL 2023

SUBJECTS: INLAND RAIL

CATHERINE KING: Thanks, everyone. Can I start by acknowledging the traditional custodians of the land on which we gather and pay my respects to elders past, present and emerging.

Can I thank Kerry Schott very much for her work on the Inland Rail report. I couldn't think of anybody better we could have got to do this work. It is, of course, only the first step in getting this major project back on track and delivering the jobs and investment the communities across the route of Inland Rail deserve.

Frankly, this report is an absolute damning indictment on the Liberal and National Party. It is a lesson in how not to do nation building. It's an example of everything that can go wrong in the management of a major infrastructure project. And, frankly, as I said, it's an indictment on the Liberal and National Party.

Inland Rail is 1,700 kilometres of Liberal National Party incompetence. When the Coalition committed to delivering Inland Rail in 2017 and '18, they estimated that it would cost 9.3 billion dollars. It has now blown out to 31 billion dollars with the potential for costs to blowout even further. As recently as 2021 we know that the-then Deputy Prime Minister said that it would be operational in mid-2020s. Now Dr Schott's report finds that it is so far behind schedule that she can't even put a date on when it can be completed.

Frankly, this is what happens when you let the National Party be in charge of a major infrastructure project. The previous government began this project with no idea where the rail line would start in Melbourne and where it would finish in Brisbane, or how it would interact with towns, communities and the natural environment along the route. And rather than filling the board of ARTC with experienced and skilled personnel, the previous government handpicked appointees with neither the skills or the experience to actually deliver this project.

Now, Dr Schott has made nineteen recommendations to the Australian government, and we have accepted every one of them, all, or in principle. We don't want to hide from the fact that these recommendations will lead to sweeping changes in this project.

First Dr Schott was also able to recommend appropriate start and end points for Inland Rail – in Queensland an intermodal terminal should be developed at Ebenezer west of Brisbane, and we'll work with the Queensland government in that regard. In Victoria the project should connect to two intermodal terminals in Beveridge and one in Truganina.

In line with Dr Schott's recommendations, the government will stage the delivery of Inland Rail, first prioritising the section from Beveridge to Parkes to increase resilience and improve the supply chain productivity between Melbourne, Perth, Adelaide, Sydney and Newcastle and also start to get a return for commonwealth investment.

To answer outstanding questions about cost and time frames of the entire project, an independent cost estimator and value engineer will be appointed to undertake details assurance work on this project.

We've already commenced the process of ensuring that ARTC has the necessary skills and experience, having appointed Peter Duncan as the new chair of ARTC and Dr Collette Burke as director in January this year. And additionally, a new substantive CEO of Inland Rail will also be appointed as soon as possible. We're beginning that recruitment process now, and while the government also supports the recommendation to establish a subsidiary company under ARTC to actually deliver this project and separate it out from the day-to-day operations of ARTC.

That being said, Inland Rail does remain an important project to meet Australia's growing freight task, improve road safety and to help decarbonise our economy. We have been left with one almighty mess with this project to clean up from the previous Liberal National Party government. We're up for the job, but that job starts today.

I'm going to hand over briefly to Katy to say a few words and then Kerry to say a few words as well, and then we'll be happy to answer any of your questions.

KATY GALLAGHER: Thanks very much, Catherine. And thanks for coming, and great to be up here with Kerry and Catherine essentially starting cleaning up the mess of the project that was left – or we inherited from the former government – in relation to Inland Rail.

I'm here as one of the shareholder ministers, and I think in government you read a lot of reports, you get a lot of reports; you don't get a lot of reports like the one that Dr Schott did for Inland Rail. It's shocking. When you open it, when you read it, when you work through it every page that you turn is another kind of sad story of poor governance, failure of the former government to lead this project, to ensure proper governance, proper process, to ensure that ministers, shareholder ministers, ensured that the project was being run properly. And that is a real failure in terms of ministerial responsibility on this project.

Catherine's gone through obviously a number of the other issues, but there's a fair bit of work to do to get this project back on track, and we will do that work in accepting the recommendations and the very thorough work that's been done by the review, for which we're very, very grateful.

Obviously there's work to be done on cost, on schedule, on really working through some of the more tricky parts of the project. And that work will be done, and it will take some

time. I think in discussions we've had with Kerry some of that work could take 18 months to work through some of those detailed costings of the project. But obviously when you've had a project go from where it started to cost estimates now – and Kerry can speak to these – in the order of 30 billion dollars, obviously we've got a lot of work to do to understand some of those cost increases.

I'll hand over to Kerry, and thanks again very much for the review, Kerry.

KERRY SCHOTT: Thanks, ministers. Good morning, everyone. Just a few points to make: this is a good project in the sense of being important. We forget how big Australia is geographically, and this project runs from just outside Melbourne CBD-ish to Brisbane, and that's equivalent to going from London to the Ukraine border. And we forget how big things are here and how difficult it is to actually do an infrastructure project across that distance.

So this was never going to be a very easy project, but I think the difficulty in it is not really in the engineering of it. There's a few parts that are tricky, but the difficulty is in being organised about managing a project like that.

And about just over a thousand kilometres of it are upgrades of existing track, and any of you who know about fixing up roads or rail know how difficult it is to do that when you've got to keep a railway running and at the same time upgrade the track that the trains for both passenger and freight are running on.

And most of you are probably not very familiar with ARTC, but its business is basically looking after all the freight track all around Australia and lines from Sydney to Perth and up to Darwin and so on. Their business is basically selling freight paths to freight operators. So that's the way they make money, and they make a lot of money – about a billion dollars a year. So this is not a small company.

What they've never done before is a project of this size, and they really didn't have the in-house capabilities to do it, or any of the capabilities at a board level to supervise it in any way or strategise and help people think about how they were going to manage it.

So the first problem that I came across when I looked at this was first of all realising it was running late, and ARTC, to their credit, had done a fair bit work on trying to get information for me. But I was astonished to find that the budget in the course of two years had gone up from about \$16 billion to over 31. And we all know infrastructure costs are going up at the moment, but they're not going up like that. So this was really amazing.

And I got to the point when I looked at it more closely that I don't actually accept either of those figures because the reality is that there's so much uncertainty about it that I just felt I couldn't really believe those numbers. So for a government that puts you in a pretty tricky position because you've started a very big project, you don't know when it's going to finish and you don't know how much it's going to cost.

So the recommendations that I made are basically aimed at the work that needs to be done to get to the bottom of both those big questions. They did break the project up in stages, which is what you do with a big project like this. So it's got basically 13 bits to it. And the obviously thing to do is to try and get Melbourne through to Parkes done, which would connect you to the East West line as well as starting the North South line. And ARTC could pick up some revenue on that because there's trains that they could run Melbourne through to Sydney actually through Parkes, but also from Sydney through Parkes through to Perth, who may want to divert down to Melbourne and so on. So

there's a bit of revenue in there for them. It's not – it won't give you the benefit of getting through to Brisbane.

When you look at the freight task on this, it's not about moving goods from one port to another port; it's basically about getting all the great produce from Queensland – and this is largely domestic movement of freight – from Queensland, North Queensland and Queensland generally down to the south of the country. And it's a really large freight task and at the moment all that freight is coming down – mainly coming down the road. And those of you who ever travel on the highway will know how busy and full of trucks it is every day of the week and in the evenings. And by 2030 it's going to be impossible. So that's the reason why the project was started in the first place.

So the first point really is that it's not a bad project, but it's just been managed really badly. The second point that I'd like to make I think is in terms of cost overrun, there are basically three reasons for it. The first was about when you do something like this you've got to get approvals, you've got to meet environmental approvals, you've got to talk to the community you're going through, you've got to ask the farmer when you can go on to his land to get access and so forth. It takes a lot of time.

ARTC did not manage that process very well, and in the process they managed to upset everybody. And when you do that, you then instead of making any progress you go three steps back. So they've had to recover from starting off quite badly with their approval processes. That's meant that they've been very delayed, and they've also had to do things – not surprisingly – to get approvals. So it has meant that the scope that they thought they were doing is actually a bit bigger than what they thought.

So increases in scope have put the price up, but the time that they've taken is really what's blown their budget out. So when a project is running late you get escalation and you've got people sitting around doing nothing and it gets very expensive.

So the other point I think I want to make – and then I'll sort of stop – is that the way that it was set up within ARTC meant that the operational part of the company really got – was at huge risk of getting overtaken by a very big project. They usually do maintenance and stuff like that. They don't have this big project running off in a sort of little division that can just eat the rest of the company up. So it led to a tremendous lack of focus. And you really need to separate out your two activities really carefully or you'll get overlap and all sorts of internal messes. And I think while I didn't really get into that, I suspect there was a lot of that going on as well.

So that's pretty much it. I tried to make the report so it was readable, so I encourage all of you to have a read of it; it's not that technical.

JOURNALIST: Minister, back in 2015 when the original business case was done, the Inland Rail barely passed its cost-benefit assessment then – 1.1 at a cost of 9 billion. The price has since tripled. Presumably the benefits haven't tripled. Should we just dump the project instead of burning billions of dollars more of taxpayers' money on what's an uneconomic investment?

CATHERINE KING: Well, the answer is no. I mean, I think you're right in the sense of where the cost benefit would be today, but you also heard Dr Schott talk about the – you know, the real aim of this is about getting as many refrigerated trucks off the road as we can into a more carbon-friendly transport freight mode. And that's really what this – the benefits of this project are.

We've got a lot of sunk costs in the project already and I think those are both two factors that we had to consider as shareholder ministers in making decisions about what to do. We're determined to get this to Parkes, and there's no further money that we need to appropriate through – it's an equity-funded project – to do that. We're determined to do that, but we're also determined to make sure we understand how much it will cost beyond there.

KERRY SCHOTT: Can I just say that you can't do a benefit-cost ratio analysis until you know what the cost is.

CATHERINE KING: Yeah, and we don't know.

KERRY SCHOTT: And one of the things that I found very positive about the project was some of the special activation work that had been done in New South Wales around regional development. And Wagga has got quite a lot out of the freight going through there and they've been developing sort of regional activities there and it's very successful, and Parkes is about to do the same thing.

JOURNALIST: Minister, when you talked about sweeping changes to the project, putting the government's management aside, are you looking at changes to perhaps like the scope and the route? And if – I wouldn't mind asking Dr Schott a question: for someone reading this who's not across Inland Rail, they might think it's almost laughable that a project began before the start and end points were actually sorted. Why in your opinion, having looked at the project's origins, was construction allowed to begin before these key questions were answered?

CATHERINE KING: Why don't we let Kerry answer first and then I'll answer.

KERRY SCHOTT: Yeah, I don't know the answer to the first question, to your terminal question. This is a matter that you've got to sort out with the states, and you might end up not completely sorted out, but I was rather surprised at how unsorted out it was, particularly in Queensland, I think. I think the state governments and the commonwealth and ARTC are now pretty much sorted about that.

CATHERINE KING: Thanks, Kerry.

JOURNALIST: And, sorry, just the changes?

CATHERINE KING: Yeah, so, I don't think you can see – like, the governance is actually really critical. I think one of the really big lessons for this is you've got – you know, this project was - hit problems from the start because that governance wasn't there. And I think we've got to now try and retrofit that to make sure we've got that going forward, so I don't think – you know, that is actually really critical.

In terms of the scope, I mean, Kerry hasn't recommended sweeping changes, but obviously as we go through the independent valuation, there may be some of that that we need to do. And it is why we're really determined we'll get it to Parkes and we will continue – we'll do the independent valuation, but we'll continue the sort of planning corridor preservation acquisition, but we won't be entering into contracts or tendering beyond there until we've got a really good handle on all of that. And there may be minor scope or changes that are recommended. But we're just not in a position to say what that would be at this stage.

JOURNALIST: Minister, you say you're determined to get it to Parkes, but are you leaving open the possibility of shortening the route?

CATHERINE KING: No, not at this stage. You know, we're – so the effort and concentration we need to do now – and that's what the, you know, cabinet has agreed – is to get it to Parkes. We think that is where we can get a return on investment. We do want to see it get to Ebenezer, that's the final point. We've got to do a business case on Ebenezer, but we're not in a position today to start building that to do that. We've got a lot of work to do to actually get that, but we're determined that the construction to Parkes will happen.

JOURNALIST: Minister, just a question for Dr Schott.

CATHERINE KING: Yes, of course.

JOURNALIST: Given what you've seen in this project, do you think there needs to be more independent oversight of major infrastructure projects to ensure that these sort of clearly decisions taken out of the hands of day-to-day politics?

KERRY SCHOTT: I don't – I'm not sure how to answer that because I think it really is the job of the ministers to appoint a board to be able to, you know, do the strategy and get the thing started. And then the actual doing of it is in the hands of the CEO and the people on the ground who are managing the project. And one of the problems that happened here was that it hasn't had a CEO for 18 months. And, you know, that's really difficult. It's been kept on the road, as it were, by a sort of temporary CEO, who's done a good job in just keeping it alive. But the fact that there was difficulties filling that position, you know, is just a real sign of the governance issues that the ministers were speaking about.

CATHERINE KING: And not only that, we had, you know, recent board appointments that were made contrary to even the Chair of ARTC, Warren Truss at the time, who's now been replaced by Peter Duncan, they were recommending that they needed skills based, and Barnaby Joyce chose not to put people on, contrary to the board. Jade?

JOURNALIST: What will the government now do with the 1.6 billion dollars that the Morrison government committed to the Beveridge freight terminal? And will the government consider providing any additional funding for either the Beveridge or Truganina sites?

CATHERINE KING: So we've accepted the recommendations of the report that there needs to be two intermodal – Beveridge and WIFT, as it's known colloquially in our home state – and we'll do that. That money still sits within the budget. We recently – again, both Katy and I are shareholder ministers for the National Intermodal Corporation and we've recently exercised the option on the land at Beveridge. That happened a week or so ago. I think that would have gone into the media as well. So we'll progress both of those projects with the Victorian government.

JOURNALIST: Minister, so I've just got two questions, if I may: what would you say to communities that are north of Parkes that might be facing uncertainty now as it sounds that there's nothing set in stone from here? And also you and Dr Schott mentioned that a lot of the traffic that will be going through this freight line will be coming from Queensland and there's a lot of existing truck freight. What does that mean now that it's going to Parkes? Will the ARTC be able to turn enough solid revenue to make the project worth it just going to Parkes at the moment?

CATHERINE KING: Well, at the moment they're not getting any revenue from this project at all. So getting it to Parkes at least opens up the opportunity to start getting a

return on investment for taxpayer dollars, and so that's why getting it to Parkes is important. Dr Schott's also recommended the exploration of an intermodal terminal at Parkes, which I think will certainly if that went ahead provide significant jobs and benefit for that community as well.

Beyond that, as I said, we'll continue the planning works, continue the work that needs to be done to get planning and environmental approvals through, corridor preservation, land acquisition where that's needed as well. We'll continue with that, but we're just not in a position today on the basis of what we know in terms of this project to say, you know, we will start building on this date. Because if I did that, I would be doing exactly what the previous government was doing – just making it up. And I don't want to do that; I want to deliver this project. I want to provide certainty.

I think the other recommendation Dr Schott has made around really looking at a close opportunity in those regions for activation, what else you can do and what else you can put around them, the New South Wales government did a good job with that and will continue to do that. We want to look at that as well and what the benefits are for beyond Inland Rail for those regional communities as well.

JOURNALIST: Minister, the report highlighted significant problems in Queensland – it's four years behind any other state and is responsible for large amounts of the cost blowout. What needs to be done now to address those issues? And is construction feasibly going to take place within the Queensland border this decade?

CATHERINE KING: Well, again, we've got to get that independent valuation in. And I've spoken to Steven Miles yesterday. We'll get – do the work that we need to do to ensure that those – really, it's the planning and environmental approvals that need to be put in place. I think through the report Dr Schott has mentioned that there were some problems with the way in which ARTC went about that, so not providing adequate information to actually even allow an environmental assessment to be undertaken properly. So there are some significant problems within ARTC about how they went about that. We've got to work those through and get those planning approvals.

But, I mean, this is a problem with, again, the lesson from a project like this, to actually even start – I know the report; I won't go into too much detail about this – but, you know, just prior to caretaker, you know, an MOU to enter into a private-public partnership was entered into. To enter into something like that, when you don't even have planning approval, when you don't even have clarity about how you were going to get it down the range – single stack or double stack – how, you know, you're going to get it into the Port of Brisbane, frankly, is incredibly questionable. You know, they were putting basically, "Let's get this thing built," without asking any questions about what is – you know, is that scope right, are we actually going to be able to do that, how much is it going to cost, like really basic questions. And we've got to be able to answer all of those, particularly in that Queensland bit, before we can start construction.

JOURNALIST: Minister, how much money has already been spent on the project?

CATHERINE KING: It's about two billion dollars that's already been spent. I'll just check – my staff will nod at me if I've got that right. Yes.

JOURNALIST: If we're only two billion dollars in and this is expected to blow out to 30, I mean, this is just so problematic, the fact that Brisbane, there's no feasible way to operate the double-stacked freight trains, I think someone has already asked this, but surely we should just start again?

CATHERINE KING: Well, I mean to some extent – well, we're not starting again. And as I said, I think the benefits of this in the longer term given how big our freight task is growing – and we can see that already, but the freight task is growing substantially and rail has to play its part not just from a road safety point of view but also we are looking to decarbonise. We want to get these trucks off our roads. We want to get more freight on to rail, and this is an important part of doing that and will be important for all of those regions along the route. So we've made that decision that we will progress with the project.

But we've got to really get this under control. I think it is abundantly clear that it was never going to be able to get through Acacia Ridge. Like, it's abundantly clear that we're never going to be able to bring double-stacked trains through the suburbs of Brisbane into the Port of Brisbane. But instead of actually being clear about that, making the decision early, right at the start of the project, we've just had this, you know, mess, frankly, that we've been left with.

JOURNALIST: Minister, taking on board all these recommendations, when can you realistically complete this project?

CATHERINE KING: Well, I'm not going to put a date on it because I would just literally at this stage, as Kerry's report indicates, I would be guessing, and I would be adding exactly to the same – I'd be doing exactly what the previous government did – just making it up. And that's what they did.

JOURNALIST: Long than the 2027 –

CATHERINE KING: It is clearly going to take longer than 2027. It is absolutely clear that that date was a fiction, a complete and utter fiction.

KERRY SCHOTT: The estimate at the moment is 2027 through to Parkes. The approvals for the rest of New South Wales will take a little time, but they're in a much better place than Queensland approvals, which are well behind. And ARTC are estimating early 2030s for Queensland. But I think I wouldn't really hang my hat on that estimate either. You really need to get those approvals in place.

And the approval process in Queensland, having got off to an extraordinarily dreadful start, has improved and the end is in sight for approvals, but it's going to take some time.

CATHERINE KING: It is. We'll just take one more.

JOURNALIST: A question for the Finance Minister on another topic, please: yesterday you were at the National Gallery announcing urgent budget relief for the collecting institutions. Will there be good news soon for single parents facing payment reductions as their children approach eight or parents compelled to attend parenting classes?

KATY GALLAGHER: So, as you know, we are right in the thick of ERC at the moment. We're having a couple of important reports that have been provided to government that go to those issues that you raise about payments and support, particularly for single parents, mums primarily, that is have through the economic Inclusion Advisory Board and the Women's Economic Equality Taskforce, and we're working through those in the final stages of the budget decisions.

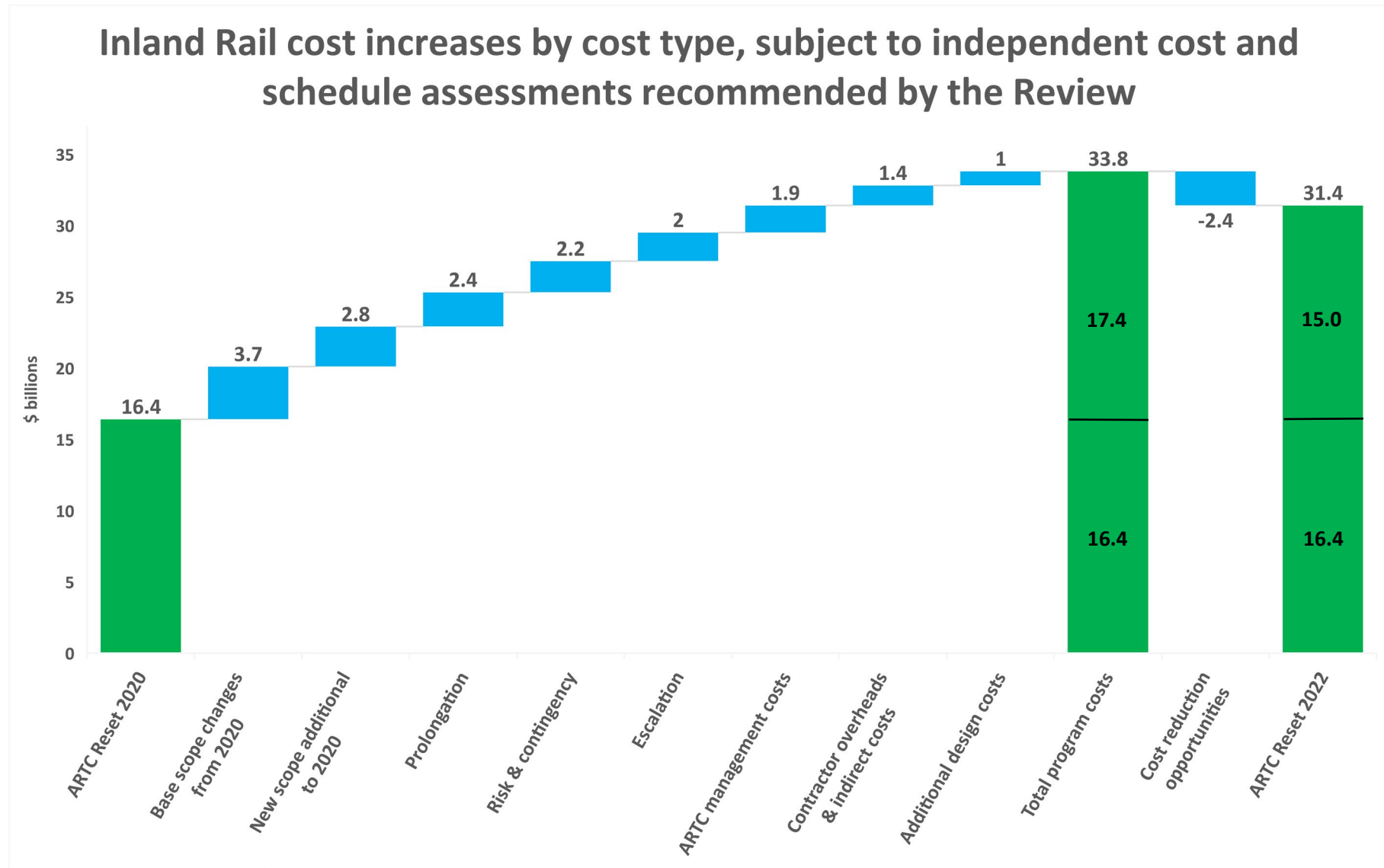
So, you know, I think Jim and I have made clear that we are – you know, we see the budget as an opportunity to look at the ways that we can support the most vulnerable

Australians. Those decisions are currently being worked through through the ERC for the budget that we'll hand down on 9 May.

CATHERINE KING: Thanks, everyone. Thank you.

ENDS

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Key drivers of Inland Rail cost increases

- **Changes to 2020 base scope – \$3.7 billion:** Base scope is the scope of work and materials required to deliver the Program as envisaged at the 2020 reset. The increase attributed to "base scope changes from 2020" is the additional works and materials costs that have now been identified by ARTC as required as a result of increases to the maturity of the design across the Program. In light of the significant quantum, it can be characterised as costs that were either grossly under-estimated or missed in the 2020 cost estimate. ARTC has identified significant cost increases in relation to the base scopes as follows:
 - Southern Program (Narromine to Narrabri section) has increased by \$1.019 billion including doubling in length of bridging and culverts required to meet design and planning conditions, increased volumes and haul distances for earthworks.
 - Northern Program (Border – Whetstone to Gowrie section) has increased by \$708 million due to revisions in design, including five additional road-rail grade separations, increased bridge works and increased volumes and haul distances for earthworks.
 - Base scope for the Rail Corridor Package (Narromine to Narrabri, Narrabri to North Star Phase 2, North Star to Border and Border to Gowrie and Gowrie to Kagaru sections) has increased by \$1.335 billion including the addition and operation of three material handling facilities required to store and supply; rails, sleepers and ballast to track laying operations and additional signalling works.
- **New scope additional to 2020 – \$2.8 billion:** Changes in scope over and above agreed base scope needed to meet additional regulatory planning and environmental requirements and mitigate, state and local government community and concerns regarding Program impacts to safety or amenity. For example, changes to meet new design conditions in regard to waterway crossings and drainage structures, upgraded pedestrian bridges at Junee and Wagga Wagga, new or upgrade requirements for road rail interfaces, increased biodiversity and fauna connectivity and noise abatement works.
 - Cost increases associated with changes to scope: As a result of changes in scope (base and new) across the Inland Rail Program, ARTC has identified significant cost increased across several work activities, as compared to the 2020 reset, including earthworks (\$987 million), drainage (\$550 million), bridges (\$949 millions), signalling (\$472 million) and client labour (\$792 million).

- **Prolongation – \$2.4 billion:** Increased costs have resulted from a delayed delivery schedule. This includes delays resulting from the Covid-19 Pandemic, ARTC's inability to affect state and local government planning and environmental approval processes and access to land to conduct works. While escalation captures rising prices specifically, prolongation captures broader impacts, such as overheads needing to cover a longer construction period.
 - Across multiple sections the drivers of prolongation are cited as higher team costs (i.e. costs incurred for longer duration work activities caused by EIS approvals, and deployment of additional resources to run multiple activities in parallel to mitigate delays), and higher contractor overheads and indirect.
 - Prolongation is high for the Rail Corridor Package (RCP) (\$216 million) due to the delivery methodology where the RCP contractor commences later in the delivery cycle as civil engineering works are completed and are handed over for track laying.
- **Risk and contingency – \$2.2 billion:** increase allowances to include contractor assessments of retained risks and increase contingency, including as a result of increased Program costs to a weighted average of 20 per cent to reflect the current level of Program design and schedule maturity.
 - BIS Oxford Economics has noted that this figure could be understated by as much as \$1.5 billion, reflecting an industry standard 25 per cent contingency rate.
- **Escalation – \$2 billion:** Additional costs for labour and material cost increases, particularly given macroeconomic factors and the current infrastructure market conditions for both materials and labour.
- **ARTC Program management costs – \$1.9 billion:** Additional costs for ARTC staff and resources to manage the extended delivery schedule (late-2027 completion now delayed to 2031 completion) and non-construction activities including property acquisition, approvals and acquisition of biodiversity offset credits, costs of third-party contractor packages, major service providers and independent verifiers. A significantly higher level of ARTC staffing has been identified relative to the 2020 Reset.
- **Contractor overheads and indirect costs – \$1.4 billion:** provision for additional contractor overheads based on both contracts entered into and under negotiation reflecting the Program's expanded scope of works from the 2020 reset.
- **Additional design costs – \$1 billion:** Increased costs from additional design work required to address technical, environment and regulatory requirements. Design costs have been separated out from other ARTC and contractors' costs as these costs are additional works required by planning and environmental agencies for progression from

Reference Design to Detailed Design. ARTC attributes the bulk of the increase to the civil works packages and PPP sections where Reference Designs have had to be revised as a part of the Environmental Impact Statement assessment process and update flood modelling.

- **Potential cost reduction opportunities – (minus) \$2.4 billion:** Programmatic scheduling and value engineering opportunities identified by ARTC to reduce Program costs. ARTC has advised that it considers the \$33.8 billion estimate to be conservative and that as the Program further matures there will be opportunities to refine the delivery schedule and for 'value engineering' to reduce cost. ARTC is therefore reporting the Reset 2022 cost estimate for the Program as \$31.4 billion.

Attachment F

INDEPENDENT REVIEW – Stakeholders contacted prior to Release of Review

Stakeholders	Contacted within 24 hrs
Peak bodies	Both before and after
Community Consultative Committees (CCCs)	After
Major Contractors	Before
Industry (including above rail operators, terminal owners and freight logistics companies)	Both before and after
State Government	Both before and after
Mayors' Offices	After
140 people who submitted to public consultation in November 2022.	After

**Senator the Hon Katy Gallagher**

Minister for Finance

Minister for the Public Service

Minister for Women

Senator for Canberra

The Hon Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government

Media Release

7 October 2022

Inland Rail independent review announced

The Australian Government has today announced the appointment of Dr Kerry Schott AO to lead an independent review into the Inland Rail project.

This delivers on the Australian Government's election commitment to take a close look at the planning, governance and delivery of Inland Rail to help get this nationally important project back on track.

The Coalition left Inland Rail in a mess. We inherited a project over budget, behind schedule and with no plan for where it will start or end.

The review will consider the process for selecting the Inland Rail route, including stakeholder consultation, and assess the project's scope, schedule and cost.

The review will also assess options for the new Inland Rail intermodal terminals to be built in Melbourne and Brisbane, and improving rail links to the ports in these cities.

The review will have regard to existing studies, such as the Toowoomba to Gladstone Inland Rail Extension Business Case.

Inland Rail is an important part of building additional capability and capacity to increase the resilience of Australia's freight supply chain and meet our growing freight task, which is forecast to grow by up to 35 per cent by 2040.

Moving freight off the roads and on to rail will help with the task of decarbonising while helping regional cities grow by providing more opportunities for jobs and industries.

The independent review is necessary because Inland Rail is too important to stuff up.

The independent review is expected to be completed by early 2023. The Government intends to release the findings of the review once it has an opportunity to consider them. The review's Terms of Reference are set out below.

The Australian Government has today also released the Final Report of the Independent International Panel of Experts for Flood Studies (the Panel) of Inland Rail in Queensland.

The Australian Government welcomes the findings of the Panel and will work with both the Queensland Government and ARTC to implement the Panel's recommendations. The Final Report can be accessed at inlandrail.gov.au/independent-flood-panel.

Quotes attributable to Federal Minister for Infrastructure, Transport, Regional Development and Local Government Catherine King.

"We are delivering on our election commitment to undertake an independent review to get this nationally important project making progress again without further delays and with improved community consultation."

"The review will give the Government a clear-eyed view on what the problems are and the way forward."

"Dr Schott is a highly respected and trusted leader who brings a wealth of experience from both the business and government sectors to the role. She will conduct a thorough and independent review of Inland Rail and make recommendations to ensure this nationally significant project is successfully delivered."

"The Government welcomes the findings of the Panel and ARTC's commitment to implement the report's recommendations as it designs and delivers Inland Rail in Queensland."

Quotes attributable to Federal Minister for Finance, Senator Katy Gallagher

"Inland Rail is supporting local jobs and growing Australian companies, with more than \$2.7 billion in contracts being awarded to over 400 suppliers and businesses across the country."

"The program has also provided work for more than 3,600 locals in the communities surrounding Parkes and Narromine, and further north in Moree which, in turn, has boosted these local economies."

"It is important that we consider expert advice on critical issues of safety, delivery scope, cost and schedule as we look to deliver this significant investment in the national freight network."

To find out more about the Review visit: inlandrail.gov.au/independent-review.

Media contact

Lyndal Curtis 0497 847 212

Independent Review into the delivery of Inland Rail

Terms of Reference

The review will:

- a) assess Australian Rail Track Corporation's governance and program delivery approaches, including:
 - i. the effectiveness of current governance arrangements for Inland Rail, including monitoring and reporting;
 - ii. project management arrangements;
 - iii. risk management practices; and
 - iv. implementation of strategy;
- b) consult with stakeholders across the freight sector to test the Inland Rail service offering and the importance of this to achieving the overall benefits of Inland Rail, including how it provides new capacity and resilience to support Australia's national supply chain network, having regard to:
 - i. urban congestion and future freight demand;
 - ii. potential end points for the Inland Rail Service Offering in Melbourne;
 - iii. potential end points for Inland Rail Service Offering in Brisbane, including Ebenezer, Kagaru, Bromelton, and/or Acacia Ridge; and
 - iv. efficient linkages with freight infrastructure such as other freight rail networks, ports and intermodal hubs;
- c) review the processes for selecting the Inland Rail route to confirm it is fit for purpose and has considered both impacts and potential broader economic benefits to regional economies and communities;
- d) having regard to current market constraints and regulatory environment, assess Program scope, schedule and cost, including:
 - i. a broader review of the infrastructure market;
 - ii. review Program costs, contingencies and escalation;
 - iii. review schedule assumptions, including timing for planning and environmental approvals, land acquisitions and contingencies;
 - iv. options to optimise Program delivery to realise benefits earlier;
 - v. the PPP for the Gowrie to Kagaru projects;
 - vi. any related port connections;
 - vii. potential intermodal terminals in Brisbane and Melbourne;
- e) assess opportunities for enhancing community benefits along the route;
- f) review ARTC's engagement and consultation approach, including options to improve engagement with communities and other stakeholders along the route; and develop a pathway to consider community concerns with the alignment.

The review will have regard to existing studies, including but not limited to:

- a) dedicated rail freight connections to ports in Brisbane and Melbourne;
- b) the development of new intermodal terminals in Brisbane and Melbourne;
- c) the extension of Inland Rail from Toowoomba to the Port of Gladstone; and
- d) the South East Queensland Freight Demand Analysis and Modelling Study.

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii)

SB23-000685

SUBJECT: Inland Rail

Talking Points

Funding

- The Australian Government funding commitment to Inland Rail is up to \$14.5 billion in equity and \$300 million in grant funding. Funding for Inland Rail is set out at **Attachment A**.
 - As at 28 February 2023, the Australian Government had provided \$3.2 billion in funding to the Australian Rail Track Corporation (ARTC) comprising \$2.866 billion in equity and \$289.8 million in grant funding.

Cost

- On 6 April 2023, the Australian Government released *The Delivery of Inland Rail: An Independent Review* (the review) and its response to the 19 recommendations of Dr Kerry Schott AO to improve delivery. (Further information is available at SB23-000684)
- The review confirmed that the project is running significantly behind schedule and is over budget. The ARTC 2022 estimates provided to the review indicated a project cost in excess of \$31 billion.
- The final cost of Inland Rail will not be known until the completion of procurements for all sections of Inland Rail following finalisation of design, planning and environmental approvals.

ARTC Board

- On 31 January 2023, Mr Peter Duncan AM, was appointed as the Chair of the ARTC Board and on 30 January 2023, Dr Collette Burke was appointed as a Non-Executive Director. Both appointments are for a three-year term.
 - The appointment of Mr Duncan and Dr Burke to the ARTC Board was in accordance with the Government's appointment processes and directly addressed areas where the ARTC Board had identified that it needed additional skills and knowledge in order to guide the company's national rail operations and the delivery of Inland Rail.
- On 17 April 2023, Mr Duncan advised that he would take a three-month leave of absence to serve as acting Secretary of the New South Wales Department (NSW) of Premier and Cabinet.
- On 18 April 2023, Dr Kerry Schott AO was appointed as acting Chair for an interim three-month term.

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SB23-000685

- Dr Schott's appointment to the Board is in accordance with the Australian Government's processes for temporary appointments of up to three months.
- Dr Schott's appointment provides the ARTC Board with a full complement of eight directors in line with its constitution.

Inland Rail delivery

- As at 31 March 2023, a total of 278.6 kms of track, or 17 per cent of total track, had been completed.
- The 104 km section between Parkes to Narromine and the 39 kms of track between Bellata and Moree in New South Wales are complete and operational.
- Construction commenced at Glenrowan on 1 February 2023 marking the start of 12 site upgrades along the Beveridge to Albury section in Victoria that will enable double stacking.
- Environmental approvals for the North Star to Border (NS2B) and Narromine to Narrabri (N2N) sections were granted by the NSW Department of Planning and Environment on 21 February 2023, which have been referred to the Australian Government Department of Climate Change, Energy, the Environment and Water for consideration under the *Environment Protection and Biodiversity Conservation Act 1999*.

Key Issues

Project costs and schedule

- The total cost of Inland Rail will not be known until procurements and construction for all sections have been completed.
- The Australian Government has announced it will prioritise the delivery of the section between Beveridge in Victoria and Parkes in NSW through to Narromine by 2027.
- Works north of Narromine will be undertaken on a least regrets basis.

Environmental impacts and approvals

- The public notification and exhibition of the Environmental Impact Statement (EIS) is a key step in the approval pathway in getting Inland Rail sections ready for future construction, refer **Attachment B**.
- As at 31 March 2023, key activities include:
 - The approvals for 3 sections—Stockinbingal to Parkes (S2P), Parkes to Narromine (P2N) and Narrabri to North Star (N2NS) Phase 1 have been granted.

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SB23-000685

- Albury to Illabo (A2I), Illabo to Stockinbingal (I2S) and N2NS Phase 2 have been exhibited and ARTC is preparing Submission Reports for the NSW Department of Planning and Environment. ARTC have been requested to prepare a Preferred Infrastructure Report (PIR) for A2I.
- Revised draft EIS documentation is currently being prepared for the QLD sections.
- Environmental approvals have been granted for Beveridge in Victoria to Albury in NSW (B2A).

Inland Rail governance

- Shareholder departments provide Government with visibility of ARTC's project delivery and risk management, and undertake reviews and evaluations of project implementation as necessary, including to meet obligations under the *Public Governance, Performance and Accountability Act 2013 (PGPA Act)*.
- A biannual update on the status and funding arrangements for Inland Rail is provided to Government.
- ARTC is responsible for the overall delivery of Inland Rail. In undertaking its project delivery responsibilities and complementing the governance framework, ARTC develops and maintains internal governance and oversight mechanisms.
- ARTC is expected to work collaboratively and cooperatively with the Government, and to participate in the governance mechanisms established by shareholder departments for the implementation of Inland Rail.
- ARTC is also expected to provide all necessary information, as part of its reporting requirements, to enable shareholder departments to meet their assurance obligations under the PGPA Act.

Risks and mitigations

- ARTC has clear responsibility for the identification and management of risk in the delivery of the Inland Rail Project and is expected to escalate risks and issues to its shareholders in a timely manner.
- Shareholder departments are committed to ensuring effective oversight of the Inland Rail program and implemented a shared risk management working group during 2021-22 to strengthen existing reporting arrangements.

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SB23-000685

Background

Benefits realised

- Construction commenced on sections of Inland Rail in December 2018 and has provided direct benefits in the form of local stimulus and jobs to those communities, refer to **Attachment C**.
- As at 31 March 2023:
 - 4,213 people have worked on the project, including 1,654 local residents, 383 of whom are local and indigenous
 - more than \$342.5 million has been spent with 253 local businesses
 - more than \$3.5 billion in contracts had been awarded to over 1,927 companies across Australia.
- The enhanced service offering of Inland Rail is available between Parkes and Narromine, carrying grain and minerals, with freight efficiencies flowing through supply chains that reach from Sydney in the east and Perth and Adelaide in the west.

Expected benefits

- The direct benefits of Inland Rail, including jobs, local investment, training and capability uplift are expected for regional communities as more sections of Inland Rail move from design to construction.
- Based on a \$14.5 billion funded project in 2020, Inland Rail was expected to support more than 21,500 jobs at peak construction and deliver a boost of more than \$18 billion to the economy, however delays in the delivery schedule and cost increases noted in the review mean that this modelling does not accurately reflect the economic shock of the project's stimulus and operational output to the economy.
- The benefits associated with the delivery of Inland Rail will be reviewed as part of the Government's response the review.

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SB23-000685

ARTC Board

- The ARTC Board consists of a Chair, 6 Non-Executive Directors (NED) and the Managing Director (MD).
- The table below outlines the current term of the current ARTC board members and when current appointments fall due:

Board Member	Position	Term	Expiry Date	Appointed by
Peter Duncan AM*	Chair (leave)	3 years	30/01/2026	Current Government
Kerry Schott AO	Acting Chair	3 months	17/07/2023	Current Government
Mark Campbell	MD and Chief Executive Officer	5 years	29/04/2025	Previous Government
Ryan Arrol	NED	3 years	29/03/2025	Previous Government
Rosheen Garnon	NED	3 years	27/02/2025	Previous Government
Keira Brennan	NED	3 years	29/03/2025	Previous Government
Katrina Hodgkinson	NED	3 years	29/03/2025	Previous Government
Collette Burke	NED	3 years	29/01/2026	Current Government

*Mr Duncan is taking leave of absence from 17 April 2023 to 17 July 2023.

Inland Rail Chief Executive

- In response to the review, the Australian Government has asked ARTC to expedite advice on potential candidates for a substantive Chief Executive for Inland Rail.
- The interim Chief Executive for Inland Rail, Ms Rebecca Pickering has been working closely with ARTC's Chief Executive Officer and executive team to ensure project delivery risks and issues are being effectively managed.

Attachments

- Attachment A: Inland Rail Funding
- Attachment B: Inland Rail Environmental Approval Status as at 31 March 2023
- Attachment C: Inland Rail Benefits – Pre and Post Review

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Version Number: 01

Date: 02/05/2023

Attachment A

INLAND RAIL FUNDING

Australian Government financial contribution as at 28 February 2023

Total equity commitment	\$14.5 billion
Total grant commitment	\$290.3 million
Equity subscribed at 28 February 2023	\$2,866.2 million
Grant funding paid at 28 February 2023	\$289.8 million

Equity funding

Program/project start date		August 2018					
Program/project end date		TBD					
	Prior years \$m	2022–23 \$m	2023–24 \$m	2024–25 \$m	2025–26 \$m	2026–27 \$m	TOTAL \$m
Equity	2,199.6	nfp*	nfp*	nfp*	nfp*	nfp*	14,526
Less							
Actual Expenditure YTD at 28 February 2023	2,199.6	666.6					
Total Uncommitted Funds (balance)	0	0	0	0	0	0	0

* Not for publication

Note: The annual equity profile for Inland Rail looking forward is not for public release due to commercial sensitivities. However, the equity contributions paid to date are disclosed in the Australian Rail Track Corporation's annual report. Figures are at 28 February 2023 to reflect the most recent tabled ARTC shares.

Attachment B

INLAND RAIL ENVIRONMENTAL APPROVAL STATUS AS AT 31 MARCH 2023

- Inland Rail's construction is subject to environmental assessment and approval by both the Commonwealth and the respective jurisdictions.
- Based on the agreed 2015 Inland Rail alignment, the Australian Government and the respective jurisdictions determined that an Environmental Impact Statement (EIS) was required for all project sections located in New South Wales (NSW) and Queensland with the exception of Stockinbingal to Parkes where a Review of Environmental Factors was approved in July 2022.
- The approval pathway determined for Inland Rail works in Victoria (now Beveridge to Albury) was via an endorsement of the Environmental Report and Environmental Management Framework by the Victorian Government and subsequent Australian Government approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) in September 2022.
- In line with the Australian Government's response to recommendations of the Delivery of Inland Rail: An Independent Review that identified the preferred endpoints for the Inland Rail service offering in Queensland and Melbourne, the 49 km track upgrade spanning Kagaru to Acacia Ridge and Bromelton no longer forms part of the announced modified Inland Rail Program.

Status of project sections subject to an EIS

Section	EIS Public Exhibition		Status
	Opened	Closed	
NSW			
Albury to Illabo	17 Aug 2022	28 Sept 2022	On 13 April 2023, the NSW Department of Planning and Environment (NSW DPE) advised ARTC that a Preferred Infrastructure Report (PIR) was required addressing traffic and transport, noise and vibration and air quality.
Illabo to Stockinbingal	14 Sept 2022	26 Oct 2022	ARTC is preparing a Submissions Report.
Parkes to Narromine	19 July 2017	18 Aug 2017	Approved 31 August 2018.
Narromine to Narrabri	PIR, 31 Aug 2022 EIS, 8 Dec 2020	23 Sept 2022 7 Feb 2021	Approved by NSW Government 21 February 2023. The EIS has be referred to the Commonwealth for EPBC Act approval.
Narrabri to North Star Phase 1	15 Nov 2017	15 Dec 2017	Approved August 2020.
Narrabri to North Star Phase 2	22 Sep 2022	9 Nov 2022	On 2 March 2023 NSW DPE advised ARTC that a PIR was required addressing flooding and hydrology and noise.

Section	EIS Public Exhibition		Status
	Opened	Closed	
North Star to Border	26 Aug 2020	6 Oct 2020	Approved by the NSW Government 20 February 2023. The EIS has be referred to the Commonwealth for EPBC Act approval.
Queensland			
Border to Gowrie	23 Jan 2021	4 May 2021	ARTC is preparing revised draft EIS in response to requests for additional information from the Coordinator-General.
Gowrie to Helidon	2 Aug 2021	25 Oct 2021	
Helidon to Calvert	31 Mar 2021	23 Jun 2021	
Calvert to Kagaru	21 Dec 2020	8 Mar 2021	

- In Queensland, the Coordinator-General (CG) has advised the ARTC that the EIS for the Border to Gowrie, Gowrie to Helidon, Helidon to Calvert, and Calvert to Kagaru sections will be subject to further public exhibition periods.
 - The timing of these is dependent on when ARTC provides updated EIS to the CG that are assessed as adequate for exhibition.
 - The requirement for a further period of exhibition is due to the substantial revisions required to the draft EIS in response to public submissions and the CG request for additional information.
- On 12 February 2022, the koala (*Phascolarctos cinereus*) was listed as an endangered species (previously vulnerable) in Queensland, New South Wales and the Australian Capital Territory under the Commonwealth's EPBC Act.
 - In response to the koala being declared endangered, ARTC is undertaking additional work to assess and mitigate potential impacts to koala habitat as part of its environmental approval and compliance processes.

Attachment C

INLAND RAIL EXPECTED BENEFITS – PRE AND POST REVIEW

- In 2020, the Australian Government committed an additional \$5.5 billion in equity for Inland Rail, bringing the total equity commitment to \$14.5 billion.
- Based on the 2020 cost and schedule reset, Inland Rail was expected to deliver:
 - an \$18 billion boost to Gross Domestic Product during construction and operation through to 2077
 - more than 21,500 direct and indirect jobs at the peak of construction (2023–24).
- As outlined in *The Delivery of Inland Rail: An Independent Review* report delivered by Dr Kerry Schott AO, the Inland Rail project is running significantly over budget and behind schedule, which has flow on impacts to scale of jobs and economic benefits and the timeframe for these.

Expected economic boost and jobs by state – 2020 modelling

State	Gross State Product	Jobs at peak construction
Queensland	+\$7.8 billion	+11,800
New South Wales	+\$3.4 billion	+7,500
Victoria	+\$8 billion	+1,100

Source: ARTC, PWC CGE modelling 2020

Expected benefits by inland rail section – estimates from Environmental Impact Statement

Section	Jobs	Local stimulus/ economic benefit
Tottenham to Albury Tranche 1 work Tranche 2 work	170 total [Media] -	"Tens of millions" in local stimulus -
Albury to Illabo	180 total	\$179 million (7% discount rate)
Illabo to Stockinbingal	425 at peak	\$34.57 million (7% discount rate)
Stockinbingal to Parkes	80 total [REF]	-
Parkes to Narromine	150 average	-
Narromine to Narrabri	2,000 total	\$258.9 million (7% discount rate)
Narrabri to North Star Phase 1 Phase 2	180 average 150 at peak	- \$14.73 million (7% discount rate)
North Star to QLD Border	350 at peak	\$79 million (7% discount rate)
Border to Gowrie	400 average 950 at peak	\$674.36 million (7% discount rate)
Gowrie to Helidon	264 average 596 at peak	\$81.54 million (7% discount rate)
Helidon to Calvert	190 average 410 at peak	\$147.40 million (7% discount rate)
Calvert to Kagaru	271 average 620 at peak	\$166.22 million (7% discount rate)
Kagaru to Acacia Ridge and Bromelton	-	-

Realised benefits

Parkes to Narromine

[Final] Total workers	1,862
Local residents	762
Local and indigenous	197
Total investment with local business	\$110 million with 99 businesses
Local indigenous business	\$14.1 million with 9 businesses

Narrabri to North Star – Phase 1

[31 March 2023] Total workers	2,114
Local residents	676
Local and indigenous	184
Total investment with local business	\$234.5 million with 137 businesses
Australia wide - indigenous business	\$21.5 million with 12 businesses

Beveridge to Albury – Tranche 1

[28 February 2023] Total workers	237
Local residents	216
Local and indigenous	2
Total investment with local business	\$1.09 million with 17 businesses

Broader regional benefits and legacy expectations – North of Narromine

New housing

- In July 2022, Gilgandra Shire Council, in partnership with ARTC Inland Rail, announced a commitment to build 10 new homes in Aero Park and a lease arrangement. ARTC's commitment to lease the houses provided comfort for the local council to invest in the housing development.
 - This accommodation will be used to accommodate Inland Rail workers to help improve housing availability in the long-term for the region.

Telecommunications

- In March 2023, Telstra commenced work on the \$3.4 million project to enhance mobile telecommunications at 4 sites along the Narrabri to North Star section of Inland Rail. The new infrastructure is required to enable rail systems operations on the network and will also deliver improved connectivity for rural communities in north-western New South Wales.
- This construction follows the completion of a detailed feasibility study undertaken by ARTC and Telstra during 2021 and 2022.
 - ARTC committed to further investigations of the telecommunications requirements for Inland Rail along other sections of the alignment and to investigate opportunities for improve mobile coverage in regional communities as an ancillary benefit of required works.

Water bores

- In 2020, ARTC Inland Rail and Gilgandra Shire Council agreed to partner on a water bore legacy project. ARTC funded investigations and a desktop assessment conducted by an independent water and drilling specialist to determine four locations for test bores.
- In March 2022, testing commenced at bore sites: Curban Hall, Wyuna Road, Box Ridge Road and Old Mill Road in the Gilgandra Shire.
 - The objective of the bores is to maximise water availability for all users while Inland Rail is in construction.
 - Once construction is complete the bores will be managed by local council for the benefit of the community.

Storage and materials distribution centres

- Narwonah NSW and Whetstone QLD were identified as the preferred location for the southern and northern Material Distribution Centres (MDC) to support Inland Rail construction.
- As of February 2023, the MDC at Narwonah was under construction and is on track to begin services in mid-2023.
 - ARTC estimate that approximately 100 people will be working at the MDC during construction of the remaining NSW sections.

Temporary workforce accommodation

- A temporary workers' accommodation facility was constructed in early 2021 at the Moree Gateway for out-of-town workers delivering the Narrabri to North Star Phase 1 section of Inland Rail.
 - The facility supported capacity for up to 300 workers – helping to minimise impacts on local housing and accommodation.
- Two accommodation facilities have been proposed within proximity of Narromine that can accommodate up to 500 construction workers during delivery of the Narromine to Narrabri alignment. One proposed is within the South multifunctional compound at Narromine, while the second is proposed 11 km north east of Gilgandra and Baradine.
 - The facilities will support accommodation for up to 500 workers.

Rural and Regional Affairs and Transport

Lead/Support contact: Jennifer Stace

SB23-000686

SUBJECT: Western Sydney International (Nancy-Bird Walton) Airport

Talking Points

- As at 31 March 2023, Western Sydney International (Nancy-Bird Walton) Airport (WSI) is 45.7 per cent complete and on track to commence operations in late 2026.
- Design and planning are progressing for the airport operations, including establishing the international border requirements and flight path design.
- Over \$400 million has been contracted to Western Sydney businesses.
- The airport construction is already supporting local job and training opportunities and has supported 4,152 direct jobs since 2018. This includes construction workers and professional services workers (consultants, engineers, administrative workers).

Note: Unless otherwise stated, all data is at 31 March 2023.

Key Issues

Updates since Supplementary Budget Estimates February 2023

- Total project progress is at 45.7 per cent compared to 39.8 per cent at December 2023.
- On 2 March 2023, WSI was assigned the three-letter code 'WSI' by the International Air Transport Association.
- A Master Developer Agreement was signed between NBN Co and Western Sydney Airport (WSA) Co Limited in March 2023 to establish a new business fibre zone, improving access to high-speed, reliable and high-quality broadband at the airport.

2023–24 Budget measure

- As a designated international airport, Commonwealth agencies (Department of Agriculture, Fisheries and Forestry, Department of Home Affairs and the Australian Federal Police) are required to operate at WSI to ensure the legal, safe and secure movement of people and goods across the Australian border.
- Funding for Commonwealth agencies' infrastructure and operations at WSI was not included as part of the initial \$5.3 billion equity commitment.
- The government has committed additional funding for this purpose as part of the 2023-24 Budget Measure *Building a Better Future Through Considered Infrastructure Investment* (Budget Paper 2, page 172-173), that provides:
 - *Equity funding to WSA Co Limited for the construction of facilities to support border services and law enforcement operations at the Western Sydney*

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SB23-000686

International (Nancy-Bird Walton) Airport, with the financial implications not for publication (nfp) due to commercial sensitivities.

- \$18.5 million in 2023–24 for border agencies to undertake design and planning work for operations.

Building a Better Future Through Considered Infrastructure Investment

Payments (\$m)	2022-23	2023-24	2024-25	2025-26	2026-27
Department of the Treasury	-	105.0	130.0	86.0	100.0
Department of Infrastructure, Transport, Regional Development, Communications and the Arts	-	20.0	20.0	20.0	-
Department of Home Affairs	-	17.9	-	-	-
Department of Agriculture, Fisheries and Forestry	-	0.7	-	-	-
Total – Payments	-	143.5	150.0	106.0	100.0

- Questions on the \$18.5 million in funding provided to agencies should be referred to other relevant committees (Legal and Constitutional Affairs; Rural and Regional Affairs and Transport).

Background

Overall project progress on the 5 major works packages

Major works package	Status % complete at 31 March 2023	Package commenced	Forecast completion
Bulk Earthworks	100	January 2020	Construction completed 25 March 2023
Terminal Buildings and Specialty Works	29.7	October 2021	March 2025
Airside Civil and Pavements Works	23.0	June 2022	March 2025
Landside Civil and Building Works	22.9	November 2022	March 2025
Technology	34.8	December 2021	September 2025

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SB23-000686

Jobs and employment data

Major works package	Status at 31 March 2023	WSA Target
Total workforce ¹	4,152	5,323
Learning workers	32%	20%
Local workers	50%	30%
Workforce diversity ²	35%	10%
First Nations participation	2.6%	2.4%

¹ This includes direct construction workers and professional services workers (consultants, engineers, administration etc).

² This target includes a workforce focus of First Nations peoples, women in non-traditional roles, women in leadership roles, economically and socially disadvantaged groups, and people with a disability.

Sensitivities

Airspace design

- Information on the development of the airspace and flight path design can be found in *SB23-000641 Western Sydney International Airport – Airspace and Environment* (Refer Outcome 2, International Aviation, Technology and Services Division, Western Sydney Airport Regulatory Policy Branch).

Financial Information

- In the 2017–18 Budget, the Australian Government committed up to \$5.3 billion in equity to WSA to develop WSI.
- The Australian Government has provided \$2.4 billion in equity funding to WSA as at 30 June 2022, as published in the WSA 2021–22 Annual Report (page 35).

Project start date (announced)	24 September 2018				
Project construction end date	Late 2026				
Financial year	2020–21 \$m	2021–22 \$m	2022–23 \$m	2023–24 \$m	2024–25 \$m
Budget estimates	645.0	640.1	nfp	nfp	nfp
Cumulative equity provided	1,744.2	2,384.3	nfp	nfp	nfp

The WSA equity estimates are based on the WSA 2022–23 Corporate Plan. The equity profile and forward estimates beyond annual figures published in the WSA Annual Report to 30 June 2022 is not for publication due to commercial sensitivities.

As at 31 March 2023, the Government has received a total of 2,384,268 million shares in WSA Co Limited which represents the equity subscription amount for the equity subscriptions to 31 June 2022.

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2023 - 2024 BUDGET ESTIMATES

Rural and Regional Affairs and Transport

Lead/Support contact: Bill Brummitt/Jason Preece

SB23-000687

SUBJECT: Intermodals - Queensland**Talking Points**

- The Australian Government is working with the Queensland Government to deliver a number of rail business cases to drive productivity and reduce congestion in the South East Queensland region:
 - Brisbane Inland Rail Intermodal Terminal Business Case
 - Port of Brisbane Further Planning
 - Salisbury to Beaudesert Rail Business Case
 - Extension of Inland Rail from Toowoomba to the Port of Gladstone
 - Toowoomba to Brisbane Passenger Rail Business Case
- This accounts for \$65 million in administered Australian Government funding through the Infrastructure Investment Program's Major Project Business Case Fund.
- The Australian and Queensland Governments are working through the implications of the outcomes of the Independent Review of Inland Rail for these business cases.

Key IssuesBrisbane Inland Rail Intermodal Terminal Business Case

- The Queensland Government provided a draft business case to the Australian Government in April 2023.
- The recently released *Independent Review of Inland Rail* confirms Ebenezer as the preferred locality for the terminal, which is consistent with the conclusions in the draft business case.
- However, further work is necessary to update the business case and to incorporate the recommendations of the *Independent Review of Inland Rail* (for example, not double stacking past Ebenezer to Kagaru and revised delivery timeframes).
- Both Australian and Queensland Governments are working closely together to confirm the approach and timeframes for completing the business case, which will allow both Governments to consider investment decisions in line with the further analysis being undertaken on the Inland Rail project.

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2023 - 2024 BUDGET ESTIMATES

Rural and Regional Affairs and Transport

Lead/Support contact: Bill Brummitt/Jason Preece

SB23-000687

Port of Brisbane Further Planning

- This project is developing options to improve capacity on the current alignment between Inland Rail and the Port of Brisbane, including analysis of what short to medium term infrastructure upgrades are required to help mode shift freight from road to rail.
- s47B(a) [REDACTED]
- The Further Planning project is forecast to be complete by the end of 2023 however will be guided by the further analysis on Inland Rail, including scope and schedule.

Salisbury to Beaudesert Rail Business Case

- This work will consider demand for freight and passenger movements and identify land requirements for the future corridor. It is in the early stages, with the draft Preliminary Evaluation (PE) completed in late 2022.
- The PE has been endorsed by both governments. The Queensland Government is expected to submit a Project Proposal Report shortly for consideration of next steps, including seeking to undertake corridor protection activities.

Toowoomba to Brisbane Passenger Rail Business Case

- This project involves the development of a business case to determine passenger rail requirements in the Toowoomba to Brisbane corridor.
- The Australian Government is considering the findings of a Strategic Business Case received in 2022, along with the outcomes of the *Independent Review of Inland Rail*, which will inform the next steps for the project.

Attachments

- Attachment A - Further details on Queensland Bilateral Agreement Rail Studies

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Date: 12/04/2023

2023 – 2024 Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Bill Brummitt/Jason Preece

SB23-000687

Attachment A: SPIDO Queensland business case projects summary

Project	Project Description	Funding (\$m)			s47B(a)	End Date	Status
		AG	Qld	Total			
Brisbane Inland Rail Terminal Business Case	The business case will identify the location for an intermodal terminal in South East Queensland to support the Inland Rail project.	10.0	In-kind	10.0		TBC	A draft Business Case was provided in April 2023. However, further work is necessary to update the Business Case and to incorporate recommendations of the Inland Rail Review.
<i>Infrastructure Investment Program, Major Project Business Case Fund</i>	Work has been undertaken via the Queensland Government's Project Assessment Framework; considering matters such as location, operating models, financing options and associated network-related infrastructure upgrades. The location of Ebenezer will complement the existing terminals at Acacia Ridge and Bromelton.						Both Queensland and Australian Governments are working closely together on confirming the approach to incorporate further work into the Business Case.

Project	Project Description	Funding (\$m)			s47B(a)	End Date	Status
		AG	Qld	Total			
Port of Brisbane Further Planning <i>Infrastructure Investment Program, Major Project Business Case Fund</i>	<p>The further planning for a dedicated rail freight connection to the Port of Brisbane builds on the 2019 Port of Brisbane Strategic Rail Access Study. This next phase (the Further Planning project) is considering in more detail the options, costs and benefits of a dedicated freight corridor.</p> <p>The Australian and Queensland governments are undertaking a Freight Rail Technical Assessment (FRTA) to model freight movements and refine corridor options for a dedicated rail freight path to the Port of Brisbane.</p> <p>s47B(a)</p>	20.0	In-kind	20.0		TBC	<p>A detailed analysis of alignment options (FRTA) commenced in October 2022 and has two tranches of work. FRTA Tranche 1 (Yeerongpilly to Port of Brisbane) is due to be completed in mid 2023, followed by Tranche 2 (Intermodal Terminal to Yeerongpilly) in Q3 2023 (Note: Tranche 2 is dependent upon the Inland Rail Review outcomes being considered).</p>

Project	Project Description	Funding (\$m)			End Date	Status
		AG	Qld	Total		
Salisbury to Beaudesert Rail Business Case <i>Infrastructure Investment Program, Major Project Business Case Fund</i>	The business case is considering planning for a proposed passenger rail link between Salisbury and Beaudesert and further developing concepts to identify land requirements for the future corridor. It will be delivered with consideration of future demand for freight and passenger movements including Inland Rail.	10.0	10.0	20.0	TBC	The Preliminary Evaluation was completed in late 2022. Following endorsement of the PE the Australia Government is awaiting PPR to be submitted by Queensland for corridor preservation.
Business case for Toowoomba to Gladstone Inland Rail connection <i>Infrastructure Investment Program, Major Project Business Case Fund</i>	This business case will investigate an extension of Inland Rail from Toowoomba to the Port of Gladstone, including options to optimise network connectivity through regional Queensland. Further detail is available in SB23-000689 .	10.0	N/A	10.0	2023	Work on the Preliminary Evaluation is currently underway, with completion expected by June 30 2023.
Toowoomba to Brisbane Passenger Rail Business Case <i>Infrastructure Investment Program, Major Project Business Case Fund</i>	The project will involve the development of a business case to determine passenger rail requirements in the Toowoomba to Brisbane corridor.	15.0	In-kind	15.0	TBC	A strategic business case was received in 2022, which is being considered alongside the recommendations in the Inland Rail Review to determine the next steps.

SUPPLEMENTARY BUDGET ESTIMATES 2022 - 2023

Rural and Regional Affairs and Transport

Lead/Support Contact: Bill Brummitt/Jason Preece

SB23-0000688

SUBJECT: Intermodals - Victoria**Talking Points**

- The development of intermodal terminals in Victoria will maximise the benefits of the Australian Government's investment in Inland Rail and will continue to support Victoria as the nation's largest generator of inter-capital rail freight and largest exporter of agricultural commodities.
- The Australian Government has agreed to Recommendation 8 of Dr Schott AO's Inland Rail Review released on 6 April 2023, acknowledging support for a two-terminal approach in Victoria.
- The Australian Government owned Government Business Enterprise, National Intermodal Corporation, recently exercised an option to acquire land at Beveridge, previously identified as suitable to connect to Inland Rail.
- Western Interstate Freight Terminal (WIFT) at Truganina will be developed concurrently and connected by the Outer Metropolitan Ring (OMR) Rail South.
- The Australian and Victorian Governments are working closely together to settle funding and delivery arrangements for the terminals.

Key Issues

- The Inland Rail Review recommended the delivery of two intermodal terminals in Victoria to meet growing freight demands, with a terminal delivered at Beveridge to efficiently service the 1,800m double-stacked Inland Rail reference train. The Australian and Victorian Governments are working closely together to settle the delivery arrangements for these terminals.
- The current Australian Government commitment includes a funding contribution of up to \$3.4 billion towards the two-terminal approach (see **Attachment A** for details of relevant projects).
- This investment by the Government will go towards the delivery of the Beveridge Interstate Freight Terminal (BIFT) and road connections, as well as the WIFT at Truganina with the OMR Rail South connection.
- The Inland Rail Review found that with the closure of the Dynon terminals and the focus on delivery of the southern section of Inland Rail, the need to plan and deliver intermodal terminal operations in Victoria is becoming urgent. It was recommended that two new intermodal terminals should be developed concurrently in Victoria. BIFT at Beveridge should be available as soon as practical and the second, WIFT at Truganina, should in due course expand and become the larger operation.

Contact: s22(1)(a)(ii)**Cleared by A/g First Assistant Secretary:** Bill Brummitt**Phone:** (02) 6274 s22(1)(a)(ii)**Version Number:** 02**Date:** 09/05/2023

SUPPLEMENTARY BUDGET ESTIMATES 2022 - 2023

Rural and Regional Affairs and Transport

Lead/Support Contact: Bill Brummitt/Jason Preece

SB23-0000688

s47B(a)

- The National Intermodal Corporation will support the planning, delivery and operation of the Government's significant investment in new state-of-the-art intermodal terminals across Australia's east coast, including Victoria.

Background

- Independent analysis undertaken by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts prior to the Inland Rail Review, confirmed that both terminals are commercially viable in their own right – even when operating concurrently.
- The National Intermodal Corporation acquired 1,100 hectares of land at Beveridge previously identified as suitable for terminal development in Victoria's planning and freight strategies. This acquisition was announced on 28 March 2023

s47E(a)

- The Inland Rail Review identified that WIFT and OMR Rail South are unlikely to be delivered by 2031.
 - WIFT connected via OMR Rail South will not be able to accommodate double-stacked freight trains until the delivery of OMR Rail North.
 - The OMR Rail North connection presents significantly increased cost, complexity and program risk to the Government, s47B(a)

Attachments

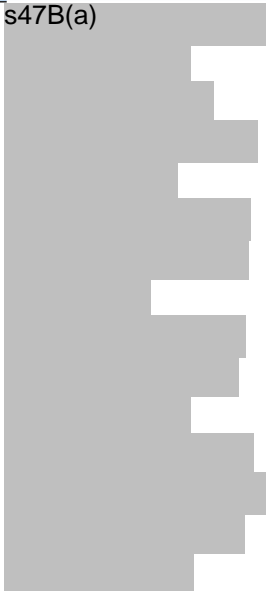
- Attachment A: Project summary and financial information.

Contact: s22(1)(a)(ii)**Cleared by A/g First Assistant Secretary:** Bill Brummitt**Phone:** (02) 6274 s22(1)(a)**Version Number:** 02**Date:** 09/05/2023

Attachment A

Intermodals – Victoria project summary

Financial Information as at 9 May 2023

Project	Project Description	Funding (\$m)			End Date	Status
		AG	State	Total		
<p>Melbourne Inland Rail Terminal Business Case</p> <p><i>Infrastructure Investment Program, Major Project Business Case Fund</i></p>	<p>The detailed business case originally considered the development of an intermodal terminal in Victoria to support Inland Rail.</p> <p>Further to release of the Inland Rail Review, the updated business case will focus on WIFT and OMR South. In parallel, National Intermodal are progressing planning and development activities for BIFT.</p>	10.0	10.0	20.0	Late-2024	<p>s47B(a)</p> <p></p> <p>National Intermodal are progressing planning and development activities for BIFT.</p> <p><i>(See: Melbourne Intermodal Terminal Package – Delivery)</i></p>

Released under the Freedom of Information Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts

Project	Project Description	Funding (\$m)			End Date	Status
		AG	State	Total		
	Funding for WIFT and OMR Rail South is based on a 50:50 funding commitment with the Victorian Government.					negotiations between the Australian and Victorian governments. Victoria has not yet committed any funding for these activities.
Outer Metropolitan Ring / E6 Corridor Preservation (Preliminary Business Case) <i>Infrastructure Investment Program, Major Project Business Case Fund</i>	<p>This business case investigated options to acquire land along Melbourne's Outer Metropolitan Ring and E6 Corridor to support the future construction of this proposed transport link, including consideration of land acquisition options, costs and potential timing.</p> <p>The OMR forms an important rail and road connection consideration to the proposed intermodal terminal in Victoria to support Inland Rail.</p>	5.0	5.0	10.0	Mid-2021	The preliminary business case is complete . Further planning and design development will be considered through the Detailed Business Case. (See <i>Outer Metropolitan Ring / E6 Corridor - Detailed Business Case</i>).

Project	Project Description	Funding (\$m)			End Date	Status
		AG	State	Total		
Outer Metropolitan Ring / E6 Corridor - Detailed Business Case Infrastructure Investment Program (Investment Roads)	The Detailed Business Case for the development of the Outer Metropolitan Ring (OMR) / E6 transport corridor, including consideration of land acquisition options, costs and potential timing. The OMR forms an important rail and road connection consideration to the proposed intermodal terminal in Victoria to support Inland Rail.	10.0	10.0	20.0	End-2025	In planning. The Commonwealth's funding towards this project is contingent on a matching contribution by the Victorian Government. Victoria has not committed any funding for these activities.
Improving Connectivity to the Port of Melbourne <i>Infrastructure Investment Program, Major Project Business Case Fund</i>	This funding will enable a business case to be undertaken to investigate improving the connectivity to the Port of Melbourne, including between the Port and the Victorian intermodal terminals.	7.5	7.5	15.0	Mid-2025	In planning. The Commonwealth's funding towards this project is contingent on a matching contribution by the Victorian Government. Victoria has not committed any funding for these activities.

Rural and Regional Affairs and Transport

Lead/Support contact: Bill Brummitt/Jason Preece

SB23-000689

SUBJECT: Toowoomba to Gladstone

Talking Points

- The Australian Government is working with the Queensland Government on the business case for the extension of Inland Rail from Toowoomba to the Port of Gladstone, with business case activities underway.
- This extension to the Port of Gladstone, if progressed, would be complementary to the Inland Rail service offering to Brisbane (but not replace it given the importance of servicing the South East Queensland market).

Key Issues

- In September 2021, the Australian Government committed \$10 million to undertake a business case investigating the extension of Inland Rail from Toowoomba to the Port of Gladstone. The business case will be delivered in 2023.
 - An extension would deliver better rail connectivity to the Port of Gladstone and expand access to import and export markets for Australian businesses and industry.
- The business case is expected to identify a preferred route, delivery approach, benefits and costs in order to optimise network connectivity through regional Queensland to the Port of Gladstone.
 - The business case will also explore commercial development and private sector funding opportunities, which may reduce the potential level of Australian Government funding. See **Attachment A** for further details on the project.
- The business case began in early 2022 following agreement between the Australian and Queensland Governments on the scope and governance processes.
- The business case is being undertaken in accordance with the Queensland Government's Project Assessment Framework, which includes three stages: a Strategic Assessment of Service Requirements, a Preliminary Evaluation and a Detailed Business Case.
 - The Strategic Assessment of Service Requirements stage was completed in November 2022.
 - The Preliminary Evaluation is currently underway and is expected to be completed by 30 June 2023.
- The *Independent Review of Inland Rail* (the Review) noted that a Toowoomba to Gladstone extension could provide a better-connected, more resilient and accessible rail freight network for some commodities, with potential benefits from increased export opportunities for the resource sector and agriculture producers.

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Version Number: 1

Date: 14/04/2023

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Lead/Support contact: Bill Brummitt/Jason Preece

SB23-000689

- However, the Review also noted that infrastructure at the Port of Gladstone is limited and any investment in the extension must consider the further investment required at the port.
- The Review indicated that, once other ports such as Melbourne, Sydney and Brisbane become capacity constrained, Gladstone could become a fourth major port for import/export freight on the east coast.
- Importantly, the Review stated that such port constraints are not expected until beyond 2050, and that the Review found only limited support for the extension in the short to medium-term.
- The Review reiterated the Government's view that the extension should not be seen as an alternative to Inland Rail linking to Brisbane, as it does not cater for one of the main needs for Inland Rail, which is to service the growing population of South East Queensland.

Attachments

- Attachment A – Toowoomba to Gladstone project details
- Attachment B – TMR Toowoomba to Gladstone Inland Rail Extension factsheet

Contact: s22(1)(a)(ii)

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SB23-0008089

Attachment A

Attachment A: Toowoomba to Gladstone project summary

Project	Project Description	Funding (\$m)			s47B(a)	End Date	Status
		AG	Qld	Total			
Business case for Toowoomba to Gladstone Inland Rail connection <i>Infrastructure Investment Program, Major Project Business Case Fund</i>	This business case will investigate an extension of Inland Rail from Toowoomba to the Port of Gladstone, including options to optimise network connectivity through regional Queensland.	10.0	N/A	10.0		2023	The Australian and Queensland Governments have agreed the scope and details of the business case. Work on the business case is underway (currently Preliminary Evaluation), with the first two phases expected to be completed by 30 June 2023.

Toowoomba to Gladstone Inland Rail Extension Business Case

The Department of Transport and Main Roads (TMR), in collaboration with the Australian Government's Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA), has commenced the **Toowoomba to Gladstone Inland Rail Extension Business Case** (the study). The study will investigate the need and potential benefits of a new inland rail connection from Toowoomba to the Port of Gladstone.

The Australian Government has committed \$10 million to deliver this planning with an in-kind contribution from the Queensland Government.

Key facts



There is currently no direct inland rail link between Toowoomba and Gladstone.



The project study area is considering a corridor that extends approximately 650 kilometres through the Darling Downs and Central Queensland region between Toowoomba (Gowrie/Wellcamp) and the Port of Gladstone – refer to map overleaf.



Any future connection to Gladstone would be in addition to the commitment to take Inland Rail to Brisbane.

Benefits

- Extending Inland Rail from Toowoomba to the Port of Gladstone would enhance the national rail freight network, delivering better rail connectivity and expand access to import and export markets for Australian business and industry.
- The potential Inland Rail link will provide better accessibility in regional Queensland for its industries, businesses and freight providers.



operational mines



agricultural
producers



other existing and
emerging resources

- Connecting the Port of Gladstone to Inland Rail would bypass congested road and rail networks in South East Queensland.
- Aims to improve road safety, congestion and environmental outcomes by decreasing the number of heavy vehicle movements on the road.

Current project status

The project is in the early scoping phase to assess the need, consider options and determine feasibility of a rail connection from Toowoomba to the Port of Gladstone. The business case is expected to be completed in **2023**.

Next steps

If the findings of the study determine the project demonstrates viability:

- a Detailed Business Case will be developed to further explore the preferred option/s identified in the early investigations
- wider engagement as well as community consultation will be undertaken to seek feedback and input to the development of the preferred design.

Contact details



Email

Toowoomba2Gladstone@tmr.qld.gov.au



Project hotline

1800 271 148



Website

tmr.qld.gov.au/projects

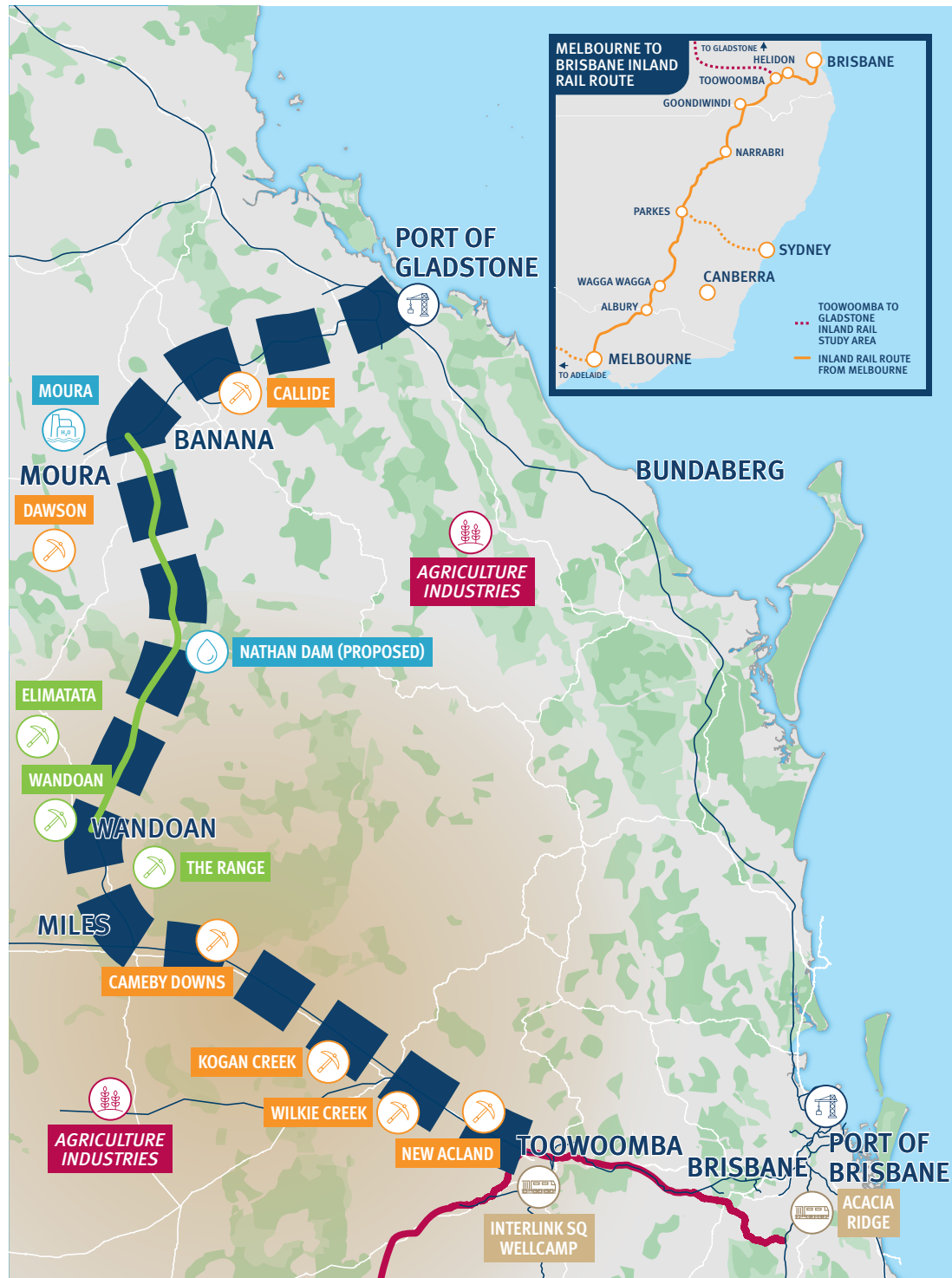


Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications and the Arts



Queensland Government



Legend

- | | | | |
|-----------------------------------|---------------------------------|----------------------|------------------|
| Existing Rail | Indicative Study Corridor | Coal Mine | Port |
| Proposed Inland Rail | Surat Basin Coal resources area | Proposed Coal Mine | Intermodal site |
| Proposed Surat Basin Rail Project | National Park/State Forest | Hydrogen plant | Agriculture area |
| | | Water supply project | |



Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications and the Arts

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Queensland Government

Rural and Regional Affairs and Transport

Lead/Support contact: Bill Brummitt/Jason Preece

SB23-000690

SUBJECT: National Intermodal Corporation

Talking Points

- National Intermodal was established to assist with delivery of intermodal terminals in Melbourne and Brisbane to support Inland Rail, and will play an important role in ensuring genuine, independent open access to a network of terminals, driving efficiency and competition in the freight network.
- National Intermodal will work closely with the Australian Government, State Governments, Australian Rail Track Corporation and industry in the development of the terminals.

Key Issues

- National Intermodal builds on Moorebank Intermodal Company's foundations as an established Government Business Enterprise, responsible for the Australian Government's investment in the Moorebank Logistics Park in Sydney (**Attachment A**). Its achievements at Moorebank Logistics Park demonstrate it is well placed to deliver the Australian Government's intermodal investments and drive commercial outcomes while achieving value for money.
- National Intermodal will facilitate an integrated approach to Australia's interstate rail freight network and ensure the investment in Inland Rail will be accessible to all industry participants, regardless of size. Management by an independent company will leverage industry experience, and genuinely promote open access to encourage new entrants. Details on the establishment of National Intermodal is at **Attachment B**, with information on the contractual structure at **Attachment C**.
- This approach to open access will drive more services, better asset utilisation, stronger competition in the rail freight market and support private sector innovation and investment. It is the same approach being applied to other significant investments, including the National Broadband Network and Western Sydney Airport.
- The Independent Review of Inland Rail by Dr Kerry Schott AO recommended the delivery of two terminals in Victoria at Beveridge and Truganina, the completion of the business case for the Queensland terminal at Ebenezer and a feasibility study for intermodal facilities at Parkes in NSW.
- In the response to the Independent Review and as set out in the 2023-24 Budget, the Australian Government has agreed for National Intermodal to work with the NSW Government on the feasibility study for Parkes with \$3 million to be met within National Intermodal's existing equity. National Intermodal will also support the Australian and

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Phone: (02) 6274 s22(1)(a)(ii) **Version Number:** 01 **Date:** 05/05/2023

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SB23-000690

Queensland Governments to complete the Brisbane Inland Rail Intermodal Terminal Business Case from within existing resources.

- In Victoria, following Shareholder Ministers' approval, National Intermodal announced on 28 March 2023, that it had exercised a Call Option to acquire 1,100 hectares of land at Beveridge. This land acquisition will assist the Commonwealth in delivering its policy objectives of an interconnected, open access network of intermodal terminals. The land was previously identified as suitable for supporting Inland Rail.
- Under the previous government, the Senate Rural and Regional Affairs and Transport (RRAT) Legislation Committee had asked for further details about the acquisition option and its merits. National Intermodal provided advice which can be found at **Attachment D**.
- At the Moorebank Intermodal Terminal Precinct, Qube Holdings divested its interests in property and warehousing to the LOGOS Property Group on 15 December 2021 for \$1.67 billion. This demonstrates the significant value uplift from the Government's investment in the Precinct. National Intermodal were also able to leverage this process to take a more active role in the delivery of the Interstate Terminal, which will ensure genuine open access and alignment with the terminals in Victoria and Queensland. Further details on the transaction are at **Attachment E**.
- Pacific National has expressed an interest in acquiring equity from Qube in the joint venture between National Intermodal, Qube and LOGOS. Two articles have been published in the Australian Financial Review on 4 and 5 December 2022 (**Attachment F**), emphasising the former Chair of the Australian Competition and Consumer Commission, Mr Rod Sims AO, position against Pacific National acquiring equity or being able to influence the operation of the Moorebank Interstate Terminal Precinct or any new intermodal terminals in Melbourne and Brisbane. s47E(d)

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SB23-000690

s47B(a)



Contact: s22(1)(a)(ii) [redacted] **Cleared by First Assistant Secretary:** Bill Brummitt

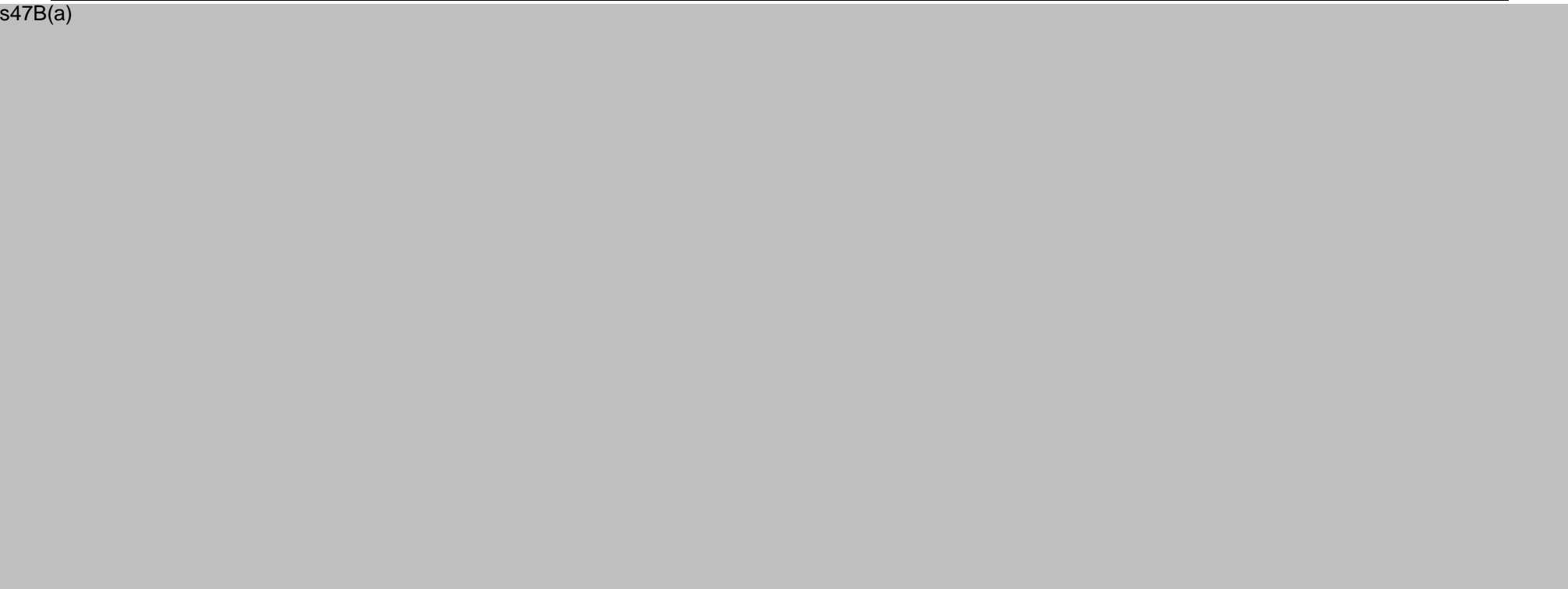
Phone: (02) 6274 s22(1)(a) [redacted] **Version Number:** 01 **Date:** 05/05/2023

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Contact: s22(1)(a)(ii)

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Date: 05/05/2023

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SB23-000690

Attachments

- Attachment A – Delivery of the Moorebank Intermodal Terminal Precinct
- Attachment B – Establishment of National Intermodal Corporation and Beveridge Land option
- Attachment C – National Intermodal Corporation Limited – Contractual Structure
- Attachment D – National Intermodal's response to Senate RRAT Questions on Notice
- Attachment E – Fact Sheet – Moorebank Logistics Park (MLP) LOGOS Transaction
- Attachment F – Australian Financial Review articles – 4 December 2022 and 5 December 2022

Contact: s22(1)(a)(ii) [redacted] **Cleared by First Assistant Secretary:** Bill Brummitt

Phone: (02) 6274 s22(1)(a)(ii) [redacted] **Version Number:** 01 **Date:** 05/05/2023

OFFICIAL: Sensitive**2023 - 2024 Budget Estimates
Rural and Regional Affairs and Transport****Lead/Support contact: Bill Brummitt/Jason Preece****SB23-000690****Attachment A****Delivery of the Moorebank Intermodal Terminal Precinct****SENSITIVITIES****Interstate Terminal**

- The Interstate Terminal at the Moorebank Intermodal Terminal Precinct (the Precinct) was originally scheduled to be complete by 19 March 2021, with Qube as the developer entering into default under the Development and Operations Deed for the Precinct.
- National Intermodal negotiated a resolution with Qube that enhances the policy objectives and commercial outcomes at Moorebank Logistics Park through an improved Interstate Terminal design and innovative joint development model, while providing an extension of time to deliver to March 2024.
- Under the new joint development model, National Intermodal will work closely with Qube and LOGOS Property Group to ensure the Interstate Terminal is delivered on time and aligns with the Australian Government's strategic priorities – the combination of an open access Interstate Terminal (with newly aligned terminals in VIC and QLD), which will create a world-class, interconnected, modern and efficient national rail freight network. National Intermodal will take a 10 per cent equity stake in the Interstate terminal.
- Construction of the Interstate Terminal commenced on 6 April 2022 and is on track for operations in January 2024.

Moorebank Avenue Roadworks

- National Intermodal has taken over responsibility from Qube for the delivery of the Moorebank Avenue Realignment (MAR) works, which involves realigning Moorebank Avenue along the eastern perimeter of the Precinct. s47B(a)

- s47B(a)

National Intermodal financials

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- The National Intermodal 2021-22 Annual Report, published on the National Intermodal website on 25 October 2022 discloses a Net Profit After Tax (NPAT) for the 2021-22 financial year of \$12.8 million, with revenue of \$6.9 million. The 2020-21 Annual Report disclosed a NPAT of \$12.4 million for the 2020-21 financial year, with revenue of \$13.7 million.

- s47B(a)

SUGGESTED COMMENTS

If asked about failure to meet the delivery deadline for the Interstate Terminal

- The development of the Interstate Terminal was delayed due to several disputes over land preparation works with SIMTA, National Intermodal's private sector delivery partner.
- These issues have now been resolved through the revised governance arrangements at the Precinct with LOGOS' acquisition of warehousing interests at the site and the tripartite joint venture arrangement for delivery of the Interstate Terminal between National Intermodal, Qube and LOGOS.
- Construction commenced on the Interstate Terminal on 6 April 2022 and will be completed ahead of the contractual sunset date of 19 March 2025. The current scheduled date for completion is December 2024.
- National Intermodal, Qube and LOGOS understand the importance of the timely delivery of the Interstate Terminal and are working together to ensure it is delivered to a high standard that will facilitate efficient movement of freight interstate, including to the proposed terminals at Melbourne and Brisbane to support Inland Rail.

If asked about the Moorebank Avenue Realignment Works

- As part of the LOGOS warehousing transaction, National Intermodal has taken over delivery of the Moorebank Avenue Realignment Works from Qube.
- Moorebank Avenue currently bisects the Import-Export Terminal and future Interstate Terminal, presenting significant safety and efficiency issues. A realignment around the eastern perimeter of the Precinct will support greater access to the Defence property in the area and greater traffic flows.

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Rural and Regional Affairs and Transport****Lead/Support contact: Bill Brummitt/Jason Preece****SB23-000690**

- National Intermodal are working closely with the NSW Government to progress the required approvals for the project.
- Further questions on the project itself are best put to National Intermodal.

s47E(d)

If asked about the open access arrangements

- The Import/Export (IMEX) Terminal operates under a contractual open access regime.
- The Australian Competition and Consumer Commission has publicly critiqued the use of contractual arrangements rather than a voluntary undertaking under Part IIIA of the *Competition and Consumer Act 2010*.
- A contractual approach to open access arrangements was adopted to balance the need to ensure non-discriminatory access to the terminal with the need to encourage private sector investment in greenfield infrastructure.
- The Government requires the Interstate Rail Terminal within the Moorebank Logistics Park to be designed and operated as an open access, common user facility. This means it is available to all users on non-discriminatory terms. This will not change under the new proposed delivery model.
- Open Access protocols for the Interstate Terminal will be developed in consultation with the Australian Government and industry closer to the completion date of the Terminal.

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SB23-000690

If asked about the National Intermodal Board appointments

- An external board review was completed in November 2022 to ensure National Intermodal's Board has the appropriate skills mix and geographic diversity to support its broader remit. The review identified that National Intermodal's Board comprises a group of highly skilled and competent directors, with appropriate depth across the identified areas of expertise required.
- On 27 April 2023, Mr Ron Koehler had his term as non-Executive Director extended by three years, taking his term through to 15 June 2026.
- On 27 April 2023, Ms Erin Flaherty's term as Chair was extended by three years, taking her term through to 3 May 2026.
- The gender diversity ratio of the National Intermodal Board is currently 57.1 percent female and 42.9 percent male.

If asked about executive remuneration

- Total executive management remuneration decreased by approximately 0.68 per cent from \$2,048,775 in 2020-21 to \$2,034,829 in 2021-22.
- The total remuneration includes executive bonuses (\$232,207, an increase from \$126,000 in 2020-21).
- The payment of executive remuneration is a decision for the Board having regard to individual performance and guidelines set by the Australian Public Service Commission. As the setting of executive salary and performance pay is a matter for the Board, National Intermodal is best placed to provide advice.
- The cap for salary and allowances for the Chief Executive Officer (including a maximum bonus payment) and Board positions are determined by the Remuneration Tribunal.

If asked about National Intermodal's financial arrangements

- The Precinct is being delivered as a joint venture between National Intermodal, LOGOS and Qube. With the sale of Qube's warehousing and land interests to LOGOS for \$1.67 billion, the arrangement has now been updated with LOGOS and Qube retaining the interest in terminals (A diagram outlining the financial structure of the arrangement is included at **Attachment C**).
- \$370 million of National Intermodal equity funding was announced in the 2017-18 Budget. Additional funding was provided in the 2019-20 Budget, but was not published due to commercial sensitivities s47B(a) [redacted] The Australian Government has distributed \$570 million in equity to National Intermodal as at 31 December 2022. [the previous Government publicly announced an equity distribution to date of \$514m on 6 April 2022].

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- Further equity of s47B(a) was made available through the 2021-22 Mid-Year Economic and Fiscal Outlook (MYEFO) to support the establishment of the National Intermodal Corporation and to commence the development and planning of the Melbourne intermodal terminals. s47B(a)
- National Intermodal approached the private debt market in 2021 for an additional \$200 million to complete Precinct works, particularly the Moorebank Avenue Realignment. s47E(d)
- Funding and delivery responsibilities between National Intermodal and Qube are specified under a Development and Operations Deed between the two parties. Due to commercial sensitivities these details cannot be disclosed.

s47B(a)

If asked about how the Commonwealth has achieved value for money

- The value uplift of National Intermodal is evidenced by the \$1.67 billion LOGOS transaction. National Intermodal's equity interest in an industry-leading joint development model for the Interstate Terminal will further increase returns the precinct will generate for the Australian Government's investment.
- The use of cost-efficient and sustainable construction practices at the Moorebank Logistics Park will ensure the Australian Government's investment delivers value for money.

If asked about the Department's valuation of the company in the Department's Annual Report

- The net assets method is used to measure the fair value of administered investment where it does not generate significant non-government cash inflows and cash flows cannot be reliably predicted.
- National Intermodal is currently in its start-up phase and is reliant on equity payments from the Government as its sole source of funding. In 2020-21 National Intermodal started earning revenue from rail access fees of \$9.6 million and \$6.6 million in 2021-22 [as reported in the 2021-22 Annual Report].

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SB23-000690

- The net asset valuation method will remain appropriate while the terminal is constructed and the company continues to receive the majority of its funding through equity payments (until the end of 2022-23).

- s47B(a)

A modified net asset position, based on National Intermodal's discounted cash flow valuation of finance leases, may be appropriate once construction is complete and lease payments have commenced.

Recent National Intermodal valuations in Department's Annual Report

Financial Year	Valuation \$ million
2021-2022	\$382
2020-2021	\$321
2019-2020	\$324
2018-2019	\$248
2017-2018	\$137
2016-2017	\$105
2015-2016	\$52

If asked about Pacific National's (PN) proposal to acquire equity in the Moorebank Interstate Joint Venture

- The National Intermodal Corporation has been established by the Australian Government to facilitate the development, ownership and operation of an integrated network of open-access intermodal freight terminals in Australia to drive freight outcomes, improve productivity, and increase competition.
- PN is Australia's largest private rail freight operator, however, it does not have any ownership in freight terminals being delivered by National Intermodal. National Intermodal will engage constructively with all rail operators, including Pacific National, to facilitate access to these terminals.
- Any request to acquire equity in these terminals will need to be carefully considered and assessed against the Government's policy objectives of providing and promoting genuine

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open-access arrangements at each intermodal terminal so as to support competition and encourage new entrants into the rail freight market.

LOGOS DEAL

SENSITIVITIES

- On 15 December 2021, Qube Holdings announced that all required approvals have been received and the transaction completed in relation to Qube's proposed divestment of the Moorebank Logistics Park (MLP) to LOGOS Property Group which was announced on 5 July 2021. The purchase price is circa. \$1.67 billion (before tax, transaction costs and other adjustments). (Key facts of the LOGOS transaction are included at **Attachment C**).

• s47B(a)

SUGGESTED COMMENTS

If asked about what National Intermodal received from the LOGOS transaction

- Received a 10 per cent equity interest in Interstate Rail Terminal at no cost.
- Retained veto rights over matters such as open access arrangements, allowing it to ensure equitable access and greater competition in the rail freight market.
- Received \$10 million in recognition of the benefits accruing to Qube and LOGOS.
- Secured an option over 1,100 hectares of Land at Beveridge.
- Joint Venture between National Intermodal, Qube and LOGOS to deliver and oversee the interstate terminal.

BACKGROUND

- National Intermodal Corporation Limited (formerly Moorebank Intermodal Company) is a Government Business Enterprise established in December 2012 under the *Corporations Act 2001* to deliver the Precinct in partnership with the private sector using surplus Department of Defence Land at Moorebank, New South Wales, following the relocation of Defence's School of Military Engineering to Holsworthy.
- Construction on the site commenced in April 2017, with early works including the demolition of existing buildings complete. The Import-Export (IMEX) Terminal was opened for operations on 1 November 2019.
- The Precinct is expected to deliver over \$11 billion in economic benefits over a 30-year period (Deloitte estimate published by National Intermodal 12 April 2017).

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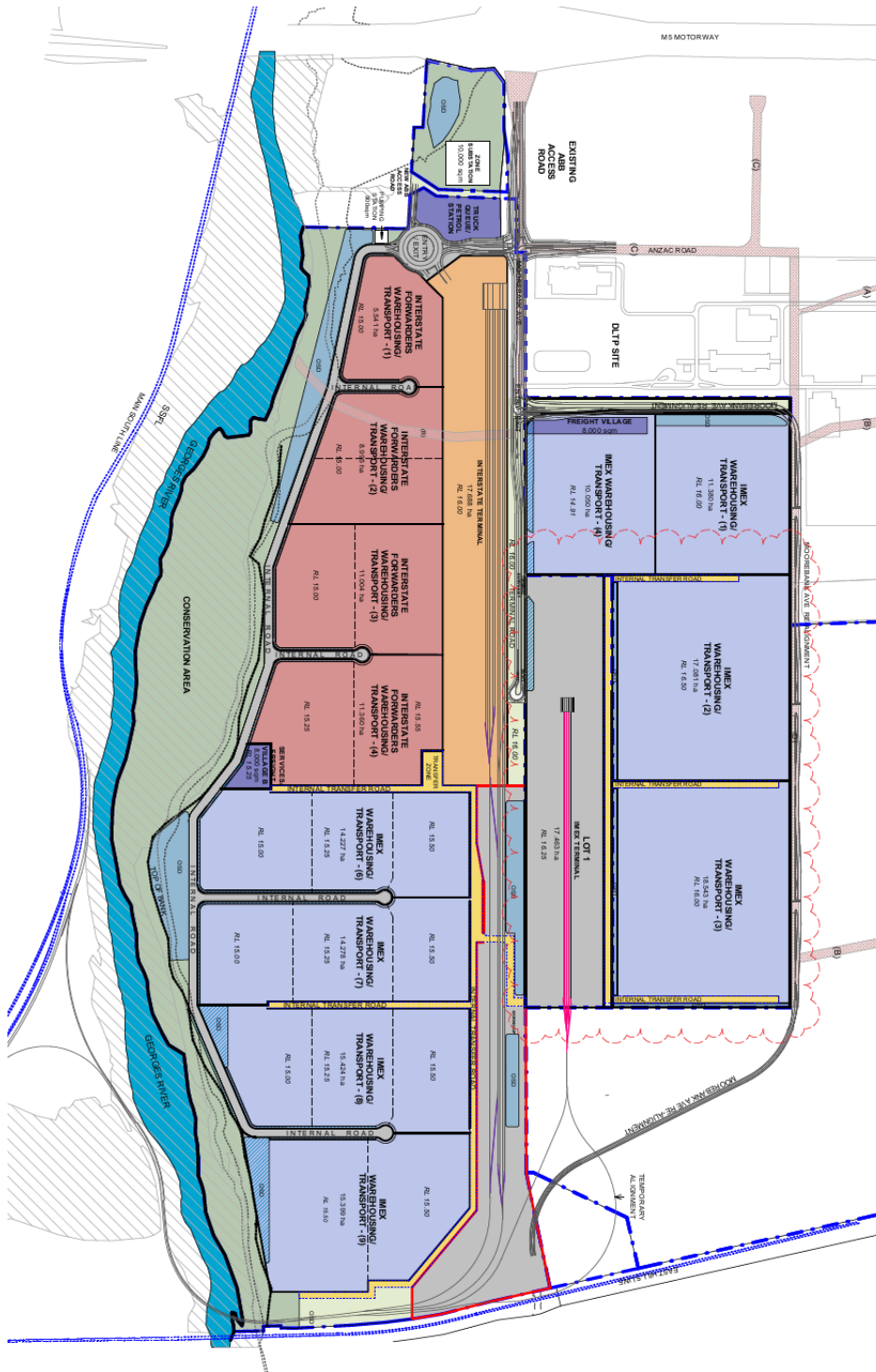
- Over 1,300 jobs will be supported during the construction phase, with around 6,800 on-site and off-site jobs created once the precinct is fully developed by 2030.
- The Terminal will enable freight containers moving between Port Botany and south-west Sydney to undertake much of the journey by rail, and reduce growth in congestion across the Sydney road network.
- Once fully operational, the Precinct will have capacity to move up to 1.5 million twenty-foot equivalent units of containerised freight by rail rather than by road. It will reduce the number of trucks on Sydney's roads by up to 3,000 vehicle journeys per day, and reduce greenhouse gas emissions by up to 110,000 tonnes of carbon dioxide per year - equivalent to taking more than 11,000 cars off Sydney's roads.
- Legislation changes to rename the Moorebank Intermodal Company to the National Intermodal Corporation Limited were enacted on 16 December 2021.
- On 24 February 2022, Moorebank Intermodal Company (MIC) was repurposed into the National Intermodal Corporation. Since then, National Intermodal has taken on a broader role supporting the Australian Government's investment in intermodal terminals, including the delivery of new intermodal terminals in Melbourne and Brisbane.

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Map of the Moorebank Intermodal Terminal Precinct



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Attachment B

Establishment of National Intermodal Corporation and Beveridge Land Option

SENSITIVITIES

- The former Australian Government officially announced the establishment of the National Intermodal Corporation Limited (National Intermodal) on 24 February 2022. National Intermodal was established to assist with planning and delivery of intermodal terminals in Melbourne and Brisbane to support Inland Rail.
- Legislation changes to rename the Moorebank Intermodal Company to the National Intermodal Corporation Limited were enacted on 16 December 2021 and the name change registered with the Australian Securities and Investment Commission on 24 February 2022.

SUGGESTED COMMENTS

If asked about National Intermodal's expanded role

- MIC was repurposed as National Intermodal to support the Australian Government's significant investments in intermodal terminals, including delivery of new intermodal terminals in Melbourne and Brisbane.
- National Intermodal builds on MIC's foundations as an established Government Business Enterprise, responsible for the Australian Government's investment in the Moorebank Logistics Park in Sydney. Its achievements at Moorebank Logistics Park demonstrate it is well placed to deliver the Australian Government's future intermodal investments and drive commercial outcomes while achieving value for money for the Australian taxpayer.
- Establishing National Intermodal will facilitate an integrated approach to terminal investments. As the custodian of the interconnected terminals, National Intermodal will drive efficiency and competition across the rail network by ensuring open-access arrangements exist across the network.
- National Intermodal's expanded role includes additional involvement in the development and operation of the interstate terminals, working with the Australian, state and local governments, the Australian Rail Track Corporation, above-rail operators and industry.

If asked why the Australian Government established the National Intermodal Corporation and taking an active role in terminal delivery

- Establishing National Intermodal will service Inland Rail and facilitate an integrated approach to Australia's interstate rail freight network. This will ensure the investment in Inland Rail will be accessible to all industry participants, regardless of size.
- Through the establishment of National Intermodal, Australia's east-coast interstate rail network will for the first time have a network of open access, interconnected, modern, efficient terminals.

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Management by an independent company will leverage industry experience, and genuinely promote open access to encourage new entrants and increase competition in the freight industry.

- This approach to open access will drive more services, better asset utilisation, stronger competition in rail freight market and support private sector innovation and investment. It is the same approach being applied to other significant investments, including the National Broadband Network and Western Sydney Airport.

If asked if the National Intermodal Corporation has the capability to deliver additional terminals

- National Intermodal's Board and Management have significant depth of experience in major project delivery, including delivery of major multi-billion dollar infrastructure projects in the private sector.
- Experience gained from the delivery of the Moorebank Logistics Park ensure it is well placed to deliver on additional terminals.
- National Intermodal will continue to work with the Commonwealth and state Governments, Australian Rail Track Corporation and industry to develop and operate the terminals.

If asked about National Intermodal's land option at Beveridge

- On 28 March 2023, National Intermodal announced that it had exercised the Call Option to acquire a total land area of 1,100 hectares at Beveridge, 40 kilometres north of Melbourne.
- This supports the ongoing work by the Australian and Victorian governments for the delivery of a new Melbourne Intermodal Terminal solution at two potential sites in the north and west of the city.

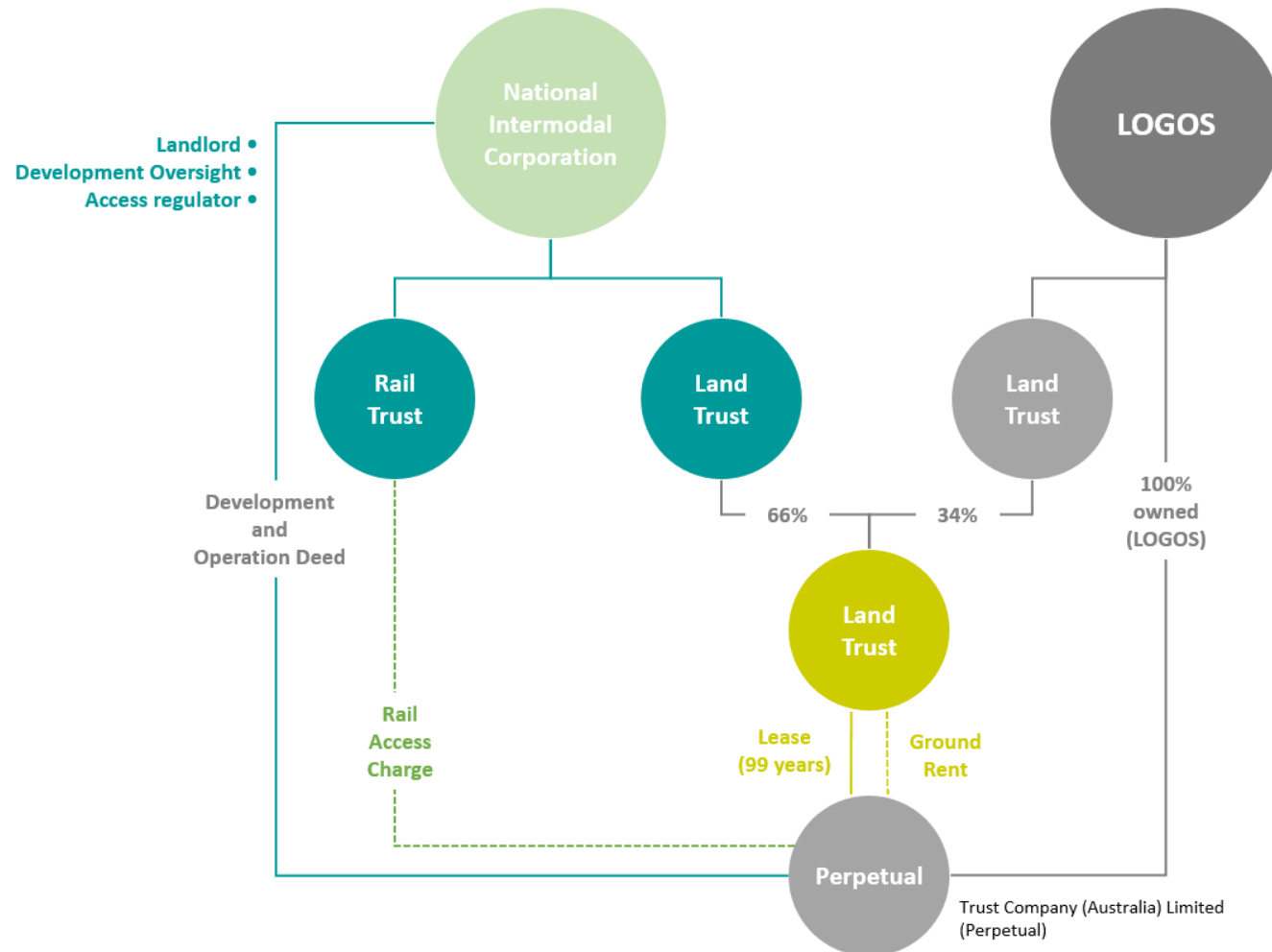
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SB23-000690

Attachment C

National Intermodal Corporation Limited – Contractual Structure





4 April 2022

Ref: MIC-S-2022031-JB

Senator Susan McDonald
Chair
Senate Regional Affairs and Transport
Legislation Committee
Parliament House
CANBERRA ACT 2600

Dear Senator McDonald

Questions on Notice regarding the recent acquisition of option rights by National Intermodal

I refer to the Questions on Notice raised in the Budget Estimates 2022-23 hearing on 31 March 2022 of the Rural and Regional Affairs and Transport Legislation Committee (**the Committee**) with the Department of Infrastructure, Transport, Regional Development and Communications (**the Department**).

National Intermodal Corporation (**National Intermodal**) is the responsible Government Business Enterprise for the delivery of the Melbourne Intermodal Terminals and is the entity that has taken over the option rights from Qube Holdings Limited (**Qube**). We write to provide the Committee with further detail to the questions raised.

In addition to this note, I would welcome the opportunity to further brief and answer the questions of the Committee in person on the role of National Intermodal, the delivery of Intermodal Terminals at Moorebank, Melbourne and Brisbane and the land option National Intermodal has recently acquired.

Please note that aspects of the transaction remain confidential and commercially sensitive. The option to purchase the land remains open until September this year, with a range of possible outcomes involving National Intermodal's and Qube's option still possible and noting that Qube is a publicly listed company.

Background

On 26 March 2022, National Intermodal agreed with Qube to purchase its existing option to acquire 1,100 hectares of land at Beveridge, Victoria (this was announced by Qube to the Australian Securities Exchange on 28 March 2022).

National Intermodal acquired the option rights at a price of \$3.67 million (plus estimated stamp duty and transaction costs of \$0.5 million). Qube negotiated the purchase price for the optioned land at Beveridge on commercial terms and on an arm's length basis with the landowner in 2018. The current landowner is understood to have acquired the land in two parcels in 1985 and 2008 respectively.

The identified area for Beveridge Intermodal Terminal has been designated by the Victorian planning authorities for some years and is outlined as a future terminal location in Victoria's long-term freight strategy. The 1,100 hectares of optioned land is in the centre of the identified area.

As noted by the Department at the hearing, the optioned land is strategically located on the Inland Rail route, adjacent to the Hume Highway and 40 kilometres north of the Melbourne CBD and the Port of Melbourne. As recently announced by the Australian Government, the Beveridge Intermodal Terminal will be one of two new intermodal terminals planned for Melbourne as part of the Melbourne Intermodal Terminal package.



As part of the recently negotiated transaction, Qube will have the option to re-acquire up to 200 hectares of contiguous land suitable for warehouse facilities for their own purposes, independent and separate to the proposed National Intermodal terminal. If Qube elects to exercise this second option, the price they will pay is an apportionment of the price they originally negotiated with the landowner in 2018 and will correspondingly reduce the net price paid by National Intermodal, assuming we have exercised our option.

Similarly, if having completed our further due diligence, including additional independent valuation advice, National Intermodal cannot recommend proceeding with the land purchase under the option, then Qube have the right to repurchase the option rights from us at the same price, together with any relevant costs National Intermodal has incurred in the meantime.

The purchase of the option was subject to significant due diligence (including an independent review) with a strong focus on governance and probity and endorsed by the National Intermodal Board. A recommendation was made to our Shareholder Ministers to proceed with the proposed acquisition of the option rights, with Ministerial consent being received on 15 March 2022.

Strategic Rationale

Efficient intermodal terminals in Melbourne and Brisbane, that are capable of accommodating the Inland Rail reference trains and to provide capacity to meet forecast future freight demands, are required to achieve the full benefits outlined within the Inland Rail business case.

The existing intermodal terminals in Melbourne are not currently capable of servicing the proposed Inland Rail reference trains and will not have capacity to meet the growth in the freight task. A terminal at Beveridge is on the Inland Rail alignment and is the only terminal that can be built to efficiently service double-stacked Inland Rail trains by the commencement of operations along the entire Inland Rail route ensuring the full benefits of Inland Rail can be realised.

Acquiring the option rights to the large strategic landholding at Beveridge, significantly de-risks land acquisition and development timeframes for a new intermodal terminal required in Melbourne to service Inland Rail.

The agreement with Qube was reached as part of an overarching resolution of outstanding matters associated with the development of the Moorebank Logistic Park and recent sale transaction to LOGOS Property Group, where Qube also agreed to transfer the Moorebank Interstate Terminal into a separate joint entity and enshrine National Intermodal's ability to ensure fair and equal access for all industry participants. Creating a suite of independent, open access terminals in Melbourne, Sydney and Brisbane will significantly lower existing material barriers of entry to new and current competitors in the rail freight market and ultimately lead to a more resilient supply chain with lower costs to consumers.

Economic Rationale & Value for Money

Qube negotiated the original option price of \$4.0 million in 2018 and have to date invested significantly more money to progress preliminary site assessments and development planning for the Beveridge land.

As part of the Moorebank Logistics Park sale process between Qube and LOGOS, National Intermodal negotiated to acquire both the option rights to the Beveridge land and the benefit of the preliminary site assessments and development planning materials for a significant discount from the actual costs Qube has incurred:

- \$2.67 million for the option which reflects a pro-rata reimbursement of the contractual option fees Qube has already paid to the landowner, with no additional premium attached. The option fee is lower than the \$4.0 million Qube has paid to reflect the residual option Qube have retained over



a 200 hectare parcel. Importantly, the option fee paid by National Intermodal will be offset against any final acquisition price for the underlying land if the subsequent decision is made to exercise the option.

- National Intermodal negotiated a \$1.0 million capped cost reimbursement to acquire the rights to the suite of planning, design and due diligence advice procured by Qube since 2018. National Intermodal has validated this expenditure via a review of invoices which demonstrated that the costs incurred by Qube significantly exceeded this capped amount.

Option Rights Value

It is important to reiterate that National Intermodal did not negotiate the option price but acquired the option on the same price as commercially negotiated and paid by Qube. In completing our value for money assessment, we had regard to the fact that deposits on a land purchase would typically be negotiated in the range of 5% - 20% of the purchase price, whereas the Beveridge option price is a much lower percentage of the confidential pre-agreed land acquisition price negotiated in 2018.

To support our recommendation to acquire the option rights, in late 2021 we obtained two independent valuation reports on the underlying land from established national property valuation firms, Cushman & Wakefield and Savills Australia. The valuation advice obtained supported the recommendation to proceed with the purchase of the option rights. We are continuing to assess the underlying land value, as well as the suitability and ability to optimise the Beveridge site for an intermodal terminal to support Inland Rail and will obtain updated market valuation advice closer to the option exercise date in September 2022.

Acquiring the option for \$3.67 million has secured the Beveridge site as an option to support the Australian Government's two intermodal terminal strategy in Melbourne. It ensures that Inland Rail has a Melbourne location for a terminal in time for the commencement of Inland Rail services along the entire route and which can immediately cater for double stacked trains.

Prior to any decision to acquire the Beveridge land subject to the option, a further recommendation will be provided to our Shareholder Ministers, providing a view as to whether the option to purchase the land at the price negotiated by Qube in 2018 should be made. We will factor into this recommendation the outcome of additional due diligence including further valuations, site assessment and development planning, prevailing market conditions, industry engagement and the outcome of discussions with the Victorian Government.

Please do not hesitate to contact me should you require any further information; and I look forward to speaking to the Committee in person in the future.

Yours sincerely

James Baulderstone
Chief Executive Officer

Fact Sheet

Moorebank Logistics Park (MLP) LOGOS Transaction

Date of Transaction	15 December 2021
Parties	<ul style="list-style-type: none"> Qube Holdings Limited (Qube) LOGOS Consortium (AustralianSuper 40.05; AXA Group 20.0%; NSW Treasury Corp 19.5%; Ivanhoe Cambridge Inc 18.5%; LOGOS Property Group 2.0%)
Acquisition Price	c. \$1.67 billion (before tax, transaction costs and other adjustments)
Deferred Consideration	<p>c. \$1.36 billion is paid on financial close.</p> <p>c. \$312 million is deferred, pending construction of Stage 1 of the Interstate Rail Terminal and the receipt of certain planning approvals for the remainder of the warehousing development.</p>
Interests Acquired by the LOGOS Consortium	<ul style="list-style-type: none"> 100% of the units in the entity owning Qube freehold land. Qube's 34.37% interest in Moorebank Precinct Land Trust. 100% of the units in the entity developing the warehouses; and A 25% interest in the Interstate Rail Terminal, with a call option to increase this interest to 45%.

Summary of main changes

Prior to 15 December 2021 Qube held the right to develop and operate the Moorebank Logistics Park. This included the:

- Import-Export (IMEX) rail terminal connected to Port Botany.
- Interstate Rail Terminal.
- All developable warehouse & ancillary support services land, including roads; and
- Custodianship of over 100 hectares of Biobanking conservation land surrounding the MLP.

Qube was responsible for most of the terminal development at its own cost and risk as well as undertaking enabling works including land preparation, rail access and upgrades to Moorebank Avenue that are funded by the Australian Government.

Following the sale, Qube no longer has any interest in the warehousing or land and retains the following interests in the rail terminals:

- Import-Export (IMEX) rail terminal: 100% ownership
- Interstate Rail Terminal: Qube retains responsibility for managing and funding the construction of Stage 1 of the Interstate Rail Terminal. At completion, the terminal will be transferred to a new joint development model owned by Qube (65%), LOGOS (25%) and National Intermodal Corporation (National Intermodal, formerly the Moorebank Intermodal Company) (10%).



Advantages and benefits of the Transaction

Value for the Commonwealth

The key benefits of the transaction to the Commonwealth are summarised below:

1. **Specialist Logistics Real Estate Expertise:** The warehousing will be developed by LOGOS, a specialist provider of management services in the logistics real estate sector.
2. **More Direct Involvement for National Intermodal:** National Intermodal has secured more direct involvement in key elements of the MLP of direct economic, social or environmental importance to the Commonwealth:

Interstate Rail Terminal

- National Intermodal will receive a 10% equity interest in Interstate Rail Terminal at no cost, with important rights of veto, allowing it to influence the competitive pricing and operation of the terminal.
- National Intermodal will retain veto rights over matters relating to open access arrangements to ensure equitable access and greater competition in the rail freight market.

Moorebank Avenue Realignment

- National Intermodal will deliver a public ring-road which, when completed, will significantly improve local area commercial and general public traffic flows.
- This will allow National Intermodal to directly control construction costs and avoid the payment of an uplift to Qube / LOGOS for managing these works.

BioBanking Conservation Land

- National Intermodal to take on responsibility for the custodianship of Biobanking areas to ensure ecological and societal values are achieved.
 - This will allow National Intermodal to directly control Biobanking activities and avoid the payment of an uplift to Qube / LOGOS for managing these works.
3. **Option over Beveridge Land:** National Intermodal has secured an option over 1,100 hectares of Land at Beveridge, which is one of two potential locations in Melbourne for a new intermodal freight terminal to support Inland Rail.
 4. **Industry Innovation:** First ever Joint Development Model (*JDM*) for the Interstate Rail Terminal, and the opportunity to consider forward thinking terminal designs and to address potential barriers to entry in the rail freight sector.

Continuation of open access approach

Open access arrangements for the rail terminals are vital to reduce barriers to entry in the rail freight market and support healthy competition within the existing freight market. There are currently no independently owned interstate intermodal rail terminals and none that offer attractive open access arrangements that actively encourage new entrants.

Under the new JDM, National Intermodal retain veto rights over matters relating to open access arrangements to ensure equitable access and greater competition in the rail freight market.

The principles and arrangements established for Moorebank will be designed in the context of a network of independent terminals that can be implemented in Melbourne and Brisbane as new terminals are developed.

Opinion

Inland Rail must not cement east coast rail freight monopoly

The productivity and efficiency saving from the government investment project will be diminished unless the new intermodal terminals in Sydney, Brisbane and Melbourne are independently owned and operated.

Rod Sims

Former ACCC Chair



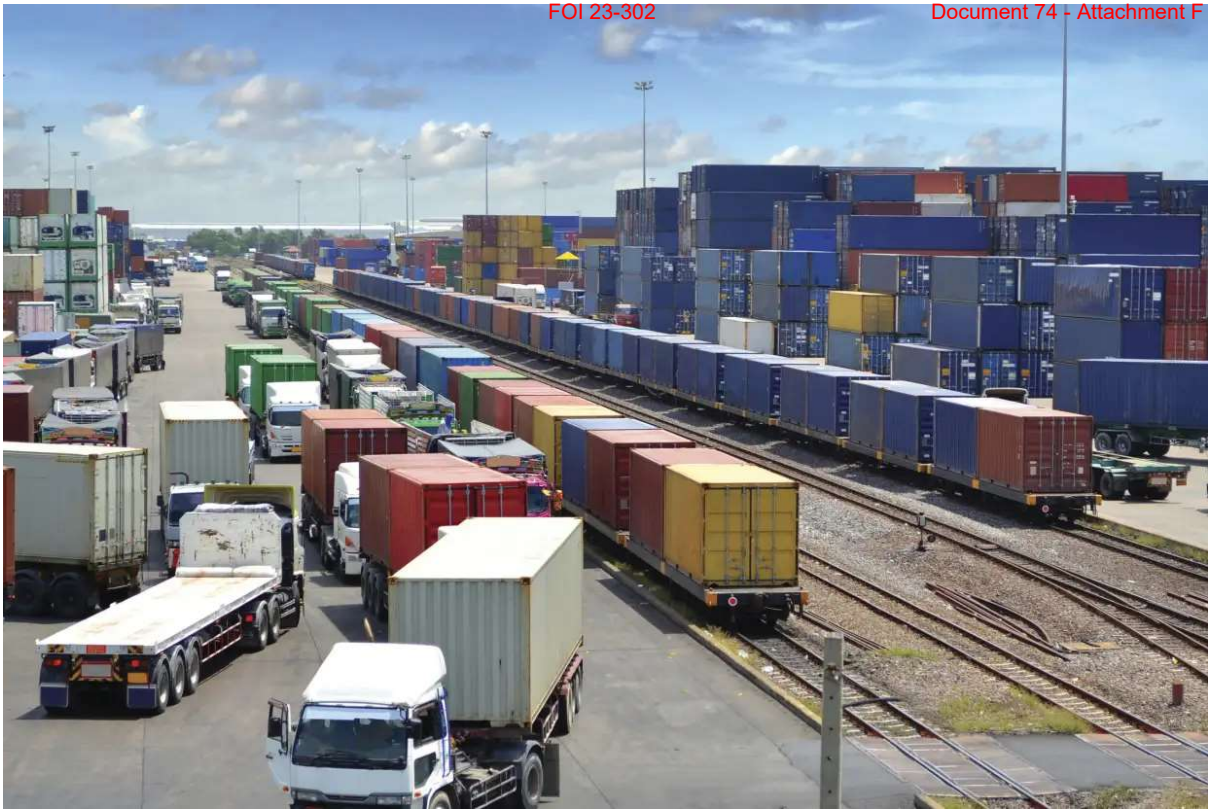
Dec 4, 2022 - 2.25pm

Whether the Commonwealth's investment of well over \$10 billion in the Inland Rail [<https://www.afr.com/companies/infrastructure/catherine-king-flags-a-hard-nosed-look-on-14b-inland-rail-20221121-p5bzv7>] is a success or not depends on decisions soon to be made by the federal and state governments.

The upgraded rail infrastructure will deliver productivity and efficiency savings with the ability to double-stack containers and shorten the travel time between Melbourne and Brisbane by 10 hours, but how the market can access this new network is critical.

While a new intermodal terminal in Sydney

[<https://www.afr.com/companies/infrastructure/revolution-in-freight-finally-on-track-20220407-p5abnh>] is being built, and new terminals will be needed in Brisbane and Melbourne, the key issue is whether these terminals will be independently owned and operated, and so function on an open access basis. Only then can rail freight competition occur, rail freight prices fall and rail increase its share of the freight task against road, which are the objectives of the Inland Rail.



An artist's image of a proposed intermodal freight terminal at Beveridge near Melbourne, which would handle goods moved on the Inland Rail.

The completion of Inland Rail [<https://www.afr.com/companies/infrastructure/schott-to-probe-inland-rail-for-budget-blowout-20221007-p5bo54>] has the potential to dramatically lower rail freight costs – on the Melbourne-Brisbane route, for example, by at least 25 per cent. This is huge, and has the potential to triple rail's share of freight on this route from the current 10 per cent or so to at least 30 per cent. The gains to the economy, road users and the environment are clear.

Currently, Pacific National (PN) dominates container rail freight on the east coast, essentially because it is the only player with good access to intermodal facilities in Melbourne, Sydney and Brisbane. It is really the only option for freight forwarders Toll, Linfox and K&S Freighters to use when shipping containers.

Its only real competitor is SCT, with a small market share, and you can only access their rail wagons if you use them as the freight forwarder and are not sending a container.

If PN can maintain its near monopoly, a large prize awaits: it will likely keep most of the gains from Inland Rail for itself.

Potential competitors without access to intermodal facilities cannot compete effectively. History has constantly demonstrated this, particularly through a long series of complaints from those who do not own or operate terminals.

The new interstate intermodal facility at Moorebank, near Sydney, has a degree of industry player vertical integration, due to the historical involvement of Qube, but the latter is a negligible player on the interstate rail freight market. PN would be free to be a customer, but it will have no direct influence, ownership or control over the facility.

It must stay that way.

When new intermodal terminals to support Inland Rail are built in Melbourne and Brisbane, they must also be completely free of PN ownership or influence. PN will no doubt offer to build or fund all or some of the cost, and argue that government should not build intermodal facilities if the private sector is willing to do this.

Of course it would; cementing its near monopoly is more than worth the cost. Hopefully, governments will recognise the motive behind these lines.

To be clear, I am not at all criticising PN. On the contrary, I am complimenting it on its commercial skills and strategic competitive positioning. All commercial firms would maximise profits when faced with the choice that would be confronting PN; they would keep prices above competitive levels whenever they can.

Maximising profit

If PN can maintain its near monopoly, a large prize awaits: it will likely keep most of the gains from Inland Rail for itself. If it faces little or no effective rail competition, why should it price any lower than required to keep sufficient traffic on rail rather than road?

This is basic common commercial sense. All monopolists face the choice of lowering prices to competitive levels to capture more volume, or keeping prices higher than competitive levels with lower volume. The latter is the profit-maximising alternative all commercially minded business people choose.

Only if PN faces effective rail freight competition will those who use containers to move rail freight see the benefit from the Inland Rail. Rail freight competitors will then compete to attract customers, who will then see real benefits from the construction of Inland Rail.

And there will only be rail freight competition if potential entrants can be sure of equal access to terminal facilities.

It is the role of government, in these circumstances, to ensure the value from its investment of more than \$10 billion in essential national infrastructure will flow to benefit the broader Australian public and not be restricted to existing market players.

**RELATED****End cherry-picked business cases to level infrastructure playing field**

<https://www.afr.com/politics/federal/end-cherry-picked-business-cases-to-level-infrastructure-playing-field-20221117-p5bz34>

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Rod Sims is professor in public policy at ANU and a former Chair of the Australian Consumer and Competition Commission from 2011-2022.

— Analysis

Rod Sims gears up for battle with Pacific National on Inland Rail

Jenny Wiggins *Infrastructure reporter*

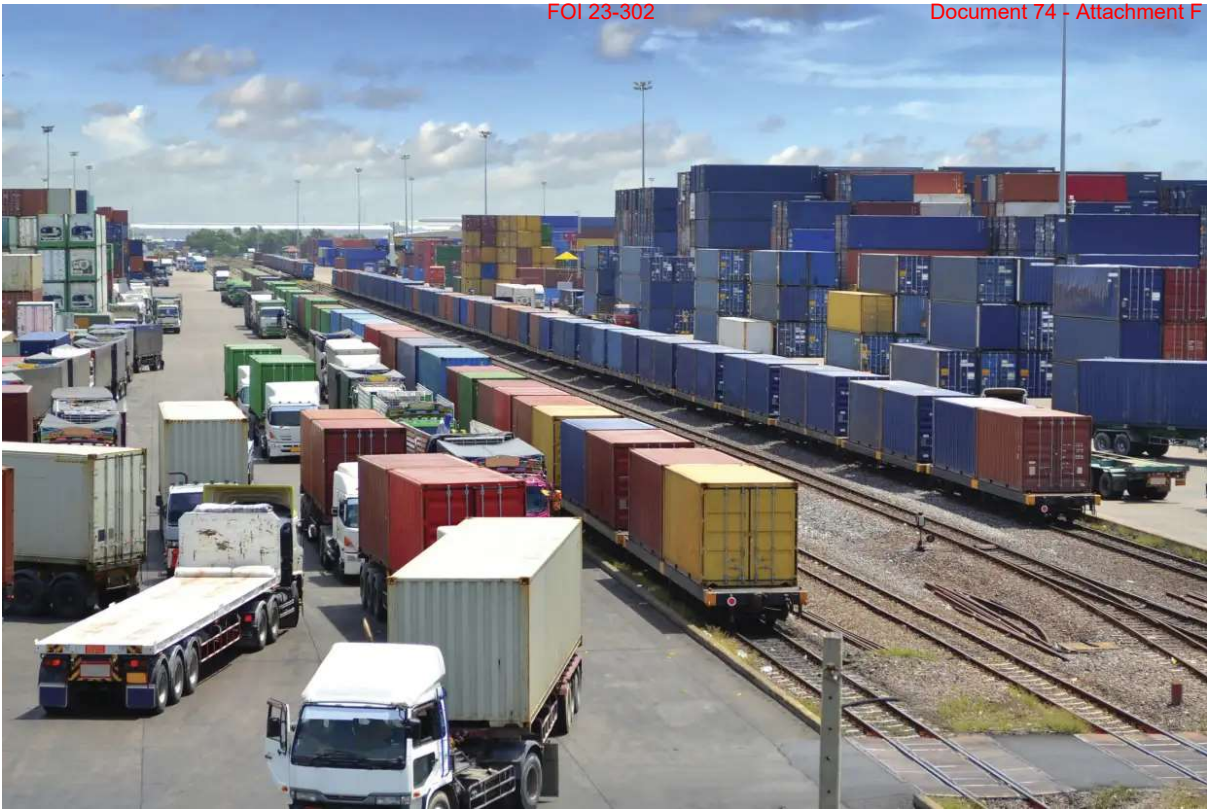


Dec 5, 2022 – 5.00am

Rod Sims may have exited Australia's competition watchdog but the former regulator is not done fighting prospective monopolies, now turning his attention to one of the nation's biggest infrastructure projects: the \$14 billion Inland Rail.

Since retiring from the Australian Competition and Consumer Commission last year after a decade in the chairman's seat, Sims has had the satisfaction of seeing the NSW government scrap the "outrageous" fees imposed on the Port of Newcastle in 2013 [<https://www.afr.com/companies/infrastructure/coal-is-declining-newcastle-port-gets-closer-to-containers-20221108-p5bwjn>] to try to stop it from competing with Port Botany in handling container goods.

Sims spent years trying to get rid of the \$100 fee per container [<https://www.afr.com/companies/sale-of-nsw-ports-included-anticompetitive-and-illegal-deeds-acc-20181210-h18xr5>] that the Newcastle port would have had to pay as compensation to Port Botany's owners if it built its own big container port, describing the arrangement as "appalling".



An artist's image of a proposed intermodal freight terminal at Beveridge near Melbourne, which would handle goods moved on the Inland Rail.

Now a professor at the Australian National University's Crawford School of Public Policy, where he hasn't lost his enthusiasm for cracking down on practices that hurt competition, Sims has been looking into the 1700-kilometre Inland Rail project between Brisbane and Melbourne and the companies that will operate freight hubs along its route.

The creation of a more direct rail link between Melbourne and Brisbane is forecast to cut about 200 kilometres off the current, longer coastal rail link, and lower rail freight costs by as much as \$10 per tonne, according to the Australian Rail Track Corporation.

Sims has already started thinking about who might profit from the new rail link, and what that means for the cost of transporting freight.

His concerns centre on Pacific National, Australia's biggest private rail freight group, which is owned by a consortium of investment funds including the US' Global Infrastructure Partners and the Canada Pension Plan Investment Board, and run by former Virgin Australia chief executive Paul Scurrah.



Sims is worried that Pacific National, which already owns freight hubs along the route including in Queensland (at Acacia Ridge near Brisbane), NSW (at Parkes) and Victoria (in Melbourne), will try to also control new freight hubs that are being planned by the federal government.

Intermodal terminals

The National Intermodal Corporation (NIC), a new incarnation of the Moorebank Intermodal Company that was set up by the federal government, is currently considering options for new intermodal terminals in Melbourne and Brisbane.

Sims believes that if Pacific National owns more terminals and remains the dominant east coast intermodal owner and operator, it will try to profit from the forecast drop in rail freight costs.

“Any person with a dominant position always has higher-than-competitive prices and sacrifices a bit of volume because that’s the most profitable outcome,” Sims

says. “My concern is that Inland Rail will largely benefit Pacific National if they get their hands on one or two of these terminals.”

He is calling on the federal government to ensure that Pacific National does not have any stake or influence in the new proposed freight hubs, arguing that bringing in other operators will reduce rail transport costs.

“I’m very confident that if we get independent terminals with open access, we will get another one or two players coming into the market, which will be exactly what we need to get lower freight rates,” Sims says.

Scurrah, not surprisingly, does not agree with Sims’ views, arguing that they are not “grounded in reality”.

Pacific National believes it has already defeated claims around potential anti-competitive practices by winning a Federal Court lawsuit

[<https://www.afr.com/companies/accc-takes-aurizon-pacific-national-to-court-over-intermodal-sale-20180718-h12u0j>] brought by the ACCC in 2018 to try to stop it from buying Aurizon’s Acacia Ridge freight terminal near Brisbane.

Sims said at the time he was “stunned” by the Federal Court’s ruling

[<https://www.afr.com/companies/infrastructure/factually-wrong-and-misleading-aurizon-strikes-back-at-accc-20190516-p51nxu>] (which found there was not enough evidence to support claims the Acacia Ridge acquisition would reduce competition), while Aurizon boss Andrew Harding accused the ACCC of perpetuating “a myth of a monopoly existing with one freight rail provider on the east coast”.

Scurrah argues that competitors to Pacific National operate freight hubs elsewhere on the east coast, including SCT Logistics, Qube and LINX.

‘Leave the hubs to private companies’

He claims that government money should be used to build and upgrade rail networks and related infrastructure, and that governments should leave the operation of freight hubs to private companies.

“Given the billion-dollar price tag of delivering a new interstate terminal, it’s hard to justify redirecting that level of taxpayer money away from other essential public services and infrastructure, especially since it is difficult to guarantee industry will

deliver the freight volumes to make the taxpayers' investment stack up," Scurrah says.

"If a proposed terminal doesn't meet the needs of rail freight operators and their customers, or a future terminal development being pushed by a government department doesn't allow the private sector to take an equity position, then companies will do what they have always done historically and just build their own freight facility."

Scurrah also notes that Australian rail operators still struggle to compete with trucking companies, with less than 5 per cent of general freight moved between Sydney and Brisbane carried on rail, and even less carried between Sydney and Melbourne.

Pacific National, which is expanding its locomotive fleet and continuing to invest in intermodal logistics, is reluctant to use freight hubs that it doesn't at least partially control because it likes to be able to guarantee how much freight passes through them as well as other infrastructure operated by its owners, which include the ports of Brisbane and Melbourne.

While the Inland Rail's size and scale is under review

[<https://www.afr.com/companies/infrastructure/catherine-king-flags-a-hard-nosed-look-on-14b-inland-rail-20221121-p5bzv7>] by the Albanese government, which has put former banker and energy policymaker Dr Kerry Schott in charge of analysing its costs and benefits, it is still expected to get built.

Moorebank Intermodal Company boss James Baulderstone told a Senate estimates hearing on Friday that the organisation was still working with the Victorian and Queensland governments to finalise a decision on where the new freight hubs should be constructed.

The NIC was created by the Morrison government and its 2022-23 federal budget committed up to \$3.1 billion

[<https://webarchive.nla.gov.au/awa/20220405140020/https://minister.infrastructure.gov.au/joyce/media-release/179-billion-boost-infrastructure-across-australia>] for a \$3.6 billion Melbourne intermodal terminal package with two new terminals at Beveridge and Truganina. It also flagged the development of a new intermodal terminal in Brisbane, where several sites are under consideration.

Pacific National favours the development of the Truganina site in western Melbourne because it has been planning its own new terminal nearby at Little

Since Labor was elected in May, NIC has continued to investigate the most appropriate locations near Melbourne and has had talks with Schott over possible locations for the new freight hubs as well as the timing of construction, Baulderstone said. Beveridge is considered the easiest and cheapest to connect to Inland Rail.

But whether the government goes ahead with two terminals near Melbourne will depend on the outcome of Schott’s review.

‘Mixed results’ from privatisation

Meanwhile, NSW’s reversal of the Port of Newcastle’s container fees is being seized on as an example of how damaging privatisation of infrastructure assets can be (the fees were imposed to bump up the \$5.1 billion sale price of Port Botany and Port Kembla).

Port of Newcastle chairman Professor Roy Green believes privatisation has had mixed results in Australia, with the nation sometimes ending up with “innovation-stifling market concentration” that doesn’t help productivity.

With the reversal of the port’s container fees now enshrined in NSW law as the Port of Newcastle (Extinguishment of Liability) Act 2022, the port is proceeding with plans to build a container port, giving importers and exporters another gateway to bring goods in and out of Australia.

Most crucially, building a container terminal will enable the Port of Newcastle to diversify away from coal (which currently comprises most of its business.)

Sims says that he has “always been a fan” of privatisation, but that Australia has done it badly by protecting monopolies and not ensuring that they are regulated. “The people to blame for that are those who have done privatisation so badly in the past.”



RELATED

Inland Rail must not cement east coast rail freight monopoly

<https://www.afr.com/companies/infrastructure/inland-rail-must-not-cement-east-coast-rail-freight-monopoly-20221204-p5c3gs>



RELATED



RELATED

FOI 23-302

Document 74 - Attachment F

Catherine King flags a 'hard-nosed look' at \$14b Inland Rail

<https://www.afr.com/companies/infrastructure/catherine-king-flags-a-hard-nosed-look-on-14b-inland-rail-20221121-p5bzv7>

Jenny Wiggins writes on business, specialising in infrastructure and transport. *Connect with Jenny on [Twitter](#). Email Jenny at jwiggins@afr.com*

Rural and Regional Affairs and Transport

Lead/Support contact: Bill Brummitt

SB23-000692

SUBJECT: Suburban Rail Loop (SRL)

Talking Points

- The Australian Government committed **\$2.2 billion** to SRL East in the 2022-23 Federal Budget and the Department of Infrastructure, Transport, Regional Development, Communications and the Arts is committed to working collaboratively with the Victorian Government to deliver SRL East.
- The Victorian Government's Business and Investment Case for SRL states the project will transform how Victorians move around the state and reshape the way Victoria grows.
- The Government will consider further funding requests through usual processes, informed by ongoing engagement with the Victorian Government and Infrastructure Australia.

Key Issues

- On 10 May 2022 the Prime Minister and the Minister for Infrastructure, Transport, Regional Development and Local Government announced an election commitment of **\$2.2 billion** to SRL East construction over the next five years as an initial investment by the Australian Government (media release in **Attachment A**).
 - On October 16 2022 the Hon Anthony Albanese MP and the Hon Catherine King MP reaffirmed this commitment, announcing that the 2022-23 Federal Budget includes **\$2.2 billion** for SRL East (media release in **Attachment A**).
 - **\$14 billion** in SRL East funding has been committed to date, comprising **\$11.8 billion** in Victorian Government funding and **\$2.2 billion** from the Australian Government.
- SRL East remains to be approved under the *National Land Transport Act 2014*.
 - The project will be administered under the terms and conditions of the National Partnership Agreement on Land Transport Infrastructure Projects and the associated Notes on Administration.
 - The Victorian Government will prepare a Project Proposal Report for approval for funding release and formal approval by the Commonwealth.
- Following the October 2022-23 budget funding announcement, engagement with Victorian Government officials has continued with a view to progressing the Australian Government's commitment to the project and ensuring that a Project Proposal Report is developed in accordance with the Australian Government's merit-based approach to infrastructure investment.

Contact: s22(1)(a)(ii)

Cleared by A/g First Assistant Secretary: Bill Brummitt

Phone: s22(1)(a)(ii)

Version Number: 02

Date: 19/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Bill Brummitt

SB23-000692

- The Victorian Government has commenced work on development of a draft Project Proposal Report.
- Submission of the draft Project Proposal Report is anticipated in July 2023.
- Australian Government funding for the project from the October 2022-23 Budget is profiled from 2024-25.
- The Minister for Infrastructure, Transport, Regional Development and Local Government has stated that *'The Suburban Rail Loop will be one of the projects, in terms of future funding, that I would expect a stronger, more capable ... Infrastructure Australia to be able to provide that advice on going into a budget cycle'* (see the Sydney Morning Herald media article on 24 March 2023 in **Attachment A**).
- There remain sensitivities in the public domain on the SRL (refer to **Attachment B**), including:
 - Advice in August 2022 from the Victorian Parliamentary Budget Office on the cost of SRL East and North, and the value of continued investment.
 - A Victorian Auditor-General's Office independent assurance report on the quality of major transport infrastructure project business cases (tabled in Victorian Parliament on 21 September 2022).
 - Infrastructure Australia's advice.
 - The Australian Government's approach to further funding requests.
 - The Premier's renaming of the Melbourne Airport Rail Link to 'SRL Airport' and confirmation that this would form a component of the SRL.
 - The Victorian Government subsequently pausing delivery of 'SRL Airport'.
 - The significant cost, risk, competing priorities, and development and assurance processes.
 - Questions from 2022-23 Budget Estimates taken on notice relating to SRL (refer to **Attachment C**).

Background

- s47B(a)

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Cleared by A/g First Assistant Secretary: Bill Brummitt

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Version Number: 02

Date: 19/05/2023

Rural and Regional Affairs and Transport

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SB23-000692

- Announced on 28 August 2018 by the Victorian Government, the SRL project is a new 90-kilometre rail line, following an orbital route through Melbourne's middle suburbs from Cheltenham to Werribee (refer media release in **Attachment A**).
- On 19 August 2021 the Victorian Government released a 400-page Business and Investment Case (BIC) for Suburban Rail Loop:
 - estimating the cost of SRL East (Cheltenham to Box Hill) at **\$30.0 – \$34.5 billion**.
 - estimating the capital cost of SRL East and North (to Melbourne Airport) at **\$50.8 – \$70.5 billion (2020 dollars)**.¹
 - providing projections the Benefit Cost Ratio of SRL East and SRL North to be 1.1 to 1.7 (at a 4 per cent discount rate).
 - With assumption that the cost of SRL East will be evenly split between the Victorian Government, the Australian Government, and other funding sources (including value capture).
 - SRL West (Melbourne Airport to Werribee) is still to be costed and was not included in the BIC.

Infrastructure Australia Formal Consideration

- On 24 June 2022, 'Melbourne middle and outer suburban transport connectivity' was listed on Infrastructure Australia's Infrastructure Priority List as a Stage 1 Early Stage Proposal.
 - A Stage 1 Assessment from Infrastructure Australia determines whether there is a sufficient evidence base to demonstrate a priority problem, but does not consider option identification and analysis, or the specifics of the solution.

Further background

- Media coverage and releases on the project are provided at **Attachment A**, and further background on the project is provided at **Attachment B**.

Financial Profile Information as at 31 March 2023

	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget <i>Infrastructure Investment Program – Investment Rail – Suburban Rail Loop East</i>	0	0	400	1,000	800	2,200

¹ KPMG Economic Cost Appraisal (Appendix C2 to the BIC)

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Version Number: 02

Date: 19/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Bill Brummitt

SB23-000692

Attachments

- Attachment A: Media Coverage
- Attachment B: Further Background
- Attachment C: Questions on Notice and Senate Estimates Hansard

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Phone: s22(1)(a)(ii)

Version Number: 02

Date: 19/05/2023

Attachment A
SB23-000692

Index of Media Releases, Media Summary and Relevant Reports

Key Media Releases			Pg. ref
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The Hon Anthony Albanese MP and the Hon Catherine King MP	10 May 2022	<u>Building the Suburban Rail Loop</u>	2
The Hon Anthony Albanese MP and the Hon Catherine King MP	16 October 2022	<u>\$2.57 billion infrastructure boost for Victoria</u>	5
The Hon Paul Fletcher MP	13 May 2022	<u>Labor turns its back on northern Melbourne</u>	8
The Hon Paul Fletcher MP	11 May 2022	<u>Suburban Rail Loop another mega project pipedream from Labor</u>	10
The Hon Dan Andrews MP	10 August 2022	<u>Getting On With The Suburban Rail Loop</u>	12
The Hon Dan Andrews MP	6 September 2022	<u>Three Firms Shortlisted To Build SRL East Tunnels</u>	13
The Hon Dan Andrews MP	28 August 2018	<u>Rail Loop Set To Connect Western Victoria</u>	14
The Hon Dan Andrews MP	30 October 2022	<u>SRL Airport Takes Flight As Works Begin</u>	17
Key Articles			
Herald Sun	12 April 2023	<u>Spending off the rails</u>	19
Herald Sun	11 April 2023	<u>Suburban Rail Loop's cash splash for sport clubs outside project zones</u>	20
Sydney Morning Herald	24 March 2023	<u>Future Suburban Rail Loop funds to hinge on independent federal adviser</u>	23
David Southwick MP	14 March 2023	<u>Suburban Rail Loop communities suffer tax, planning double-whammy</u>	25
ArchitectureAU	18 January 2023	<u>Melbourne's Suburban Rail Loop: A Big Build or a big bet?</u>	26
Herald Sun	16 January 2023	<u>Infrastructure Minister Catherine King open to more Suburban Rail Loop funding</u>	30
AFR	2 December 2022	<u>Andrews' \$125b rail loop gets funding without 'positive' business case</u>	32
Skynews	24 November 2022	<u>Michael Sukkar and Bridget McKenzie request Commonwealth costings of Daniel Andrews' controversial Suburban Rail Loop as they slam the 'reckless' spending</u>	35
The Australian	22 November 2022	<u>Penny Wong unleashes at 'outrageous' Bridget McKenzie over rail loop</u>	39
AFR	22 November 2022	<u>Senator Bridget McKenzie slams Victoria Suburban Rail Loop at the AFR Infrastructure Summit</u>	41
The Age	21 November 2022	<u>Victorian election 2022: Metro 2 rail tunnel in Coalition sights as Labor and opposition cut back on transport spending</u>	45
Herald Sun	1 November 2022	<u>Taking the facts out for a spin</u>	49

Attachment A
SB23-000692

AFR	25 October 2022	<u>Budget 2022: infrastructure spending tops \$55b</u>	50
The Age	25 October 2022	<u>Budget 2022: Infrastructure cuts loom; Suburban Rail Loop grant evens up Victoria's ledger</u>	54
The Age	24 October 2022	<u>Budget 2022: Katie Gallagher backs benefits of Melbourne's Suburban Rail Loop</u>	57
AFR	16 October 2022	<u>Labor's \$2.2b Victorian rail pledge not properly assessed</u>	62
The Guardian	21 September 2022	<u>Victoria's auditor general pokes holes in Suburban Rail Loop business case</u>	66
Canberra Times	21 September 2022	<u>Clash over Melbourne Airport rail design</u>	68
AFR	19 September 2022	<u>Andrews to press Albanese for more cash towards \$125b rail loop</u>	70
AFR	1 September 2022	<u>windfall gains tax: Landowners face 50pc tax on Dan Andrews' \$125bn Suburban Rail Loop</u>	76
The Age	20 August 2022	<u>First section of rail project could stand alone</u>	81
ABC	18 August 2022	<u>Independent analysis puts the cost of building and running Victoria's Suburban Rail Loop at \$200 billion</u>	86
ABC	17 August 2022	<u>Victorian opposition says it will shelve the Suburban Rail Loop and invest in health if elected</u>	90
The Age	29 July 2022	<u>Daniel Andrews' Suburban Rail Loop proceeds without business case</u>	95
The Age	12 July 2022	<u>Go West: Experts in call to drop Suburban Rail Loop for 'more urgent' projects</u>	99
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Other Key Materials (Executive Summary only)			
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Parliamentary Budget Office (Victoria)	18 August 2022	<u>Suburban Rail Loop East and North - Building and operating costs</u>	138
apo.or.au	20 July 2022	<u>The Suburban Rail Loop: not needed, not fit for purpose and a debt bomb</u>	140

Media Release

The Hon Daniel Andrews MP
Premier



Tuesday, 4 April 2023

HUNDREDS OF EARLY JOBS WITH SUBURBAN RAIL LOOP

The Andrews Labor Government's Suburban Rail Loop (SRL) East project is set to create a huge pipeline of opportunity for students to kick start their careers on Victoria's biggest ever infrastructure project.

As Melbourne grows to a city of nine million people by 2056, the Suburban Rail Loop will be crucial to ensuring our public transport network can deliver an extra 11.8 million daily trips and manage an 80 per cent increase in private vehicle trips.

SRL will help deliver Plan Melbourne's vision of a city of centres, with investment, new local projects and urban planning in the broader precincts around new SRL stations helping to reshape how Melbourne grows in the decades ahead. It's a crucial investment in the long-term sustainability and livability of our city.

Work is continuing at pace, with sites being established this year in Burwood, Glen Waverley, Monash, Clayton, Box Hill and the stabling facility at Heatherton, as crews pave the way for tunnel boring machines and prepare for construction of the six new underground train stations.

More than 800 jobs will be created through the initial early works package for SRL East, and a recruitment drive will launch next month to help us attract the best people for the job across a diverse range of fields including engineering and technical specialists, trades, and roles in sustainability, health and safety and importantly, urban planning.

The project will expand Victoria's skilled workforce over the long-term, with 14% of hours to be completed by apprentices, trainees, and cadets during the first phase of construction.

In a Victorian first, girls studying science, technology, engineering, and math (STEM) subjects will be able to strengthen their career prospects with an innovative school-based SRL East traineeship program, to be delivered in partnership with Laing O'Rourke, Head Start and Holmesglen TAFE.

The group of Year 11 and 12 students will gain hands on experience on the SRL East project two days a week over the two-year program - supporting more women to pursue careers in the construction industry.

Expressions of interest for the 2024 Suburban Rail Loop Authority (SRLA) Graduate Program will open in coming months.

Quotes attributable to Premier Daniel Andrews

"The Suburban Rail Loop will change the way people move around Melbourne and is a project our city and state needs."

"We're recruiting hundreds of Victorian workers, trainees and graduates to help deliver this vital project."

Quotes attributable to Minister Suburban Rail Loop Jacinta Allan

"Suburban Rail Loop won't just transform our public transport system, slash travel times and ease congestion – it will create thousands of well-paid and secure jobs for decades to come."

"SRL is a generational investment not just in infrastructure, but in how our city grows, revolutionising our public transport system and ensuring we're ready to support a population the size of London within the next 30 years."

Media contact: Lily King 0499 791 387 | lily.king@minstaf.vic.gov.au

MEDIA RELEASE

**ANTHONY ALBANESE MP
LEADER OF THE AUSTRALIAN LABOR PARTY
MEMBER FOR GRAYNDLER**

**DANIEL ANDREWS MP
PREMIER OF VICTORIA
STATE MEMBER FOR MULGRAVE**

**CATHERINE KING MP
SHADOW MINISTER FOR INFRASTRUCTURE, TRANSPORT AND REGIONAL
DEVELOPMENT
MEMBER FOR BALLARAT**

**JACINTA ALLAN MP
VICTORIAN MINISTER FOR TRANSPORT INFRASTRUCTURE
STATE MEMBER FOR BENDIGO EAST**

BUILDING THE SUBURBAN RAIL LOOP

An Albanese Labor Government will deliver city-changing infrastructure for all Victorians, partnering with the Andrews Government to help build the Suburban Rail Loop (SRL).

The SRL will transform how Victorians move around the state. When complete, this 90km rail line will link every major rail line from the Frankston Line to the Werribee Line via Melbourne Airport, better connecting Victorians to jobs, retail, education, health services and those they love.

The SRL will see transport super hubs at Clayton, Broadmeadows and Sunshine, and regional Victorians will be able to get to employment, world-class hospitals and universities in the suburbs – without having to travel through the CBD.

This is a once in a generation opportunity to reshape the way Victoria grows.

Given Victoria is expected to grow to 11.2 million people by 2056 and Greater Melbourne to reach around 9 million people – a similar size to London today – this project is needed to keep Victoria moving.

SRL East will deliver 26km twin tunnels with six underground stations at Cheltenham, Clayton, Monash, Burwood, Glen Waverley and Box Hill – connecting Victorians to key employment and health precincts across east and south-east Melbourne.

That is why an Albanese Labor Government will invest an initial \$2.2 billion in SRL East over the next five years.

This money won't go to planning, it will go to SRL East construction.

The SRL will create 800 early direct jobs during early works for SRL East, which will commence in 2022 and support many thousands as the project enters major construction.

Anthony Albanese and Dan Andrews know how to get things done.

While the Morrison Government wastes time and money on imaginary carparks, rejected road projects and picking partisan fights, an Albanese Labor Government will partner with the Dan Andrews Labor Government to deliver the investments that Victorians really need.

Quotes attributable to Anthony Albanese, Leader of the Australian Labor Party:

"Infrastructure like this shapes cities and shapes states.

"This project will change how Melburnians live and how they interact with their city.

"I won't be a Prime Minister that uses infrastructure to play political games, I will be a Prime Minister who invests in the projects that matter."

Quotes attributable to Dan Andrews, Premier of Victoria:

"The Suburban Rail Loop will change the way we move around the state, slashing travel times and taking more cars off our roads for faster, safer journeys."

"We welcome Federal Labor's contribution to the Suburban Rail Loop, which will support

thousands of Victorian jobs in the coming years. It's a project Victorians voted for – and we're getting on with it."

Quotes attributable to Catherine King, Shadow Minister for Infrastructure, Transport and Regional Development:

"Coalition Governments talk about building infrastructure, Labor Governments actually get on with it.

"While the Morrison Government is focused on picking fights with Victorians, an Albanese Labor Government will partner with the state to build the projects that matter."

TUESDAY, 10 MAY 2022

MEDIA CONTACT: LABOR CAMPAIGN MEDIA (02) 9165 8212



ANTHONY ALBANESE MP
PRIME MINISTER OF AUSTRALIA

CATHERINE KING MP
MINISTER FOR INFRASTRUCTURE, TRANSPORT, REGIONAL DEVELOPMENT
AND LOCAL GOVERNMENT

MEDIA RELEASE

DELIVERING OUR PROMISES

\$2.57 BILLION INFRASTRUCTURE BOOST FOR VICTORIA

In the 2022-23 Federal Budget, the Australian Government is delivering on \$2.57 billion of election commitments for vital infrastructure projects across Victoria.

We will fund \$330 million of important road infrastructure upgrades including

- Camerons Lane Interchange at Beveridge (\$150 million)
- Barwon Heads Road Upgrade – Stage 2 (\$125 million)
- Ison Road Overpass (\$57 million)

The Camerons Lane Interchange at Beveridge will help create thousands of jobs and unlock the potential of Melbourne's north while allowing us to work with the Victorian Government to deliver a full diamond interchange with the Hume Highway.

Helping build stage 2 of the Barwon Heads Road duplication will help communities with quicker and safer travel to and from home, while the new four-lane Ison Road Overpass will give residents better access to surrounding areas and cut congestion in central Werribee.

The budget also includes \$2.2 billion for the Suburban Rail Loop in Melbourne.

We are working in partnership with the Victorian Government on the investments that deliver the best value for taxpayers' dollars and the best outcomes for the people of Victoria.

A BETTER WAY

The Albanese Government wants infrastructure that leaves a lasting legacy. Our first budget will honour the pledges we made to voters in urban and regional Australia while also managing the economy in an uncertain global environment.

The budget takes an important first step in ensuring the Commonwealth's infrastructure spending is responsible, affordable and sustainable.

It also starts making up for nearly a decade of waste and missed opportunities.

The former Government made promises without ever thinking about how to deliver them, often not even talking to the state and territory government they would later rely on to partner with.

They promised car parks that could never be built, and also tripled the budget for Inland Rail and blew out the timetable.

They sidelined, ignored and then stacked the Infrastructure Australia Board with political appointments.

And for years they pretended money was in the budget for zombie projects such as the East-West link in Melbourne and the Perth Freight Link.

We are putting sense back into infrastructure planning and delivery.

We are once again making Infrastructure Australia the premier body to advise Australian governments on our significant infrastructure gaps and opportunities.

And we are cleaning up the Coalition's mess in the Inland Rail project, and bringing transparency and accountability back into this critical macroeconomic portfolio.

INFRASTRUCTURE IN AN UNCERTAIN GLOBAL ECONOMIC CLIMATE

Infrastructure is an important driver of economic growth, productivity and skills in the regions and cities, but the Government was left with an unsustainable pipeline of projects designed purely to look good on paper but never be built.

Our first budget takes an important step to make our infrastructure pipeline more sustainable and to ensure we don't further strain a sector already facing labour constraints, inflationary pressures and cost increases due to supply chain challenges.

The decisions we have made will ensure the sector is in a strong position to help buffer any global headwinds, and create a sustainable pathway for building the skills needed into the future.

They will also contribute to repairing the budget after the Coalition left Australia with a trillion dollars of debt.

Infrastructure is critical to building the nation we all want. Opportunity and connection come from good infrastructure. Making good decisions now is critical to making sure no one is held back and no one is left behind.

Comments attributable to Prime Minister of Australia Anthony Albanese:

“Sound and planned infrastructure investment in Victoria creates jobs, builds opportunity and unlocks economic growth and productivity for our cities and our regions.

“It’s about making journeys quicker, but also making sure Victorians can get home to their families safely.

“Through our first Budget, my team is getting on with the job of delivering projects in consultation with Infrastructure Australia and all levels of Government to make a real difference to the lives of Australians.”

Comments attributable to Infrastructure, Transport, Regional Development and Local Government Minister Catherine King:

“Investing in the Suburban Rail Loop is a once-in-a-generation opportunity to reshape the way Victoria grows.

“Victoria is projected to grow to 11.2 million residents by 2056 and Greater Melbourne to reach around 9 million people – a similar size to London today.

“This visionary project is needed to keep Victoria moving in the face of this expected growth.”

SUNDAY 16 OCTOBER 2022

MEDIA CONTACT:

PRIME MINISTER – PRESS OFFICE (02) 6277 7744

MINISTER KING – LYNDAL CURTIS 0497 847 212



THE HON PAUL FLETCHER MP
Minister for Communications, Urban Infrastructure, Cities
and the Arts

MEDIA RELEASE

13 May 2022

Labor turns its back on northern Melbourne

Federal Labor has finally come clean with the people of northern Melbourne and declared it does not support the Beveridge Interstate Freight Terminal (BIFT), turning its back on the 20,000 local jobs the project will create and jeopardising the nation's biggest interstate infrastructure project – the \$14.5 billion Inland Rail.

By contrast, the Morrison Government has committed and budgeted \$1.62 billion to deliver BIFT – 100 per cent of the funding required to make the project a reality.

BIFT will be the centrepiece of a state-of-the-art freight and logistics precinct, and under a Morrison Government it will be delivered in time for Inland Rail opening in 2027.

To support the operation of BIFT, we are providing \$280 million towards supporting road upgrades, including the Cameron's Lane Interchange.

As one of the fastest growing regions in Victoria, this is a once in a generation opportunity for the people of northern Melbourne who are crying out for good local jobs, better roads and better infrastructure. This week, Labor has finally broken its silence on BIFT and admitted it will not support the project, turning its back on the people of northern Melbourne.

Anthony Albanese has instead declared his support for Victorian Labor Premier, Daniel Andrews' pipe dream vanity project, the Suburban Rail Loop – a project that the Federal Infrastructure Department has advised against funding and has not been assessed by Infrastructure Australia, but that conveniently runs through some of the most marginal electorates in Victoria.

Even if SRL did stack up, Albanese's measly \$2.2 billion commitment won't even touch the sides of this mammoth undertaking, estimated to cost up to \$120 billion.

Labor's Catherine King has comically described BIFT as a project that's "off in the never never". The Morrison Government will deliver BIFT by 2027. The first section of the SRL won't be delivered until 2035 (if it gets delivered at all).

In 12 years representing the electorate of McEwen, Labor's Rob Mitchell has done nothing to help make the BIFT a reality. It is time for Mitchell to stop being so lazy – he needs to get up off the couch and fight for this project.

For 12 years, Labor's Rob Mitchell has been Canberra's voice in McEwen. Liberal candidate for McEwen, Richard Welch, will be McEwen's voice in Canberra.

The Morrison Government has also committed \$740 million in the most recent Federal Budget to deliver the Western Interstate Freight Terminal (WIFT) in Truganina as part of a joint venture, because delivering WIFT as soon as possible is a Federal Government priority too.

And yet despite claiming that WIFT is their priority, the Andrews Labor Government has not committed a cent towards it, while Anthony Albanese has been entirely silent on it.

The Morrison Government has a clear strategy to deliver two freight terminals in Melbourne – BIFT and WIFT – as quickly as possible, delivering tens of thousands of local jobs and support the freight network of the entire country.

The only obstacle to delivering both terminals is Labor – with Albanese and Andrews yet to commit a single cent to either, instead focussing on pie in the sky projects that will help them win seats and set the taxpayer back billions.

Only the Liberals have a plan to continue delivering a strong economy and a stronger future for Victoria.

ENDS

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THE HON PAUL FLETCHER MP
Minister for Communications, Urban Infrastructure, Cities
and the Arts

MEDIA STATEMENT

11 May 2022

Suburban Rail Loop another mega project pipedream from Labor

Anthony Albanese's \$2.2 billion commitment over five years to Suburban Rail Loop (SRL) is a curious reversal from Federal Labor.

At the last election, Bill Shorten – with his shadow infrastructure Minister Anthony Albanese – committed \$10 billion over 10 years to SRL.

Anthony Albanese maintains that he's committed to the project, yet has only committed 6.3 per cent of the cost of the east section, which is estimated at \$34.5 billion alone. Clearly this \$2.2 billion commitment announced by the Labor leader won't even touch the sides of this mammoth undertaking and falls very short of the Labor State Government's repeated request of \$11.5 billion.

Given urban infrastructure is typically funded on a 50:50 basis with the state, it begs the question: is Mr Albanese keeping Australian taxpayers in the dark on the true amount of Commonwealth funding that he will provide to this project? Or perhaps he knows that there is no evidence to show the project stacks up and this is simply an empty promise.

The Federal Department of Infrastructure has done a preliminary review of the SRL business case and has advised against Federal funding for the project at this point in time, citing concerns such as insufficient risk mitigation, no detailed costs, value capture being unproven and no delivery plan.

But this kind of flippant, unfounded spending is what we would expect from the former shadow infrastructure Minister who committed \$500 million in January this year towards a supposed east coast high speed rail project, which in actual fact would cost between \$200 billion and \$300 billion.

Labor cannot say how they'll pay for their promises. And they can't manage money.

The Coalition has a strong track record of funding major infrastructure projects across Victoria, but our spending is measured and informed, and we ensure that each state and territory gets its equal share relative to its population size.

Since 2013, we have invested more than \$35.5 billion across nearly 300 road and rail infrastructure projects, with 99 projects having been completed in the period. Our spending is measured and informed, and we ensure that each state and territory gets its equal share relative to its population size.

The cost of SRL East alone is comparable to the entire Australian Government investment in infrastructure in Victoria since 2013. If Mr Albanese is serious about funding SRL, which projects in Victoria and across Australia will he sacrifice to fund SRL over the next few years and decades?

Only the Liberals have a plan to create a strong economy and a stronger future for Australians.

ENDS

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Media Release

The Hon Jacinta Allan MP

Deputy Premier

Minister for Transport Infrastructure

Minister for Suburban Rail Loop

Minister for Commonwealth Games Delivery



Wednesday, 10 August 2022

GETTING ON WITH THE SUBURBAN RAIL LOOP

Victoria's biggest infrastructure project – the Suburban Rail Loop East – has been given the green light following Ministerial assessment of its environmental effects.

An independent inquiry received more than 360 submissions over 39 days of public hearings before recommending strong outcomes that will benefit the community during construction and operation.

In her capacity as the Minister under the Environmental Effect Statement Act, Minister Lily D'Ambrosio's assessment endorsed the inquiry's recommendations and found the environmental effects of the project acceptable. She noted SRL East will bring enormous benefits to the community, with careful management of the environmental impacts.

SRL East will deliver 26 kilometres of twin tunnels and six new underground stations between Cheltenham and Box Hill, with trains running by 2035 and an end-to-end trip taking just 22 minutes.

The Minister found many impacts have been avoided by putting the line underground, and that the environmental effects of SRL East have been identified and carefully considered through the EES – the state's most rigorous and transparent assessment and approvals process.

The process addressed construction and operational outcomes for local residents, including:

- Replacement of open space required for the project, including new parkland to offset the land required for the SRL stabling facility at Heatherton
- Tougher requirements to limit construction noise and traffic impacts
- Additional bicycle connections and footpaths to encourage walking and cycling, including connections to the Ringwood Cycling Corridor in Box Hill, and upgrading Gardiners Creek Trail
- More support for businesses affected by construction

Construction of SRL East started in June with initial works in Clayton - creating the first of up to 8,000 jobs. This endorsement by the independent Inquiry and Advisory Committee comes after the Business and Investment Case revealed the project stacks up – returning up to \$1.70 to the economy for every dollar spent.

The Andrews Labor Government has created open space, sporting and recreation facilities, built bike paths and worked to mitigate construction impacts on residents and businesses across our 165 Big Build projects and this approach will continue as we get on with the Suburban Rail Loop.

Quotes attributable to Minister for Suburban Rail Loop Jacinta Allan

"Victorians voted for this project, that will create thousands of jobs – and it's great to see this independent assessment give this project the green light."

"We're getting on with this project that will connect communities in the east and southeast and we'll continue to work with local communities along the way."

Media Release

The Hon Jacinta Allan MP

Deputy Premier

Minister for Transport Infrastructure

Minister for Suburban Rail Loop

Minister for Commonwealth Games Delivery



Wednesday, 6 September 2022

THREE FIRMS SHORTLISTED TO BUILD SRL EAST TUNNELS

Major works on Suburban Rail Loop are another step closer, with three global industry leaders shortlisted for the tunnelling contracts on SRL East – a city-shaping project that will transform our public transport network, connect our suburbs and create thousands of jobs.

SRL East will deliver 26 kilometres of twin tunnels and six brand new underground stations between Cheltenham and Box Hill. Trains will be running by 2035, with an end-to-end trip of just 22 minutes.

Initial works on SRL East are already underway in Clayton and major works have been given the green light following a rigorous Environment Effects Statement (EES) planning process.

Tunnelling begins in 2026, with up to ten tunnel boring machines (TBMs) to be used to carve out the twin tunnels. The tunnelling task will be split into two separate contracts to ensure the work is done as efficiently as possible, minimising disruption to the community. These will be awarded from the shortlist announced today.

SRL East has drawn extraordinary interest from the international construction market, with five outstanding bids for the tunnelling work. Three have now been invited to submit a detailed Request for Proposal.

- **CPB Contractors Pty Limited, Ghella Pty Ltd and Acciona Construction Australia Pty Ltd** - companies involved in Brisbane's Cross River Rail, Sydney Metro, Vancouver's Broadway Millennium Subway and the Caulfield to Dandenong Level Crossing Removal.
- **John Holland Pty Ltd and Gamuda Berhad trading as Gamuda (Australia) Branch** - these companies have experience building Melbourne's Metro Tunnel, Sydney Metro Northwest Tunnel, Malaysia's Klang Valley Mass Rapid Transit, and Melbourne's City Loop
- **Webuild S.p.A and GS Engineering and Construction Australia Pty Ltd** - companies with experience in projects including the North East Link tunnels, Copenhagen's Cityringen and projects in the Middle East and Asia.

The first contract will be awarded next year for twin tunnels between Cheltenham and Glen Waverley. The second is to construct tunnels between Glen Waverley and Box Hill.

Contractors will be required to deliver at least 92 per cent local content (excluding TBMs) - a huge boost for Victoria's steel and concrete industry.

Construction of SRL East will create up to 8,000 local jobs, creating a pipeline of employment and training opportunities - with at least 10 per cent of all hours to be worked by apprentices, trainees and cadets.

Quote attributable to Minister for Suburban Rail Loop Jacinta Allan

"SRL East is a project Victoria needs, and we're getting on with delivering this city-shaping network and the many thousands of jobs during construction – this is an exciting day as we move closer to the start of tunnelling."

Quote attributable to Suburban Rail Loop CEO Frankie Carroll

"This competitive process has been a massive vote of confidence in Suburban Rail Loop - with construction giants from around the world vying to partner with us to deliver this city-shaping project."

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Underground Suburban Rail Loop To Connect Victoria

28 August 2018

A re-elected Andrews Government will start work on the biggest transformation of public transport in Australian history – a new underground rail network circling Melbourne’s suburbs.

The Suburban Rail Loop will connect every major train line from the Frankston line all the way to the Werribee line through Melbourne Airport, with up to 12 new underground stations.

In the last four years, the Andrews Labor Government has embarked upon the biggest transport building program ever – keeping our promise to remove level crossings and fix roads and rail across Victoria.

But our 100-year-old radial transport network – built to move people in and out of the CBD – can’t keep up with a rapidly growing Victoria. Without action, demand on the network will grind our state to a halt.

The Suburban Rail Loop is the big, bold new project our state needs for the future – Labor’s vision for a modern, connected transport network that will make Melbourne one of the world’s truly great cities.

No longer will Victorians have to travel into the CBD to get where they want to go. The project will change the way that people move around Melbourne – connecting our suburbs with major employment centres, universities and TAFEs, hospitals and retail precincts.

The Suburban Rail Loop is the only project that will slash congestion across the entire transport network – expected to take thousands of passengers off existing rail lines, and 200,000 cars off our major roads.

It’s projected there will be strong patronage in both directions throughout the day – with 400,000 trips daily set to make it Victoria’s busiest rail line by 2051.

Labor will invest \$300 million in a full business case, design, and pre-construction works, with work on the first section in Melbourne’s south east expected to begin by the end of 2022.

The south east section will run underground between Cheltenham and Box Hill – with new rail tunnels linking the Frankston, Cranbourne-Pakenham, Glen Waverley and Belgrave-Lilydale lines.

This section could include six new underground stations – four underground interchanges with existing lines, and two potential new stations at the Monash Clayton and Deakin Burwood precincts.

The north east section will connect the Belgrave Lilydale line to the Hurstbridge, Mernda, Upfield and Craigieburn lines before heading to Melbourne Airport.

In addition to the four interchange stations on these lines, there will be potential new underground stations in Doncaster and the La Trobe precinct in Bundoora.

The new Airport Rail Link will form the north-west section, with construction also underway from 2022. The western section will connect to the Werribee line via the new Sunshine super-hub, with further technical investigations to determine the scope and route of this section.

Regional Victorian passengers will be big winners, with three new super-hubs at Clayton, Broadmeadows and Sunshine providing better access to jobs, education and health outside the CBD.

Exact station locations, route alignment, rolling stock, and staging will be confirmed through the full business case and technical work, including extensive consultation and environmental assessments.

Early planning and feasibility work, including identification of the project corridor, was undertaken by experts at Development Victoria, PricewaterhouseCoopers, and the Office of the Coordinator General over the past 12 months.

A project of this massive scale – amongst the largest in the world – will be built over multiple decades, with the first sections expected to take around 10 years to construct.

The Suburban Rail Loop is projected to create more than 20,000 jobs during construction – including 2,000 apprentices, trainees and cadets employed through Labor's Major Projects Skills Guarantee.

State, Commonwealth and private sector contributions, as well as value capture opportunities, will be required to fund the project.

Business case development, detailed design and community consultation will commence in 2019, with work on the first stage expected to begin by the end of 2022.

Quotes attributable to Premier Daniel Andrews

"It's not good enough to 'extend' the congestion, we need a plan that doesn't just force more cars and commuters into the city."

"The Suburban Rail Loop will get people to where they want to go – and more people on public transport means less traffic on the road for you."

Quotes attributable to Minister for Public Transport Jacinta Allan

"The Suburban Rail Loop is the underground train system a growing Melbourne and Victoria needs – connecting every Victorian to jobs, education, hospitals and shopping without needing to change trains in the CBD."

"Finally, Victorians will be able to catch public transport across and around the city – taking thousands of people off existing trains and slashing road congestion with up to 200,000 cars off our roads."



The Victorian Government acknowledges Aboriginal Traditional Owners of Country throughout Victoria and pays respect to their cultures and Elders past, present and emerging.

Media Release

The Hon Daniel Andrews MP
Premier



Sunday, 30 October 2022

SRL AIRPORT TAKES FLIGHT AS WORKS BEGIN

After years of proposals, planning and empty promises from others, the Andrews Labor Government will be the first to start work to build a train line to Melbourne Airport.

Works are underway at Keilor East, signalling the start of a massive program of initial and early works for the highly anticipated project that will better connect Victorians to the city, the suburbs and the world as part of the Suburban Rail Loop.

The Suburban Rail Loop won't just transform our suburbs – it'll change how our whole state moves too – connecting every major suburban and regional line to Melbourne Airport.

For communities on the SRL line, it'll mean a single, direct trip to the Airport. For passengers on our other suburban lines, it'll mean no longer needing to travel into the city just to travel back out.

And for people in our regional communities, it means no more having to catch a train to catch a bus. Instead, they'll get to the airport with a single, seamless interchange at one of our transport superhubs.

For someone in Clayton, it'll take just 60 minutes to get to the airport and for someone in Ballarat, just 90 minutes – a saving of around 50 minutes.

When completed, the SRL Airport Line will mean passengers can get from the CBD to the airport in around 30 minutes.

More than 30 stations across Melbourne will have a direct connection to the airport via the Metro Tunnel, and passengers from most other stations in Victoria will only need to change trains once.

Supporting this state-shaping project, the Labor Government is also investing \$143 million to deliver the first stage of the Sunshine Precinct Masterplan.

The Station Place package will include station enhancements, a new bus interchange, shared vehicle and pedestrian pavements, more open-space and the creation of future development sites, making it easier to deliver further stages of the masterplan in the years to come as the community continues to grow.

The first tranche of works on SRL Airport includes the removal and relocation of six AusNet electricity transmission towers between the Western Ring Road (M80) and the existing Albion-Jacana freight corridor.

New towers will create space for a new rail bridge over the Western Ring Road, taking trains north to the airport every 10 minutes and connecting more than 150,000 passengers in the City of Moonee Valley area to Victoria's expanding rail network for the first time with a new station at Keilor East.

The relocation of the AusNet towers will take place alongside a broader early works package that will move up to 250 key utilities – including powerlines, gas mains, communications equipment, and sewer and water supplies.

A construction consortium of FCC Construction Australia and Winslow Infrastructure have been selected as the preferred contractor to deliver key parts of the project, including the approximately 550 metre twin track rail bridge over the Maribyrnong River.

The bridge will stand more than 50 metres above the river valley at its highest point, making it the second highest bridge in Victoria – second only to the West Gate Bridge.

A second construction consortium of John Holland, CPB, KBR and AECOM have been selected as the preferred contractor to deliver the Sunshine Systems Alliance works package to transform Sunshine Station, rebuild Albion Station, and build twin tracks between Sunshine and the Albion-Jacana corridor, including the elevated rail bridge.

These works will minimise the impact to residents and businesses and pave the way for major construction next year.

Quotes attributable to Premier Daniel Andrews

“The Suburban Rail Loop will change the way our whole state moves, connecting every major suburban and regional rail line to Melbourne Airport.”

“Only Labor will keep doing what matters – and only Labor will deliver the public transport we need to take cars off the roads and get Victorians home safer and sooner.”

Quote attributable to Minister for Transport Infrastructure Jacinta Allan

“You can’t trust Matthew Guy’s Liberals to deliver the transport infrastructure Victorians need. They’ve promised to cut the Suburban Rail Loop – putting thousands of jobs at risk and leaving hundreds of thousands of Victorians stranded.”

Quote attributable to Minister for Public Transport Ben Carroll

“The last time the Liberals were in charge, they promised to deliver the Metro Tunnel, Airport Rail, Doncaster Rail, Avalon Rail and Rowville Rail – and didn’t lay a single kilometre of track.”

Quote attributable to Member for Tarneit Sarah Connolly

“Getting started on this much-needed upgrade to Sunshine Station and Station Place comes on top of a brand-new station at Tarneit West, an overhaul of Albion Station and planning for a station at Truganina – creating jobs, supporting local businesses and getting passengers home safer and sooner.”

Quote attributable to Member for St Albans Natalie Suleyman

“The Sunshine Station upgrade will give the entire precinct a facelift, with modern facilities and better access bringing this busy local hub up to the standard commuters in Melbourne’s west expect and deserve.”

Quote attributable to Member for Footscray Katie Hall

“This is a great day for our local community – Melbourne Airport Rail will be a boon for people from Melbourne’s west who will be able to get to the airport quickly and safely.”

Spending off the rails

Cutting “wasteful spending” on transport projects such as the contentious Suburban Rail Loop project would save taxpayers billions of dollars as Australia faces 25 years of budget deficits, according to a new report.

The Grattan Institute is calling for the federal government to slash spending and increase taxes, amid concerns that teens who started high school this year will not see a budget surplus until they finish university.

Redesigning the third tranche of tax cuts to keep the 37 per cent tax bracket, raising the GST, introducing carbon and inheritance taxes are among a suite of controversial measures it is proposing to boost revenue.

The think-tank says \$15bn in savings could be made by axing Western Australia's special deal on the GST, abolishing Family Tax Benefit part B for couples, and counting more of the family home in the aged pension assets test.

But chief executive Danielle Wood said a reduction in “wasteful spending” on major defence and transport projects - which receive about \$50bn in federal funding a year - could save a further several billion dollars.

Labor's \$2.2bn investment in the Andrews' government's Suburban Rail Loop project is in its firing line, due to its “highly questionable” business case. The Herald Sun on Tuesday revealed a \$250m community grants fund set up as part of the Suburban Rail Loop project was also splashing cash on clubs more than 5km from the route, with some residents in affected areas criticising the spendathon as “bribery”.

“One of the biggest cost savings available to governments is to stop making bad decisions - poorly conceived, often politically motivated decisions have proved very costly, especially as ‘megaprojects’ have become more common,” the report states.

Infrastructure Minister Catherine King maintains the project stacks up, despite Victoria's auditor-general warning the state government may have overstated the benefits.

The report also raises concerns about the \$15.4bn Inland Rail project, a 1700km freight network between Melbourne and Brisbane, which could blow out to more than \$31bn.

The structural deficit is expected to hit about 2 per cent of GDP, or nearly \$50bn a year, by the end of the decade.

But estimates of spending on defence, health and support for the vulnerable suggest that figure could soar to more than \$70bn a year.

Ms Wood said Australia should not fall into the trap of thinking “we can simply grow our way out of debt”

“None of these policy options are easy,” she said.

But if the government is serious about budget repair, it will need to embrace at least some of them.”

Suburban Rail Loop's cash splash for sport clubs outside project zones

A Suburban Rail Loop \$250m community grants fund is splashing cash on clubs more than 5km from the project zone, prompting affected communities to slam the splurge as “bribery”.

A \$250m community grants fund set up as part of the controversial Suburban Rail Loop project is splashing cash on clubs more than 5km from the route.

The taxpayer-funded scheme has so far doled out more than \$3m for sports scoreboards, theatre productions, podcasts, and even to increase “diversity and inclusion in Ultimate Frisbee”.

Some residents in affected areas have criticised the spendathon as “politicised funding” and “bribery”, while communities in Melbourne’s long-suffering west are outraged.

The splurge comes as thousands of public servants are set to be axed and Victoria’s record net debt is projected to reach \$165bn by 2026.

But the government has defended the program, saying all applications are “evaluated on their merit”.

The first round of the SRL Community Projects Fund awarded organisations grants of \$10,000 to \$80,000, with larger proposals yet to be assessed.

Stage one of the \$125 billion rail loop will be a 26km link between Cheltenham and Box Hill, with six new underground stations.

The project says the grant scheme’s objectives are to “support, strengthen and enhance healthy, safe and sustainable local communities and places in the SRL East Precincts surrounding the future stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill and in other areas in the vicinity of SRL East surface infrastructure”.

The precincts mentioned in guidelines are areas up to 1.6km from rail hubs.

But several sports clubs given grants through the scheme are located several kilometres from station sites — and some are in different postcodes altogether.

Notting Hill Brandon Park Cricket Club was granted \$18,100 for a new synthetic cricket pitch, despite its training ground being 5.6km walking distance from the planned Monash station.

Mentone and St Bede’s Football Club was handed \$80,000 to upgrade lights, while it is 4.1km from the proposed Cheltenham station.

East Burwood Football and Netball Club won \$10,750 to run training programs with AFL stars and recruit more players back to the sport following Covid-19 even though its ground is 3.5km from the future Glen Waverley station.

Residents have expressed disbelief on social media at some of the grants, describing them as “buying communities’ favour” or even “bribes”.

“I just can’t see why SRL should be giving grants to organisations not really impacted by the project,” one resident said.

One club which received funding admitted: “I don’t know what the connection between SRL and community sport is, but it (the grant application) is a fairly rigorous process.”

Another club’s representative noted they were required to invite a member of the SRL team or government to attend their events.

The cash splash sparked outrage in Melbourne’s west, where Werribee South Ratepayers Association president Dr Joe Garra, who ran as an independent for the seat of Point Cook last year, pointed to discrepancies between southeast and western suburbs funding.

When there had been a series of level crossing removals in his area, the community had asked the state to upgrade stations at the same time but this was denied, he said.

Dr Garra said many community sports clubs in the west were also in need of funding for upgrades but had not received government support.

Opposition transport infrastructure spokesman David Southwick called for more transparency.

“Taxpayers’ money must not be used to buy off local communities and every dollar spent on our major projects must deliver genuine value for money,” he said.

“With Labor’s major projects over budget by \$30 billion and counting, we cannot afford to continue wasteful spending.”

When asked about the grant guidelines focusing on precinct communities, the SRL Authority said “consideration was also given to projects outside these areas if applicants demonstrated that projects would benefit people from SRL precincts”.

A spokeswoman said: “SRL is a massive project – both the benefits it delivers and the impacts of disruption during construction will go beyond the areas immediately around the stations. The Community Projects Fund has been developed with this in mind.

“Applications were assessed by a senior panel convened by Suburban Rail Loop Authority, then reviewed by an independent probity advisor.”

A government spokesman said the SRL grants would be scaled up “to support the priorities of communities around SRL – from small grants for local organisations to significant investments in community infrastructure like parks, community centres and public open space”.

Senior Andrews government Minister Mary-Anne Thomas said the intent of the grants program had been “misconstrued”.

"We do know that major projects cause significant disruption, there's absolutely no doubt about that," she said.

"We want to ensure that the people in the community can continue to enjoy the very best amenity that Melbourne suburbs deliver.

"To ensure that the program continues to meet its objectives, we'll have a look at those guidelines and ensure that they are fit for purposes."

Opposition finance spokeswoman Jess Wilson said clear guidelines and a decision making framework was needed to ensure money is being fairly spent.

"What we've seen in Victoria is the mismanagement of taxpayer's money consistently over the last eight years," she said.

Future Suburban Rail Loop funds to hinge on independent federal adviser

Further funding to build Victoria's \$35 billion Suburban Rail Loop will hinge on whether a reformed Commonwealth infrastructure adviser deems it good use of federal dollars, federal Infrastructure Minister Catherine King has said. The Albanese government committed \$2.2 billion for the massive rail project in its budget last October, but Victoria has based its plans on the Commonwealth paying for a third of its estimated cost, or around \$12 billion.

Early works have commenced on the rail loop's first 26-kilometre eastern suburbs section, running underground from Cheltenham to Box Hill. The Andrews government says it will open it to passengers by 2035. Speaking on the sidelines of an event in Melbourne on Friday, King said she would look to advice from the independent adviser, Infrastructure Australia, to decide whether to pour more funds into the project.

The Albanese government introduced legislation to parliament this week that it said would restore the body as the government's top adviser on where to direct billions in spending.

"The Suburban Rail Loop will be one of the projects, in terms of future funding, that I would expect a stronger, more capable ... Infrastructure Australia to be able to provide that advice on going into a budget cycle," King said.

"Suburban Rail is obviously one of the really big projects which will necessitate the state working very closely with the revised Infrastructure Australia, if we get the legislation through parliament."

King said Infrastructure Australia had become "divorced" from Commonwealth budget decisions and needed to return to its intended role as a source of independent advice, alongside that from her department.

Victorian Deputy Premier and Suburban Rail Loop Minister Jacinta Allan said the state would work with the reformed Infrastructure Australia to press the merits of the state's flagship transport project.

"I wouldn't put the cart before the horse and say that that means there isn't going to be any federal funding coming for the Suburban Rail Loop because they've got to go through their own proper processes," she said.

“Importantly, what we have right now is a partnership with the federal government. The \$2.2 billion that was committed ... means we are underway with early works.”

The Andrews government has committed \$11.8 billion to the Rail Loop. Its business case outlines splitting the cost three-ways with the Commonwealth and with private sector development contributions.

Future stages of the Rail Loop would continue north to Melbourne Airport by 2056 and continue west to Werribee, forming a 90-kilometre loop around the city.

King told the CEDA Infrastructure Conference on Friday morning that labour shortages, construction industry constraints and cost inflation meant the government needed to make “tough decisions about what not to build and what projects to prioritise”.



Tuesday 14 March 2023

Suburban Rail Loop communities suffer tax, planning double-whammy

Victorian communities along the Suburban Rail Loop East rail line are bracing for an \$11.5 billion tax hit as they are cut out of local planning decisions by the Andrews Labor Government.

The Cheltenham to Box Hill rail line, which is budgeted to cost at least \$34.5 billion, will be funded one-third by "value capture" across local communities along the train line.

Value capture is code for taxes on new and existing homes, with warnings up to one million new residents will be required to move into local suburbs along the route, despite there being no plan for increases to local infrastructure and services.

Worse still, the SRL Authority is now the planning authority for projects within 1.6 kilometres of train stations along the line – meaning local residents and Councils have been cut out of the decision making process.

Aside from vague outline of the rail loop's route, Daniel Andrews gave Victorians little detail on the project before the election, and a proper, comprehensively detailed business case is still yet to be completed.

Deputy Leader of the Opposition, David Southwick, said local residents didn't sign up to be sidelined from decisions about the future of their communities. "Communities along the SRL East are facing a double-whammy of an \$11.5 billion tax hit and being cut out of local planning decisions," Mr Southwick said.

"Local residents deserve a fair say in the future of their community, not to be sidelined by a government desperate for billions in value-capture revenue. How many new developments will be approved? What new taxes will be levied on existing homeowners? Daniel Andrews needs to be honest with Victorians."

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Melbourne's Suburban Rail Loop: A Big Build or a big bet?

Melbourne's Suburban Rail Loop aims to help the city become more equitable – but better integration of land use and transport could deliver more benefits for less money.

Melbourne's current long-term strategic land use plan, defined in Plan Melbourne 2017-2050, is grounded on two core ideas.

These are that Melbourne becomes a polycentric city based on a series of activity clusters, mainly in the middle suburbs (called National Employment and Innovation Clusters – or NEICs) and Melbourne would be organised into a collection of 20-minute neighbourhoods.

The NEICs are intended to promote productivity growth through agglomeration and to develop a more equitable city – particularly by increasing employment opportunities closer to the city's outer urban growth corridors.

The idea of improving public transport access to middle urban activity clusters has appeal, as a way of supporting their growth potential.

And the Victorian Government's Suburban Rail Loop (SRL), part of its Big Build program, is intended to play this role.

But this solution is arguably too big for purpose.

Highly developed global cities that have circumferential rail services – that is, trains travelling around an urban area rather than radially to its centre – typically have densities much higher than Melbourne and their circular rail loops are quite short.

Most are also located in the higher-density inner parts of those cities where demand is strongest, whereas circumferential public transport further out typically requires transfers between services.

In 2022, Melbourne's built-up land area has a population density of 1,746 persons per square kilometre and the SRL has a proposed length of 90 kilometres, from Cheltenham to Werribee.

Compare this to London, which data tells us has a population density of 6,504 persons per square kilometre – the city's Circle Line is 27 kilometres long. Tokyo-Yokohama has a density of 4,584 people per square kilometre, with its Yamanote Line at 34.5

kilometres, and Berlin has 2,934 persons per square kilometre and the 37.5km long Ringbahn.

In short, Melbourne's SRL is around three times the length of these circle lines, in a city with a much lower population density and a lower patronage potential.

The economics are against the SRL working.

The August 2021 SRL Business and Investment Case for the Cheltenham to Melbourne Airport segment of the SRL (SRL East plus SRL North) showed a positive result, with projected a benefit-cost ratio between 1.0 and 1.7.

However, there are two serious problems with this result.

First, the benefit-cost analysis was undertaken with a low discount rate (four per cent) to convert future benefits and costs over the project's lifetime into present-day values (this is needed to derive benefit-cost ratios). The usual Australian discount rate for evaluating major infrastructure projects – seven per cent – would have delivered much lower returns for the SRL.

A good argument can be made for using a four per cent discount rate for a project with a long life span, like the SRL, but this is not the usual public policy approach in Australia (unlike in the UK).

The choice of this discount rate should be subject to wide debate, including consideration of implications for the evaluation of alternative investment opportunities whose impacts accrue over shorter time frames.

Second, as well documented in the media, the expected cost of the project has increased substantially. The cost was estimated at around \$AU50 billion for the full project at the initial announcement in 2018, rising to \$AU35-57 billion for SRL East plus North in the Business and Investment Case.

The figure now stands at \$AU125 billion again for SRL East plus North, as estimated by the Victorian Parliamentary Budget Office.

This would take the capital cost for the full SRL to around \$AU200 billion, or about four times the initial estimate made only a few years ago.

Unfortunately, the expected benefits do not grow anywhere near as quickly as this rate of cost inflation. If evaluated today with a more usual discount rate, the SRL would struggle to generate even 50 Australian cents of benefit per dollar of capital cost.

This should be a cause for concern.

Medium capacity transit (MCT) solutions, as proposed by the Rail Futures Institute, are likely to be a more cost-effective and flexible solution to meeting the circumferential public transport accessibility needs of Melbourne's middle urban clusters in a faster timeframe.

This kind of cluster development could then be further enhanced by direct investment in cluster competitive strengths – like supporting further growth of their universities and hospitals or medical research facilities – together with investing in place-making.

These investments plus MCT would be a more integrated way of promoting polycentric growth in Melbourne than relying so much on the SRL.

The savings from not pursuing the costly development of the SRL could also be used to promote a much faster roll-out of the distinctive and very innovative Plan Melbourne idea of 20-minute neighbourhoods; this concept has been taken up by many European cities as well as others in Asia, Canada, South America and recently, Singapore.

A 20-minute neighbourhood offers most services that most people need most of the time, including shops, schools, health services, parks and recreation.

This form of land use reduces urban sprawl through higher-density housing, builds community and fosters social capital, improves accessibility and offers a greener environment.

As a result, the likely outcomes are improved health and wellbeing, increased social inclusion and increased economic productivity, along with a reduced need to travel, which also helps to reduce transport emissions.

The Victorian Government is trialling 20-minute neighbourhoods in Melbourne. However, these trials have overlooked the public transport component, instead relying on walking and cycling.

An 800-metre catchment, as used in the trials, and said to be an acceptable walking distance, is unlikely to offer access to many service needs. This dependence on active transport doesn't offer equality in opportunity for all people, potentially leaving out many older people, those moving or carrying heavier loads, people with an impairment and people with multi-tasking requirements – like work, child-care and school drop-offs, shopping and the list goes on.

A larger neighbourhood is required to offer essential services, supported by a frequent neighbourhood local public transport service.

Improving circumferential public transport access to serve Melbourne's middle urban clusters is an important requirement for delivering the city's intended land use development. But the Suburban Rail Loop is an expensive solution to this challenge.

It comes at the cost of other important infrastructure and service improvements that are likely to be effective in reducing inequality and facilitating growth with lower emissions.

Medium Capacity Transit options plus direct investment in cluster development is a more cost-effective way forward, complemented by a greatly accelerated rollout of

20-minute neighbourhoods across middle and outer urban Melbourne, at increased densities.

This would give Melbourne big benefits without such a big bet.

Infrastructure Minister Catherine King open to more Suburban Rail Loop funding

A total of \$2bn has already been poured into the divisive Suburban Rail Loop project— and one federal minister is open to it getting even more funding.

Infrastructure Minister Catherine King has left the door open to providing more cash for the contentious Suburban Rail Loop project, also revealing her support for a second new major freight terminal for Melbourne. The Ballarat MP outlined her priorities – which include regional rail upgrades in preparation for the 2026 Commonwealth Games – in an interview with the Herald Sun.

Ms King, who has been in the job for six months, said she would consider more federal cash for Victoria's divisive Suburban Rail Loop project, but only if it was found to stack up.

The Albanese government came under fire before the state election for pouring \$2.2bn into Daniel Andrews' signature project, despite stage two having not been assessed by independent advisory body Infrastructure Australia.

On top of that, Victoria's auditor-general found the state government may have overstated the project's benefits.

"We're keen to invest in public transport ... (that) provides opportunity for new housing to be built around train stations, for new retail and business opportunities as well, and that's why we've committed to suburban rail," Ms King said.

"The current \$2bn commitment we have is for the early work only, which has already commenced.

"Any further funding requests or commitment, obviously, will be subject to - negotiations between the Victorian and the commonwealth governments and we will certainly engage Infrastructure Australia in that process."

Ms King defended the election commitment as a "once-in-a-generation infrastructure investment" against criticism the project was not endorsed by Infrastructure Australia.

To obtain the funding, the state government must prepare a “project proposal report” for commonwealth approval.

“We’re keen to invest in public transport ... (that) provides opportunity for new housing to be built around train stations, for new retail and business opportunities as well, and that’s why we’ve committed to suburban rail,” Ms King said.

“The current \$2bn commitment we have is for the early work only, which has already commenced.

“Any further funding requests or commitment, obviously, will be subject to - negotiations between the Victorian and the commonwealth governments and we will certainly engage Infrastructure Australia in that process.”

Ms King defended the election commitment as a “once-in-a-generation infrastructure investment” against criticism the project was not endorsed by Infrastructure Australia.

To obtain the funding, the state government must prepare a “project proposal report” for commonwealth approval.

The Herald Sun last week revealed properties to house 7000 Commonwealth Games athletes would be built at Ballarat, Waurn Ponds, Bendigo and Morwell.

Ms King said she would like more progress on Melbourne airport rail and rejected Infrastructure Australia’s view it was “not yet necessary”.

Andrews' \$125b rail loop gets funding without 'positive' business case



Jenny Wiggins

Infrastructure reporter

Dec 2, 2022 – 1.22pm

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Infrastructure Australia, the agency that advises the federal government, says it has not yet received a business case for Melbourne's \$125 billion Suburban Rail Loop project but that it does not need to provide a positive assessment for the Commonwealth to pump in more than \$2 billion.

"We understand they're working on a business case at the moment for submission to us at some stage," Infrastructure Australia's chief of project evaluation, David Tucker, told Senate estimates hearings in Canberra on Friday. He said the agency expected to receive it next year.

Victorian Premier Daniel Andrews is pushing ahead with the Suburban Rail Loop project even though its business case hasn't been reviewed by Infrastructure Australia. **AAP**

Although IA needed to [assess the Suburban Rail Loop](#) – which would take decades to build – under the [National Partnership Agreement](#) for infrastructure projects, it as "not a requirement at this stage that we have a positive outcome" for the federal government to give it money, he said.

Federal Infrastructure Minister Catherine King last month [defended her government's decision](#) to give more than \$2 billion to the Suburban Rail Loop – even though the project hasn't been reviewed by IA – arguing that the Victorian state government was “confident in their cost-benefit analysis of that project”.

If IA's eventual review found that the rail project was not worth progressing, the federal government would still talk to the Victorian government about “how they think they can make it stack up,” Ms King told The Australian Financial Review [National Infrastructure Summit](#).
Advertisement

The proposed rail project has been criticised by Victoria's auditor-general for failing to show that the economic costs and benefits of the project justify the investment. Separately, the Victorian parliamentary budget office [has warned](#) the total cost of building and operating two of its three stages to 2084-85 could be [more than \\$200 billion](#).

The Andrews government [estimates that it will cost](#) between \$30 billion and \$35 billion to build the first stage of the rail loop, with first trains running in 2035.

Under review

Opposition infrastructure spokeswoman Bridget McKenzie, who grilled IA at the Senate estimates hearings, [has attacked the Albanese government's decision to hand out \\$2.2 billion](#) to the rail project before Victoria's state election last weekend.

Ms McKenzie told the National Infrastructure Summit last month that the project's business case didn't stack up and that the Albanese government should have waited until a review of IA had been completed.

A review of IA's role and powers that is being reviewed by Ms King is expected to be released before Christmas.

IA had not had any talks with Ms King's office about what would be needed to make the rail project “stack up,” Mr Tucker said on Friday.

Although IA has read the Victorian auditor-general's report on the rail project, it hasn't spoken to the auditor-general and didn't intend to because it was not a "usual" part of the agency's process, he said.

IA confirmed that it has not previously been asked to assess a project that has received a negative report from a state auditor-general, and that it has not assessed the findings of the Victorian parliamentary budget office.

Michael Sukkar and Bridget McKenzie request Commonwealth costings of Daniel Andrews' controversial Suburban Rail Loop as they slam the 'reckless' spending

Two federal Parliamentarians have demanded the Commonwealth provide independent costings of Premier Daniel Andrews' "reckless" and "dangerous" suburban rail loop as the state Labor government comes under increased pressure over its ballooning debt.

Tyrone Clarke Digital Reporter

2 min read

November 24, 2022 - 4:40PM

Two federal Coalition figures have urgently referred Daniel Andrews' Suburban Rail Loop to the Commonwealth Parliamentary Budget Office over concerns of "reckless behaviour" from the state Labor government.

The major infrastructure project which will eventually see an airport rail link built in Melbourne was originally estimated to cost taxpayers \$57 billion.

However, the state's independent budget office estimated in August both stages of the build will cost a combined \$125 billion – more than double Labor's original projection.

As Mr Andrews refuses to provide an updated costing of the rail loop, despite rejecting the independent estimates, Federal Parliamentarians Michael Sukkar and Bridget McKenzie have called for the Commonwealth to step in.



Premier Daniel Andrews has refused to provide updated costings of the Suburban Rail Loop before Saturday's election. Picture: Getty Images

The two senior Coalition members raised concerns with the “reckless” spending after the Albanese Government announced it would plunge \$2.2 billion into the project.

Mr Sukkar and Senator McKenzie revealed on Thursday they had requested the Commonwealth Parliamentary Budget Office (PBO) provide forecast costing of the controversial project.

The Nationals Senator for Victoria lashed the Albanese Government's involvement in the project, demanding clarity on the overall cost.

“It is dangerous for a federal government to partner with such reckless behaviour from a state government,” Senator McKenzie said.

While Mr Sukkar, who represents the outer Melbourne suburban seat of Deakin, said there was an added urgency over the project given the Commonwealth's existing funding commitment.

“With Commonwealth contributions of \$2.2 billion, we need to know what this project is going to cost,” Mr Sukkar said in a statement.



Shadow social services minister Michael Sukkar said the added Commonwealth commitment to the Suburban Rail Loop required urgent costings for the project. Picture: NCA NewsWire / Gary Ramage



Senator Bridget McKenzie said the Albanese Government's commitment to the project was "dangerous". Picture: NCA NewsWire / Gary Ramage

"We can't saddle future generations of Victorians with a mountain of debt for a white elephant project such as this, they deserve to know what it will cost.

"Australians deserve to know how much this project is going to cost, particularly those impacted by the cancelled infrastructure projects that were desperately needed in Victoria," the joint statement said.

The project has become a key battleground between the government and opposition, with Liberal leader Matthew Guy pledging to halt all progress and divert the funds to the state's failing hospital system.

The Labor Party has also faced severe criticism for its flagship infrastructure build, with former top economist at the Commonwealth Finance Department, Stephen Anthony, calling the project the "blue-ribbon loser of fiscal policy" in Australia.

"It is the worst infrastructure project of all time. It is a disgrace," Mr Anthony told 3AW on Wednesday.

"Victoria has had very poor political leadership over the last two decades there just no question and because of it our kids are going to have declining living standards."

Penny Wong unleashes at 'outrageous' senator after grilling on election promise

By COURTNEY GOULD,
NCA NEWSWIRE
2:57PM NOVEMBER 22, 2022

Penny Wong has unleashed on an “outrageous” senator as tensions boiled over in the upper house.

Lumped with additional hours to get through the mountain of legislation before the end of the parliamentary sitting year, senate question time on Tuesday was more unruly than ever.

It was an uphill battle for president Sue Lines to maintain control, as the senators yelled at each other across the aisle over anything and everything.

“We are not at a football match. We are in senate question time. You are to be silent,” she yelled.

Of particular interest to the Coalition was comments made by Infrastructure Minister Catherine King, in which she said she was “pretty confident” the \$125bn Victorian Suburban Rail Loop was “right for investment”.

Senator McKenzie took up the issue on Tuesday, quizzing government senate leader Penny Wong about what assessment the government had taken before reaching that conclusion.

“On what basis of rigorous assessment, other than her own confidence, did the government approve \$2.2bn in funding in the budget for the suburban rail loop project?” she asked.

“I do recall the extent to which all of us have tried to campaign for state elections in this chamber and I’m not sure if any of us have been very successful,” Senator Wong responded.

But repeated interjections from the Coalition senator caused Senator Wong to launch her own counteroffensive.

“You are in a permanent state of outrage, aren’t you? There’s never any light and shade with this particular senator. We’re always right up there aren’t we,” she hit back.

“It is interesting to get a question which goes to business cases ... from a (former) minister who never demonstrated that during her period in government. The public record speaks for itself.”

After being handed a document from colleague Don Farrell, Senator Wong added the government was “honouring an election commitment” but noted it would be subjected to an assessment by Infrastructure Australia.

Meanwhile, senators McKenzie and David Van drew the president’s ire for repeatedly referring to Victorian Premier Daniel Andrews as “Chairman Dan”.

“I ask you to refer to people by their correct titles,” she said before asking Senator McKenzie to withdraw her remark.

“You know the rules,” Greens senator Lidia Thorpe, who caused a stir earlier in the year for her comments in the chamber about the Queen, joked in a moment of self-awareness.

Around halfway through question time, the parliamentary delegation from New Zealand had either had enough, or had something better to do, packing up from the public gallery and moving on.

You can almost hear the senators counting down until the end of the parliamentary sitting calendar.

'Business case didn't stack up': McKenzie slams Suburban Rail Loop

Samantha Hutchinson and Mark Ludlow

Updated Nov 22, 2022 – 4.05pm,
first published at 9.26am

Coalition infrastructure spokeswoman Bridget McKenzie has attacked the Albanese government's decision to hand out \$2.2 billion to Daniel Andrews' Suburban Rail Loop project ahead of the Victoria's state election as "politics", saying the business case "didn't stack up".

"There was no reason other than politics for that project to be announced in the October budget. That could have waited until the review [of Infrastructure Australia] had been completed," the senator told *The Australian Financial Review's* National Infrastructure Summit [<https://www.afr.com/afrlive/infrastructure-summit>].

Ms McKenzie said the \$125 billion rail project [<https://www.afr.com/politics/andrews-fends-off-resident-s-suburban-rail-loop-house-price-concerns-20221117-p5bz4d>] should have been put through a reconstituted Infrastructure Australia and announced in the March budget, claiming its business case, which has not yet been reviewed by the infrastructure body, "didn't stack up."

Bridget McKenzie speaking at the Australian Financial Review Infrastructure Summit. **Oscar Colman**

Senator McKenzie said: “The only reason it was in the October budget is because in my home state of Victoria, it’s Daniel Andrews the premier’s pet project to win seats in Melbourne and the election is on Saturday.”

[<https://www.afr.com/politics/victorians-undecided-on-the-woman-who-would-be-premier-20221118-p5bzhc>]

The project was a “classic case” of the government’s arbitrary approach to decision-making and infrastructure funding, Senator McKenzie said.

“It does not bode well for the future of any like body at the federal level that within five months of them coming to power they ignore their own policy on accepting from a seemingly independent body like Infrastructure Australia’s determination around specific projects,” she said.

Senator McKenzie said the Albanese government’s decision to scrap some \$10 billion of projects from the infrastructure pipeline was destroying investor confidence and that it should have tapped state governments first to assess alternative funding options.

“They’ve shattered the future certainty the pipeline was intended to deliver,” Senator McKenzie said.

“This helped make the bottom line of the first Labor budget appear better, but, it dodged the harder task of working with state governments to drive productivity

Federal Infrastructure Minister Catherine King on Monday said a rush of big-ticket [\[https://www.afr.com/companies/infrastructure/albanese-s-government-wary-of-overheating-infrastructure-20221118-p5bzd9\]](https://www.afr.com/companies/infrastructure/albanese-s-government-wary-of-overheating-infrastructure-20221118-p5bzd9) projects could overheat an already over-stretched construction market.

Queensland Deputy Premier Steven Miles on Tuesday said he was worried about rising expenses. He said the price to build key venues for the Brisbane 2032 Olympics, which cannot be delayed, could blow out due to soaring construction prices and a looming global recession.

The Queensland bid for the Olympics promised a \$1 billion upgrade of the Gabba stadium as part of the International Olympic Committee’s preference for host cities to use existing facilities.

That estimated cost has crept up to \$2.5 billion, according to recent media reports, and could be higher once contracts are locked in over the next few years.

Queensland deputy premier Steven Miles, right, refused to comment on how much an upgrade of the Gabba for the Brisbane Olympics would be likely to cost.

The federal government has committed in principle to commit to half of the cost, but Prime Minister Anthony Albanese recently said the Commonwealth contribution might fall well short of expectations.

Mr Miles said: “We’re still working through that detail and it is variable depending on what we do.

“What we’re learning is, and anyone who’s renovated a house has probably discovered this, that sometimes renovating might look cheaper on paper, but when you get into the detail of it, achieving what you want to achieve could be even harder and more expensive. So, we’ll be in a position to outline more of that really soon.”

He said the 10-year lead time to the 2032 Games could work in Brisbane’s favour.

“This build itself will be in the second half of the decade. If there’s people here who can accurately predict what building costs will be in the second half of the decade, meet me outside, I would appreciate the insight.”

Mr Miles said he was confident Brisbane could deliver a successful Olympics. He said there would be significant opportunities for the private sector to help deliver upgraded roads and rail infrastructure, including a faster train connection from Brisbane to the Gold and Sunshine coasts.

“Clearly, the scale of growth and opportunity in Queensland this next 10 years provides ample opportunity for both public and private sector investment. Indeed, it will need both,” he said.



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Politics Victoria [Victorian election](#)

Metro 2 rail tunnel in Coalition sights, but parties cut back on transport spending



Paul Sakkal

November 21, 2022 – 9.00pm

The state opposition committed on Monday to planning the Metro 2 rail link, a new tunnel under Melbourne's CBD connecting Clifton Hill to the inner-west around Newport which has been costed previously at between \$12 billion and \$20 billion.

The promise to begin planning the project if the Coalition is elected comes late in the campaign and is the first large-scale transport promise to be made by either side. Metro 2 [is supported by](#) Infrastructure Victoria, transport experts and [Lord Mayor Sally Capp](#).

Released under the freedom of information Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts

Opposition frontbencher Matt Bach. WAYNE TAYLOR

“Unlike Labor, a Matt Guy government will listen to the experts,” Coalition transport infrastructure spokesman Matt Bach said.

“We’ll immediately start planning for the projects Victoria needs, that are backed by Infrastructure Victoria. Metro 2 and the City Loop Reconfiguration/Northern Capacity Upgrade have the potential to deliver massive benefits ... in areas of significant growth that have long been forgotten by the Andrews Labor government”.

Independent analysis by the Grattan Institute shows Labor, the Coalition and the Greens pledging tiny fractions of what they committed to transport infrastructure during the 2018 Victorian election, which was [dominated by huge projects such as the Suburban Rail Loop](#).

Labor is pledging just 2 per cent of the total amount it promised at the last election and the Coalition is allotting 25 per cent.

“An election campaign can sometimes feel like Groundhog Day, but this Victorian election is genuinely different,” Marion Terrill, the Grattan Institute’s transport expert, writes in the analysis.



Premier Daniel Andrews argues the case for the Suburban Rail Loop in June. AAP

“While there are still plenty of transport promises being made by the major parties, they’ve dialled them way down from the dizzy heights of 2018.”

A pillar of the Coalition’s 2022 election campaign has been pausing or cancelling the first stage of the Suburban Rail Loop and using the billions of dollars saved to build hospitals.

For the government, the cheaper election promises are a reflection of how many major road and rail projects it has already started building, including an [airport rail link](#) and the [North East Link road](#).



Marion Terrill at the Australian Financial Review's Infrastructure Summit on Monday. AUSTRALIAN FINANCIAL REVIEW.

Terrill's breakdown of transport promises at this election shows the Coalition – which is pledging [\\$10 billion for road upgrades](#), a big increase on current spending levels – favouring road spending across the city and regions, Labor prioritising city-based public transport, and the Greens committing largely to public and active transport focused on Melbourne.

“The two major parties have promised 32 projects valued at \$100 million or more, but there is just one that they agree on: Stage 2 of the Barwon Heads Road duplication,” Terrill writes.

“[The 2018 election] wasn't much better, with the parties agreeing only on North East Link and Airport Rail Link. NSW does things differently: in the 2019 NSW election campaign, Labor and the Coalition agreed on three of the four largest projects promised.”

“One reason why the Victorian parties diverge so markedly on transport priorities is that they don't pay much attention to the views of the independent advisory bodies, Infrastructure Victoria and Infrastructure Australia.”

A Labor spokeswoman said the government's Metro Tunnel “paves the way for Metro 2 and begins untangling our metro rail network”.

“The Coalition] has promised to cut the Suburban Rail Loop, they've promised to cut level crossing removals — why should Victorians believe that Matthew Guy's Liberals will build a single piece of infrastructure?” she said.

The Morning Edition newsletter is our guide to the day's most important and interesting stories, analysis and insights. [Sign up here.](#)



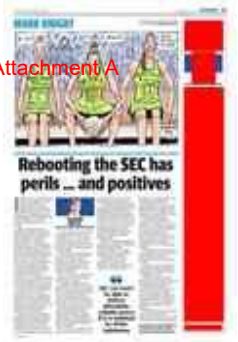
Paul Sakkal is a Victorian political reporter for The Age. Connect via [Twitter](#).

Taking the facts out for a spin

By MATT JOHNSTON

FOI 23-302

Document 75 - Attachment A



Herald Sun

Tuesday 1st November 2022

396 words

Page 27 | Section: OPINION

180cm on the page

Taking the facts out for a spin



MATT JOHNSTON

POLITICS and spin over substance reached a new peak in Victoria this week.

Premier Daniel Andrews stood with a straight face and rebranded the bipartisan Melbourne Airport Rail Link as part of Labor's Suburban Rail Loop.

This was "SRL Airport", Andrews and his chosen successor as premier, Jacinta Allan, said.

A nationally significant project

was reconceptualised as a gateway to the 'burbs, as part of Dan's special project.

Why did Andrews and Allan do this?

For a start, the government is desperate to remind everyone it is building SRL – which it sold in 2018 as a 90km loop between Cheltenham and Werribee.

It wants to convince the world that the airport rail link was part of that plan, and that the "loop" is intact.

Opposition transport infrastructure spokesman Matt Bach calls that gaslighting.

Public Transport Users Association spokesman Daniel Bowen, the human antithesis of spin, called it an attempt to piggyback on to a popular project.

More subtly, Dan is trying to convince voters that Matthew Guy – who wants to shelve the first stage of the SRL from Cheltenham to Box Hill – is somehow against airport rail. No doubt a shonky social media campaign is already announcing that "only Labor will build SRL Airport".

The manipulation of facts has always been a forte of this Premier.

Now it's meme-worthy.

The job of selling the SRL as a

"loop" will start to get a bit trickier down the track.

Take a Broadmeadows passenger heading to Werribee.

According to the government, that passenger would be able to get to Tullamarine from Broadmeadows via "SRL North" in a couple of decades.

At that stage, "SRL Airport" would also be built, with an elevated station on the south side of the airport.

That elevated structure prohibits other lines – such as SRL North – connecting into the same station.

This means our Broadmeadows friend would need to traipse between stations to board a train towards Sunshine.

At Sunshine they would need to change train again, to get to Werribee on a planned new line.

The alternative, of course, would have been to promise a stand-alone rail tunnel from Tullamarine to Werribee, which would have been unaffordable and unachievable.

Good policy looks to have dictated why that idea was junked.

MATT JOHNSTON IS HERALD SUN MAJOR PROJECTS REPORTER

Infrastructure spending tops \$55b

Tom McIlroy *Political reporter*



Oct 25, 2022 – 7.30pm

Airport rail links, highway upgrades and a key freight project in northern Australia led more than \$55 billion in infrastructure spending in Tuesday's federal budget.

As Infrastructure Minister Catherine King [<https://www.afr.com/politics/federal/deficit-to-blow-out-again-as-spending-pressure-grows-20221024-p5bs9a>] wound back controversial funding commitments made by the Morrison government, she announced a series of new deals in every state and territory, including \$2.2 billion for Melbourne's massive suburban rail loop project.



The federal budget included \$5.25 billion for a metro link to the new Western Sydney Airport. **Brook Mitchell**

The rail link – a central part of Victorian Premier Daniel Andrews' campaign for re-election next month – is yet to be signed-off by Infrastructure Australia and would be cancelled if the Victorian opposition wins government.

The first stage of the loop is expected to cost about \$35 billion and open in 2035.

[<https://www.afr.com/politics/federal/what-we-know-about-tuesday-s-budget-so-far-20221024-p5bsam>]

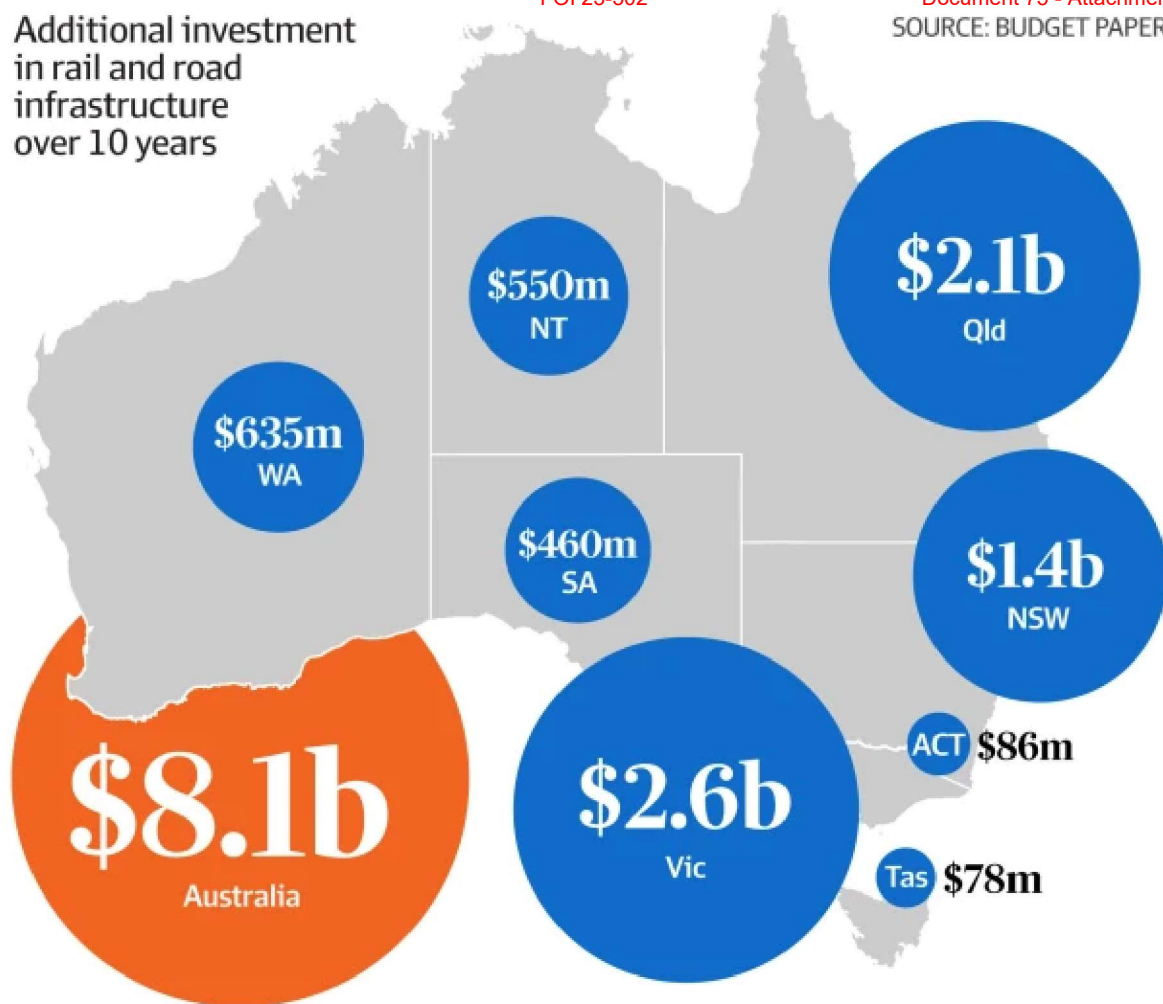
About \$5.25 billion will go to the Sydney Metro link to the new Western Sydney Airport, along with \$300 million for roads in the area and \$1.6 billion for the M12 motorway.

The long-planned Melbourne Airport rail link received a \$5 billion funding boost from Labor's first budget and nearly \$500 million will be spent on major upgrades to the Gippsland rail line.

The budget included a \$1.5 billion commitment for freight highway upgrades and the sealing of the Tanami Track in the Northern Territory and Western Australia.

Other nationally significant freight routes, including the Dukes, Stuart and Augusta Highways in South Australia and Central Arnhem Road in the Northern Territory will also be upgraded.

Additional investment
in rail and road
infrastructure
over 10 years



Selected commitments include



The second stage of Canberra's light rail will receive nearly \$220 million in additional federal funding and \$3.7 billion has been promised for Perth's Metronet.

About \$1 billion will go to the Bunbury Outer Ring Road in Western Australia, while South Australia's North-South Corridor project, from Torrens to Darlington, will receive \$4.9 billion in federal funding.

"Infrastructure is critical to building the nation we all want and the Albanese government's budget investments in infrastructure deliver the best outcome for the Australian people now and into the future," Ms King said.

“The budget takes an important first step in ensuring the Commonwealth’s infrastructure spending is responsible, affordable and sustainable.”

Efforts to cut wasteful or politicised spending by the Coalition led to the establishment of two new regional funding programs.

The Growing Regions Program will fund projects by regional councils and non-profit organisations in a competitive grants process. The regional Precincts and Partnerships Program will fund and deliver larger-scale projects.

The government this week cut the sixth round of the Building Better Regions Fund. The move will save about \$252 million, which Labor said was promised to boost the National Party’s election chances.

Ms King said the budget was the first step by Labor to fund a badly needed national infrastructure pipeline across the country, but came as the government sought to avoid adding to labour constraints and supply chain delays.

“After discussions with the states and territories, some spending has been moved into future years when the market will have greater capacity to support elevated levels of investment,” she said.

“Opportunity and connection come from good infrastructure. Making good decisions now is critical to making sure no one is held back and no one is left behind.”

Tom McLroy reports from the federal press gallery at Parliament House. *Connect with Tom on Twitter. Email Tom at thomas.mcilroy@afrc.com*

[Politics](#) [Federal](#) [Federal budget](#)

Infrastructure cuts loom as Suburban Rail Loop grant evens up Victoria's ledger

**Josh Gordon****Updated** October 25, 2022 — 9.20pm, first published at 7.30pm

Victoria has been handed \$2.2 billion for the Andrews government's flagship Suburban Rail Loop but will lose at least \$1 billion in funding for other infrastructure projects announced by the former Coalition government.

In a major shift in priorities for infrastructure spending, Tuesday's budget locks in funding for the controversial train line, which would – if completed – arc 90 kilometres around Melbourne from Cheltenham to Werribee via the airport.



The first section of the Suburban Rail Loop is due to cost \$35 billion and be finished in 2035. JASON SOUTH

The first stage, from Cheltenham to Box Hill, is expected to cost about \$35 billion. The state government has already promised to stump up \$11.8 billion, and it wants a one-third contribution from the Commonwealth. The remaining third is expected to come from private sector development opportunities around the line.

But the federal budget confirms the initial \$2.2 billion contribution from the Commonwealth will come at a cost to Victoria – the cancellation or delay of a raft of Victorian projects backed by the former government.

The budget provides few details on what projects have been cut or delayed or how this affects the bottom line. Those details are expected to be communicated to state governments individually.

But the government confirmed this week that the savings include \$640 million from scrapping the planned duplication of Wellington Road, which runs through several marginal electorates to the east of the city and \$475 million for a public transport link between Monash University's Caulfield and Clayton campuses.



The Victorian government's planned Suburban Rail Loop. The first stage, from Cheltenham to Box Hill, is expected to cost up to \$35 billion. THE AGE

The budget papers reveal that, in net terms, total national infrastructure spending is expected to fall by \$4.7 billion over the four-year budget period.

Savings include \$6.5 billion for unspecified existing projects the government will "re-profile" to beyond the forward estimates, "to better align the investment with construction market conditions".

The budget papers also reveal \$2.8 billion in savings from cancelling projects, mostly those funded through the previous government's Urban Congestion Fund and its commuter car park scheme.

For the first time in almost a decade, the budget makes no mention of Melbourne's East West Link project, removing the \$4 billion previously held as a contingency in a "locked box" by the Coalition.

Victoria has for years bitterly claimed it has been short-changed on federal infrastructure funding. The state, which makes up about one-quarter of Australia's population, was allocated just 5.9 per cent of new infrastructure spending in the Morrison government's final budget, delivered in March.

The inclusion of funding for Victoria's Suburban Rail Link appears to even up the ledger.

According to the budget, a total of \$8.1 billion has been set aside for new infrastructure investment over the next decade from 2022-23, \$2.6 billion – or 32 per cent – of which will go to Victoria.

But about 85¢ of every dollar of new infrastructure funding being given to Victoria will go to the Suburban Rail Loop. The project has not been assessed by either Infrastructure Victoria or Infrastructure Australia.

On Monday, federal Finance Minister Katy Gallagher insisted the project stacked up, pointing to the state government's business case, which estimated a return of up to \$1.70 for every \$1 invested.

This contrasts with the view of Victoria's auditor-general, who last month found the project would generate a loss, making 51¢ for every \$1 invested under more conservative assumptions recommended by the Treasury and Infrastructure Australia.

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Josh Gordon is a senior reporter for The Age. Connect via [Twitter](#).

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Gallagher claims ‘detailed business case’ supports Suburban Rail Loop spending

**Josh Gordon**

October 24, 2022 — 1.45pm

KEY POINTS

- Tuesday’s federal budget will include a \$2.2 billion contribution to Victoria’s Suburban Rail Loop project.
- While some planned projects will be cut from the budget, Finance Minister Katy Gallagher justified the SRL funding, saying the project has a detailed business case that forecasts it will deliver a positive cost-benefit ratio.
- The SRL has not been assessed by Infrastructure Australia.
- A report by the Victorian Auditor-General’s Office cast doubts on the way it was assessed by the state government.
- The \$2.2 billion to be allocated in the budget is just a fraction of the contribution the state government has stated it needs to secure from Canberra for the project.

Finance Minister Katy Gallagher has defended the Commonwealth’s decision to pour \$2.2 billion into the Andrews government’s flagship Suburban Rail Loop in Tuesday’s budget, insisting the project rigorously stacks up with a “very positive” cost-benefit ratio.

The federal budget will cut hundreds of millions of dollars from Victorian infrastructure projects promised by the former Coalition government, including \$475 million for a rail line to link Monash University’s Caulfield and Clayton campuses and \$110 million previously earmarked for the Wellington Road duplication, in Melbourne’s outer south-east.



Finance Minister Katy Gallagher is insisting Victoria's Suburban Rail Loop has been rigorously assessed.
ALEX ELLINGHAUSEN

Gallagher told ABC Radio National on Monday that the government had found \$22 billion in savings in a budget audit.

"There's definitely projects that we will be stopping," she said.

But the federal government is adamant the Andrews government's controversial Suburban Rail Loop project – a 90-kilometre orbital rail link running from Cheltenham to Werribee via the airport – has been rigorously assessed.

Prime Minister Anthony Albanese and Infrastructure Minister Catherine King [earlier this month announced a \\$2.2 billion contribution](#) to the first stage of the project, which runs from Cheltenham to Box Hill and is expected to cost up to \$35 billion.



The Victorian government's planned Suburban Rail Loop. The first stage, from Cheltenham to Box Hill, is expected to cost up to \$35 billion. THE AGE

Asked whether this was a good use of spending, given the link hasn't been assessed by the federal umpire – Infrastructure Australia – Gallagher said the Commonwealth had been working closely with the Andrews government, which had released its own business case. She said the project had a "very positive" cost-benefit ratio.

"This is one that we have been working with the Victorian government on," Gallagher said. "There is a very detailed business case that underpins this project and a very positive cost-benefit ratio for the project."

She said the Victorian government had also been talking to Infrastructure Australia about the project.

But despite Gallagher's insistence that the loop has been rigorously assessed, questions persist about whether it stacks up.



The first section of the Suburban Rail Loop is due to cost \$35 billion and be finished in 2035. JASON SOUTH

The Victorian Auditor-General's Office last month released a report finding the project had not been properly assessed.

The state government's business case estimated the project would return between \$1 and \$1.70 in benefits for every \$1 invested.

But the auditor found the project would return a loss-making 51 cents for every \$1 invested when the benefits and costs were calculated in accordance with state Treasury's guidelines, excluding so-called wider economic benefits and applying a more conservative discount rate, which is the interest rate used to translate future costs and benefits into current dollars.

Infrastructure Australia has included the problem of "Melbourne middle and outer suburban transport connectivity" on its infrastructure priority list as an "early-stage proposal".

As a second step, the Victorian government is supposed to conduct a thorough analysis of various options to solve the problem, ahead of a business case.

A spokesperson for the federal major projects body confirmed Infrastructure Australia had engaged with the Victorian government and the Suburban Rail Loop Authority over a submission exploring "potential investment options".

The state government's decision to apply a discount rate of 4 per cent in its business case to the project is also a potential sticking point. The rate, which is lower than the normal 7 per cent recommended by Infrastructure Australia, results in a higher return on the project.

The spokesperson said: "Infrastructure Australia's assessment framework recommends the use of a 7 per cent discount rate as the central rate for analysing infrastructure proposals."

Infrastructure Victoria has also not considered the project. Victoria's first 30-year infrastructure strategy was prepared by Infrastructure Victoria in 2016, and did not include a recommendation for a suburban rail loop.

The state budget, announced in May this year, detailed \$11.8 billion of state government funding for the rail project. But the Andrews government has signalled it will need a much larger contribution than the \$2.2 billion presently on the table from the Commonwealth for the project is to go ahead.

The state budget papers make it clear the government is banking on one-third of the first stage of the loop being funded by the federal government, and one-third coming from as-yet unspecified "value capture" provisions, potentially involving profits from commercial development opportunities around the new line.

That suggests at least a further \$9 billion will be required from the Commonwealth in coming years.

Liberal senator Jane Hume accused the federal Labor government, which in opposition demanded projects were assessed by Infrastructure Australia before being funded, of double standards.

"If Labor are genuine about this idea of quality of spending ... how an earth they could support a \$2.2 billion investment in the [Victorian] suburban rail loop has us all scratching our heads," she told ABC's Radio National.

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Josh Gordon is a senior reporter for The Age. Connect via [Twitter](#).

Labor's \$2.2b Victorian rail pledge not properly assessed

Ronald Mizen *Economics correspondent*



Oct 16, 2022 – 7.25pm

The Albanese government's \$2.2 billion commitment to Victoria's suburban rail loop has not been signed off by the independent assessor, Infrastructure Australia, and the project is yet to be approved under the National Land Transport Act, despite the money being committed in this month's budget.

Infrastructure Minister Catherine King on Sunday re-announced \$9.66 billion in election promises to be funded in the budget on October 25, including projects worth \$2.5 billion for Victoria and \$1 billion for NSW.



The state opposition has pledged to scrap the \$35 billion first stage of Labor's suburban rail loop. **Jason South**

The \$2.2 billion for the suburban rail loop was the single largest project in the package, though it was less than asked for. The first stage of the loop is expected to

cost about \$35 billion and open in 2035.

The recommitment of funds comes just weeks ahead of the state election, which could decide the future of the project. The state Liberal opposition has promised to axe the new rail lines and put the money into health.

Under the National Land Transport Act, for a project to get funding approval the Minister must consider a range of factors, including the results of any assessment of the economic, environmental or social costs or benefits.

The suburban rail loop is subject to ongoing analysis by Infrastructure Australia, though no formal recommendation has been made, and a report from Victoria's Auditor General criticised the completeness of the business case, which the Commonwealth relied on to make its funding commitment.

Ms King cited an ongoing review of Infrastructure Australia when asked about the spending, and played down the scope of the commitment saying it was "early works" and only for the "first tranche" of the project.

"We're honouring our election commitment. This project really will be transformational for Victoria," she said. "It's a project we're really committed to. We know the Victorian state Labor government is committed to it."

Prime Minister Anthony Albanese labelled the loop a "nation-building project" and accused the Coalition of politicising the Infrastructure Australia board. Mr Albanese also said he would not countenance a repurposing of the Commonwealth money to the state's health system.

Billions to be axed or re-profiled

Billions of dollars in projects will be axed or delayed in the federal budget, as the Albanese government puts its stamp on the infrastructure pipeline amid skills shortages, supply constraints and accusations of rorts and waste.

When pressed on how the new funds would sit within the existing pipeline of work worth about \$120 billion over a decade, Ms King said she was taking a hard look at what was realistic and deliverable.

"There are lots of things the previous government announced with a lot of fanfare, but when you actually look at the capacity constraints, the amount of money available, they're really going to take a long time to build," she said.

“There will be some re-profiling that’s built into the budget, so pushing those out a bit with more realistic timeframes for actual delivery of them, and there will be some cuts.”

Finance Minister Katy Gallagher said the new proposals were “largely working within the infrastructure program” to mitigate the inflationary pressure, but there would be some additional money spent.

In recent years, governments have struggled to deliver projects on time and on budget amid costs blowouts and shortages.

Global supply constraints, skyrocketing material costs, skills shortages and delays have hammered the infrastructure pipeline

[<https://www.afr.com/companies/infrastructure/labor-to-take-close-look-at-every-infrastructure-project-20220523-p5ano8>], with states and territories on track to spend \$40 billion less than promised over four years. [<https://www.afr.com/policy/economy/infrastructure-spending-bonanza-falls-40b-short-20221003-p5bmos>]

Indeed, global ratings agency S&P assumes only 70 per cent to 90 per cent of what’s budgeted for by state governments will actually get delivered.

“We are working closely with states and territories about the delivery of these programs because, obviously, there are issues around skills and supply, and we will work through those,” Senator Gallagher said.

“But largely it is working within the envelope that has been factored into the budget. So, we’re not adding in a whole lot new, we’re reshaping and delivering on our commitments.

“Inside the infrastructure investment program there is some additional money going in, in line with our election commitments, but ... we’re not going to be adding to inflation.”

Projects facing the axe

The Coalition’s urban congestion fund and commuter car parks program, which were subject to scathing Auditor-General reports, as well as its regional grants program, are front and centre for funding cuts, Ms King suggested.

“There will be car parks we’re not proceeding with and basically the reason I’m doing that is they’ve actually been underfunded. So, if I were to proceed with some of those, I actually have to find an additional billion dollars.

“There is a big mess in terms of the regional grants programs, and I’ve had to have a hard look to know where did the previous government invest [and] where it’s going to actually help economic development in the regions.



RELATED**Infrastructure spending bonanza falls \$40b short**

<https://www.afr.com/policy/economy/infrastructure-spending-bonanza-falls-40b-short-20221003-p5bmos>

“So some of the things that the previous government funded we will fund, some of them we won’t.”

Senator Bridget McKenzie, shadow minister for infrastructure, accused Labor of scrapping key regional infrastructure to pay for Labor’s election commitments in the Victorian state election.

“The only cuts they are making, supposedly to improve the budget bottom line, are in regional programs,” Senator McKenzie said.

“The feedback from travelling across the country shows that hundreds of local communities are deeply concerned that their important projects, which they have applied for in good faith, were being branded as ‘waste.’”

Ronald Mizen is economics correspondent for the Australian Financial Review based in Parliament House, Canberra. He writes on economics, politics and business. *Email Ronald at ronald.mizen@afr.com*



Victorian politics

Victoria's auditor general pokes holes in Suburban Rail Loop business case

Information provided to government 'did not demonstrate the economic rationale' for controversial project, report finds

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Adeshola Ore

Wed 21 Sep 2022 15:33 AEST

Two of Victoria's largest infrastructure projects have been lambasted by the state's auditor general as it concluded the business cases for the Andrews government's flagship [Suburban Rail Loop](#) and Melbourne Airport Rail projects did not support "fully informed investment decisions".

The reports, tabled in parliament on Wednesday, came as the Victorian government on Tuesday published the business case for Melbourne's long-awaited airport rail link - due to be completed in 2029.

Melbourne Airport is at odds with the government's preference for an elevated airport station, arguing an underground option would provide a better passenger experience and "safeguards" for future connectivity.

The auditor general's report into the business cases concluded the content was neither sufficient nor provided in a timely manner on four of the transport projects it reviewed.

The report said the Department of Transport and Suburban Rail Loop Authority had not provided the state government with the full business case for the project, only its first two stages in April 2021, meaning the departments did not "demonstrate the economic rationale for the entire project".

"They have told us that they had no plans to do so," the report said.

It said not providing the entire business cases meant advice to the government was not "sufficiently comprehensive".

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The report also noted the early development of the Suburban Rail Loop was "atypical" for the largest infrastructure project in the state because no transport agencies were involved in its planning and development.

Regarding the Melbourne Airport Rail project, the auditor general found the business case completed by the Department of Transport and Rail Projects Victoria late last year was “too late to inform key government decisions on the project”.

However, the public sector agencies involved in the business cases refuted the auditor general’s assessment, describing it as misleading. They said the Melbourne Airport Rail project was large and complex, and the Suburban Rail Link was beyond merely a transport project and would include city-shaping works.

The discount rate - a buffer used to estimate future projects costs - in the economic appraisals of the Suburban Rail Loop and Melbourne Airport Rail was set at 4%, after being approved by the transport and infrastructure minister, Jacinta Allan, and accepted by the treasurer, Tim Pallas. This is despite the department of treasury and finance recommending a discount rate of 7% - a benchmark also used by [Infrastructure Australia](#).

Additionally, the auditor general concluded the benefit-cost ratio of the Suburban Rail Loop to be 0.51 when calculated in line with the department of treasury and finance’s guidelines and excluding wider economic benefits used by government agencies in its business case that said the ratio is between 1 and 1.7.

Speaking to reporters on Wednesday morning, Allan said the Suburban Rail Loop and Airport rail were “big, multi-year projects” that required an approach that was “appropriate for projects of that size and scale”.

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“When you have a standard business case approach, it’s really an approach that has to be tailored to the project that’s being delivered,”

she said.

A second auditor general report found that the department of treasury and finance did not report on the state’s major projects performance in a transparent way, which hindered parliament and the wider community’s ability to hold public sector agencies to account.

The report recommended the department of treasury and finance maintain a publicly available dashboard to show how major projects - worth over \$100m - are performing. The data would include an estimation of the total investment and the completion date for each project.

Suburban Rail Loop is set to be a key battleground of the November election after the opposition pledged to shelve stage one to instead spend the money on health.

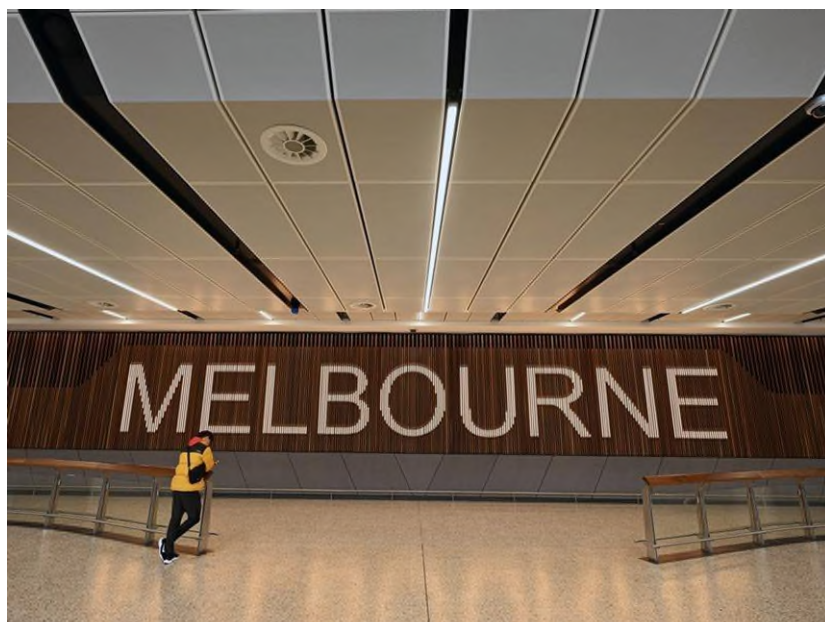
The proposed 90km underground orbital railway line, running between Cheltenham in the south-east and Werribee in the south-west via Melbourne airport, has been described as the state’s biggest public transport project.

The auditor general reports were among 52 reports tabled in parliament on Wednesday - the last parliamentary sitting day before the Victorian election in November.

Clash over Melbourne Airport rail design

By Mibenge Nsenduluka and Rachael Ward

Updated September 21 2022 - 3:18pm, first published 3:17pm



Melbourne Airport management favours an underground station as part of a new rail link. (Joel Carrett/AAP PHOTOS)

Melbourne Airport and the Victorian government are at odds over the design of the city's proposed rail link connecting Tullamarine to the city.

The Andrews government is planning to build an elevated station at the airport but its operators favour an underground station at the facility.

A new train station will also be constructed at Keilor East and a sky rail bridge built over the M80 Freeway as part of the project.

Airport officials said on Wednesday they were still to come to an agreement with the government on the location and design of the connection.

"Melbourne Airport's preference has been, and remains, an underground station," ground transport chief Jai McDermott said.

"(It) provides a superior passenger experience, safeguards for future connectivity and is appropriate for Victoria's international gateway.

"It is important that the new rail station works for all airport users, not just those who arrive by train."

The business case, released on Wednesday, found the project will cost between \$8 billion and \$13 billion and have a benefit-cost ratio of up to \$2.10 for every \$1 spent.

It said building an elevated station at the site would be quicker and less expensive to build, while there would be less impact on passengers during construction.

The Victorian and Australian governments are each contributing \$5 billion towards the project.

Victoria's Transport Infrastructure Minister Jacinta Allan said the project, which is expected to be completed in 2029, would connect hundreds of thousands of people to Melbourne's train network for the first time.

The state government said trains would run every 10 minutes and the journey would take about 30 minutes.

It would also include 12 kilometres of extra track and an upgrade to Sunshine Station and fares would be finalised closer to completion.

In response to Melbourne Airport's push for an underground station instead of above ground, Premier Daniel Andrews said he'd sought advice from expert engineers.

"I know the airport's got a different view. I don't necessarily know that they're paying for the project, so they may have all sorts of views," he said.

In 2018, Melbourne Airport was part of a consortium offering \$5 billion towards the project with the aim of a tunnel.

Meanwhile, in two separate reports tabled on Wednesday, state Auditor-General Andrew Greaves slammed the state government's handling of major projects.

An audit of business cases for the airport rail and suburban rail loop found they lacked sufficient analysis of alternative project options.

It also found the builds had lower a return on investment when calculated in-line with Department of Treasury and Finance guidelines.

The suburban rail loop's business case calculates its cost-benefit ratio as between 1 and 1.7 but the audit found when calculated using normal guidelines it was in fact 0.51 - meaning for every \$1 spent, the return is only 51c.

For Melbourne airport rail, the cost-benefit ratio dropped to 0.48 when the DTF guidelines were used.

Shadow Treasurer David Davis accused the government of misleading Victorians.

"This is the King Daddy of risky projects. It is the biggest project in the state's history," he told reporters.

"It has been shonky and poor from the start ... tax payers end up suffering by paying more to fund this project."

Australian Associated Press

— Exclusive

Andrews to press Albanese for more cash for \$125b rail loop

Patrick Durkin *BOSS Deputy editor*



Sep 19, 2022 – 5.00am

Victorian Premier Daniel Andrews is expected to ask Prime Minister Anthony Albanese to commit more money to his signature \$125 billion suburban rail project in next month's federal budget, just a month out from the state election.

Mr Albanese has already committed \$2.2 billion to the project, and warned that it could not be used for any other purpose, after the state Liberals announced they would tip the initial \$34.5 billion allocated to the project's first stage into fixing Victoria's health crisis if they win the November election.



Premier Daniel Andrews meets workers as ground is broken on the Suburban Rail Loop project in early June. **AAP**

The funding stoush sets up a potential rerun of former prime minister Tony Abbott's "\$3 billion locked box [<https://www.smh.com.au/business/the-economy/andrews-urges-morrison-to-open-locked-box-of-infrastructure-funding-20181208-p50l2i.html>]" for the dumped East West Link and his claim that the 2014 election became a "referendum" on that project.

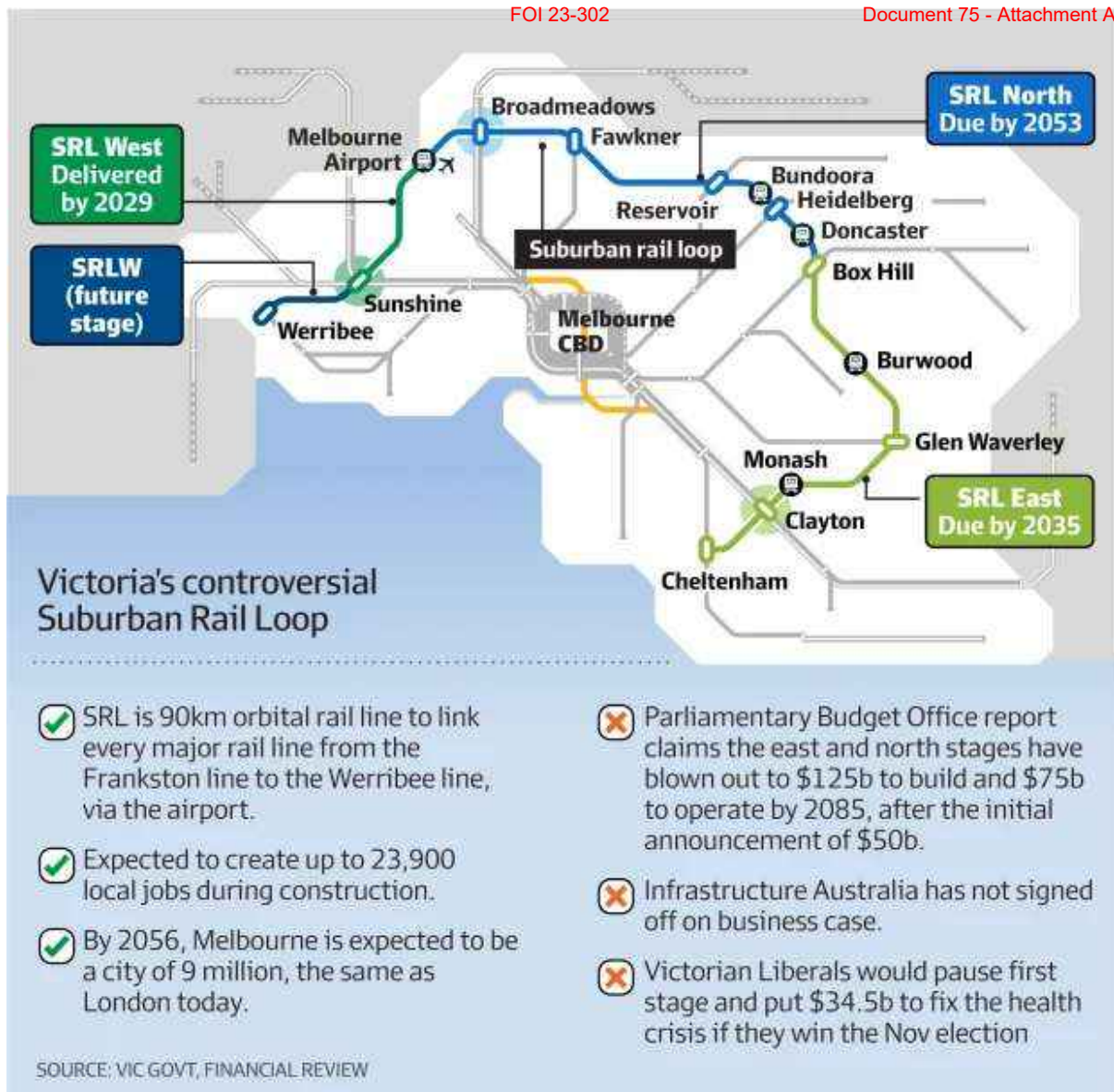
The Andrews government has begun work on the first stage, SRL East, running from Cheltenham to Box Hill, which the business case states will cost between \$30 billion and \$34 billion. It is expected to be completed by 2035.

The state government has allocated \$11.8 billion for this part of the project, with the rest expected to come from the private sector and federal government – although it is likely that any commitment in this year's budget would be modest given Treasurer Jim Chalmers' vow to pare infrastructure spending.

The Suburban Rail Loop Authority (SRLA) and KPMG told *The Australian Financial Review* during a two-hour briefing on Friday – a shorter version of which is being presented to key stakeholders around Melbourne – that they stand behind the 400-page business case and cost-benefit analysis released last year.

The assertion comes despite fresh analysis from Victoria's Parliamentary Budget Office (PBO) and experts who point to cost blowouts in questioning the benefit of the project.

"Melbourne's population by 2056 is forecast to reach 9 million people, the size of London today," SRLA chairman James MacKenzie told the *Financial Review*. "We have a hub and spoke network but not the connections of that wheel. It's not just about the rail infrastructure, it's about the change it will deliver, reshaping Melbourne over time to a city of centres."



“If you look at anywhere in the world – New York, London, Paris, Hong Kong, Singapore – they all have that connection. We liken it most to the circle line on the London Underground. They are also doing the exact same thing in Paris as we speak.”

The 90-kilometre orbital rail line around Melbourne has become the November state election’s hottest issue, after Opposition Leader Matthew Guy claimed the project was the “most expensive, yet least scrutinised project in Australia’s history. You can’t get a train to the hospital.”

It comes amid independent reports that the cost of the project has blown out from an initial price of \$50 billion to at least \$125 billion.

The 400-page business and investment case released last year claims the East and North sections of the loop will have a positive cost-benefit ratio of between 1 and 1.7, meaning for every dollar spent on the project the government will receive a return of between \$1 and \$1.70.

But critics warn that the business case has not been ticked off by Infrastructure Australia. New analysis last month by the PBO claimed the first two stages of the project had a cost-benefit ratio between 0.6 and 0.7, meaning for every dollar spent the state would see a return of between 60¢ and 70¢.

An artist's impression of a driverless train running on the proposed Suburban Rail Loop.

But the SRLA argues that other cost-benefit calculations have not brought both the cost and benefit back to present-day dollars. It said the project had been added as an early-stage proposal in June 2022 to Infrastructure Australia's priority list and was progressing through the next stages, including signing off on the business case.

Asked recently about the claims of cost blowouts, Mr Andrews said the project was crucial. "It's costed, it's funded, it's happening, and the only way to make it cost more is to scrap it," he said.

Mr Albanese's initial \$2.2 billion commitment during the federal election campaign was considered modest given former Labor leader Bill Shorten had pledged \$10 billion during the 2019 election campaign and, at the time, the now PM said he was open to further funding.

This "should give the Victorian government confidence that they'll have a partner with the national government", Mr Albanese said in May. "This is a project that will go for a long period of time."

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<https://www.afr.com/politics/victoria-s-suburban-rail-loop-will-blow-out-to-more-than-200b-report-20220818-p5bavl>

**RELATED****Liberals vow to divert \$34.5b from rail project to Vic health**

<https://www.afr.com/companies/infrastructure/liberals-vow-to-divert-34-5b-from-rail-project-to-vic-health-20220817-p5bakt>

Infrastructure Minister Catherine King delivered a speech this month that indicated the federal government wanted to focus on major “high-priority nation-building” projects and deprioritise smaller state projects to clear the infrastructure backlog. But insiders said the Albanese government backed the SRL project and it was a matter of the best political timing to commit to additional funding, with active consideration of the matter in the coming budget.

A spokeswoman for Ms King said on Sunday the government “will consider all funding requests in line with normal budget processes and priorities”.

A spokeswoman for the Victorian government said on Sunday: “We’re pleased that the Commonwealth government has backed the Suburban Rail Loop, and we look forward to working with them on this and future budgets to build the projects Victorians need and voted for.”

The second stage of the project, from Box Hill to Melbourne airport and dubbed SRL North, is expected to be completed between 2043 and 2053.

Mr Mackenzie said even if the building costs had increased beyond the initial wide range for the East and North sections of between \$30.7 billion and \$57.6 billion – a point that is not conceded – the benefits would proportionately increase over time.

**RELATED****Landowners face 50pc tax on Andrews’ rail loop**

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“The cost of \$30 to \$34.5 billion for SRL East hasn’t changed,” he said. “If the costs are escalating, you have to recognise that the benefits are also escalating.”

The SRLA and KPMG argue that among the benefits that have not been well highlighted is that the cost of living pressure for 1.5 million Victorians will ease by up to \$700 each, according to the exclusive briefing.

KPMG modelling shows that more than 365,000 daily work trips are being made between “middle suburbs”, and the vast majority of those are made in cars. They predict up to 430,000 daily trips could be made on the SRL.

“We’ve got to start to change how we move around the city as it grows to 9 million,” said Mr Mackenzie, who was present at the original conception of the project, following Sir Rod Eddington’s 2008 transport report.

The SRLA and KPMG also claim the precincts will become home to 545,000 jobs by 2056, with Monash – home to Monash University, MonashHeart hospital and the headquarters of CSIRO – to become the second-biggest job centre outside the CBD.

Other key precincts would run through La Trobe University, Deakin University and Melbourne Airport.

Patrick Durkin is Melbourne bureau chief and BOSS deputy editor. He writes on news, business and leadership. *Connect with Patrick on [Twitter](#). Email Patrick at pdurkin@afrc.com*

— Exclusive

Landowners face 50pc tax on Andrews' rail loop

Patrick Durkin and Gus McCubbing

Sep 1, 2022 – 4.30pm

Large landowners face being slugged with a 50 per cent property tax under unprecedented new powers granted to Victoria's Suburban Rail Loop Authority to rezone the land up to 1.6 kilometres around each proposed station, tax and property experts confirm.

The Victorian Opposition has stepped up claims that the state's takings from the windfall gains tax [<https://www.afr.com/property/commercial/getting-to-grips-with-victoria-s-windfall-gains-tax-20220824-p5bcbe>], which kicks in next year, will be supercharged because of Premier Daniel Andrews' signature suburban rail loop which has blown out in cost [<https://www.afr.com/politics/victoria-s-suburban-rail-loop-will-blow-out-to-more-than-200b-report-20220818-p5bavl>] to \$125 billion from \$50 billion, or an estimated \$200 billion to build and run.



Premier Daniel Andrews argues the case for the Suburban Rail Loop. **AAP**

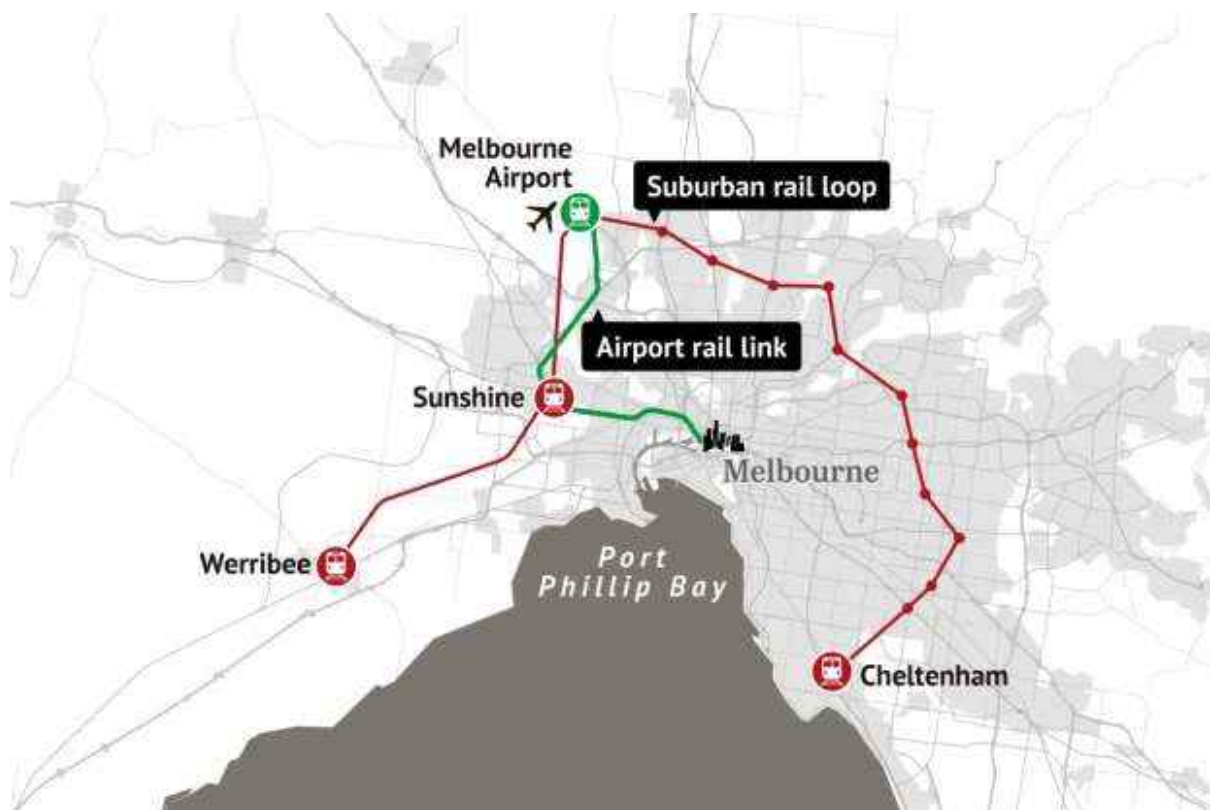
“That tax is the stalking horse for the tax that will probably go for the value uplift on the suburban rail loop and the properties along that corridor – that tax is the stalking horse for it,” Liberal leader Matthew Guy told a business breakfast last Friday.

Shadow Treasurer David Davis said the claims relate to the powers granted to the Suburban Rail Loop Authority to rezone land around each proposed station.

“There’s a radius around the [train] stations where they’ve taken a huge bite out of the municipalities where they’ve taken planning powers,” he told *The Australian Financial Review*.

The *Financial Review* has tested those tax claims with independent tax and property experts who confirm those concerns and warn that the windfall gains tax is causing havoc within the industry.

“A wide range of stakeholders are impacted by the new tax including landowners, developers and financiers. For residential projects, any WGT cost will ultimately flow through to new home purchasers,” said Matthew Cridland, tax lawyer at K&L Gates.



The Andrews government's planned Suburban Rail Loop.

The tax applies from next July and levies a tax equal to 50 per cent of the value uplift given to a piece of land by rezoning. The tax is triggered by the rezoning –

when the landowner receives the assessment they can elect to defer it for 30 years but if they sell, it must be paid.

The tax applies to all classes of property, other than residential land not exceeding 2 hectares, thus exempting most residential home owners.

It also does not apply to growth zone land where developers already pay a Growth Areas Infrastructure Contribution [<https://www.sro.vic.gov.au/growth-areas-infrastructure-contribution>] charge.

While the budget papers say the tax will only collect \$173 million over the next three years the experts said in reality the eventual tax take was likely to be in the billions because the tax could be deferred or only triggered on a sale.

Fifteen stations are planned as part of 90-kilometre rail loop with four intermediate stations proposed for the first stage of 26 kilometres from Cheltenham to Box Hill including Clayton, Monash, Glen Waverley and Burwood.

The Victorian Liberals announced they would pause the first stage [<https://www.afr.com/companies/infrastructure/liberals-vow-to-divert-34-5b-from-rail-project-to-vic-health-20220817-p5bakt>] of the controversial project [<https://www.afr.com/politics/federal/miserable-morrison-and-pushover-albanese-in-rail-stoush-20220510-p5ajzy>] and pour the initial \$34.5 billion of funding into health.



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Prime Minister Anthony Albanese insisted the project “stacked up” with a benefit-cost ratio of 1.7 when he committed to contribute an initial \$2.2 billion to the project and has declared the federal money cannot be spent elsewhere.

However, the business case prepared

[https://bigbuild.vic.gov.au/__data/assets/pdf_file/0005/578273/SRL-Business-and-Investment-

Case-Key-Findings.pdf] by the Suburban Rail Loop and backed by KPMG modelling shows the margin is much finer, with a cost benefit ratio of between 1.1 and 1.7.

The independent Parliamentary Budget Office recently released more of its assessment of the project and found the first two stages have a benefit-cost ratio between 0.6 and 0.7, indicating the project's cost would outweigh the benefit.

The scrapped East West Link had a benefit-cost ratio of 1.4, a number classified as "low" by Infrastructure Australia.

The Andrews government has not submitted a business case to Infrastructure Australia for the Suburban Rail Loop, and a range of experts question the benefits of the project.



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The Victorian Liberals sought to move an amendment to the tax laws so that "the tax collected should be kept in the local area – so if it's raised in Bendigo, the money will be reinvested in Bendigo" which was lost.

Mr Cridland said that aspect was concerning. "Any WGT payments will go into consolidated revenue, meaning the government can spend the money as it sees fit. There is no requirement for the revenue to be applied towards projects in the local area where the tax was imposed," he said.

Mr Cridland said the income tax implications of the new tax were also unclear. He warned that if a developer paid a landowner an additional amount to cover a WGT liability, the additional payment may be subject to GST and stamp duty which he described as a "tax on a tax".

For example, he said that if a contract price was \$10 million, plus GST and the WGT was imposed and cost \$2 million, the purchaser would need to pay \$12 million, plus GST of \$1.2 million. Stamp duty would then be imposed on the \$13.2 million total.

Mr Cridland was also concerned at the lack of regulations, despite the tax receiving royal assent in November last year, to clarify issues such as whether deductions will be available to landowners that have incurred significant costs, such for remediation or to obtain the rezoning.

The Property Council in Victoria said they were also deeply concerned by the lack of regulations.

“With only 10 months to go until the tax comes into effect, we have communicated to the government that what our members want is certainty so they can make sound decisions to help deliver on housing supply and urban renewal across Victoria,” said Adina Cirson, acting Victorian director of the Property Council of Australia.

Patrick Durkin is Melbourne bureau chief and BOSS deputy editor. He writes on news, business and leadership. *Connect with Patrick on [Twitter](#). Email Patrick at pdurkin@afr.com*

Gus McCubbing is a journalist at the Australian Financial Review in Melbourne. *Connect with Gus on [Twitter](#). Email Gus at gus.mccubbing@afr.com*

First section of rail project could stand alone:...

By Chip Le Grand , Sumeyya Ilanbey

Saturday Age

Saturday 20th August 2022

1241 words

Page 4,5 | Section: NEWS

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First section of rail project could stand alone: Allan

Chip Le Grand
Sumeyya Ilanbey

The Andrews government has declared the first section of the Suburban Rail Loop through Melbourne's south-eastern suburbs should be built regardless of whether future governments decide to complete the rest of the mammoth project.

With the November election shaping as a referendum on whether to continue or stop the largest infrastructure investment in the state's history, Transport and Infrastructure Minister Jacinta Allan said "enormous benefits" would be realised by completing the 26-kilometre eastern section alone.

"Our business case shows that," she told *The Age*. "The trip from Cheltenham to Box Hill will be 22 minutes and go through Monash University, the country's biggest university and a university at the centre of a health and research precinct. It would be up to a future government to explain why they walk away from it, if they chose to. From our perspective we want to build the Suburban Rail Loop, we have got to get started and we are getting started with Suburban Rail Loop East."

Opposition Leader Matthew Guy this week elevated the Suburban Rail Loop to a central election issue

when he vowed to shelve the project and divert money towards the state's healthcare crisis.

Guy's case was backed by Parliamentary Budget Office figures showing the first two sections of the project could cost up to \$125 billion, more than double the projected cost Premier Daniel Andrews took to the 2018 election.

He told *The Age* building only the eastern section of the loop was a ridiculous proposition. "The priority is to fix the health system - everything is trumped by that," he said.

The probable cost of the first section of the loop is less contentious than other parts of the project. The government in its business and investment case released last year

put the cost of the Cheltenham to Box Hill part of the line at \$30-34.5 billion; the Parliamentary Budget Office this week said \$36.5 billion.

Along the proposed, underground route of the eastern section, where traffic was this week disrupted along Clayton Road to allow for relocation of sewage pipes to prepare for tunnel construction, there was already evidence of strong support for the project.

Monash University vice-chancellor Margaret Gardner issued a statement noting that the university had been advocating for the need for a railway station since

the 1960s and backed the Suburban Rail Loop as the "best possible solution for the Monash community".

Monash Mayor Stuart James has three proposed SRL stations on his local government patch at Monash University, Clayton and Glen Waverley. He said his constituents were overwhelmingly supportive of the project and it would be "ludicrous" for it to be scrapped now.

"There are holes in the ground, people are digging," he said. "We can't keep throwing away billions of dollars of taxpayer money on projects because we change our government."

James was also critical of how the government has sold the project.

He said the Suburban Rail Loop was being promoted as a new rail line but is better understood as a long-term, strategic planning response to Melbourne's forecast population growth.

Buried within what the government describes as its business and investment case for the Suburban Rail Loop is a table which shows how the project will transform areas surrounding the six proposed stations on the eastern line once both it and the loop's northern section - from Box Hill to Melbourne Airport, is built.

One of the aims of the Suburban Rail Loop is to create "20-minute cities" by stimulating greater economic activity and the construction of more affordable, higher-density housing within walking distance of its stations.

Documents prepared by consultancy KPMG predict that within the Monash precinct, the population will double and jobs will increase five-fold as a consequence of the rail line. The population of the Box Hill precinct is predicted to swell from 29,000 people to 77,500 people.

Philippe Pratchich's family has owned and operated the popular

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Indochine Restaurant in Box Hill for almost three decades. In that time, he has seen the main shopping strips get busier and the skyline dotted with high-rise buildings. He said he can't wait until the Suburban Rail Loop is built, and the state cannot afford to shelve the project.

"The loop from Monash University to here will be good because a lot of students are in this area," he said. "And we need a line from the airport because of tourism. Tourism is all about connection."

Guy said you can either repair the health and hospital system or build a \$30 billion railway. "You can't have both, it is very simple," he said. Gary thinks you can. Gary – who did not want his surname used – lives in Blackburn South, just down the road from Box Hill, and wants the government to invest more in fixing the healthcare system and a rail line that will connect the middle-ring suburbs.

He said stopping the Suburban Rail Loop now would be like pulling up a Melbourne Cup field a mile into the race.

Paul Hamer, Labor's member for Box Hill, spoke to *The Age* after

he had spent the day door-knocking. He said that some of his constituents were concerned that if the loop did not go ahead, they wouldn't have a job. While health services were important, so was transport, he said.

"People understand that a government can and should improve both."

At the southern end of the eastern section, Liberal MP for Sandringham Brad Rowsell said stopping the rail line would preserve local parks and help pay for upgrades to the local hospital.

Kos Samaras, a former ALP campaign director who now runs the Redbridge Group political consultancy, said the political divide over the Suburban Rail Loop would impact the election result in different ways.

He said Guy's singular focus on the healthcare crisis will resonate in outer suburbs where poor access to GPs is adding pressure to hospital emergency departments and the Suburban Rail Loop is a distant concern.

However, the decision to shelve the SRL will do little to improve the Liberal Party's standing in the middle-ring suburbs which would benefit from improved transport

and, potentially, jobs closer to home.

Allan said the Suburban Rail Loop was a response to one of the biggest, long-term problems confronting Melbourne; how to keep functioning a city which, despite the interruption of the pandemic, is forecast to match the current population of London within the next 30 years.

"Without a step-change in the transport network, what you are saying to people in the suburbs is your roads are going to get even more congested," she said. "If we don't intervene now we are going to compound an existing problem. By the time you go to make an intervention it will be too late."

"A city of 9 million people needs to accommodate an extra 11.8 million daily public transport trips and an 80 per cent increase of private vehicles on the road. You will have people further and further away from those opportunities with less ability to get there."

Guy, having identified Melbourne's population growth as a key issue ahead of the last state election, said the pandemic has fundamentally changed Melbourne's likely rate of growth and the political debate.

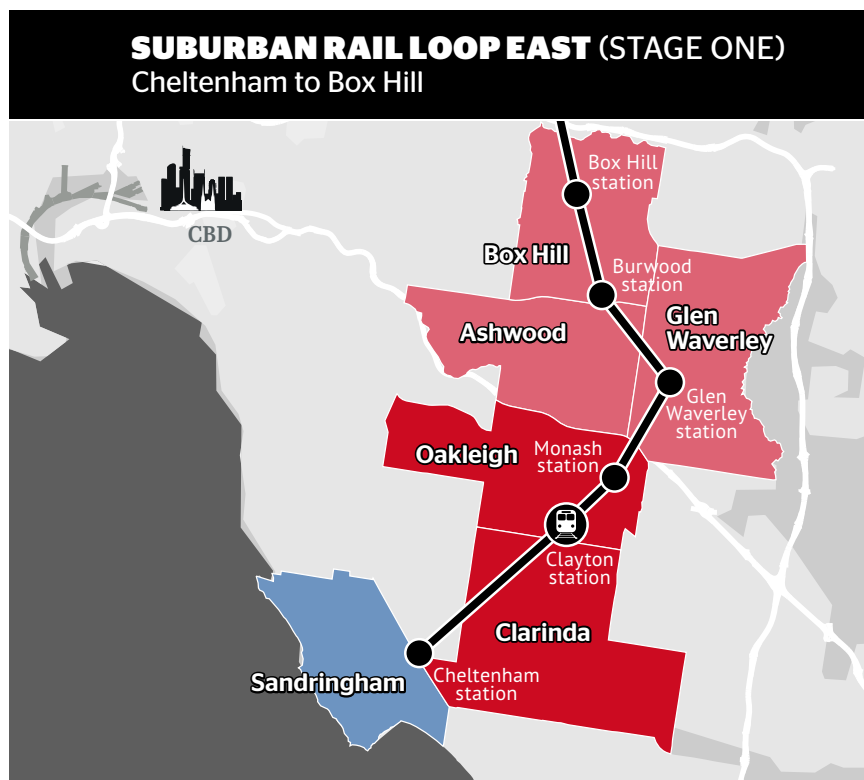


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Monash Mayor Stuart James (left); restaurateur Philippe Pratchich is in favour. Photos: Wayne Taylor, Eddie Jim

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SEATS IMPACTED MOST

ELECTORATES	HELD BY	MARGIN
Clarinda	ALP	17.43%
Sandringham	Lib	0.65%
Oakleigh	ALP	15.78%
Forest Hill*	Lib	1.15%
Mount Waverley*	ALP	1.85%
Burwood*	ALP	3.31%
Box Hill	ALP	2.10%

* Forest Hill, Burwood and Mount Waverley electorates abolished for 2022 state election. Replaced by Glen Waverley and Ashwood.

Independent analysis puts the cost of building and running Victoria's Suburban Rail Loop at \$200 billion

Posted Thu 18 Aug 2022 at 7:59am, updated Thu 18 Aug 2022 at 3:41 pm



Analysis by Victoria's Parliamentary Budget Office puts the cost of constructing the first two stages of the Suburban Rail Loop at \$125 billion. *(Supplied: Victorian Government)*

Victorian Premier Daniel Andrews defended his government's Suburban Rail Loop after independent analysis suggested the cost of the project would far exceed the government's estimate.

Analysis from Victoria's Parliamentary Budget Office [PBO] puts the cost of building the project at \$125 billion — more than double the government's own estimate.

Another \$75 billion dollars in operating costs takes the total predicted spend for the project to more than \$200 billion by the estimated completion date in 2084-85.

The analysis was prepared by the PBO at the request of Opposition Leader Matthew Guy.

Key points:

- Victoria's Parliamentary Budget Office [PBO] assessed the project at the request of Opposition Leader Matthew Guy
- The PBO put construction costs for the first two stages at \$125 billion with another \$75 billion in operating costs

The PBO estimated the cost of the first stage of the project from Cheltenham to Box Hill, which is already underway, at \$36.5 billion.

- The Victorian opposition says it will scrap the project and use the money to build and overhaul hospitals

When the rail project was announced in 2018, [the Andrews government estimated the cost at around \\$50 billion.](#)

Mr Andrews described the rail loop as a once-in-a-generation project that his government had begun but subsequent governments would need to finish.

"Just imagine what our city is like without our City Loop. You can't imagine, it would be complete chaos. Well, our suburbs need the Suburban Loop," he said.

Mr Andrews denied under-costing the project, saying the PBO's estimate for the first stage of the rail line was in line with the government's own estimate.

"The one sure way that that critically important rail project costs more than it should is if you put it on hold or if you scrap it," he said.

"We have nothing that has ever been built in this state that was cheaper because it was delayed or shelved or put off."



Transport Infrastructure Minister Jacinta Allan and Premier Daniel Andrews launched the first stage of construction of the project in June. (AAP: Diego Fedeles)

Shadow Minister for Government Scrutiny Louise Staley said the Suburban Rail Loop project would double the state's debt.

"Victorians really deserve to know that this project is not anywhere near the cost the government has been saying it is," she said.

"Victoria's debt is already more than NSW, Queensland and Tasmania combined. This one project would double that debt again."

Voters face choice on rail loop at November election

The Victorian opposition yesterday [pledged to shelve the project](#) and divert the money that would have been spent into an overhaul of the state's health system.

"The government cannot manage any of its major projects within realistic budget estimates," Ms Staley said.

"We've seen it with North-East Link, we've seen it with the West Gate Tunnel. All of these projects are massively over-budget."

The opposition said it would build new hospitals at Melton, Mildura, West Gippsland and Wodonga as well as a new infectious diseases hospital with money that would have been used for the rail loop.



Construction on the Suburban Rail Loop has begun in Clayton. (ABC News: Danielle Bonica)

It is also proposing a major rebuild of hospitals at Rosebud, St Arnaud and Sandringham, and would allocate \$550 million towards rebuilding Caulfield Hospital.

Transport Infrastructure Minister Jacinta Allan said the government was committed to the project because it would transform Melbourne for future generations.

"The Andrews Labor government is investing in transport infrastructure because it is about providing better connections, fairer connections, safer roads, safer train trips," she said.

"And also too, it's underpinning tens of thousands of jobs in our economy and it's these sorts of jobs that are under attack from Matthew Guy and the Liberal Party through their cuts to the Suburban Rail Loop."

Victorian opposition says it will shelve the Suburban Rail Loop and invest in health if elected

Posted Wed 17 Aug 2022 at 7:45am, updated Thu 18 Aug 2022 at 12:22pm



The first section of the Suburban Rail Loop includes six new underground stations.

(Supplied: Victorian Government)

The Victorian opposition has pledged to shelve the multi-billion-dollar Suburban Rail Loop and divert the funds into Victoria's ailing health system if it wins the November state election.

The [long-term rail project](#) aims to connect every major rail line from Frankston to Werribee via Melbourne Airport and is estimated to cost \$30-50 billion.

The Victorian government has so far committed \$11.8 billion and is planning to gain substantial support from the federal government, which has so far pledged \$2.2 billion.

Construction of the first section of the rail line, between Cheltenham and Box Hill, began in June

Key points:

- The Suburban Rail Loop aims to connect Melbourne's major rail lines and will cost \$30-50 billion
- The Victorian opposition says it will scrap the project and divert the money into the health system if it wins the election
- The opposition is pledging to build new hospitals at Melton, Mildura,

and is expected to be completed by 2035.

West Gippsland and Wodonga

The first section includes 26 kilometres of tunnels and six new underground stations.

The Victorian opposition says it will shelve the project and invest the money saved into new hospitals at Melton, Mildura, West Gippsland and Wodonga as well as a new infectious diseases hospital.



The first section of the rail loop between Cheltenham and Box Hill is expected to be completed by 2035. *(Supplied: Victorian Government)*

It is also proposing a major rebuild of hospitals at Rosebud, St Arnaud and Sandringham.

The opposition said it would allocate \$550 million towards rebuilding Caulfield Hospital.

"Daniel Andrews has failed to make sure that Victorians have got the proper health system they can rely on," Shadow Health Minister David Davis said.

"They've failed to make sure that our emergency departments are able to provide the calls and support they need. They've failed to provide the triple-0 support that's needed."



Matthew Guy's opposition says it will build several new hospitals with money saved by scrapping the Suburban Rail Loop. (AAP: James Ross)

The opposition pledged to halve Victoria's elective surgery waiting times within four years of being elected.

It is also promising free public transport for healthcare workers, proposing to place a mental health professional in every Victorian school and offering rebates of up to \$4,500 for IVF and fertility treatment.

Victoria's Minister for Transport Infrastructure, Jacinta Allan, said Labor took the Suburban Rail Loop proposal to the last state election in 2018 and the government intends to deliver it.

"The suburban rail loop is a project that Victorians voted for and they've backed the project because of the vital connections it provides to universities, to our hospitals in the suburbs," she said.

"These are the connections that the Liberal Party and Matthew Guy will cut."

The government said scrapping the project would also cost thousands of jobs during construction and delivery of the project.

Opposition says it will honour contracts already signed

Opposition Leader Matthew Guy said there would still be job opportunities in construction under his party's proposal.

"There are thousands of jobs to be created in building new hospitals, and there are thousands of people who have to work in those hospitals, and more the point, in doing so, it's saving Victorians'

lives," he said.

"Building a railway tunnel from Cheltenham to Box Hill doesn't save anyone's life. Building or upgrading 20 hospitals around the state does."

The [scrapping of the East-West Link by the Andrews government](#) after contracts had been signed cost taxpayers more than \$1 billion, but Mr Guy said a government led by him would honour contracts already signed.

The opposition said last year [it would revive the East-West Link project if elected](#), as long as the Commonwealth's \$4 billion funding offer stood.

Victorian Nationals leader Peter Walsh said a quarter of the money diverted from the Suburban Rail Loop would go towards regional hospitals.

John Setka — the Victorian secretary of the Construction, Forestry, Mining and Energy Union — criticised the announcement, arguing the move would cost construction workers close to 25,000 jobs.

"With a large portion of our members working on government projects, this will have a detrimental impact on them and their families," he said.

"The Suburban Rail Loop is a critical piece of infrastructure to provide Victorian's access to education, healthcare, and jobs.

"It is what Victorians voted for and deserve."

Think tank says project 'riddled with risk'

Marion Terrill, transport and cities program director at the Grattan Institute, welcomed the opposition's decision to pause the rail loop if elected.

"The suburban rail loop has been a project that's been riddled with risk from day one," she said.

"It was conceived of in a very secretive process announced just before the 2018 election and it was three years later that we got quite a sketchy business and investment case."



Marion Terrill says the Suburban Rail Loop project should be paused for now. (ABC News)

Ms Terrill said the project bypassed Infrastructure Australia and Infrastructure Victoria's usual approval processes.

Speaking based on the plans that have been released, she said connectivity between existing and new stations looked to be poor.

"If they're not well integrated, people won't like it and they won't use it," she said.

She said given the Victorian government's pandemic-induced debt, questions needed to be asked about whether the Suburban Rail Loop was the best use of funding.

"There's a lot of reasons to go slow, to pause, and to think if this is really the best use of a generation's worth of infrastructure funding," she said.

National Victoria Public transport

‘Stunning hypocrisy’: No business case for Suburban Rail Loop



By Patrick Hatch

July 29, 2022 — 10.41am

KEY POINTS

- Early work has begun on the \$35-billion first stage of the Suburban Rail Loop, but the Andrews government has not submitted a business case to Infrastructure Australia.
- Infrastructure Australia says this prevents it from assessing whether the mega-project deserves billions of federal-taxpayer dollars.
- The proposed 90-kilometre orbital rail loop will connect suburbs from Cheltenham in Melbourne’s south-east to Werribee in the west.
- It will be Victoria’s biggest ever infrastructure project, taking decades to build and with costs estimated up to \$100 billion.

The Andrews government is pushing ahead with its flagship, multibillion-dollar Suburban Rail Loop despite not submitting a business case to Infrastructure Australia.

Early work has begun on the \$35 billion first stage of the rail loop, which will run from Cheltenham to Box Hill and is due to open in 2035.



Premier Daniel Andrews attends as ground is broken on the Suburban Rail Loop project in early June. AAP

Prime Minister Anthony Albanese committed \$2.2 billion ahead of the May election as an initial investment in the 90-kilometre orbital railway through Melbourne's middle suburbs. Victoria is seeking another \$9.3 billion in federal funds.

But Infrastructure Australia – the advisory body which helps the federal government decide how best to use taxpayer money – has confirmed it has not received a detailed financial plan for the project, preventing it from assessing whether it deserves further funding.

A spokeswoman from the advisory body said the Victorian government made a preliminary submission on November 3 last year, three years after announcing the project, but did not include a business case.

“We continue to engage with the Suburban Rail Loop Authority, however, no new material has been received beyond the stage 1 submission,” she said.



The Andrews government's planned Suburban Rail Loop.

Opposition transport spokesman Matthew Bach said the loop's enormous cost required urgent independent assessment.

"This project was announced on Facebook 1432 days ago, and previously, the Andrews Labor government has made it very clear that it is essential for business cases for all projects to be assessed by Infrastructure Australia," he said.

"The fact that they haven't done that is an example of stunning hypocrisy and also opens Victorian taxpayers and the Victorian budget up to massive risk."

In 2014, newly elected Premier Daniel Andrews tore up the Napthine Liberal government's contract to build the East West Link, arguing it was a "dog of a project", with traffic projections shrouded in secrecy and "plucked out of thin air".

The Age revealed last year that the Suburban Rail Loop was conceived in a secretive process led by consultants at PwC that shut out most of cabinet and the then head of the Transport Department.

After a string of funding scandals under the former Morrison federal government, Albanese won the May election promising to take politics out of big-project funding and restore Infrastructure Australia's role in guiding where cash should flow.

An Andrews government spokeswoman said Victorians "voted for the Suburban Rail Loop" at the 2018 election and that "Infrastructure Australia has backed that in" by listing suburban connectivity as a priority project.

"If we waited for Infrastructure Australia to finalise all their assessment processes before starting work on projects, then the Metro Tunnel would be years away, 65 level crossings would



MATT GOLDING

The state government has said the cost-benefit ratio for the first two stages suggests that for every \$1 spent on the project, between \$1.10 and \$1.70 would be returned.

A 400-page investment case released last year showed just two sections of the line in the east and north-east could cost \$50 billion and would not be completed until 2053.

The second proposed section of the loop would run from Box Hill to Melbourne Airport, which would be followed by a final link through the western suburbs to Werribee.

Michael Buxton, professor of Environment and Planning at RMIT, said it was remarkable the state government committed to the project months before the 2018 election without knowing how much it would cost or considering alternatives.

"Infrastructure Australia and Infrastructure Victoria are supposedly set up to assess major projects and give them a priority and to provide an assessment of whether they're worth pursuing," he said.

"[Victoria] didn't do that - it just committed itself to the project regardless of what anybody else thinks."

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Exclusive National Victoria Trains

Go West: Experts in call to drop Suburban Rail Loop for 'more urgent' projects



By Patrick Hatch

July 12, 2022 — 6.50pm

The Andrews government's flagship Suburban Rail Loop project risks monopolising public transport spending for decades and delaying other more urgent and beneficial infrastructure, transport experts have warned.

Independent transport think tank the Rail Futures Institute is calling for the \$35 billion rail loop to be delayed in favour of a proposal it calls the East-West Rail, which would create a third cross-city tunnel and connect Melbourne's booming outer western suburbs with the CBD, Parkville and Fishermans Bend.



Premier Daniel Andrews and Transport Minister Jacinta Allan at the site of the Suburban Rail Loop station at Clayton last month. ANDREW HENSHAW

A growing chorus of transport experts is urging the Andrews government to rethink the Suburban Rail Loop. Infrastructure Victoria and local councils say Melbourne desperately needs a third tunnel – the long-anticipated Melbourne Metro 2.

Rail Futures president John Hearsch said: “We’re saying to the government, slow [Suburban Rail Loop] down – it doesn’t have the urgency that these projects do. What we’re proposing is something that has been badly needed for a long time.”

The first stage of the rail loop, consisting of six underground stations between Cheltenham and Box Hill – which the state government announced from left field before the 2018 state election – has a budget of up to \$35 billion and is set to open in 2035. A second section continuing through the north-eastern and northern suburbs to Melbourne Airport is envisioned by 2053, followed by a western section to Werribee.

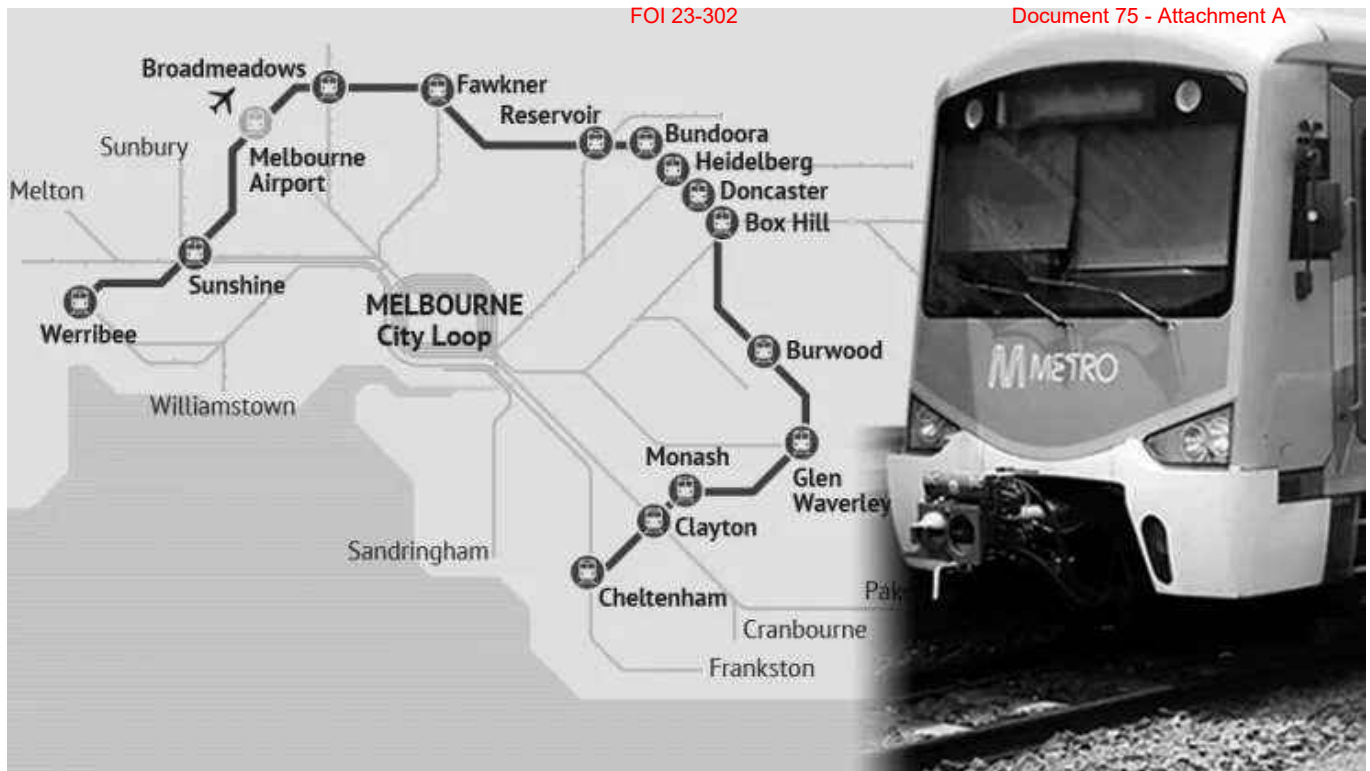
Jonathon Marsden, chair of the Metropolitan Transport Forum – a coalition of 26 local councils – said it was critical the state’s commitment to the loop did not prevent construction of the Metro 2 from starting as soon as the first Metro Tunnel opens in 2025.

“It makes sense to redirect the [tunnel] boring machines and start the under-river crossing to link the jobs-rich corridor of the suburbs to the west of Newport with the new urban development at Fishermans Bend,” he said.

A government spokeswoman said the state’s project pipeline would deliver the same purported benefits as the Rail Futures Institute’s plan.

“Metro Tunnel, Suburban Rail Loop, the Western Rail Plan, Eastern Express Busway and our ongoing investment in the current public transport network is transforming the way Victorians move around the city,” she said.

Rail Futures’ proposed East-West Rail would consist of twin 14-kilometre tunnels running from Fitzroy to Newport, with new underground stations at Fitzroy, Parkville, Flagstaff, Southern Cross, Fishermans Bend (the site of a massive urban development) and Spotswood.



The Suburban Rail Loop would connect Melbourne's middle suburbs. FAIRFAX MEDIA

Heading west, the project would deliver Metro trains to Wyndham and Melton, which are currently serviced by V/Line. The Werribee line would extend to Wyndham Vale and new stations would fill in transport black spots at West Werribee, Black Forest Road, Truganina, Tarneit North and Tarneit West.

Hearsch said the project replicated the best features of the government's Western Rail Plan, announced before the 2018 election, which he said appeared to have stalled.

Professor Jago Dodson, director of RMIT University's Centre for Urban Research, agreed the Metro 2 tunnel was more urgent than the Suburban Rail Loop, especially because Fishermans Bend was expected to be home to 80,000 residents and 80,000 jobs by 2050.

Dodson said the bigger problem was that Victoria's planning process to decide what infrastructure the state needed had broken down, with the government failing its obligation to develop a comprehensive transport plan for Melbourne.

"Had we gone through the proper planning process that is expected ... that would be the point at which all these questions could be debated and deliberated on," he said.

In its 30-year strategy released in August last year, Infrastructure Victoria said the state should prioritise extending Metro train services to Melbourne's west and outer north, and start planning for the Metro 2.

Infrastructure Victoria – an independent body that advises on the state's future infrastructure needs – did not assess the rail loop because the government announced it in 2018 as the project it was committed to build.

Rail Futures does not have full costings for its plan. Based on the first Metro Tunnel's disclosed \$13 billion price tag, it estimates the larger project would cost about \$30 billion and could be completed by 2035, with western train service upgrades delivered by 2026.

The Victorian Liberals' transport spokesman, Matt Bach, said the Coalition would audit all major infrastructure projects worth more than \$100 million if it won power at the November election.

"When it comes to the Suburban Rail Loop ... there are significant questions that need to be asked and answered before the government forges ahead," Bach said.

Prime Minister Anthony Albanese pledged \$2.2 billion for the Suburban Rail Loop before the May election, but the state government wants another \$9.3 billion from its federal colleagues.

The first Melbourne Metro tunnel is under construction and is due to open by 2025, with five new underground stations in North Melbourne, Parkville, the State Library, town hall and near the Shrine of Remembrance on St Kilda Road.

The Morning Edition newsletter is our guide to the day's most important and interesting stories, analysis and insights. Sign up here.



Patrick Hatch is transport reporter at The Age and a former business reporter. Connect via [Twitter](#).

By Patrick Hatch

The Age

Monday 4th July 2022

744 words

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364cm on the page



Mayors call for rail loop rethink

Patrick Hatch

Transport reporter

The Andrews government has been told to redesign parts of its flagship Suburban Rail Loop project amid concern poor connections to existing Metro train lines and other public transport could undermine the \$34.5 billion project.

The City of Monash started writing to about 24,500 households last week highlighting its concerns about the design of the Suburban Rail Loop (SRL) station at Glen Waverley, where passengers will have to exit the new underground station and walk about 200 metres at ground level to transfer to the Metro station. Monash Mayor Stuart James said the design was not a “proper connection” and the decision not to build an underground walkway between the two stations was a missed opportunity to create an integrated transport hub.

“Instead of building a tunnel underground, they’re going to make it at grade and presumably that’s to save money,” he said. “We’ve been talking to the [Suburban Rail Loop Authority] for a number of years,

and we don’t feel that we’re getting anywhere.” Community feedback had been overwhelmingly in favour of the council’s uncoded alternative for an underground link between the two stations, James said.

The City of Whitehorse is also calling for an underground walkway

to connect Box Hill station and the new loop station, to allow quicker and easier transfers to the Lilydale and Belgrave lines. Mayor Tina Liu said the current design would result in poor connectivity, requiring passengers to exit the loop station, walk 205 metres through a shopping centre and then descend again to the Metro station (about a three-minute walk) or go up an escalator to the bus exchange (a four-minute walk).

“It seems like the SRL are looking at this project in isolation, whereas they should be looking ... at it more holistically, as an integrated transport solution,” said Liu.

The government has pitched the rail tunnel – to open in 2035 – as city-changing infrastructure linking the “spokes” of Melbourne’s CBD-centric Metro rail system with an orbital loop connecting middle suburbs. Almost half the passengers using the rail tunnel will be transferring to or from Metro train, tram or bus services, planning documents show.

At the new Cheltenham and Clayton stations, the proportion will be close to three-quarters.

Early work on the project’s first 26-kilometre eastern section, from Cheltenham to Box Hill, started last month. The government proposes that in the decades ahead, a northern section of the loop will continue to Melbourne Airport and then a western leg will be built to Werribee.

A government spokeswoman said

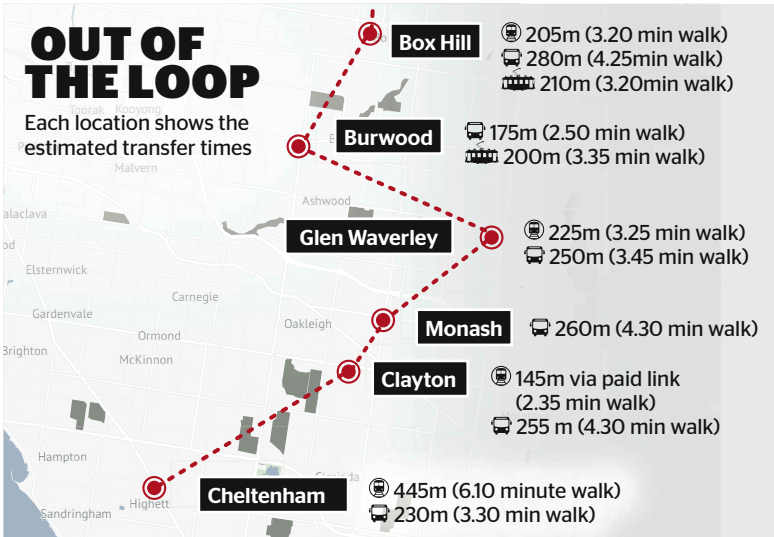
the project was “continuing to investigate options for the station interchanges to ensure they’re as fast, safe and convenient as they can be. “The passenger experience is at the heart of planning the SRL East stations. Cheltenham, Clayton, Glen Waverley and Box Hill will include quick and easy connections to existing rail lines – you won’t have to touch off and back on when transferring to and from SRL trains.”

Cheltenham station will have the worst transfer times, with commuters to trek almost half a kilometre on a walkway across Bay Road to the Metro train station and bus interchange at Southland shopping centre, taking more than six minutes.

City of Kingston is pushing for an underground connection between the two stations and for a “bus loop” to be built at the new rail loop station at William Fry Reserve, to allow quicker transfers. “People could make their way from one station to the other through a mall, and that would be a comfortable and easy way to make their journey,” Mayor Steve Staikos said.

Although pushing for design changes, all three mayors support the project in general.

Daniel Bowen, from the Public Transport Users Association, said many of the designs suggested a poor outcome for users and the world’s best systems made interchanges as quick and easy as possible.



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THE AGE

National Victoria [Public transport](#)

OPINION

Suburban Rail Loop's latest woes another reason to hit pause



Marion Terrill

Transport and cities program director at Grattan Institute

July 5, 2022 – 4.00pm

It was with great fanfare that the Andrews government announced the Suburban Rail Loop three months out from the 2018 election, but there have been red flags on the track ever since.

The latest problem is poor integration of proposed new stations with existing ones at Glen Waverley, Box Hill and Cheltenham. Local mayors want a rethink, so commuters won't have to exit one station to enter the other, and to keep the distances short.

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Commuters face a disjointed connection between Box Hill station (pictured) and the new loop line. EDDIE JIM

The government calls the Suburban Rail Loop “city-shaping” and argues we need it to complement the hub-and-spoke train system that takes passengers into the CBD. It sounds like a good idea, but there has been a litany of problems.

The mayors are right: the project needs a rethink – not just stations, but lock, stock and barrel.

The Suburban Rail Loop is a 90-kilometre passenger rail line that will arc around the city, from Cheltenham, through the eastern and northern suburbs, to the airport and around to Werribee. The sections from Cheltenham to the airport are scheduled for completion several decades from now, at a cost somewhere between \$30 billion and \$50 billion. It's the largest public transport project ever to get going in Australia.

Suburban Rail Loop is not only the largest, but also one of the least scrutinised projects in recent Australian history. The project did not appear on Infrastructure Australia's priority list. It wasn't in the state government's 'Plan Melbourne' blueprint. Infrastructure Victoria did not recommend the project and was not consulted before the government's announcement. Neither was cabinet, nor the Department of Transport. Instead, the project had been worked on by Development Victoria, reportedly with the knowledge of only four ministers.



The Andrews government's planned Suburban Rail Loop.

It still hasn't made it to even the most preliminary stage of Infrastructure Australia's priority list, but that didn't stop Anthony Albanese, in the heat of the recent election campaign, from promising \$2.2 billion of federal government money for the project.

This project is riddled with risk. Grattan Institute research shows that [bigger projects are riskier projects](#); projects with first-announced costs of more than a billion dollars have a cost overrun almost half of the time, and the average increase in costs is 30 per cent. And if the project is announced close to an election, the average cost overrun is 23 per cent higher than for similar projects announced at other times.

It's true that public transport in Melbourne is patchy once you get away from the centre, and some outer areas are poorly served. The difficulty is scale: the suburbs just aren't like the CBD. For heavy rail to compete with driving, there need to be frequent services and competitive trip times. And that requires large numbers of people travelling from a small number of origins to a small number of destinations.

But the 15 suburbs that will get a new station only have about 10 per cent of Melbourne's jobs between them, and those jobs are dispersed throughout the suburb rather than concentrated the way they are in the CBD. Most of the suburbs getting a new rail station already have one on the current network – and that hasn't transformed them into jobs hotspots.

Supporters of the Loop may say that if we had insisted on a careful process we wouldn't have built the Sydney Opera House, and that the Suburban Rail Loop, too, will be transformative. The problem is, though, that there's an infinite number of projects that could be transformative, and in the end, we need to choose with our eyes open.

To hit up every inhabitant of Melbourne for somewhere between \$6000 and \$12,000 just for the Cheltenham to the airport sections is a decision that should not be taken without the utmost due diligence.

In suburban areas, most people drive. That's even more true post-pandemic, where people have shunned public transport due to an understandable fear of catching COVID.

And now we're facing a time of high uncertainty; we simply don't know which of our new patterns of work and travel will become permanent, and it's a brave person who would say all the projects conceived pre-COVID are the right ones for a changed world.

NSW is slowing down its major projects, recognising that there's just too much going on, and the tight market for engineering construction is pushing up prices. Victoria should follow suit.

We don't have a good process for cancelling projects that turn out to be less attractive than they might have once seemed, but the mayors are right in calling for, at a minimum, a pause and a rethink.



Marion Terrill is the transport and cities program director at the Grattan Institute.

Exclusive Politics Victoria [Infrastructure](#)

This was published 5 months ago

Our way or the railway: Canberra rejects \$11.5b suburban loop request

By [Paul Sakkal](#)

April 1, 2022 — 5.00am

TALKING POINTS

- The Morrison government rejected the Andrews' government's request for \$11.5 billion in funding for its Suburban Rail Loop project.
- Victorian Labor is hoping for an Anthony Albanese win because federal Labor is likely to commit billions to the rail loop.
- Victoria's debt level is soaring and there are concerns about how the state government will pay for the project.

The Morrison government says Victorian Labor's multibillion-dollar [Suburban Rail Loop](#) does not "stack up", raising questions about the state government's ability to pay for the project if forced to go it alone.

Urban Infrastructure Minister Paul Fletcher also hit back at [attacks from the state government](#), which has criticised the Commonwealth for only allocating 6 per cent of the budget's infrastructure funding to Victoria, which is home to 26 per cent of the nation's population.



Infrastructure Minister Paul Fletcher. DOMINIC LORIMER

“We don’t work on the basis of total national funding being divided by population and writing a cheque,” Mr Fletcher said on Thursday. “We exercise independent policy judgment on where we think investment is required.”

The Age can reveal the Andrews government sought new federal infrastructure funding for only two projects, an upgrade to Mickleham Road in Melbourne’s north, to which the Commonwealth agreed to contribute \$109.5 million, and \$11.5 billion over 10 years for the Suburban Rail Loop – a mostly underground railway running from Cheltenham to Werribee via Melbourne Airport.

The latter request was rejected and Mr Fletcher said the federal government did not believe the costs for what is Australia’s biggest infrastructure project were matched by its benefits, representing the strongest opposition to the project expressed by the Commonwealth to date.

“We’re yet to see evidence this project makes sense,” Mr Fletcher said.



An artist's impression of a driverless train running on the proposed Suburban Rail Loop.

“It’s massively expensive – it’s likely the overall cost of [the first sections alone] will be between \$48-\$67.4 billion – and we don’t think the benefit has been made out to justify that cost. We don’t think the project stacks up.

“Essentially, if we had proceeded with the funding sought, it would have wiped out every other commitment we have made [in Victoria], just the scale of it.”

The project was unveiled three months before the November 2018 state election, when Premier Daniel Andrews claimed it would cost about \$50 billion and be built by 2050.

Responding to the federal government’s rejection, Victorian Transport Infrastructure Minister Jacinta Allan said Victorians were “sick of being ignored on projects they voted for by a Liberal government who [can’t even build a car park](#)”.

“This has nothing to do with the projects Victorians voted for, and everything to do with politics and an imminent federal election. Victorians endorsed [the rail loop project] at the ballot box and the business case shows it stacks up,” she said.

“With less than 6 per cent of new infrastructure funding for Victoria, supporting the Suburban Rail Loop – a small fraction of the Morrison government’s infrastructure spend – would go some way to giving Victoria our fair share.”

Mr Fletcher said government spending figures were “lumpy” because the timing of investments meant some states had more projects in the next few years while others were earmarked for further into the future.

He said the Morrison government prioritised Victorian projects that made the national economy more productive and highlighted the \$3.6 billion in the budget injected into freight terminals that would make the movement of goods around the nation more efficient.

A [Grattan Institute report published last week](#) stated: “Queensland and NSW, where federal elections tend to be won and lost, consistently receive more, and Victoria less than can be explained by population, population growth, size of the road network, share of passenger or freight travel, or what it actually costs the state government to run the transport system”.



Victorian Premier Daniel Andrews and Transport Infrastructure Minister Jacinta Allan announce the Suburban Rail Loop in 2018. JOE ARMAO

In a pre-budget letter to Deputy Prime Minister and Infrastructure Minister Barnaby Joyce, Ms Allan said the Victorians were “seeking to partner with the Commonwealth” on the rail loop.

“Again, I commend this project to you for funding consideration given the significant economic and productivity benefits [it] will deliver for the nation,” the letter said.

Mr Fletcher did not rule out funding the rail loop if new information emerged about its benefits. However, his strong commentary about the project’s merits creates the possibility that it may never get funding from a federal Coalition government.

Canberra’s rejection comes amid the backdrop of a worsening budget position for Victoria, which is expected to hold \$155 billion in debt in coming years.

The feud over the rail loop also raises the stakes in the federal election. Two federal Labor sources, speaking anonymously because plans are not finalised, said it was highly likely the party would announce a spending pledge for the project before the election due in May. Federal Labor committed \$10 billion to the loop before the 2019 election.

An Age investigation last August detailed the secretive and questionable conception of the rail loop, which was led by consultants at PwC and shut out most of the state's cabinet and the then head of the Transport Department.

A 400-page investment case released last year showed just two sections of the line in the east and north-east could cost \$50 billion and would not be completed until 2053.

Some transport experts believe the project will cost closer to \$100 billion.

Separately, the state government has attacked the federal government for excluding any Victorian projects from a [\\$7.1 billion Energy Security and Regional Development fund](#) controlled by the Nationals and established to secure Nationals support for Prime Minister Scott Morrison's net zero emissions promise.

Former infrastructure minister Darren Chester, also the National Party MP for Gippsland, said he understood the fund's focus on undeveloped parts of regional Australia with "huge potential" but he would argue after the election for a large funding package for the Latrobe Valley, whose economy is transitioning away from brown coal.

He said the Victorian government was partly to blame for the relative lack of federal investment for the state.

"They are a large part of the problem because they have a nasty habit of announcing infrastructure projects at press conferences and demanding the Commonwealth pick up half the bill," he said.

Jacqueline Maley cuts through the noise of the federal election campaign with news, views and expert analysis. Sign up to our Australia Votes 2022 [newsletter here](#).



Paul Sakkal is a Victorian political reporter for The Age. Connect via [Twitter](#).

Public service

This was published 1 year ago

Thrown in a loop: How Daniel Andrews' biggest project was cooked up behind closed doors

Originally codenamed Operation Halo, this was an infrastructure project so secret that board members of the government agency responsible for its delivery knew nothing about it until it was announced.

By Timna Jacks, Chip Le Grand and Paul Sakkal

AUGUST 15, 2021



Tom Considine, Daniel Andrews, James MacKenzie - the men at the centre of the state's Suburban Rail Loop.

At one minute past 7am on August 28, 2018, as people were boarding trains for their morning commute, Victorian Premier Daniel Andrews' Facebook page lit up with plans for an ambitious new rail project.

The slick two-minute government advertisement opened with a Lego-like animation showing passengers moving around a brand new underground station. “The biggest public transport project in history is coming to Victoria,” a woman’s voiceover claimed.

As the music (composed by Mark Petrie, a New Zealander who specialises in trailers for Hollywood blockbusters) swelled, the narrator informed Victorians it would carry 400,000 passengers a day, create 20,000 construction jobs and link to more than a dozen suburban stops.

Originally codenamed Operation Halo, this was an infrastructure project so secret that board members of the government agency responsible for its delivery knew nothing about it until it was announced and the senior transport bureaucrat working on its design was legally gagged from telling his boss. All but a handful of government ministers were also kept in the dark.

By the time the Facebook video was posted the project had its final name: the Suburban Rail Loop. A 90-kilometre orbital rail line, this mammoth project was estimated to cost \$50 billion but is expected by insiders to finally land at twice that amount. It is the largest and most expensive transport project conceived by a state government.

But as Victoria prepares itself for another election next year, troubling questions hang over this project. Politicians, planning experts and experienced advisers say that by designing and committing to it behind closed doors the government failed to make the transport, planning and financial cases for it.

For a can-do Premier and a government eager to promote its “Big Build” infrastructure program heading into the 2018 election, the promotional video was on-brand. And politically, it worked. The project is considered by analysts to have been the most popular single policy leading into an election that Labor won in a landslide.

But within Development Victoria, the government’s development arm, the Facebook video hit a jarring note. The public agency was charged with overseeing the project, but the board was left out of its planning and only a few trusted insiders were aware it was coming. Among the inner circle were Labor’s go-to board director James MacKenzie, former Labor political adviser Tom Considine and a personal friend of Daniel Andrews, then PricewaterhouseCoopers chief, Luke Sayers.

Transport experts question whether the loop is the best way to spend transport dollars. Its timelines, budgets and ambitions are even now not clearly spelled out. Why did the government prefer to entrust the city’s transport planning to a small coterie of consultants when it has an entire bureaucracy dedicated to that task?

It was, according to RMIT’s centre for urban research director Jago Dodson, “a bald political decision to spend at least \$50 billion on the basis of effectively no planning whatsoever”.

Three mates and a bottle in an Airbus

The Age has traced the likely genesis of the Suburban Rail Loop to a conversation between three men held at 30,000 feet in the business-class galley of a Cathay Pacific flight to Hong

Kong in 2015. At the bar that day were Mackenzie, businessman Sir Rod Eddington and retired public servant Terry Moran.

Eddington, the chairman of Infrastructure Partnerships Australia and inaugural chairman of Infrastructure Australia, was [hand-picked by Victorian premier Steve Bracks a decade earlier](#) to find a way to move people and freight between Melbourne's eastern suburbs and its fast-growing west. His 2008 report recommended construction of the [Metro Tunnel](#), the Regional Rail Link – an extension of V/Line railway tracks through Melbourne's outer west – and the East West Link. Eddington's report set the state's infrastructure and transport agenda for a generation.

Moran, Bracks' public service chief and the Department of Prime Minister and Cabinet secretary under Kevin Rudd and Julia Gillard, is one of the nation's most respected bureaucrats. Like Eddington, he'd known MacKenzie for many years.



Rod Eddington. JUSTIN MCMANUS

What began as three friends sharing a fine bottle of wine at the pointy end of an Airbus A330 became a wide-ranging discussion about the future shape of Melbourne, then nearing a population of 5 million, and how to ease the city's growing pains. An orbital rail loop was not discussed, but Eddington's and Moran's independent recollections suggest that, between them, they planted the seed in MacKenzie's mind. MacKenzie has since confirmed this to people involved in the project.

Eddington believed then, as he does now, that to remain liveable, Melbourne needed an urban rail network comparable to the London Underground, Paris Metro or Hong Kong's MTR. In the midair conversation, he reflected that [the Metro Tunnel](#), first proposed in his 2008 report, was

intended as the first of multiple lines in an underground rail system to be built over 30 or 40 years.

Moran argued that the flaw in Eddington's contentious East West Link — a road tunnel supported by the Napthine government but rejected by Labor — was that it directed more traffic in and out of the city centre. The key to Melbourne's future liveability was developing suburban hubs, reducing pressure at the centre. As their plane travelled north above the Pacific, he explained that the cost of building those hubs could be met partly by capturing the value of developing the land around them.

This was not a new idea. Successive government plans for the city have argued that if Melbourne is to cope with a doubling of its population to a forecast eight million by 2051, jobs and key business centres need to be spread around the city. The city's latest planning blueprint, [Plan Melbourne](#), identified Werribee, Sunshine, Bundoora, Heidelberg, Clayton, Parkville, Dandenong and Fishermans Bend as precincts to be prioritised for jobs, housing, urban renewal and integrated transport links.

As the coronavirus pandemic prompts [a shift away](#) from the once-bustling CBD, planners say these objectives have become even more pressing.

MacKenzie, who declined to be interviewed for this story, disembarked from that Cathay Pacific flight with two clear takeouts: the need for more underground rail and better suburban hub development. Multiple sources involved in Operation Halo say the idea for the Suburban Rail Loop was to solve both those problems.



Then Treasury Secretary Ken Henry, Prime Minister Kevin Rudd and Prime Minister Cabinet Secretary Terry Moran in 2008. GLEN MCCURTAYNE

Its construction would stimulate development of many of the suburban hubs identified by Plan Melbourne, with new stations proposed for Monash, Deakin and La Trobe universities and a single, continuous underground loop running through Sunshine and Werribee.

At least that was how it started off.

A small team on a big job

In the eyes of Victorian Labor, James MacKenzie is a proven quantity and a safe pair of hands. A former chair of the Transport Accident Commission and president of the Victorian Arts Centre Trust, he was the businessman [chosen by Labor](#) to publicly assess its 2014 campaign costings.

MacKenzie is not as personally close to Daniel Andrews as he was to Bracks but when it came to seeking government support for the Suburban Rail Loop he didn't need to be. One of his senior executives at the newly-formed Development Victoria, Tom Considine, was a former top adviser to Andrews.

When Andrews was leading Labor in opposition, Considine coordinated the party's policies for the 2014 election. After that poll he worked as a chief of staff to Treasurer Tim Pallas. Government sources say that in that role Considine remained the eyes and ears of the Premier.

A shrewd political operative, Considine is genuinely interested in big ideas. At Development Victoria, with the firm backing of MacKenzie, he was given full rein to indulge both passions and a broad remit to explore the feasibility of a city-changing project like the Suburban Rail Loop. He flew to London and New York with MacKenzie on a taxpayer-funded trip to investigate the railways in these mega-cities, two months before the 2018 poll. Operation Halo was Considine's baby.

“Is it a precinct project or a transport project? If it's a transport project there are a hell of a lot of better ways to spend your money.”

A consultant working on the Suburban Rail Loop

When the project was conceived in early 2017, a small team at PwC was commissioned to do a month's work on what the construction of a new orbital rail line could mean for real estate values and economic activity. A route was devised and thought given to the role of capturing the value from the development. To Considine and MacKenzie this was much more than transport; it was about transforming Melbourne into a polycentric city.

In mid-2017, MacKenzie called a meeting with PwC partners and PwC chief executive Luke Sayers to request a preliminary business case. It was little more than a tyre-kicking exercise — the government had then estimated a full business case would take three years and at least \$15 million to develop.

At the meeting in the PwC building MacKenzie emphasised the need for absolute secrecy. It was understood that if anyone leaked their plans, they could be sacked.

On the 20th floor of the Skyscraper Centre, PwC's glass-and-steel headquarters in Southbank overlooking the Yarra, 25 to 30 consultants from PwC and Aurecon worked on Operation Halo's design and economic feasibility. Each was required to sign a non-disclosure agreement barring them from discussing their work with anyone outside the project team, including their bosses. They worked in designated offices on the partners' floor, separate from the main open-floor office area for six months, on a part-time basis. No documents were to leave the locked rooms.

Corey Hannett, director-general of the Major Transport Infrastructure Authority, was brought in to provide additional engineering and design advice, but he too was required to sign a non-disclosure agreement. This had the effect of concealing the project from the person he was supposed to report to: departmental secretary Richard Bolt.

Bolt, who declined to be interviewed for this story, and the state's head of transport, Gillian Miles, both left the newly-named department shortly after the Suburban Rail Loop helped re-elect the Andrews government.



Richard Bolt in 2016. EDDIE JIM

In an interview with *The Age*, Transport Infrastructure Minister Jacinta Allan said measures taken to keep the rail loop project secret were in line with normal Cabinet procedures. Any leaks would have raised the risk of land speculation.

"This project was developed in the usual way that respected Cabinet confidentiality," Allan said.

Politics first

Normally, the sprawling super-department of Economic Development, Jobs, Transport and Resources, then run by Bolt, is where a government would turn for apolitical, expert advice on rail construction and urban development and a cost-benefit analysis of what a project like the Suburban Rail Loop might bring.

But documents obtained by the Opposition under freedom of information show the first mention of the project in Development Victoria board correspondence was the morning of the announcement, when a phone hookup was hastily organised under the title "Suburban Rail Loop Collateral".

Development Victoria directors who dialled into the meeting describe a mixture of bemusement and angst as MacKenzie explained why they had been kept in the dark. One board member said it was clear from the discussion that support for the rail loop had come from "on high". Everyone understood that MacKenzie, the chair of union-friendly law firm Slater and Gordon and the Victorian Fund Management Corporation responsible for \$69.4 billion in public sector assets, had a direct line to the Premier.

Even inside the Andrews government, information about what was being cooked up in the PwC tower was known to only a handful of ministers. Tim Pallas and Gavin Jennings, Daniel Andrews' Special Minister for State who managed the government's relationship with senior public servants, were the first to be told. Then the Premier, then Major Projects Minister Jacinta Allan and finally, Deputy Premier James Merlino were briefed.



Minister for Transport Infrastructure Jacinta Allan, Deputy Premier James Merlino and Treasurer Tim Pallas. SCOTT MCNAUGHTON

Not by coincidence, this gang of five also formed Labor's Policy Group responsible for developing the policy basis of its campaign for re-election the following year.

From the moment the Suburban Rail Loop was embraced by this group, it was treated as an election promise first and government policy second. This is the justification cited by senior government sources for using consultants and Development Victoria, rather than Bolt's department, to plan it.

But keeping a \$50 billion project a secret required extraordinary steps. Annual reports reveal that government money to pay for consultancy work was funnelled from the Department of Premier and Cabinet to Development Victoria, with the contracts personally signed by then [Department of Premier and Cabinet secretary Chris Eccles](#). Evidence of these payments appear in the Development Victoria annual reports as a \$1.36 million payment from DPC in 2017-2018 for a "civic infrastructure project" and a further \$2 million for "project cost recovery" the following year.

Eccles put bureaucratic responsibility for the project in the hands of [Simon Phemister](#), a fast-rising deputy secretary within DPC. After Bolt left in 2018, Phemister — a protege of Eccles who developed a close relationship with the Premier's key staffers — was given his job. Hannett, the head of the agency overseeing the Metro Tunnel and West Gate Tunnel projects, was the government's leading expert on tunnels and the most senior transport bureaucrat brought into the project. Hannett reported directly to Allan.

But within the gang of five ministers, a turf war was brewing.

Transport v urban development

Multiple sources close to the government said Jennings, as the Minister for Priority Precincts, was sold on the conception of Operation Halo as an urban development project that would stimulate the growth of suburban hubs and believed the project came under his portfolio.

But Jacinta Allan, then-minister responsible for major projects and public transport, saw the SRL as essentially a transport project firmly within her realm, according to the sources.

Jennings [abruptly quit the government](#) in March 2020. He has never spoken about what made him quit, and he declined to be interviewed for this story. Allan was immediately handed Jennings' precincts portfolio and two months later was given the newly created role of Suburban Rail Loop Minister. Allan would not be drawn on the alleged rift between the ministers in questions from *The Age*.



Gavin Jennings. DARRIAN TRAYNOR

The two competing conceptions of the rail loop played out in multiple name changes for the project. In 2017, Halo first became the Urban Development Program, reflecting its more ambitious, city-building goals. This was subsequently changed to simply Orbital Rail. In early 2018 the government settled on Suburban Rail Loop. The debates were also played out in questions over where it would run, where it would stop and when it would be built.

Initial plans drawn up by consultants were for a continuous loop and possibly, several — a highly interconnected rail network modelled on those in other world capitals, with multiple cross-city options at stations that also served as centres for shops and high density apartments.

The route needed to be carefully chosen and the implications for local planning and development considered. This would require time, patience and, once the project went live, extensive community and stakeholder consultation. Construction could not reasonably start until 2026.

In August 2018, Premier Andrews made the call. It would be a single rail line, its alignment set, and its construction to begin in 2022.

A consultant who worked on Operation Halo questioned what Victoria had been left with: “Is it a precinct project or a transport project? Because, if it is a transport project, there are a hell of a lot of better ways to spend your money.”

Meanwhile, most of those who advocated for the Loop in secret have consolidated their influence. MacKenzie was handpicked to chair the authority established to build the project. In

2020, he brought Considine in as interim chief executive of the authority, which has since hired seven former Andrews government ministerial advisers or DPC staffers.

Considine has since left the Suburban Rail Loop Authority to become a partner at Sayers' consulting firm. Industry sources say the firm is bidding for work on the project, but when contacted by *The Age*, Sayers said he was unable to comment on client-related matters and the government said the firm was not a prospective contractor.

In June this year, Considine was appointed to the board of Victorian Funds Management Corporation, chaired by MacKenzie. That same month, MacKenzie was appointed as co-chair of a separate board overseeing the redevelopment of the Melbourne arts precinct.

Growing scepticism

If the Suburban Rail Loop delivers what it was originally designed to do — and what the launch-day brochure claimed — it will be a transformative project that makes it easier for people to live, work and commute in the city.

Changing the city's 19th century spoke-and-wheel rail system by building an orbital link would reduce cross-city train commutes, as people would no longer need to travel into the city to get around it. It would be a circuit breaker for decades of car-oriented transport planning in Melbourne, freeing up congested freeways with desperately needed railway stations finally built in Doncaster, Burwood and the Monash University Clayton campus, where buses are bursting at the seams.

Allan says the loop delivers the calls of Plan Melbourne to respond to forecast population growth by boosting density in the suburbs and creating better public transport links that ease the pressure on constrained roads.

"The radial rail network was not going to deliver the public transport network that was needed for a city that was going to be the size of London by the late 2050s. We needed a game changer," Allan said.

"Plan Melbourne's aspiration is to have a city of centres and that's what the Suburban Rail Loop realises."

This vision captured the hearts and minds of voters in 2018, with an average primary vote swing of 6.3 per cent to the ALP in the 11 electorates where stations were promised, compared with a 4.75 per cent statewide average. Of the eight seats Labor picked up at the 2018 election, three — Box Hill, Burwood and Mount Waverley — were electorates where new stations were planned.

While the policy's political success is difficult to quantify with precision, strategists from both sides say the pitch had broad appeal to voters wanting better transport, and fitted with Andrews' image as a can-do premier.

But if the rail loop is as compromised as Labor insiders and transport and some planning experts fear, it could end up as an underused rail line that starts at Southland and ends abruptly at Box Hill. If this happens, it may well share the fate of its ill-conceived predecessor,

the Outer Rail Circle, built for Marvellous Melbourne in the 1890s. That train line failed to attract customers and shut three years after opening. Its remnants can still be found in the wilds of Kew.

Now, three years after it committed to the project, the government is preparing to release an 800-page investment case, which will reveal the cost of building the first stage — a 26-kilometre tunnel through the south-east and eastern suburbs — and detailed transport and financial modelling.

Some transport experts argue that, for a fraction of the cost, orbital buses or light rail could be prioritised over underground rail, making it possible to build multiple loops rather than just one. They question how an underground rail line through the suburbs could be deemed financially viable, given the city's low densities and relatively low public transport use.

RMIT's Jago Dodson says city-shaping transport plans require years of analysis, discussion and consultation of the kind the Suburban Rail Loop did not get.

"It's very difficult to think of a comparable example of a project of this scale that has been announced with virtually no public discussion, no analysis, no preliminary deliberations or planning documentation," Dodson said. "What level of demand will there be for the Suburban Rail Loop? That's a pretty fundamental question."



An artist's impression depicting stage one of the Victorian government's proposed Suburban Rail Loop.

In bypassing the state's transport department or Infrastructure Victoria — an independent advisory set up by Premier Andrews to depoliticise infrastructure building — the government cut out of the loop those who could help answer these questions, and abandoned the usual bureaucratic checks and balances.

It's the sort of criticism levelled recently at the Morrison government's controversial commuter car parking program.

The Grattan Institute's cities and transport director Marion Terrill says these two projects reflect a growing tendency to rush out mega-projects at election time, leading to rash decisions and cost blowouts. One third of the country's mega projects that were announced without proper planning account for three-quarters of all project cost overruns, Terrill's research shows. "Whose job is it to say actually there's a better way to do this, or a cheaper way?" Terrill asks of the rail loop. "It's got to be someone's job."

But Terry Moran says splashing cash on projects before an election is the reality of modern politics.

"The only way to get things done is to get the government to commit themselves to spending the money and the only way to do that often is taking something into an election," Moran said. "If the government is re-elected, it can say it has legitimate political support to proceed."

But there are costs. The Suburban Rail Loop risks overshadowing projects outlined in 30-year transport plans, including the construction of an underground rail line connecting Newport with Clifton Hill via Fishermans Bend, the long-awaited Rowville rail line, and electrification of tracks to the fast-growing western suburbs.

A government insider with knowledge of the project said that even before it was announced, the Andrews government's infrastructure project pipeline was too large and ambitious for the construction industry's capacity to deliver.

"We were over-cooking the books as it was. There is no way we should have been trying to get away all these projects simultaneously. There were too many of them and the construction industry was ripping us off unmercifully."

There is growing scepticism, within government and outside, that the Suburban Rail Loop will ever be built. A project completion date of 2050 means future Victorian premiers will have the task of building the largest section of Andrews' rail line — possibly more than 60 kilometres — while juggling construction projects of their own.

If the 2018 election promise slips through the cracks, all that will be left is a glossy brochure, a slick video and an epic soundtrack in our ears.



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Audit snapshot

Do business cases for major transport infrastructure projects support informed investment decisions?

Why this audit is important

Developing a business case for a major transport infrastructure project involves significant resources, time and expenditure, and requires close oversight and assurance.

Business cases give the government information it needs to make important choices about potential investments.

Transport infrastructure projects make up around 70 per cent of the state's planned capital expenditure.

Who and what we examined

We looked at 4 transport infrastructure business cases against the Department of Treasury and Finance's (DTF) Investment Lifecycle and High Value High Risk (ILHVHR) guidelines:

- the Suburban Rail Loop (SRL) rail and precinct development project
- the Melbourne Airport Rail (MAR) project

- 2 much smaller scale road projects—Barwon Heads Road Upgrade and the Mickleham Road Upgrade.

We audited the Department of Premier and Cabinet, Department of Transport (DoT), DTF, Major Transport Infrastructure Authority (MTIA) and Suburban Rail Loop Authority (SRLA).

What we concluded

Business cases for 3 of the 4 projects we reviewed do not support fully informed investment decisions.

The audited agencies' business case development and oversight processes for the projects were usually consistent with DTF and agency requirements. However, 3 business cases lacked sufficient analysis of alternative project options and 2 lacked an assessment of the value for money the projects could provide under different scenarios. Agencies provided other advice but did not finalise these

3 business cases until after the government made significant financial commitments to them.

Without a comprehensive business case, decision-makers do not know whether the investments they make will maximise benefits to Victorian communities.

Our recommendations

We made 6 recommendations to DTF, DoT, MTIA and SRLA about:

- improving the ILHVHR guidelines and Gateway review process
- providing the government with a full business case for the entire SRL program of investments
- disclosing the justification for and impacts of departures from DTF's ILHVHR guidance in any published version of the MAR business case.

Key facts

Suburban Rail Loop

Integrated transport and precinct development project

Multistage investment program over decades

SRL East from Cheltenham to Box Hill expected to cost over \$30 billion

Melbourne Airport Rail

A rail link between Melbourne Airport and the CBD via Sunshine and Melbourne Metro Tunnel

Expected to cost between \$8 billion and \$13 billion

Barwon Heads Road Upgrade

Duplicates 4 km of Barwon Heads Road at a cost of \$365 million

Mickleham Road Upgrade

Adds extra lanes on Mickleham Road between Somerton Road and Dellamore Boulevard at a cost of \$220 million

Source: VAGO, based on audited agencies' information.

What we found and recommend

We consulted with the audited agencies and considered their views when reaching our conclusions. The agencies' full responses are in Appendix A.

The quality of business cases for major projects is important because they provide the basis for investment decisions. Agencies need to ensure that the information contained in business cases is timely and comprehensive so that governments can make informed decisions.

The Department of Treasury and Finance's (DTF) Investment Lifecycle and High Value High Risk Guidelines (ILHVHR guidelines) do not have the status of a statutory instrument with mandatory requirements. However, the content and presentation requirements of the ILHVHR guidance do provide a framework and basis against which DTF and decision-makers can compare and assess all standard and non-standard business cases. The guidelines state that they are applicable to any investment proposal and support the development of business cases, which are mandatory for capital investments with a total estimated investment of \$10 million or more.

We concluded that 3 out of the 4 business cases we assessed in this audit do not support fully informed investment decisions because their content was not sufficient or timely and did not meet the requirements set out in DTF's guidance.

The Department of Premier and Cabinet (DPC), DTF, Department of Transport (DoT), Suburban Rail Loop Authority (SRLA) and Major Transport Infrastructure Authority (MTIA) do not agree with our assessment of the Suburban Rail Loop (SRL) and Melbourne Airport Rail (MAR) business cases. They told us that the MAR project is a very large scale and complex project and that SRL is much more than a typical transport project because it includes an unprecedented, city-shaping and multi-generational program of integrated and precinct development works. They said our assessment of the SRL and MAR business cases against DTF's standard business case development process and guidance, which they say is typically followed for projects with a narrower scope and influence, is inappropriate and misleading.

DTF's guidance is designed to cater for large-scale investment projects and programs that have higher risks and opportunity costs than smaller scale projects. Commonly accepted better practice suggests that a well-formulated business case should precede and inform investment decisions. Circumstances where governments make commitments to projects before receiving a complete business case do not relieve

agencies from their responsibility to develop a comprehensive business case to inform subsequent government decisions.

Timing of business cases

DoT and relevant transport agencies developed the SRL, MAR and Barwon Heads Road Upgrade (BHRU) business cases between 2018 and 2021 and gave regular advice to central agencies and the government to inform progressive decision making on the projects. However, they did not give the government complete business cases in time to inform key decisions on investment commitments and project solutions for these 3 projects.

Figure A shows our assessment of whether DoT, SRLA and MTIA gave the government a business case before it committed to the project, as required by DTF's ILHVHR guidance.

Figure A: **Assessment of business case timing for the 4 projects**

	<i>Business case</i>			
	SRL	MAR	BHRU	MRU1*
Did the business case timing meet DTF's ILHVHR guidance?	A	A	R	G

Note: *MRU1 stands for Mickleham Road Upgrade.

We have used a **green (G)**, **amber (A)**, **red (R)** scale, where:

- G** = no or minor departures from relevant guidance and/or expected processes
- A** = some departures from relevant guidance and/or expected processes
- R** = significant departures from relevant guidance and/or expected processes.

Source: VAGO.

The timing of 3 of the business cases does not align with DTF's guidance:

- For SRL and MAR, the business cases came after the government made funding commitments to the projects.
- For BHRU, while DoT and MTIA completed draft versions of the business case before the government made a funding commitment in 2018, they did not complete the final version and receive government approval until August 2020.

For MRU1, DoT and MTIA provided the government with a complete business case in time to inform key decisions.

The MAR business case did not fully meet its key purpose under the ILHVHR guidance to inform key government decisions on investment commitments and project solutions. This was because it was provided too late to inform decision-making.

DoT disagrees and told us that:

- our finding does not reflect the 'progressive government decision-making' that is required for a project of its scale and complexity
- this decision-making occurred in parallel with the development of the business case to inform the planning, approval and procurement of the project.

The decisions for the MAR project (before the final business case was completed) were informed by other detailed briefings and advice from DoT, MTIA, DTF and DPC. However, this advice did not fully meet the standard expected in a business case and agencies used it to justify the limited analysis they included in the final business case.

The timing and approach adopted by DoT and SRLA for assessing the SRL investment program is also not consistent with DTF's ILHVHR guidelines. However, it does support the government's decision-making for SRL, where project development and delivery are progressing in parallel. Despite this, the government does not yet have a business case for the entire SRL program of planned investments.

Recommendation about the timing of business cases

We recommend that:

Response

The Department of Treasury and Finance	1. amends the Investment Lifecycle and High Value High Risk Guidelines to provide departments and agencies with clarity that a comprehensive business case is still required in circumstances where the government has made project-specific commitments, announcements and/or decisions before a business case is completed (see sections 2.1, 3.1 and 4.1).
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Accepted in principle

Business case content and analysis

The DTF ILHVHR guidelines indicate that a business case should provide a detailed examination of an investment proposal. They state that:

'The purpose of submitting a business case is to provide confidence to decision-makers that:

- the strategic justification for the investment is valid
- the right investment option is selected
- the agency can deliver the investment as planned'.

Figure B shows our assessment of whether the content in the business cases we examined comprehensively meets DTF's ILHVHR guideline requirements in key content areas.

We found:

- significant issues and departures from the guidance in the SRL and MAR business cases in the options assessments and economic analyses
- that the business cases for the BHRU and MRU1 roads projects largely complied with DTF's guidance requirements. However, DoT and MTIA's options assessment and analyses in the BHRU business case were too narrow.

Figure B: **Assessment of business case content for the 4 projects**

Business case content area	SRL	MAR	BHRU	MRU1
Problem definition and evidence	A	A	G	G
Case for change (benefits)	A	G	G	G
Options assessment	R	R	A	G
Economic appraisal method and presentation	R	R	G	G
Delivery case	A	A	G	G

Note: We have used a **green (G)**, **amber (A)**, **red (R)** scale, where:

G = no or minor departures from relevant guidance and/or expected processes

A = some departures from relevant guidance and/or expected processes

R = significant departures from relevant guidance and/or expected processes.

Source: VAGO.

Problem definition, evidence and benefits

Under DTF's ILHVHR guidance, business cases supporting bids for government funding need to describe and provide evidence for the problems they are trying to solve and the benefits they are trying to achieve.

The departures from the guidance that related to problem definition and evidence occurred mainly in the SRL and MAR business cases. Specifically, the problems described:

- in the SRL business case do not:
 - clearly identify how the proposed benefits flow from the problems identified
 - adequately demonstrate how some of the benefits are a direct consequence of the SRL project
 - immediately point to the need for a transport-related intervention
- in the SRL and MAR business cases are not supported with comprehensive evidence for or detailed descriptions of:
 - their root causes or underlying drivers
 - why the government needs to act now.

Options assessment

DTF's business case guidance expects an agency to explore and assess a broad range of interventions and options so it can recommend a preferred one based on evidence of relative costs and benefits. The guidance states, 'Business cases that are weakest in this area often propose just three options: do nothing, do something that is infeasible, or do what the business case is proposing'.

The SRL, MAR and BHRU business cases fall short of this standard because, although none of the options were infeasible:

- the MAR business case completes a cost–benefit analysis (CBA) only on a single option relative to the do-nothing base case
- SRL has only 2 options relative to the base case and those options only differ in the timeframe to build the rail loop and undertake related precinct initiatives
- DoT, SRLA, DPC and MTIA relied on high-level early assessments of potential strategic interventions and options to narrow their subsequent analysis of both SRL and MAR, which is not consistent with DTF's guidance
- for the BHRU, DoT and MTIA restricted their project options analysis by narrowing it to the parameters of the government's funding commitment, which preceded the full business case.

The SRL and MAR projects are large scale and complex, and their benefits are for the long term.

We expected that business cases for significant long-term transport infrastructure projects, such as the SRL and MAR projects, would consider options to defer or delay the proposed intervention to account for uncertainty. Neither did.

Given the limited number of options assessed both in the high-level early assessments and in the actual business cases, there is a risk that DoT, MTIA and SRLA have not provided the government with advice that maximises value for money.

Economic appraisal method and presentation

The economic analyses in the SRL and MAR business cases lack transparency and are not consistent with key elements of relevant guidance.

The methodology used for the economic and cost–benefit analyses in the SRL and MAR business cases creates a material risk that the economic value of these projects is overstated.

Relevant guidance for the economic appraisal of transport projects includes guidance from DTF, DoT, Infrastructure Australia and the Australian Transport Assessment and Planning (ATAP) guidance.

Specifically:

- the discount rate used in the economic appraisals in the SRL and MAR project business cases of 4 per cent was approved by the Minister for Transport Infrastructure (the minister) and accepted by the Treasurer. DTF's guidelines recommend a discount rate of 7 per cent for projects in core service delivery areas of government with benefits that are easy to monetise, such as public transport and roads
- the economic appraisal results for both projects are sensitive to small changes in the discount rate. DoT, MTIA and SRLA did not provide government decision-makers with the results of discount rate sensitivity analysis
- DoT, MTIA and SRLA included wider economic benefits (WEBs) and other non-standard benefits when presenting the primary economic analysis benefit-cost ratio (BCR) results in the SRL and MAR business cases. This materially improved the economic results for the projects. In particular:
 - for SRL, the business case highlights BCRs ranging between 1.0 and 1.7. The BCR for the project is 0.51 when calculated in line with DTF's guidance by excluding WEBs and other non-standard benefits and using a discount rate of 7 per cent
 - for MAR, the business case shows BCRs ranging between 1.1 and 1.3 when assuming that an SRL connection to the airport will be built. The BCR for the project is 0.48 when calculated in line with DTF's guidance by excluding WEBs and other non-standard benefits and using a discount rate of 7 per cent.

DTF and DoT guidance says that the primary CBA results of business cases should be shown exclusive of WEBs, with WEB-inclusive results presented separately.

DoT, MTIA and SRLA's inclusion of WEBs in primary economic analysis results and lack of discount rate sensitivity tests in the SRL and MAR business cases mean decision-makers did not have all necessary information at their disposal.

Discount rates are like interest rates. They express the value or cost of money at a particular time. Organisations use them in discounted cashflow analysis to value a project.

Wider economic benefits (WEBs) are benefits associated with changes in accessibility or land use that are not captured in traditional cost-benefit analyses. DTF and DoT guidance say WEBs should be considered separately from primary benefits and excluded from headline BCR results.

A **benefit-cost ratio (BCR)** is a number that represents the value of a project's benefits divided by its costs. Projects with a BCR of less than 1.0 do not usually proceed.

Recommendations about business case content and analysis

We recommend that:		Response
Department of Transport and the Suburban Rail Loop Authority	2. provide the government with a full business case for the entire Suburban Rail Loop program of investments that includes economic analysis results for all stages of the proposed investment program (see Section 2.1)	Not accepted by: Department of Transport or the Suburban Rail Loop Authority
	3. include updated economic analysis results in funding submissions for all future stages of the program (see Sections 2.1 and 2.2)	Not accepted by: Department of Transport or the Suburban Rail Loop Authority
Department of Transport and Major Transport Infrastructure Authority	4. disclose in any published version of the Melbourne Airport Rail business case the justification for and impacts of departures from the Department of Treasury and Finance's Investment Lifecycle and High Value High Risk Guidelines guidance for the conduct of and disclosure of results from economic analysis (see Section 3.2)	Not accepted by: Department of Transport or the Major transport Infrastructure Authority
Department of Treasury and Finance	5. amends the Investment Lifecycle and High Value High Risk Guidelines to require departments and agencies to include information in business cases to acknowledge, justify and disclose the impacts of any significant departures from the guidance (see sections 2.2 and 3.2).	Accepted in principle

Business case development processes

Project development, governance and quality assurance

Processes used by DoT and agencies to manage, oversee and quality assure the 4 audited business cases were largely consistent with DTF and agency-specific requirements and demonstrated active management of the business case development process.

However, DoT and SRLA's decision to adopt a program-level business case approach for the SRL project, which is acceptable under DTF's ILHVHR guidance, meant that they should have developed a preliminary and full business case for the entire project. They did not.

Instead, DoT and SRLA provided the government with a business case for the eastern and northern parts of the project only and funding submissions for specific components of the eastern part of the program only. This meant that they did not demonstrate the economic rationale for the entire project, and they have told us that they have no plans to do so. DoT and SRLA's approach does not fully meet DTF's guidance requirements and creates risks that their advice to government on these investments is not sufficiently comprehensive.

While not supported by a full business case for the SRL project, other advice and progressive reviews provided by DoT, SRLA, DTF and DPC to the government informed its decisions on funding submissions that have secured over \$11.5 billion.

Compliance with external assurance and review requirements

DTF's high value high risk (HVHR) project assurance process requires a project assurance plan, Gateway reviews and a DTF assessment of the deliverability of the business case for projects designated as HVHR.

When projects receive funding from the Australian Government, Infrastructure Australia also reviews the business case.

Figure C summarises our assessment of compliance with external assurance and review requirements for the 4 business cases.

Figure C: **Assessment of compliance with external assurance and review requirements**

Assurance and review requirements	SRL	MAR	BHRU	MRU1
Project assurance plan	G	G	G	N/A
Gateway reviews	A	A	A	N/A
HVHR business case deliverability assessment	A	A	G	N/A
Infrastructure Australia review of business case	To be confirmed	G	G	N/A

Note: We have used a **green (G)**, **amber (A)**, **red (R)** scale, where:

G = no or minor departures from relevant guidance and/or expected processes

A = some departures from relevant guidance and/or expected processes

R = significant departures from relevant guidance and/or expected processes.

Source: VAGO.

While DTF provided ongoing input to agencies and advice to the Treasurer on all 4 business cases, it has not fully applied the HVHR major project assurance framework to the SRL and MAR project business cases because it is yet to complete the required HVHR deliverability assessment on them.

This means that a key intent of the HVHR assurance process—to provide confidence to government that business cases are robust before they are approved—has not been fully met for 2 of the largest infrastructure projects ever undertaken in Victoria.

MRU1 is not an HVHR project and therefore it did not require Gateway reviews or an HVHR deliverability assessment of the business case.

Gateway reviews

Gateway reviews were not fully effective in making recommendations on shortcomings with the SRL and MAR business cases.

Projects are identified as **high value and/or high risk (HVHR)** by DTF or government. They are subject to more rigorous scrutiny and approval processes than other projects.

Gateway reviews are performed by a team of independent, experienced reviewers engaged by DTF at key points of the project/program life cycle as a critical check on business cases and to provide insights and learnings to assist project delivery.

Both SRL and MAR undertook combined Gate 1 and Gate 2 reviews with a stated purpose to:

'... confirm that the business case is robust—meets the business need, is affordable, achievable with appropriate options explored, likely to achieve value for money and aligns well with the department's overall strategy'.

The combined reviews lack evidence that due consideration was given to affordability, options assessment or value-for-money requirements. Given this, these Gateway reviews fell short of their stated scope and missed a key opportunity for crucial elements of each business case to be tested and challenged.

For the BHRU project, DoT and MTIA did not fully respond to recommendations from the Gateway review of the draft business case that related to:

- providing a stronger alignment between the project and land-use objectives
- considering a wider range of transport options
- providing a more rigorous justification for the project option assessment framework.

DTF's deliverability assessments

A fundamental purpose of the HVHR process is for DTF to apply added scrutiny to the business cases for HVHR projects before they are approved and funded by the government. The process exists to inform the government's deliberations on the merits of business cases.

DTF is yet to complete an HVHR deliverability assessment on the SRL and MAR business cases, even though the government has committed significant funding and begun procurement for major works packages on both projects.

However, DTF told us that:

- it has provided ongoing advice to the government on the SRL and MAR business cases that addresses the substance of the required deliverability assessments
- the HVHR deliverability assessment will be completed once the final MAR business case is ready for approval by government
- it is undertaking a business case deliverability assessment based on the SRL business case, SRL East main works funding submission and other relevant information but has not indicated when it expects to complete this.

DTF did conduct a deliverability assessment on a short-form version of the business case for the BHRU project.

Recommendation about business case development processes

We recommend that:

Response

Department of Treasury and Finance	6. amends the template for Gateway review reports to require review teams to explain any departures from the recommended scope for each review gate (see sections 2.1 and 3.1).
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Accepted

Victorian Parliamentary Budget Office – 27 Aug 2022*In brief*

The Suburban Rail Loop (SRL) is a multi-stage infrastructure project that the Victorian Government first announced in 2018. Planning and initial works for the project commenced in 2019–20, with construction of SRL East commencing in 2022. The government plans to deliver the SRL in 3 sections over several decades – SRL East, SRL North and SRL West.

In this advice, we assess the value of continued investment in SRL East and North (Option A) by calculating the benefit-cost ratio (BCR). This ratio is calculated by discounting estimated future costs and benefits into today's dollars, and then dividing the value of discounted benefits by the value of discounted costs. To do this we:

- used the future cost estimates included in our advice, [Suburban Rail Loop East and North – Building and operating costs](#), which we publicly released on 18 August 2022.
- compared them to the benefits assessed in a February 2021 KPMG economic appraisal that the Victorian Government commissioned, which we accepted at face value, and updated to today's dollars.

As a result of this approach, our evaluation is more indicative of whether it is in the social interest to continue to build and operate the SRL, rather than an assessment of whether it is financially or economically viable.

A BCR greater than 1 indicates an expected net benefit to society. However, governments may target a higher BCR to deliver their policy objectives, or when choosing between potential projects.

Using a 7% real social discount rate – the central case rate in Infrastructure Australia's assessment framework requested by the Hon. Matthew Guy, Leader of

the Opposition – we estimate the BCR for the SRL East and North (Option A) is between 0.6 and 0.7.

This means that continued investment in SRL East and North (Option A) is likely to result in a net social cost.

Victorian Parliamentary Budget Office – 18 Aug 2022*In brief*

The Suburban Rail Loop (SRL) is a multi-stage infrastructure project that the Victorian Government first announced in 2018 as a Labor election commitment. The government plans to deliver SRL in 3 sections over several decades:

1. SRL East – Cheltenham to Box Hill
2. SRL North – Box Hill to Melbourne Airport
3. SRL West – Melbourne Airport to Werribee.

The Victorian Government first allocated funding to the SRL project in the 2019–20 budget. Initial and planning works for the project commenced in 2019–20 and construction on SRL East commenced in 2022.

The Victorian Government has committed \$11.8 billion for SRL to date, covering:

- development and planning costs
- initial and early works
- a provision towards main works.

The Australian Government has indicated that it will contribute \$2.2 billion.

We independently estimate that to build SRL East to 2034–35 will cost \$36.5 billion. We expect that asset expenses will comprise 91% of total SRL East expenses over this period.

The government outlined 2 options for delivery of SRL North:

- Option A – Box Hill to Reservoir segment opening for services in 2043, and the Reservoir to Melbourne Airport segment opening for services in 2053.
- Option B – Box Hill to Reservoir segment opening for services in 2038, and Reservoir to Melbourne Airport segment opening for services in 2043.

The economic appraisal conducted for the government indicated Option A was likely to have a higher benefit to cost ratio.

We independently estimate that to build and operate SRL East and North to 2084–85 under Option A will cost \$200.3 billion.

In the 2022–23 budget, the Victorian Government indicated that it expects SRL East, the first section only, to cost between \$30 to \$34.5 billion, and it expects first trains will be running in 2035.

THE SUBURBAN RAIL LOOP: NOT NEEDED, NOT FIT FOR PURPOSE AND A DEBT BOMB

Executive summary

The SRL is intended to provide a fixed rail, underground orbital link through Melbourne's middle suburbs from Cheltenham to Werribee. Its main function is to provide public transport options for the residents living near an SRL station.

The SRL is based on two population assumptions.

One is that Melbourne's population will grow at past rates to reach around 9 million by the year 2050 (from 5.1 million currently). The other is that a significant share of this increased population will locate in the middle suburbs served by the SRL.

This report argues that the SRL is not needed. Why?

First, the population and public transport demand assumptions are overstated.

Second, the SRL is not fit for purpose. There are cheaper options to provide public transport to the middle suburban activity centres.

Third, the cost of the SRL will be enormous, at least \$34.5 billion for the East section from Cheltenham to Box Hill. The State is already heavily indebted. The Victorian Government is concurrently pursuing a renewable energy transformation and the modernization of the State's economy. These should have a much higher funding priority than the SRL.

The SRL is not needed

As indicated, the SRL is being justified by the forecast that Melbourne will reach the 9 million level by 2050.

Melbourne's population has, until recently, grown faster than other Australian capital cities. This is because it has retained its comparative advantage in housing affordability relative to other potential locations in Australia.

No longer.

By the fourth quarter of 2021, Melbourne was ranked the fifth most expensive city in the Anglo world as measured by the median housing price to median household income metric. Only Hong Kong, Sydney, Vancouver and San Jose were more expensive.

Melbourne reached a ratio of 12.1 on this metric, up from 9.7 in 2015 and 8.3 in 2013. By 2021, except for Sydney, Melbourne was far more expensive than any other Australian capital city, including Brisbane at 7.4 and Perth at 7.1 and way above that of most regional centres in Victoria and elsewhere in Australia.

Our analysis of the factors shaping the supply and demand for housing, indicates that this situation is unlikely to change.

On the supply side, buyers seeking a separate house in established suburbia in Melbourne face a median price of around \$1.1 million. Their choice is limited because around half the stock is held by households aged 50 plus, few of whom show any inclination to move.

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Our projection for the growth of demand for separate housing over the decade 2012-2022 (Table 2) indicates that the share of the established separate housing stock occupied by households aged 50+ will increase. This is because the baby boomer cohort is replacing a much smaller cohort born before 1945.

Also on the supply side, fringe housing used to provide a safety valve. But, not any more. The State Government's planning strategy for Melbourne, which prioritises higher-density residential development in established areas and which limits fringe expansion, is biting. Buyers on the fringe must locate some 50 kilometres from the CBD. By the first quarter of 2022, once there, they faced a median price for a block of \$370,000. This bought a tiny block, averaging just 357 square metres.

On the demand side, there is no relief in sight. The size of the millennial cohort of households has grown rapidly, mostly because of expansion in the number of migrant households locating in Melbourne during the past decade who are now in this age group (aged 25-39) – see Table 2. Millennial households are the most interested in purchasing a separate house because they are entering the peak years of family building aspiration.

This is a recipe for sustained housing scarcity and sustained high prices. Consolidation will not relieve the situation. The price of units and town houses is also accelerating because the site costs for higher-density housing are so high.

The migrant impact is being ignored

Governments and business interests have expressed concern about the consequences for younger families of this housing affordability crisis. These interests are at the same time the strongest advocates for a rapid expansion of the migrant intake. There is minimal acknowledgement that such a revival will make the housing crisis in Melbourne (and Sydney) worse.

Housing prices, locational decisions and the SRL

The implications of the housing affordability crisis for the assumptions used to justify the SRL are profound. Given the importance of home ownership in Australia for financial security, Melbourne is likely to lose more of its residents than in the past as they vote with their feet to find affordable locations elsewhere. Migrants too, are less likely to be attracted to Melbourne.

It is highly unlikely that Melbourne will reach 9 million people by 2050 upon which the SRL planning is based. A figure of near 7 million is more plausible.

There are also doubts about the scale of the presumed higher-density settlement in the suburbs to be served by the SRL. Separate housing, and thus development sites in these suburbs already cost \$1 million plus. These suburbs are unlikely to provide the affordable housing sought by the younger households who are likely to work or visit the SRL activity centres.

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The SRL is not fit for purpose

Even if the State Government's forecast of 9 million by 2050 were to eventuate, is fixed rail the best option to provide public transport options to the proposed Activity Centres? Bus links, in particular, would be a far cheaper option for delivering a dispersed suburban population to these centres.

This case is spelled out in Infrastructure Victoria's proposed infrastructure priorities. It states that:

Buses are the closest option to home. Buses do not require large, expensive, immovable infrastructure investments and can operate on most roads. The relatively low capital cost of buses means they can respond quickly to changes in population, technology, policy and behaviour.¹

Furthermore, why build an expensive, immovable fixed rail system when there are growing doubts about use of the system. These derive from the increased post-Covid preference for working at home.

A debt bomb

The Victorian State Government cannot even cover the costs of providing services for its rapidly growing population from current tax and other revenues. For 2022-23, the Budget forecast is that there will be a net borrowing requirement of \$14.3 billion.

The vastly larger borrowing requirement for infrastructure is additional.

Net debt from these borrowings was \$60 billion in 2019-20. It doubled to reach \$119.4 billion in 2021-22. According to the 2022-23 Budget Papers, net debt will reach \$162.9 billion in 2023-24 and \$182.3 billion in 2024-25. This debt is far larger, relative to the State's economic size than is the case for the other large States (NSW, Queensland and WA). The debt required to finance the SRL will be additional (very little private sector involvement is expected).

The Victorian Government must make choices if its renewable energy and economic modernization aspirations are to be achieved. The SRL is a third order priority.

The renewable transition

We show that the renewable energy transition will be far more costly than is assumed in the State Government's current assessments. The State's confidence is based on the rise in the share of renewables in electricity production in Victoria from 10 per cent in 2014 to 26.6 per cent in 2020. This achievement was based on householder installation of solar panels. The State's investment contribution was minimal.

This relatively cheap public cost phase is ending. Huge investment will be needed to cover the withdrawal from base load coal power, which cannot compete in price with renewable sources. Firming power will be needed to cover times when renewable energy is not

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available. It will be a major task and the public costs will be high, especially if the Victorian State Government pursues its stated objective of de-gassing the State's energy system.

If this firming power is to come from renewables it will require investment in the transmission system to bring renewables from dispersed sources to the metropolitan market. It will also require massive investment in electric power storage. The State Government is assuming that the private sector will take up the challenge. We argue that this is unlikely, except at a high cost.

Economic modernization

Victorian governments have long promised that with the demise of Victoria's manufacturing industries (following the removal of tariff protection in the 1980s and 1990s) they would create the conditions for the emergence of new knowledge intensive and internationally competitive manufacturing industries.

This expectation has not been met, as our data on Victoria's international trade position illustrates in spades. Figure 2 shows the value of Victorian imports and exports of elaborately transformed manufactures (ETMs) for selected years over the period 1990 to 2021. Exports have virtually flatlined at a low level (under \$10 billion) since about 2000. By contrast, over the same period, the value of ETMs imported to Victoria has skyrocketed from just over \$10 billion to over \$60 billion.

The Victorian Government is asserting that the renewable transition will open a promising source of new industries for the State. This is an alluring prospect. However, it won't happen without a targeted industry policy in which the State provides concerted direction and finance.

For this to occur the Victorian Government will need to make choices.

Conclusion

Victoria is a people servicing economy, driven by population expansion in Melbourne. The problem is that the costs of providing for these extra people are growing faster than State revenues.

Meanwhile, the capital costs of providing for the health, education and particularly the transport infrastructure needed for the growing population have escalated. These costs too, are being covered by debt.

Victoria is mendicant state.

It does not possess the industry base (like the commodity rich states of Queensland and WA) to provide the revenues needed to cover Victoria's operational and infrastructure costs without massively increasing the State's debt.

As a result, the Victorian Government has had to continually browbeat the Commonwealth for more funds and resort to ever more desperate measures to sell off State assets.

THE SUBURBAN RAIL LOOP: NOT NEEDED, NOT FIT FOR PURPOSE AND A DEBT BOMB

A breathtaking example of the latter was the State Government's sale of an 80 per cent share of its VicRoads vehicle registration and licensing operations to a private consortium for \$7.9 billion.

The sale was well publicised, but not its implications. It was justified as facilitating the modernization of the registration and licensing functions. Nevertheless, the Government acknowledged that the funds will go to a Future Fund aimed at 'reducing the debt burden on future generations'.² Sounds fine, but what was not acknowledged was the scale of the annual revenues that will be lost. According to the 2022-23 Budget Papers, revenue from the vehicle registration operations alone in 2022-23, were expected to yield \$2 billion.³

There are opportunities to break this cycle. One is the renewable energy transition and the other a targeted industry policy focusing on knowledge intensive industries, including those stemming from the renewable transition. However, these opportunities are unlikely to be achieved while the State pursues its capital widening *Big Build* priority.

A rescue of sorts is imminent. Housing costs in Melbourne are now so expensive that people are voting with their feet – away from – not to Melbourne, as in the past.

The likely slowdown in Melbourne's population growth will diminish the State Government's cost and infrastructure burdens. The SRL, in particular, will not be needed. This will allow the State to focus on the far more important tasks of the renewable energy and knowledge intensive industry transformations.

Attachment B

Further background

Victorian Auditor-General's Office Assurance Report

- A Victorian Auditor-General's Office independent assurance report on the quality of major transport infrastructure Project business cases was tabled in Victorian Parliament on 21 September 2022 (see **Attachment A**).
 - This examined four transport infrastructure business cases, including the SRL Business and Investment Case (BIC), against Victorian Government Department of Treasury and Finance's Investment Lifecycle and High Value High Risk (ILHVHR) guidelines.
- The audit found that the BIC does not support fully informed investment decisions. It specifically found that (amongst other things) it:
 - Lacked sufficient analysis of alternative project options.
 - Had lower a return on investment when calculated in-line with Department of Treasury and Finance guidelines (a BCR of 0.51 – excluding wider economic benefits (WEBs) and other non-standard benefits, and using a 7 per cent discount rate).
 - Came after the Australian Government made a funding commitment to the project.
- The audit recommends that:
 - A full business case be undertaken for the entire SRL program of investments that includes economic analysis results for all stages of the proposed investment program.
 - Updated economic analysis results be included in funding submissions for all future stages of the program.
- The report states that the Victorian Government's Department of Premier and Cabinet, Department of Treasury and Finance, Department of Transport, Suburban Rail Loop Authority and Major Transport Infrastructure Authority do not agree with the Victorian Auditor-General's Office's assessment of SRL – contending the use of standard business case development process and guidance is inappropriate and misleading, as these are typically followed for projects with a narrower scope and influence.

Victorian Parliamentary Budget Office Advice

- The Victorian Parliamentary Budget Office (PBO) on 18 August 2022¹ released an independent cost estimate of SRL East and North that indicated it will cost:
 - **\$36.5 billion** to build SRL East (6-22 per cent higher than the Business and Investment Case estimate).
 - **\$200.3 billion** to build and operate SRL East and North over 50 years (including **\$125.0 billion** in asset cost).
- The Victorian PBO on 27 August 2022² released further advice on the value of continued investment in SRL East and North, calculating the benefit-cost ratio of SRL East and North to be between 0.6 and 0.7 (at a 7 per cent discount rate).

¹ <https://pbo.vic.gov.au/response/2820>

² <https://pbo.vic.gov.au/response/2945>

Independent assessment of SRL BIC demand modelling

- In October 2021, s47B(a) was engaged by the Department to undertake an independent, focussed assessment of the demand modelling of the SRL Business and Investment Case.
- The s47B(a) study was (by design) a narrowly focused assessment that applied a demand modelling lens, and was limited to publicly available information in the Business and Investment Case.

[illegible]

Project status

- Early works on SRL East commenced on 2 June 2022.
- On 5 August 2022, the Hon Lily D’ambrosio MP, Minister for Environment and Climate Action issued her assessment of SRL East under the Environment Effects Act 1978, concluding the environment effects statement (EES) process.
 - This found that the environmental effects of the project can be acceptably managed, subject to recommendations made by the Minister.
- On 6 September 2022, the Victorian Government announced shortlisted bidders for the delivery of Suburban Rail Loop East’s (SRL East) two tunnelling contracts. The first contract is expected to be awarded in 2023.
- SRL East is due to be operational by 2035.

Media Coverage Summary

- There has been media criticism of the level of consultation, transparency and rigour in the development of the project (see The Age media article on 15 August 2021 in **Attachment A**).
 - This includes criticism that early works on SRL East have commenced despite the SRL BIC only being a Stage 1 Early Stage Submission under Infrastructure Australia's processes (see The Age media article on 29 July 2022 in **Attachment A**).
 - In December, Infrastructure Australia reported that it expected to formally receive a business case for SRL in early 2023 (see AFR media article on 2 December in **Attachment A**).

- There has been media criticism of the project following the tabling of the Victorian Auditor-General's Office independent assurance report entitled *Quality of major transport infrastructure project business cases* (see The Guardian media article on 21 September 2022 in **Attachment A**).
 - The Victorian Auditor-General's Office independent assurance report, the status of the project under Infrastructure Australia processes and status under the National Land Transport Act (not yet approved), are key criticisms surrounding the commitment of the \$2.2 billion to SRL East 'early works' in the 2022-23 Federal Budget (see AFR media article on 16 October 2022 in **Attachment A**).
- During the course of the Victorian State election, the Hon Matthew Guy MP, Leader of the Victorian Opposition made an election commitment to 'shelve' the project and divert funding to health priorities (see ABC media article on 17 August 2022 in **Attachment A**).
- According to the SRL business case, the Commonwealth would contribute one third of the estimated cost of SRL East, implying that more federal funding is to be considered subject to negotiations between the Victorian and the Commonwealth governments as well as Infrastructure Australia assessment of the business case (see Sydney Morning Herald media article on 24 March 2023 in **Attachment A**).
- Recently, the Victorian Premier renamed the MARL 'SRL Airport', announcing that this would form part of the western section of the SRL. This has attracted media attention on the interface between the two projects, which to date had been funded and delivered as separate projects (see Herald Sun media article on 1 November 2022 in **Attachment A**).
- Suburban Rail Loop has been linked calls to reduce infrastructure expenditure in light of budget deficits. For example, a recent Grattan Institute report calls for cuts to spending on infrastructure and transport projects (See Herald Sun media article on 12 April 2023 in **Attachment A**).
- There have been calls for the project to be deferred in favour of other priorities due to concerns of SRL monopolising market capacity. This includes a call from the Rail Futures Institute to defer the project to focus on the East-West rail proposal to cater for demand in Melbourne's West (see The Age media article on 12 July 2022 in **Attachment A**).
- A report published by The Australian Population Research Institute (dated 20 July 2022), titled *'The Suburban Rail Loop: not needed, not fit for purpose and a debt bomb'*, contends:
 - the population and demand assumptions of the SRL BIC are overstated;
 - the SRL is not fit for purpose,
 - Victoria should pursue other priorities given fiscal constraints (namely, renewable energy transformation and the modernization of the State's economy).
- Reportedly, Mayors from the City of Monash, the City of Kingston and the City of Whitehorse have requested that the Andrews government redesign parts of its flagship Suburban Rail Loop project amid concerns that poor connections to existing Metro train lines and other public transport could undermine the project (see The Age media article on 4 July 2022 in **Attachment A**).

- There were also media reports about the Victorian Government's windfall gains tax as a result of the SRL Authority powers to rezone the land up to 1.6km around each proposed station (see AFR media article on 1 September 2022 in **Attachment A**).
- Shadow Minister for Major Projects, David Southwick, MP, raised a concern that \$11.5 billion of value capture funding for SRL could be a tax levy on existing homeowners, communities, and new developments (see media release on 14 March 2023 in **Attachment A**).
- It was reported that federal funding of \$11.5 billion over 10 years for the Suburban Rail Loop was sought from the former Government which was rejected (see The Age media article on 1 April 2022 in **Attachment A**).

Attachment C
SB23-000692**Index of Questions on Notice and Senate Estimates Hansard****Index of Question on Notice (QoN) related to SRL**

Senate committee	Date	QoN number	Topic	Pg. ref
2022-2023 Rural and Regional Affairs and Transport Legislation Committee	25 November 2022	180	Suburban Rail Loop value capture	1
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2022-2023 Rural and Regional Affairs and Transport Legislation Committee	2 December 2022	Infrastructure, transport, regional development, communications and the arts	5
2022-2023 Rural and Regional Affairs and Transport Legislation Committee	25 November 2022	Infrastructure, transport, regional development, communications and the arts	11
2022-2023 Finance and public administration legislation committee	7 November 2022	Prime minister and cabinet	20
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Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Budget Estimates 2022 - 2023

Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 180

Departmental Question Number: SQ22-000760

Division/Agency Name: DIV - Significant Project Investment Delivery Office

Hansard Reference: Spoken, Page No. 11 (25 November 2022)

Topic: Suburban Rail Loop value capture

Senator Bridget McKenzie asked:

Senator McKENZIE: Secretary, can you just name the projects that we funded where 60 per cent of the project funding is going to be revenue derived from value capture?

Mr Betts: No, I can't. I can take on notice projects which were funded in anticipation of value capture. It was a big issue for Prime Minister Turnbull certainly to seek to unlock value capture, for instance, around major projects in Western Sydney. So, for instance, the Western Sydney Airport metro project, which was funded by the previous government to the tune of \$5 billion, sat within a City Deal which anticipated quite significant revenues from value capture around stations.

Senator McKENZIE: Yes, I remember that project well. On notice, name any other projects where 60 per cent of the estimated cost is not provided from government funding but from value capture. What communication has the federal government or the department had with the Victorian government regarding the type of value capture, or is that something you will be discussing once they are out of caretaker, if they win?

Mr Betts: Yes, exactly what you have just described.

Answer:

The total cost of the Sydney Metro Western Sydney Airport project is expected to be offset with lower proportionate value capture contributions, as agreed between the Commonwealth and NSW governments through the Western Sydney City Deal and implemented through the *Environmental Planning and Assessment (Special Infrastructure Contribution - Western Sydney Aerotropolis) Determination 2022*, which came into effect on 9 March 2022. Under the determination, property developers will be required to make a special infrastructure contribution for developments in the general vicinity of two Sydney Metro station precincts to partially offset the total cost of the Sydney Metro—Western Sydney Airport project.

The 2021 Victorian Government Business and Investment Case assumes that the cost of Suburban Rail Loop East is split evenly between the Victorian Government, the Australian Government, and other funding sources (including value capture).

Discussions with Victorian officials on the Suburban Rail Loop are ongoing.

Rural and Regional Affairs and Transport**QUESTION ON NOTICE****Budget Estimates 2022 - 2023****Infrastructure, Transport, Regional Development, Communications and the Arts****Committee Question Number: 181****Departmental Question Number: SQ22-000761****Division/Agency Name: Ministerial Office - C.King's Office****Hansard Reference: Spoken, Page No. 12 (25 November 2022)****Topic: Suburban Rail Loop election commitment business case****Senator Bridget McKenzie asked:**

Senator McKENZIE: I would like to table another article. I know you are excited about this project. Daniel Andrews is excited about this project. Eighty per cent of the voters in the suburbs where this project is going are very unexcited about this project. In fact, they think it is a dog's breakfast, which, clearly from the evidence, it is.

Senator Chisholm: On the business case, I think it was on the 19 August last year.

Senator McKENZIE: Alright, thank you. So when I asked you, 'Did you base your decision on the business case?', what was your response to me?

Senator Chisholm: Sorry?

Senator McKENZIE: When I asked you the question, 'Did you make your election commitment to the \$2.2 billion based on that business case?' what was your answer to me?

Senator Chisholm: I said that we made an election commitment. I was just clarifying when the business case was released.

Senator McKENZIE: Did you use the business case to inform your election commitment?

Senator Chisholm: We made an election commitment to support this—

Senator McKENZIE: Take it on notice and go check with the actual minister.

Senator Chisholm: I am happy to take it on notice.

Senator McKENZIE: That would be useful.

Answer:

The Australian Government delivered on its election commitment by allocating \$2.2 billion in the 2022-23 October Budget towards the Suburban Rail Loop East.

The detailed business and investment case for the Suburban Rail Loop released by Victoria demonstrated a benefit cost ratio of up to 1.7.

The Suburban Rail Loop will be subject to the usual assessment processes, including as part of the National Land Transport Act.

Rural and Regional Affairs and Transport**QUESTION ON NOTICE****Budget Estimates 2022 - 2023****Infrastructure, Transport, Regional Development, Communications and the Arts****Committee Question Number: 182****Departmental Question Number: SQ22-000762****Division/Agency Name:** DIV - Significant Project Investment Delivery Office**Hansard Reference:** Spoken, Page No. 12 (25 November 2022)**Topic:** Suburban Rail loop documents regarding funding from Victorian officials**Senator Bridget McKenzie asked:**

Senator McKENZIE: Can the department please provide documents received from Victorian officials regarding funding for the Suburban Rail Loop?

Mr Betts: We will take that on notice and do the best we can, consistent with Commonwealth-state relations.

Answer:

Information and documents can be found at [Suburban rail documents](#).

Rural and Regional Affairs and Transport**QUESTION ON NOTICE****Budget Estimates 2022 - 2023****Infrastructure, Transport, Regional Development, Communications and the Arts****Committee Question Number: 245****Departmental Question Number: SQ22-000843****Division/Agency Name:** DIV - Significant Project Investment Delivery Office**Hansard Reference:** Spoken, Page No. 14 (25 November 2022)**Topic:** Suburban Rail Loop discussions**Senator Bridget McKenzie asked:**

Senator McKENZIE: Have there been early discussions, then, between the release of the business case in August and today?

Mr Hallinan: To the extent that I've had discussions personally with officials in Victoria about the notion of the project—it's been floating around for a couple of years—and to the extent that we needed to input some data in the forward estimates and have a rough idea of that. I can take on notice any specific discussions—

Answer:

Department of Infrastructure, Transport, Regional Development, Communications and the Arts officials have had various discussions with the Victorian Government since the release of the Victorian Government Business and Investment Case on a range of transport infrastructure related matters.

Ministerial level engagement occurred in the lead up to the election commitment being made and to delivery of the October 2022-23 Budget.

SENATE

RURAL AND REGIONAL AFFAIRS AND TRANSPORT LEGISLATION COMMITTEE

Estimates (Public)

FRIDAY, 2 DECEMBER 2022 CANBERRA

Senator McKENZIE: Could you list all the projects that have been referred to IA since 22 May?

Mr Copp : I might ask Mr Tucker to look that up.

Mr Tucker : Since 22 May, we have completed 10 business case evaluations. I'll read those out for you: Dungowan Dam, the Napoleon Road upgrade, the Dorset Road extension, the Monash roads upgrade, the Great Western Highway east and west sections, Singleton Bypass, the Mitchell and Kwinana freeways upgrade, the Pakenham roads upgrade, Melbourne Airport rail and the Logan and Gold Coast faster rail from Kuraby to Beenleigh.

Senator McKENZIE: So they're the business cases that have been completed?

Mr Tucker : Correct.

Senator McKENZIE: Could you list all the projects that have been referred to you for examination since 22 May?

Mr Tucker : We only have one that's currently active with us, and that's the Muswellbrook bypass on the New England Highway.

Senator McKENZIE: So the Suburban Rail Loop hasn't been referred to you?

Mr Tucker : Not at this point in time.

Senator McKENZIE: How many projects are currently under assessment in your organisation?

Mr Tucker : Just that one for the Muswellbrook bypass.

Senator McKENZIE: So you've completed those, you've got Muswellbrook and you're waiting for referrals?

Mr Tucker : At the business case stage, yes. We have received other submissions at earlier stages, and there are a number of those.

Senator McKENZIE: Run me through those ones since 22 May.

Mr Tucker : I wouldn't be able to recall them all, but I can give you a few of them now if you wish, and then I'll ensure that that's completed.

Senator McKENZIE: How many are there?

Mr Tucker : We've received a stage 2 submission, which is around options analysis, for the Westport project in WA and for the north-west transport network in Brisbane. There would be some projects on the Bruce Highway in Queensland that we've looked at over the last six months. We recently had a submission for logistics hubs in the Northern Territory. Those are just a few that immediately spring to mind.

Attachment C
SB23-000692

Senator McKENZIE: I know you're relying on your memory right now, and it's great that you're able to give me that information, but do you have a document on your iPad that you could use to run me through the list of projects that have been referred to Infrastructure Australia, not at the business case stage but at the early assessment stage?

Mr Tucker : I don't have that on my iPad at the moment, no.

Senator McKENZIE: Does anyone behind you have it in a folder?

Mr Tucker : My colleagues would be able to hopefully bring up a list of other assessments that we've been undertaking in that time.

Senator McKENZIE: Hopefully someone behind Mr Tucker is madly going through a folder to help him, because he's only going to be in front of us for about another 10 minutes. So, please, bring that information up. Have there been any changes in Infrastructure Australia's prioritisation or assessment of projects previously assessed since 22 May?

Mr Copp : Sorry, what do you mean?

Senator McKENZIE: Have you changed or been asked to re-examine projects that you've already taken a look at?

Mr Copp : I don't believe so, no. We haven't.

Senator McKENZIE: Have there been any changes in the way you prioritise projects?

Mr Copp : None other than the legislative change around climate change.

Senator McKENZIE: The net zero stuff. I'm waiting for your colleagues, Mr Tucker. Maybe while Mr Tucker is working on that, Mr Copp, you could help me. Of all the projects which the government announced in the October budget, over \$250 million worth, how many have been referred to IA for any level of assessment?

Mr Copp : I don't believe any at this stage. Usually there will be an announcement around a funding envelope. And then there is a requirement under the partnership agreement that we assess the business case in due course.

Senator McKENZIE: The funding envelope for the project at project level?

Mr Copp : Yes.

Senator McKENZIE: So the government hasn't put anything through Infrastructure Australia since coming to government?

Mr Copp : Usually the state government sends it to Infrastructure Australia in response to an indication of funding from the Australian government—or they are seeking funding from the Australian government.

Senator McKENZIE: And I am waiting for that list from Mr Tucker.

Mr Tucker : Yes, thank you. We will continue to work on that.

Mr Copp : Is there a particular project you are seeking to understand, Senator?

Senator McKENZIE: No. I would like to understand your workload and what's in the pipeline.

Attachment C
SB23-000692

Senator CANAVAN: I want to drill down. You mentioned you've been, I think, referred or you're starting to look at some projects on the Bruce Highway. Could you run through what those investments are exactly that you're investigating?

Mr Tucker : I know that we've had some early engagement with the Queensland government on the Tiaro Bypass. I don't recall receiving an actual submission on that. It has more been an early engagement activity. We are expecting a submission on that one soon.

Senator CANAVAN: That project is already funded. We've been through that earlier today. Could the work you do now call into question the funding of that if it comes back with a negative assessment?

Mr Copp : It could. Usually the state will develop up a business case. But when we are in early engagement that's our opportunity to influence how that is developed and what they need to think about to make sure it has got its best position forward for a final assessment. But, yes, sometimes we look at a project after it has been funded and we find we don't recommend it. Then it is up to government what they decide to do with it from there.

Senator CANAVAN: Just go be clear, that has been referred to you by the Queensland government has it—the Tiaro Bypass?

Mr Copp : That's who's engaging with us and working with us.

Senator CANAVAN: Sorry , Mr Tucker, have you found the projects?

Mr Tucker : We've had a submission on the Bruce Highway and the Gateway Motorway. There's a program of work in that corridor to the north of Brisbane. We've had engagement at a stage 2 level. We've had engagement, again with the Queensland government, on the Paradise Dam project.

Senator CANAVAN: So that's not the Bruce Highway obviously.

Mr Tucker : That is not Bruce Highway, of course.

Senator CANAVAN: I am hoping there are some projects north of Gympie. Tiaro is slightly north of Gympie but not far. There's nothing north of the Tropic of Capricorn?

Mr Tucker : No. A couple of other projects that I—

Senator CANAVAN: The roads are perfect, of course, in North Queensland, Senator McDonald!

Senator McDONALD: That's what I say every day!

Mr Tucker : Some other projects that I can now see, we've had engagement with the South Australian government on the—

Senator CANAVAN: I was just asking about the Bruce Highway, sorry. Excuse my parochial—

Mr Tucker : I don't think there are any others on the Bruce Highway.

Senator CANAVAN: I've got my Queensland senator hat on. You've only got the gateway there, which is Brisbane effectively, and the Tiaro Bypass, which is a very important project. It would be nice to have some things in North Queensland. I will hand back to Senator McKenzie.

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SB23-000692

Mr Tucker : All I can do is to give you some others as I'm seeing them on my list. That would include the northern South Australia water proposal in South Australia; that was from the South Australian government. We've had engagement with the ARTC on the port of Portland rail line. That is all I am seeing from the list I've got at the moment, and maybe my colleagues will add to that list.

Senator McKENZIE: So that adds up to about 10 projects in front of you, at any level of assessment?

Mr Tucker : Yes. That sounds about right.

Senator McKENZIE: On notice, could you give me the full details, in a nice little table, and where it is in your assessment processes?

Mr Tucker : Yes.

Senator McKENZIE: Thank you so much. Just going to the Suburban Rail Loop: what information would you generally require from state officials to support an assessment of a major rail project like this?

Mr Copp : We would generally need a full business case which has all the economic analysis, a BCR and some of the environmental information. We like to see how it fits into the broader network. So, generally, a full business case—

Senator McKENZIE: For the full project?

Mr Copp : We would prefer to have a full understanding of the program and how it fits in with the broader network as well.

Senator McKENZIE: Have you received anything from the Victorian government about this project?

Mr Copp : The problem that it's trying to solve is on our priority list. They've submitted a problem identification—a stage 1 in our process. That is for the Melbourne middle and outer suburban—

Senator McKENZIE: When did they submit that?

Mr Copp : It would have been last year, in September. So that has been added to the list. We recognise that there is an issue to solve there, in connecting the outer suburbs of Melbourne. We understand that they are working on a business case at the moment for submission to us at some stage.

Senator McKENZIE: And you have no idea when that will arrive? But whenever they finish it.

Mr Copp : Early next year is the indication, once it has gone through the Victorian cabinet.

Senator McKENZIE: Just to be clear: the only documentation or information you have from the Victorian government on this project is the September 21?

Mr Copp : We've also been provided with a link to the publicly available business and investment case, which is available from the Victorian government. On the request of the previous government, we did a high-level analysis—essentially, a gap analysis—of what we would need to see for a full business case assessment by us.

Senator McKENZIE: Have you assessed the Victorian Auditor-General's *Quality of major transport infrastructure project business cases*?

Mr Copp : The Auditor-General's report into—

Senator McKENZIE: Yes.

Mr Copp : Yes, we have read it.

Senator McKENZIE: Have you spoken to the Victorian Auditor-General's Office regarding their concerns with the quality of the business case?

Mr Copp : We haven't spoken to them.

Senator McKENZIE: Will you be?

Mr Copp : We don't intend to, at this stage. It's not a usual part of our assessment process. We would generally assess the project—

Senator McKENZIE: No, you've probably not usually been asked to fund things that have a negative Auditor-General's report. Have you ever been asked to assess a project that has a negative Auditor-General's report from any state government?

Mr Copp : Not previous to the investments—

Senator McKENZIE: No. I'd have been very surprised if you had. Are there differences in standards between what the Victorian Auditor-General's Office have recommended and what you would recommend, in terms of the quality of the business case assessment?

Mr Copp : I'm sorry; I didn't hear the first part of the question.

Senator McKENZIE: Is there a difference between what you would require from a business case, as opposed to what the Victorian Auditor-General would require as a quality business case?

Mr Copp : From my understanding, they're different processes and we are not across their process in particular. But it is fairly standard—what you would expect in a business case.

Senator McKENZIE: Have you assessed the findings of the Victorian Parliamentary Budget Office, which has estimated significantly higher construction costs for the Suburban Rail Loop than those that have been used by the Victorian government?

Mr Copp : I have not read that [inaudible]—

Senator McKENZIE: Probably, Mr Tucker, you're better assigned this one. Could I, on notice, have your assessment of what the Victorian Parliamentary Budget Office costings are around this project? My understanding is that they're quite different, and I would appreciate your advice around that. Have you made any recommendations or provided advice to the government in relation to the Suburban Rail Loop?

Mr Copp : No.

Senator McKENZIE: What assessments or work have the minister or the Commonwealth government asked you to do on the Suburban Rail Loop?

Mr Copp : None at this stage.

Senator McKENZIE: Just the fact that it is an election commitment and listed in the October budget?

Mr Copp : We would expect to see a business case in due course.

Senator McKENZIE: But Minister King's office hasn't requested anything of you?

Mr Copp : No.

Senator McKENZIE: The minister has stated that, if Infrastructure Australia's assessment does not support the Suburban Rail Loop project progressing, she would work with the Victorian government to 'make it stack up'. Has the minister discussed with Infrastructure Australia what process would need to be undertaken to make a project like this stack up?

Mr Copp : We haven't had that discussion.

Senator McKENZIE: What work must be undertaken by Infrastructure Australia and what level of recommendation received from Infrastructure Australia before the government would release the committed funding?

Mr Copp : Are you asking what—

Senator McKENZIE: What they need from you to unlock the funding.

Mr Copp : Under the national partnership agreement, it's a requirement that we assess the project, but it is not a requirement at this stage that we have a positive outcome from it.

Senator McKENZIE: The Prime Minister himself, backed up by Minister King, has made a big deal about the role of Infrastructure Australia in any commitment of funding by this government. Has there been a change to that process—that it only needs to be assessed? There is no requirement for the government to give regard to your advice on projects? There's been no change?

Mr Copp : No change at this stage.

Senator McKENZIE: Do you anticipate that to happen?

Mr Copp : That is a matter for the minister.

Senator McKENZIE: It is. It's odd. I have no further questions.

SENATE**RURAL AND REGIONAL AFFAIRS AND TRANSPORT LEGISLATION
COMMITTEE**

Estimates (Public)

FRIDAY, 25 NOVEMBER 2022 CANBERRA

Senator McKENZIE: I want to go to the Suburban Rail Loop. Suburban Rail Loop East is the 26-kilometre section from Cheltenham to Box Hill, with a public cost, as I understand it, of \$30.5 billion. Federal Labor has committed \$2.2 billion at this stage to the project, delivered in your October budget. At our last estimates, it was announced that East was \$33 billion, comprising \$11.8 from the Victorian government, \$11 billion through some kind of 'value capture', and \$2.2 billion from the Commonwealth government. The Victorian Parliamentary Budget Office has estimated the cost is actually \$36.5 billion. And, when you join the East and the North sections, the combined cost is more than \$125 billion. Premier Andrews refused to answer journalists' questions on 23 November about the cost of the project. As you can see from the data that we have all received through various iterations, it moves around a bit. But he was very, very clear, and it's reported in the AFR, and I quote the Premier: 'It's fully funded and underway.' I want to understand a bit more about this project. What examples are there of possible models for value capture, which the department was suggesting could be forming \$11 billion of the project funding?

Mr Betts : Presumably it was the Victorian government department that was proposing that approach to value capture, not the Commonwealth department.

Senator McKENZIE: No, but I'm assuming, given the size of our investment—not just the \$2.2 billion currently, but projected over time for this project—wouldn't we want to assure ourselves that there is some thinking around what that might look like?

Mr Betts : Certainly. As we described last time, we are in the early stages of a process of engagement with the Victorian government. What occurred in the budget in October was the translation of a very clearly telegraphed election commitment from the government into a budgetary commitment. The next stage, as articulated under the Land Transport Act and standard national partnership agreements is for the Victorian government to prepare a project proposal report for funding and formal approval by the Commonwealth, and for us to commence discussions around scope, milestones, governance et cetera. That would include, once it's up and running, considerations, no doubt, of what the overall approach will be to things like value capture and the overall funding picture for the project. We haven't begun that work, obviously. The Victorian government is in caretaker mode, and we would await the outcome of the Victorian election before we began discussions with Victorian officials in earnest.

Senator McKENZIE: Is the Premier correct when he says it's fully funded and underway?

Mr Betts : I can't comment on that. I can simply say that the Commonwealth is providing the \$2.2 billion funding contribution, which was part of the government's election platform.

Attachment C
SB23-000692

Senator McKENZIE: Assistant Minister, was Premier Andrews correct? None of the evidence at this end would suggest he is. Is he correct, when he can't answer the question on the cost? Admittedly, that does seem to move around, even with evidence to this committee. But he was very, very clear in saying it was fully funded and underway.

Senator Chisholm: I haven't seen the context or the comments made by Premier Andrews.

Senator McKENZIE: I'm happy to table the article. It's an *Australian Financial Review* article. You don't even have to read the article, Assistant Minister, it's in the headline: 'Andrews says first rail stages fully funded'. What I'm hearing in the evidence from the secretary is that it's not fully funded. I am asking you, Assistant Minister, is the project fully funded and underway?

Senator Chisholm: It's a matter for the Victorian state government.

Senator McKENZIE: Actually, \$2.2 billion of the Commonwealth taxpayer's money is pledged in your budget to this project.

Senator Chisholm: For a section of the project.

Senator McKENZIE: Yes. \$2.2 billion is a lot of money.

Senator Chisholm: It is.

Senator McKENZIE: A lot of Queensland taxpayers are funding that project. Is it fully funded and underway?

Senator Chisholm: I think the department have given you an answer. It's a matter for the Victorian government.

Senator McKENZIE: You're refusing to back the Premier's statement?

Senator Chisholm: I haven't seen the context. I haven't seen the question he was asked. I haven't seen the article you're talking about.

Senator McKENZIE: He was very clear. I'm happy to come back to this, once you've had a chance to read the article. I know Senator Wong seems to be set against the *Australian Financial Review* this week, unable to catch up on it. But, given it's been such a great source of discussion in our chamber, in particular, and you are representing the infrastructure minister here today, I would have thought you would have been briefed on that. In fact, I know you would have been briefed on that.

Senator Chisholm: Briefed on the *Financial Review*?

Senator McKENZIE: No, briefed on the critique of the government's infrastructure spend. If you haven't been briefed on that, someone, somewhere behind you is not treating you with respect you need to be treated with.

Senator Chisholm: I know you are a Victorian senator and everyone is very anxious about the election result tomorrow.

Senator McKENZIE: No more than Daniel Andrews, it would seem.

Senator Chisholm: But if you have questions, we are here for estimates.

Senator McKENZIE: That's good. I would like you to answer them. Do you agree the project is fully funded?

Senator Chisholm: I haven't seen the article that you are talking about.

Senator McKENZIE: You heard the evidence to this committee.

Senator Chisholm: I have not seen the context of what you're talking about. At the end of the day, it's a matter for Victorian state government.

Senator McKENZIE: We will return once you have had a chance to read the article.

Senator Chisholm: Sure.

Senator McKENZIE: Secretary, can you just name the projects that we funded where 60 per cent of the project funding is going to be revenue derived from value capture?

Mr Betts : No, I can't. I can take on notice projects which were funded in anticipation of value capture. It was a big issue for Prime Minister Turnbull certainly to seek to unlock value capture, for instance, around major projects in Western Sydney. So, for instance, the Western Sydney Airport metro project, which was funded by the previous government to the tune of \$5 billion, sat within a City Deal which anticipated quite significant revenues from value capture around stations.

Senator McKENZIE: Yes, I remember that project well. On notice, name any other projects where 60 per cent of the estimated cost is not provided from government funding but from value capture. What communication has the federal government or the department had with the Victorian government regarding the type of value capture, or is that something you will be discussing once they are out of caretaker, if they win?

Mr Betts : Yes, exactly what you have just described.

Senator McKENZIE: When was the business case finalised for this project?

Mr Betts : It's a Victorian government business case.

Senator McKENZIE: So when was that finalised?

Ms Hallam : The Victorian government released the business and investment case on 19 August 2021.

Senator McKENZIE: So have the costings for this project been updated since that business case was finalised?

Ms Hallam : Not to my knowledge.

Mr Betts : We would not know; it's a Victorian government business case.

Senator McKENZIE: Well, given his government's stated commitment to fund projects that stacked up and used business cases—we look forward to them actually utilising Infrastructure Australia to make these significant funding decisions—I would find it incredibly concerning if the minister did not consider the Victorian business case when going into ERC and getting a lazy \$2.2 billion out of Chalmers.

Mr Betts : As I have explained, it was an election commitment. We are about to start discussions with the Victorian government around the activation of the governance arrangements on that. We would want to make sure, as we sit on steering committees and participate in governance that there is good value for money for the \$2.2 billion investment of the Commonwealth is making. Considerations around value capture and any changes to business cases or updates to business cases would be managed through the process, just as they were for projects like Western Sydney Airport metro and the Melbourne Airport rail link, which were funded in very similar circumstances by the previous government.

Senator McKENZIE: So have the costings been updated since the business case was finalised?

Ms Hallam : We have not received updated costings at this stage.

Senator McKENZIE: Was the Victorian business case utilised to inform the government's decision to fund this project?

Mr Betts : That would be a matter for the government in the context of their election commitments.

Senator McKENZIE: Assistant Minister?

Senator Chisholm: I would have to take it on notice and come back to you.

Senator McKENZIE: Given that the business case was not finalised until August and the election was in May, it would suggest you made a \$2.2 billion election commitment with no business case.

Senator Chisholm: That is correct; it was an election commitment that we made.

Senator McKENZIE: So it was a \$2.2 billion election commitment without a business case. Is that correct?

Senator Chisholm: The important thing is that the Suburban Rail Loop will be assessed by Infrastructure Australia under the Land Transport Act. The project will also be subject to a rigorous assessment process between the Commonwealth and Victoria. We respect those processes, like a responsible government would.

Senator McKENZIE: What your minister said at the infrastructure summit for, again, the *Financial Review*, was that even if he did not stack up, she is going to work with

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Daniel Andrews' re-elected government to 'make sure it does'. Again, that's a direct quote. Again that was discussed and deflected in our Senate chamber this week during question time. So you don't really care about whether infrastructure Australia says it worth funding or not, do you?

Senator Chisholm: We are committed to delivering on our election commitments. We think this is an exciting project for the state of Victoria, and that's what we intend to deliver on.

Senator McKENZIE: I would like to table another article. I know you are excited about this project. Daniel Andrews is excited about this project. Eighty per cent of the voters in the suburbs where this project is going are very unexcited about this project. In fact, they think it is a dog's breakfast, which, clearly from the evidence, it is.

Senator Chisholm: On the business case, I think it was on the 19 August last year.

Senator McKENZIE: Alright, thank you. So when I asked you, 'Did you base your decision on the business case?', what was your response to me?

Senator Chisholm: Sorry?

Senator McKENZIE: When I asked you the question, 'Did you make your election commitment to the \$2.2 billion based on that business case?' what was your answer to me?

Senator Chisholm: I said that we made an election commitment. I was just clarifying when the business case was released.

Senator McKENZIE: Did you use the business case to inform your election commitment?

Senator Chisholm: We made an election commitment to support this—

Senator McKENZIE: Take it on notice and go check with the actual minister.

Senator Chisholm: I am happy to take it on notice.

Senator McKENZIE: That would be useful. In the business case, it states that the Suburban Rail Loop business and investment case is seeking a Commonwealth contribution for Suburban Rail Loop East that matches the funding commitment made by the Victorian government. The Victorian auditor-general's report states:

While the business case targets an equal split of funding from the Victorian Government, Australian Government and value capture ... there is evidence suggesting that the value-capture target may not be achieved.

That's from the Victorian auditor-general's report. My question is: If the project requires the Australian government to contribute one-third of the funding to be viable, why are we—and I say that as a collective federal parliament—only committing \$2.2 billion to that?

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Mr Betts : It's a capped contribution, so any further investments by the Commonwealth government would need to be decisions of government made on their merits in and due course. I cannot anticipate those future decisions.

Senator McKENZIE: So we are putting 2.2 down. It's a big down payment on something that we're not quite sure how it's all going to work out. We have a premier saying it is fully funded. We have assistant ministers refusing to back that in. We've got the value capture at 60 per cent. There seem to be a lot of variables here that undermine the \$2.2 billion commitment out of our infrastructure funding. I mean, when do you think the government will be having to make those further decisions past the 2.2 original commitment?

Mr Betts : It is premature for the reasons I have described. Victoria is in caretaker at the moment. The budget was handed down in October. The governance arrangements have yet to be activated, so officials have not begun to engage fully in this since the change of government, so any decisions around any further funding are purely speculative at this stage, and that will be a matter for ministers in any case, not for us.

Senator McKENZIE: Can the department please provide documents received from Victorian officials regarding funding for the Suburban Rail Loop?

Mr Betts : We will take that on notice and do the best we can, consistent with Commonwealth-state relations.

Senator McKENZIE: Yes, but you are not claiming public interest immunity?

Mr Betts : I am not entitled to claim public interest immunity. We will do what we can within that constraint.

Senator McKENZIE: Thank you. Are you aware of any additional funding commitments beyond what was listed by Mr Hallinan on 28 October to Senate estimates for this project?

Mr Betts : For this project? I'm not aware of any.

Senator McKENZIE: So there's no evidence to suggest that this project is fully funded, then, given the evidence on 28 October that it wasn't fully funded?

Mr Betts : I can only speak to the Commonwealth contribution at this stage, which, as I've said, is a capped \$2.2 billion contribution.

Senator McKENZIE: That's a big risk, isn't it? It's a big risk that we're committed to our \$2.2 billion—we're going to stump that up—but we're not confident of the rest of the project, over \$30 billion worth.

Mr Betts : It's a capped, fully budgeted amount, so in that sense the risk is managed.

Senator McKENZIE: There hasn't been any engagement with the Victorian government in relation to requests for additional funding from the Commonwealth, because they're in caretaker?

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Mr Betts : I'm not aware of any requests from the Victorian government for additional funding, full stop.

Senator McKENZIE: No, not a formal request, but has there been any engagement?

Mr Hallinan : Not since the budget announcement, no.

Senator McKENZIE: What assessment processes, including but not limited to Infrastructure Australia assessment, are proposed before the funds are going to be made available for this project in 2024-25? It's a long lead-in. It's going to be sent off to IA. What else will happen?

Mr Betts : Again, we will step you through the process contemplated in the National Land Transport Act and the national partnership agreement.

Senator McKENZIE: The National Land Transport Act I can put myself to sleep to tonight by reading the details of—

Mr Betts : Do you want us to be entertaining or accurate?

Senator McKENZIE: No, for this actual project, what is the process this project will go through? I'm assuming you'll go through everything in the act, but are there other processes that you're going to go through internally to assure us of the spend before the money starts flowing in 2024-25?

Mr Hallinan : Sure. We'll go through the processes in the land transport act and provide advice to the minister in due course in response to the PPRs that we would anticipate from Victoria.

Senator McKENZIE: So it's really beholden on Victoria?

Mr Hallinan : Where we are at this stage is that we'll await a project proposal report from Victoria, and we won't get anything about that during the election campaign; they're in caretaker. So there's not much more we can add at this stage, because we don't have that information from them

Senator McKENZIE: Your own minister was very clear that she's going to send this project off to Infrastructure Australia, so she's obviously thought about this, and she will have had a conversation with you: 'Righto, if they win and this becomes a reality for us, this is what we're going to do: we're going to send it to Infrastructure Australia.' Is there anything else we're going to look at outside of that that's that been discussed with you? You're just going to wait for the project proposal?

Mr Betts : That's a very good starting point for a discussion in the sense that that is the Victorian government's representation to us, and no doubt that will trigger a whole series of conversations between officials about a range of different issues, which are hard to anticipate in the absence of that PPR at this stage, because of caretaker.

Senator McKENZIE: So we haven't worked out the works that the funding is going to be designated for—our \$2.2 billion? It's just going to go in the pot and wait for the project proposal to come back.

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Mr Betts : We wait for the project proposal report to come back, and then we begin the engagement with Victorian officials to work out how the whole project is structured and funded, and all of the issues that you've quite rightly flagged as being issues which require consideration.

Senator McKENZIE: Obviously, with projects of this size, there's a lot of planning and design work—dah, dah, dah—that has to go into it. There's tendering et cetera. So all of those things would be in scope. Our \$2.2 billion could be used within whatever comes back from the Victorian government.

Mr Betts : The use of that \$2.2 billion and how it sits within the broader funding of the project are matters that we will begin discussions on in due course.

Senator McKENZIE: But we don't just say, 'Well, we're only going to pay for track,' or, 'We're only going to pay for'—I don't know—

Mr Betts : We haven't begun those discussions, but it would be very surprising if we took the view that we were only going to fund track, for instance. Part of the interest that we have, as a co-investor in this project, is to make sure that the work that is undertaken is thorough and that the project is appropriately de-risked so the money can be put to a variety of different purposes which we will seek to agree with Victorian government on in due course.

Senator McKENZIE: When the Prime Minister promised that this money, the \$2.2 billion, won't go into planning—it's going to go into the Suburban Rail Loop East construction—is he able to make that call as Prime Minister, given our relationship with the states? Can he essentially cordon off our federal government funding to specific aspects of an agreed project?

Mr Betts : The Prime Minister is the Prime Minister. He can stipulate whatever mandate he wants for us. But we haven't begun those negotiations or discussions with the Victorian government—

Senator McKENZIE: Well, this isn't just any Prime Minister. He used to be an infrastructure minister. He should know how these things work, right? Assistant Minister, the secretary is correct in how these projects are scoped, run and funded. Did the Prime Minister overstep his authority when he said that this money won't go into planning; it will be going into Suburban Rail Loop East construction?

Senator Chisholm: No. I'm sure he was accurate when he said that. That's our expectation.

Senator McKENZIE: Have you been listening to the evidence? He actually can't make that call.

Senator Chisholm: I'm sure they're going to enter into discussion, which is the appropriate way and the normal way these things are done.

Senator McKENZIE: The Victorian budget papers show that no funding profile has been confirmed for the main works of construction. How can the federal government

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determine a three-year funding profile without knowing when the state government is planning on committing that funding? That's a question for you, Assistant Minister.

Senator Chisholm: I am happy for the department to give some detail.

Mr Hallinan : We sometimes put estimates in based on early discussions with officials about what might be plausible. As a general principle, though, our estimates will be updated in line with any milestones that we agree with the jurisdiction following the project proposal report assessment.

Senator McKENZIE: Have there been early discussions, then, between the release of the business case in August and today?

Mr Hallinan : To the extent that I've had discussions personally with officials in Victoria about the notion of the project—it's been floating around for a couple of years—and to the extent that we needed to input some data in the forward estimates and have a rough idea of that. I can take on notice any specific discussions—

Senator McKENZIE: It's just interesting that Victoria haven't got their funding profile done or worked out what they're doing—that's the evidence here today—particularly because they've been in caretaker, and yet our Prime Minister is happy to say, 'We're only going to fund the construction bits.' It's very odd, but not unsurprising, I guess.

SENATE

FINANCE AND PUBLIC ADMINISTRATION LEGISLATION COMMITTEE

Estimates (Public)

MONDAY, 7 NOVEMBER 2022 CANBERRA

Senator HUME: Thank you. I want to ask some questions about the Suburban Rail Loop project in Victoria. Is the Department of Finance aware of, and has it assessed, the findings of the Victorian Parliamentary Budget Office and that office's higher estimated Suburban Rail Loop project costs, which are \$36.5 billion for the first stage and \$125 billion for the combined Suburban Rail Loop East and Suburban Rail Loop North project?

Senator Gallagher: This is a project on which the questions should go to Infrastructure. We can be as helpful as we can, but—

Senator HUME: They've answered them, and that is why I'm asking these questions, because the department of infrastructure told estimates that it has not made an assessment of what the total cost of the project would be. So did the Department of Finance, then, undertake its own assessment of what the total Suburban Rail Loop project would cost prior to the commitment in the October budget?

Senator Gallagher: No, it's not Finance's job to do that.

Senator HUME: So, you just chuck around \$2.2 billion without any assessment?

Senator Gallagher: No, we assess the use of that \$2.2 billion. That's what Finance does.

Senator HUME: The secretary of infrastructure, Mr Betts, was quite clear. He stated it at least twice. He said, 'At this stage, the Commonwealth's contribution to the project is confined to \$2.2 billion.' So has any funding beyond the government's existing \$2.2 billion commitment been provisioned as a contingency by the Department of Finance?

Senator Gallagher: No.

Senator HUME: No more? There's nothing added to that larger contribution to meet the full costs of the first stage of the Suburban Rail Loop or any future stages of the project?

Senator Gallagher: No.

Senator HUME: Can the government, then, commit that it will not be contributing any further funds beyond the \$2.2 billion?

Senator Gallagher: No.

Senator HUME: The October budget cancelled several significant infrastructure projects in Victoria, including a Wellington Road, Dawson Street and Glenferrie Road level crossing removal. I feel that one acutely; it's around the corner from my house. Has the Department of Finance assessed the cost to Victorians and the national economy of those projects being cancelled against the risk of the Suburban Rail Loop project not going ahead?

Senator Gallagher: No. It's not Finance's job to do that. We work alongside the department of infrastructure in the decisions they make within their Infrastructure Investment Program. The

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departments work closely together, but Finance isn't running a second infrastructure department, assessing projects on the quiet. These are matters, quite rightly, for the minister for infrastructure.

Senator HUME: But it got through ERC.

Senator Gallagher: What? The measures?

Senator HUME: The \$2.2 billion for a suburban rail loop that has no business case attached to it got through ERC.

Senator Gallagher: I'm not quite sure about there being no business case. My understanding is there has been quite a lot of work done on the business case that underpins that process. I know the Victorian Auditor-General has made some adverse comments. I know that the Victorian government is working with Infrastructure Australia on that project. There will be good integrity around that. So, on that side of it, yes, I'm aware of that. We were involved. But your question was: have you assessed the cost to Victorians of cancelling some projects and proceeding with this one? The point I'm making is that the Department of Finance is not a shadow infrastructure department quietly assessing every project and forming its own view. They will assess the submissions that come to ERC, where we make decisions, and they will provide advice on the greens, as we discussed earlier.

Senator HUME: So the greens said that this was a good project and that it stacks up?

Senator Gallagher: I'm not going to tell you what the greens said. We went through this earlier. But I can say that Finance worked with Infrastructure on how a whole range of decisions within the Infrastructure Investment Program are made and proceeded with.

Senator HUME: So when Finance makes its recommendation to you in ERC, does it take into account the recommendations that come out of Infrastructure Australia?

Senator Gallagher: Again, it's not—

Senator HUME: Because it hasn't gone to Infrastructure Australia.

Senator GALLAGHER: As I said, my understanding is the Victorian government are working with Infrastructure Australia on this project. I'm trying to be as helpful as I can. I'm not going to go to specific advice provided by departments or specific decision-making processes within the ERC. We work closely with Infrastructure. It's their job to consider merits or otherwise of particular projects. They work with Finance, but Finance does not sit there running a separate process.

Senator HUME: If the rail loop doesn't go ahead—for example, let's say the Victorian government can't secure the necessary funding—you have already said the Commonwealth won't step in. If it doesn't go ahead then will Victoria have lost that infrastructure funding as well as all those other projects?

Senator Gallagher: Just going back, did you say that I said we wouldn't step in?

Senator HUME: You said that there was no additional funding for the Suburban Rail Loop.

Senator Gallagher: There is no additional funding. But then you asked: can you rule out further funding for it? I'm pretty sure you asked me that, and I said, no, because those decisions haven't—

Senator HUME: But, potentially, if the Victorian government couldn't get the funding—

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Senator Gallagher: Well, those decisions haven't been taken. I just want to be factually correct about the evidence that I've given today. But you're now asking me a hypothetical question.

Senator HUME: It's not that hypothetical, because the Victorian opposition have said that they won't go ahead with this project.

Senator Gallagher: It is. It is, 'If this doesn't happen then what will you do?' I'm clearly not in a position to answer that.

Senator HUME: What if there were a change of government in Victoria in three weeks time and the Suburban Rail Loop were shelved?

Senator Gallagher: We'd work with the Victorian government. If that happens then the Commonwealth obviously would work with the new government on a range of infrastructure priorities.

Senator HUME: Given the findings of the Victorian Parliamentary Budget Office, which must have been included in your deliberations and have been made public, why isn't the Suburban Rail Loop project listed as a fiscal risk against the infrastructure portfolio in the statement of risks in BP 1?

Senator Gallagher: I'll see if someone else can answer that, but because of the extent of the Commonwealth's involvement, and based on the decisions we've made, it extends to the \$2.2 billion.

Ms Patterson: We will have to take that on notice. I don't know that.

Senator Gallagher: We'll take that on notice if there is anything further to add. But that is the extent of the government's decisions on that project.

Senator HUME: Can I ask, then, how the department determines which projects are recorded as a fiscal risk, noting that only the delivery of the Inland Rail has been identified as such under the infrastructure portfolio?

Senator Gallagher: I think this goes back to questions you were asking earlier about how things get into the statement of risk.

Senator HUME: Yes.

Senator Gallagher: There's a whole range of different considerations.

Senator HUME: I'm just wondering what the difference is between Inland Rail, which is considered a fiscal risk, and the Suburban Rail Loop, which I would have considered a far greater risk.

Senator Gallagher: Well, again, I think it's because the extent of the Commonwealth's exposure to the Suburban Rail Loop is in the money that's been provided. On Inland Rail, for example, the exposure to what's going on with that project is a risk entirely to the Commonwealth.

Senator HUME: But you're suggesting that there may be further exposure of the Commonwealth to the Suburban Rail Loop.

Senator Gallagher: No, I just said I can't rule it out. You asked me, 'Can you rule it out?' and I said, 'Well, no, I can't,' because future decisions may come before the ERC. I can't predict that. So I'm not ruling it out, but I'm telling you the exposure to date is for the project as it is currently funded. If there is anything further we can add, I will come back to the committee and add it.

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Senator HUME: Prior to the election, the Prime Minister spoke of the importance of ensuring that infrastructure projects were prioritised by Infrastructure Australia, and clearly this one has not been. Is the intention of the Department of Finance, going forward, to include that recommendation by Infrastructure Australia when it puts together its advice to the minister as to whether a project like this should be included in future budgets? If so, why was it not this time around?

Senator Gallagher: Yes, we are. I find it interesting around integrity on infrastructure projects, coming from the history of your government, Senator Hume.

Senator HUME: That's my next question.

Senator Gallagher: But ensuring that Infrastructure Australia and decisions made about investments in infrastructure are informed through the proper process is absolutely what this government intends to do. I think I'm advised that the Suburban Rail Loop was an election commitment as well. So, in that sense, the commitment that we're delivering on is delivering on that commitment. But, yes, Infrastructure Australia has a major role. That is why, under the minister for infrastructure's leadership, the Victorian government are working with Infrastructure Australia on the Suburban Rail Loop.

Senator HUME: Okay. Just for total clarification, what I'm hearing is that \$2.2 billion potentially is just the beginning of your government's commitment to Dan Andrews's project of the Suburban Rail Loop, which potentially could be, according to the Victorian Auditor-General, \$125 billion—\$125 billion being more than the entire infrastructure plan, going out a decade, coming from the Commonwealth. Is that correct?

Senator Gallagher: You are trying to stretch it out further than what I've said. I have said—

Senator HUME: Well, 2.2 is a fair stretch.

Senator Gallagher: I have said the exposure to the Commonwealth or the funding commitment from the Commonwealth is our election commitment for \$2.2 billion. The government has made no further decisions over and above that.

Senator HUME: Can you guarantee that Victoria will not miss out on that \$2.2 billion of infrastructure if the Suburban Rail Loop does not go ahead?

Senator Gallagher: I am not going to answer hypothetical questions. There's no point. I have to work with the Victorian government.

SENATE

RURAL AND REGIONAL AFFAIRS AND TRANSPORT LEGISLATION COMMITTEE

Estimates (Public)

FRIDAY, 28 OCTOBER 2022 CANBERRA

Senator McKENZIE: So, in terms of the \$2.2 billion for Daniel Andrews's re-election, the suburban rail loop—and I know you won't typify it as that, but I will—and the reprofiled projects from Victoria that you spoke about, the delayed projects and the negotiated projects, were all of the moneys cut from those projects put towards the suburban rail loop. If so what was the gap then between—

Mr Hallinan : I probably wouldn't describe the budget operating that way. We would have a list of reductions or deferrals and then a list of spends, and we tend not to link one to the other and we tend not to do that either within the portfolio or across government.

Senator McKENZIE: In earlier evidence, someone said that the last time the Infrastructure Australia board met was 8 September. Was the Suburban Rail Loop a project that was considered by the Infrastructure Australia board at that time?

Mr Betts : Infrastructure Australia is an independent agency so we wouldn't know whether it was considered by their board.

Senator McKENZIE: So the department has had no correspondence from Infrastructure Australia about the Suburban Rail Loop?

Mr Betts : Not that I'm aware of.

Mr Hallinan : It certainly hasn't made a public assessment of the Suburban Rail Loop.

Senator McKENZIE: And it hasn't communicated its confidence or otherwise in that particular project at this particular time?

Mr Betts : No, I don't think it has.

Senator McKENZIE: Thank you, Mr Betts.

Mr Hallinan : Certainly no formal communications. We often speak with Infrastructure Australia about a range of matters.

Senator McKENZIE: Of course. I'm going to go to the finance minister's, Minister Gallagher's, comments yesterday when discussing the Suburban Rail Loop in the context of the Prime Minister's budget-in-reply speech in March, where he categorically said that if he were given the honour to be our Prime Minister he wouldn't be funding projects that didn't go through an Infrastructure Australia methodology. When questioned about this, commenting on it yesterday, the finance minister then said that the government is working with Infrastructure Australia when we know that it hasn't been. This project hasn't been recommended by Infrastructure Australia, it's got a scathing Victorian Auditor-General's report, and it hasn't even passed the Prime Minister's own criteria for his own government about the types of projects they will fund going forward. Can you outline how the Suburban Rail Loop ended up in the budget?

Senator Chisholm: Obviously, we made an election commitment a few months ago to invest in the Suburban Rail Loop, and—

Senator McKENZIE: Had you read the Victorian Auditor-General's report?

CHAIR: Senator McKenzie.

Senator McKENZIE: Sorry.

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Senator Chisholm: the budget that we delivered this week was about delivering on our promises. I do know that Infrastructure Australia has identified middle and outer suburban transport connectivity for Melbourne on its Infrastructure Priority List, so that's something that is relevant to this discussion. The other thing that is relevant is that, under the National Land Transport Act, the project will be subject to a rigorous assessment process between both the Commonwealth government and the Victorian state government. So I think there are some relevant facts that need to be on the table when this is considered, and the department might have more to offer on that as well.

Mr Betts : As the assistant minister has indicated, it was an election commitment, clearly telegraphed as such, and the government has chosen to turn that election commitment now into a budgetary commitment. The next step for the department and the Public Service is to work with the Victorian government to elicit from them a project proposal report, consistent with the National Land Transport Act and the standard National Partnership Agreement, and to commence discussions with the Victorians around the scope, the milestones, the governance and the reporting arrangements from that. To the extent there are insights to be offered by the Victorian Auditor-General's Office or, down the track, by Infrastructure Australia, that will obviously be an important contribution in terms of our fulfilling our function to make sure that we maximise the value that the Commonwealth gets from its \$2.2 billion investment.

Senator McKENZIE: What is the profile funding for this commitment, which is in excess of \$2.2 billion?

Mr Hallinan : We're just looking that up now.

Senator McKENZIE: Thank you. Has there been a private assessment, if there hasn't been a public assessment?

Mr Betts : By whom—by Infrastructure Australia?

Senator McKENZIE: I asked the earlier question about Infrastructure Australia.

Mr Hallinan : I think that would be a matter for Infrastructure Australia. I wouldn't want to—

Senator McKENZIE: Okay; I'll save that for when we get them in front of us. What is the state funding contribution to this project?

Mr Hallinan : Senator, we have the profiling of the \$2.2 billion now.

Senator McKENZIE: Great.

Mr Meagher : Starting from 2022-23, there is no funding. It begins in the year 2024-25. There is \$400 million profiled within 2024-25; moving to 2025-26, there is \$1 billion; and then in 2026-27 there is \$800 million profiled.

Senator McKENZIE: So nothing in this financial year—nothing starting till 2024-25?

Mr Meagher : Correct.

Senator McKENZIE: Well, that begs the question why the government chose to put it in their October budget rather than wait for it to be assessed appropriately, as the Prime Minister outlined in his budget-in-reply, and be announced as part of the May budget next year—which is when you've already profiled the money to start. The only answer to that question, the only conceivable answer, is that there's a state election where this is the pet project of the current Premier in Victoria.

CHAIR: That's an assertion.

Senator McKENZIE: I'm not asking for their opinion.

CHAIR: No. That is a statement, and you know that, Senator McKenzie. Do you have any further questions?

Senator McKENZIE: I have a lot of questions on this project.

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CHAIR: Well, I'm going to give my ear on this side a break, because it's burning, and I'm going to come back to this.

Senator McKENZIE: That's so rude.

CHAIR: Not you, Senator McDonald. I'm going to go to Senator White to give my right ear a rest.

Senator Chisholm: Senator Sterle, I just wanted to respond to the senator's question.

CHAIR: Yes.

Senator Chisholm: The simple answer is: because the budget this week was about delivering on our election commitments, and that's what it was.

Senator McKENZIE: Irrespective of whether—

CHAIR: Senator McKenzie!

Senator Chisholm: I know that integrity and accountability and rebuilding the trust that Australians have in government for government to deliver on their promise is a foreign concept to you, but it's important to us. That's what the budget this week was about. That's why it was in the budget for us to deliver on, because it was an election commitment that we made this year.

Senator McKENZIE: Suburban Rail Loop: What's the state funding contribution to the project?

Mr Betts : We will just source that for you. It's a matter of public record.

Mr Hallinan : From memory, the project, as announced is \$33 billion at this stage—\$11 billion from the state; \$11 billion through some kind of value capture, which we'll assess through the submission process; and \$2.2 billion from the Commonwealth.

Senator McKENZIE: Usually, we fund infrastructure with the states on a 50-50 basis. But this seems—

Mr Betts : It varies. There's 50-50 or 80-20; there is no cast-iron rule. At this stage, the Commonwealth's contribution is confined to the \$2.2 billion election commitment. The Victorian government has obviously committed significantly more than that at this stage.

Senator McKENZIE: Has any funding been provisioned for future stages of the project?

Mr Betts : By the Commonwealth government?

Senator McKENZIE: Yes.

Mr Betts : No.

Senator McKENZIE: You just said earlier you're doing the milestone discussions going forward.

Mr Betts : Yes, that will now kick off with the Victorians, probably post caretaker, post election.

Senator McKENZIE: It's like no-one wants to talk about the Suburban Rail Loop. It was a major election commitment.

CHAIR: I have had Senator Macdonald's words ringing in my ears for the last three years.

Senator McDONALD: It's coming back to haunt me.

Senator McKENZIE: It will.

CHAIR: I'm not cutting anyone off. We do have CASA and the National Intermodal Corporation patiently waiting outside. I could hazard a guess we'll probably struggle to get to them. I don't know what is in your packs. Do you want to think about that?

Attachment C
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Senator McKENZIE: We will think about that and let you know after the break. Does the department agree with the Victorian Parliamentary Budget Office that to build the Suburban Rail Loop east, which is expected to be delivered in 2034-35, it will cost \$36.5 billion. Is that your assessment?

Mr Betts : We haven't made an assessment.

Senator McKENZIE: You haven't made an assessment of what the total cost will be?

Mr Betts : No.

Senator McKENZIE: The combined cost to build the Suburban Rail Loop east and west together will be more than \$125 billion?

Mr Betts : The Commonwealth's contribution at this stage is \$2.2 billion.

Senator McKENZIE: Have you seen those reports?

Mr Betts : I'm aware of them.

Senator McKENZIE: It's quite public. I don't think the Victorian government is hiding how much they are expecting it to cost.

Mr Betts : That's a matter for the Victorian government.

Senator McKENZIE: Have you reviewed the costings of the Victorian PBO?

Mr Betts : The budget was handed down on Tuesday, and here we are on Friday.

Senator McKENZIE: It's a decision of government to put this on two days after handing down the budget. But I'm assuming this was an election commitment in May, so, the department's been beavering away on this since May, I would have assumed?

Mr Betts : No.

Senator McKENZIE: You haven't looked at the Victorian PBO costings or—

Mr Betts : I'm aware of the Victorian PBO costings. I'm aware of the Victorian Auditor-General's report. We're aware of these things, but this wasn't a budget commitment of the government until earlier this week. As I explained, the work now begins to engage with the Victorian government. There was no engagement with this project previously because it wasn't a project the Commonwealth government was interested in funding until recently. Now that work begins and it will play out like it would with every other project like the Melbourne Airport Rail Link, or like the Sydney Metro West, which were projects that also didn't have business cases but were subject to announcement by governments.

Senator McKENZIE: Given the difference between funding splits being 50-50 for these types of projects, but, as you say, that can be a negotiated outcome in some cases. The difference between our \$2.2 billion and the \$35 billion and heading upwards of \$125 billion by the completion of this project, has there been a decision taken not to put this project on the statement of risks in terms of future liabilities? Was that a conscious decision or an oversight?

Mr Betts : I don't understand. I'm not across the mechanics of how that particular risk provision works. But the Commonwealth's contribution at this stage is a capped \$2.2 billion. If the Commonwealth decided it wanted to make a supplementary contribution to that project, that would be a decision for a future government down the track—

Mr Hallinan : That's correct.

Mr Betts : in its discretion.

Senator McKENZIE: So have you provided the government advice on the future full cost? I know you committed to this but have you thought about the long-term implications?

Mr Betts : What the \$2.2 billion capped contribution from the Commonwealth does is that it cues the conversation under the National Land Transport Act to the national partnership

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agreement to establish the governance which will give the Commonwealth a seat at the table so that we are in a position to provide informed advice to the Commonwealth as to (a) how to get best value for money from the \$2.2 billion existing commitment and (b) the risks and opportunities associated with any future investment it might decide to contemplate, recognising that there are no commitments to any further investment at this stage.

Senator McKENZIE: So, we've glanced at the Auditor-General's, we've glanced at the—

Mr Betts : I've read the Auditor-General's report—

Senator McKENZIE: Victorian PBO. Has the department reviewed the Victorian government's business case for this project?

Mr Betts : No. Well, sorry, I've—

Senator McKENZIE: But you have reviewed the Victorian Auditor-General's report?

Mr Betts : I apologise: I may be about to be corrected.

Senator McKENZIE: That's okay. Honesty's the best policy.

Ms Hallam : The previous government asked us to have a look at the business and investment case supplied by the Victorian government for the suburban rail loop. I won't go to the full details of that advice, but suffice to say that, as the secretary has indicated, we're eagerly awaiting more details of that project from Infrastructure Australia and the Victoria government in due course.

Mr Betts : And we wouldn't be able to share with you the basis of any advice that went to the previous government, for reasons you'll understand.

Senator McKENZIE: Yes, I completely understand. Again, it just seems to fly in the face of this current government's stated process that they wanted to go through for major infrastructure projects, and I refer again to now Minister Gallagher, when Labor released their costings for the election and she said that Labor's larger election commitments would go through a merit assessment process while smaller promises had been made based on business cases.

This is a very large infrastructure project and program such that, by all profiling, as a federal government we're not putting any money out the door into next financial year. This could have waited for you to undertake the proper review of the business case, for you to get advice from a constituted Infrastructure Australia, for the department to avail itself of all the information to give government all the information they need to make a merit based assessment. Yet here we are putting \$2.2 billion in a budget commitment without the benefit of these evidence based processes. Minister, how does that actually accord with anything that the Prime Minister, the finance minister, the Treasurer and the minister herself have promised not only Australians but the parliament more generally about how they were going to look at major infrastructure projects? You've just heard the secretary's evidence.

Senator Chisholm: It is because this was an election commitment. We are absolutely determined to ensure that we rebuild the trust that the Australian people have in government that was so badly damaged by our predecessors, of which you were a cabinet minister for a long period of time. That was the focus of the budget that we delivered this week. We know that the Victorian state government did a business case that showed a benefit-cost ratio of 1.7—

Senator McKENZIE: And that the evidence before us says wasn't good enough.

Senator Chisholm: meaning that 1.7 would be returned for every dollar. And, as the secretary said, under the National Land Transport Act the project will be subject to a rigorous assessment process between the Commonwealth and the Victorian state government. I've now answered that multiple times and explained the government's position on this.

Senator McKENZIE: So, if it doesn't stack up, once all these serious processes are gone through, will you walk away from it?

Senator Chisholm: I don't think you can answer a hypothetical question like that. We made this announcement—

Senator McKENZIE: It's not hypothetical—

Senator Chisholm:—during the election campaign—

Senator McKENZIE: If it stacks up, you back it. If it doesn't stack up, do you back it?

Senator Chisholm: We made this announcement during the election campaign. We took our budget decisions and passed the budget during the week. That said, we were committed to this project.

Senator CANAVAN: Just quickly, Minister: do you remain committed to undertake a merit based assessment of the Suburban Rail Loop project?

Senator Chisholm: I'm sure the secretary can talk you through the process—

Senator CANAVAN: Sorry, this goes to an election promise. I think it's unfair to involve officials in that. It goes to a promise made by the Labor Party before they formed government, as was read out by Senator McKenzie before. Do you remain committed to a merit based assessment of the Suburban Rail Loop consistent with your election promise to do so on large projects?

Senator Chisholm: We are absolutely determined to deliver on our election promises because we think it is important for us to rebuild that trust. We believe there is an existing and rigorous process in place. I'm sure Mr Betts can talk to that in more detail.

Mr Betts : Do you want to talk about the project proposal report?

Mr Hallinan : Sure. Under the Land Transport Act there are notes on administration which provide guidance to us on assessment of proposals as they come through. That includes deliverability; the complexity of the project; alternative options, oftentimes; and BCRs, benefit-cost ratios. They are all taken into account in the department's assessment. Then we provide advice to the minister duly delegated under the act to make decisions on the project itself, whether it's commencing or at milestones throughout.

Senator McKENZIE: Just to clarify, Assistant Minister: we're going to run through rigorous assessment processes and we're going to deliver on our election promises. What if, in the case of this project, you can't do both? It won't matter, will it, because the Victorian state election will have already been held.

Senator Chisholm: We can't really answer hypotheticals. I don't think you did when you were in this position. I'm not going to start answering hypotheticals now.

Senator McKENZIE: Your own minister—and you wouldn't have seen it, Senator, because you sit in the red chamber with me—Minister King, when she was asked about this project in the other place, answered questions about the amount of money and the benefits it was going to deliver and then told the chamber she couldn't wait to see the re-election of the Daniel Andrews Labor government. This isn't actually about pork-barrelling your own government; it's actually about pork-barrelling your Labor Party mates in Victoria weeks out from the Victorian election. If you were really interested in transparency and rebuilding trust, you would have put this project appropriately through the process your own finance minister and Prime Minister outlined prior to the election and then delivered it in your May budget, which would suit the profiling of the money anyway. The only reason it's in this budget is for Daniel Andrews's benefit.

CHAIR: Senator McKenzie, I'm not running any protection rackets—the minister is more than capable to answer the questions put to him, and he has done that—but that is a statement. That's not a question. It is a statement.

Senator McKENZIE: It's not the first time it's been made in this committee, as I recall.

CHAIR: No, you're certainly not wrong, but I'm hoping it's getting close to one of the last times. Do you have any further questions?

Senator McKENZIE: Not on this topic.

Senator Chisholm: I just wanted to respond. First of all, I am not going to be lectured by you, and this government isn't going to be lectured by you, on integrity and accountability. We are confident we have robust processes in place with the department that will be able to make appropriate assessment of this project.

Rural and Regional Affairs and Transport

Lead/Support contact: Bill Brummitt/s22(1)(a)(ii)

SB23-000693

SUBJECT: Victoria 2026 Commonwealth Games

Talking Points

- The Victorian Government has proposed a preliminary program of infrastructure works to support the Victoria 2026 Commonwealth Games (2026 Games), which is currently being considered by the Australian Government.
- The Australian Government is committed to continuing to work collaboratively with all levels of government to assist in the delivery of the 2026 Games and consulting the community.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts cannot provide details on the Australian Government infrastructure investment, as further discussions with the Victorian Government are required and divulging details may prejudice the outcomes of negotiations and pre-empt any Australian Government decisions.
- The Victorian Government has committed to deliver the Victorian 2026 Commonwealth Games (2026 Games) through an innovative regional model in five Victorian hubs: Ballarat, Bendigo, Geelong, Gippsland and Shepparton. The 2026 Games will run from 17-29 March 2026.
- The 2026 Games will create local jobs, deliver a legacy of affordable and social housing and world-class sporting facilities, boost inclusion and participation, and continue to build and promote the economic and social interests of Victoria's First Nation Peoples.

Key Issues

- The Victorian Premier has requested Australian Government funding for the 2026 Games consistent with its bid for the Games.
- The 2026 Games are fast approaching, with scrutiny on Victoria's preparedness to host this major sporting event in a short period.
- There is little detail in the public domain on the planned infrastructure for the 2026 Games.
- Questions on Australian Government guarantees and involvement in Victoria's February 2022 bid for the 2026 Games, are a matter for the Health Portfolio.

Background

- s47B(a)

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SB23-000693

s47B(a)

[Redacted content]

Health and Aged Care Portfolio - 2023-24 Budget Statement of Risks

- The 2023-24 Budget Statement of Risks states “On 12 April 2022, Victoria was selected to host the 2026 Commonwealth Games, with regional hubs and athletes’ villages to be established in Geelong, Bendigo, Ballarat and Gippsland. The Australian Government has provided guarantees for the Victorian Government’s hosting of the 2026 Commonwealth Games in Regional Victoria. The financial implications of this support are not quantifiable at this time.”

Senate Inquiry

- A Senate Inquiry has been commissioned to examine the planning, spending, infrastructure development and legacy sporting assets of Commonwealth, Olympic and Paralympic Games.
 - The department is providing a submission to the Inquiry highlighting the its role in Australia’s readiness in hosting world class Games events.
 - The Terms of Reference for the inquiry are available on the Parliament of Australia website: <https://www.aph.gov.au>.

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2023 - 2024 Budget Estimates**Rural and Regional Affairs and Transport****Lead/Support contact: Bill Brummitt/s22(1)(a)****SB23-000694****SUBJECT: Brisbane Arena****Talking Points**

- The Australian Government is investing up to **\$2.5 billion** in the Brisbane Arena (the Arena) project, a key venue for the Brisbane 2032 Olympic and Paralympic Games (2032 Games).
- The Australian and Queensland Governments are committed to working closely to progress the project, ensuring value for money and understand the importance of community consultation in making decisions.
- The Roma St precinct has been announced as the preferred site for the Arena and both governments are currently assessing the site to determine the best outcome for connectivity, venue performance, economic impacts and community benefits.

Joint Business Case

- The Australian and Queensland Governments are developing a Joint Business Case for the Arena project to inform the final investment decision. This includes refining the project scope, finalising the venue location, and developing the design and delivery models.
- s47C

Key Issues

The Department of Infrastructure, Transport, Regional Development, Communications and the Arts expects that scrutiny on the Arena project will be on the following topics:

Governance arrangements for the Arena project

- The Australian Government's governance role in the Arena is similar to the governance arrangements for transport projects outlined in National Partnership Agreement for Land Transport Infrastructure (2019-2024).
- The Australian Government will approve the Joint Business Case.
- The Australian Government maintains oversight and ongoing involvement through representation in all three levels of governance for the project – the Arena Project Board (peak governance body), the Executive Steering Committee and the Project Control Group.

Arena project assurance requirements

- The department is continuing to work in partnership with the Queensland Government to progress the Joint Business Case on the Brisbane Arena s47C

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- The Queensland Government is responsible for the cost and procurement of the Joint Business Case.
 - Following a selective tender process in mid-2022, the Queensland Government engaged RPS Group to manage the planning and delivery of the Project Validation Report for the Brisbane Arena project. The contract was awarded 15 June 2022. This work has been transitioned into a Joint Business Case, following the signing of the IGA.
- Both Governments will jointly select the preferred location, design and delivery model.
- Independent gateway reviews and additional “health checks” are planned throughout the Arena project assurance process.

Proposed site for the Arena

- On 17 February 2023, both Governments publicly announced Roma Street Precinct as the preferred location for the Arena.
- The Joint Business Case will confirm the appropriateness of that site, alongside undertaking an environmental assessment to provide assurance on the site chosen.

Budget and schedule concerns

- While the Australian Government’s investment in the Arena is equivalent to 100 per cent of the current estimated project cost, the Australian Government is providing a capped contribution of up to \$2.5 billion rather than a per centage contribution.
 - The decision-making deliberations around the level of Australian Government investment in the Arena are maintained to be Cabinet-in-Confidence.
- Infrastructure Australia’s latest Market Capacity Report noted that the infrastructure sector is currently at capacity, which is increasing the likelihood of uncertainty, project delays and cost increases.
 - The Joint Business Case will include market sounding activities to ensure the project can be delivered on-time and on-budget.
- On 2 April 2023, Queensland Government announced delays in construction and increased costs for the Cross River Rail project (which will be the key transport servicing the Arena) citing reasons such as inflation, supply chain issues, and the at times catastrophic weather of the past three years.
 - Any interdependencies with Cross River Rail project will be managed by the appropriate parties.

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- Budget Paper 2, page 71 and Budget Paper 3, page 66 provides funding over the forwards for 2032 Games venue infrastructure.

ASM Global involvement

- The operations and management of the Arena will be explored as part of the Brisbane Arena Joint Business Case.
- ASM Global has publicly stated it holds a deed for an early operator's engagement with Queensland Government for Brisbane Live.
 - Questions on Queensland Government's arrangements with third parties should be directed to Queensland Government.
- On 29 April 2023, media reports highlighted delays in the Brisbane Arena project going to market, blaming Australian Government inaction for the delay.
 - The Brisbane Arena Joint Business Case, s47C and will include market sounding activities to ensure the project can be delivered on-time and on-budget.

Background

- On 17 February 2023, the Australian Government announced it would be providing a capped contribution of up to \$2.5 billion to the Brisbane Arena project.
- The Arena will host aquatic activities (swimming, water polo finals and Paralympic swimming) for Brisbane 2032, through the installation of a drop-in pool.
 - The Brisbane Aquatic Centre (to be within the Chandler Sports Precinct) does not have the required spectator capacity or facilities for all aquatic events but will be home to artistic swimming, diving, water polo (preliminaries) and Paralympic Aquatics.
- After the 2032 Games, the Arena will become Brisbane's major central multi-purpose venue, with patrons able to use trains and buses to and from Roma Street Station.
- The Australian Government is working on a Federation Funding Agreement (FFA) Schedule to facilitate the provision of the up to \$2.5 billion for the Arena project.

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Rural and Regional Affairs and Transport

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SB23-000695

SUBJECT: Minor Venues Program

Talking Points

- The Australian Government has committed up to **\$935 million** in funding towards 16 venues within the Minor Venues Program for the Brisbane 2032 Olympic and Paralympic Games (2032 Games).
- The Minor Venues Program will deliver key training and sporting infrastructure for the 2032 Games, and support longer-term sporting needs for South East Queensland.
- The Australian Government is committed to working collaboratively with the Queensland Government to achieve optimal outcomes and value for money for each of the venues in the Minor Venues Program, and understands the importance of community consultation.
- The venues within the Minor Venues Program were selected as part of Queensland's bid to host the 2032 Games and may evolve over time as requirements for the 2032 Games emerge.

Project Validation Reports

- The Australian Government will approve Project Validation Reports (PVR) for all venues in the Minor Venues Program before making final investment decisions, to ensure value for money and legacy outcomes.

Key Issues

The Department of Infrastructure, Transport, Regional Development, Communications and the Arts expects that scrutiny on the Minor Venues Program will be on the following topics:

Venue sensitivities

- A table outlining the status and key points on each of the venues can be found at **Attachment A**.
- The **Logan Indoor Sports Centre** was not in Brisbane's original bid for the 2032 Games. However, it is listed in the Intergovernmental Agreement (IGA) on the Brisbane 2032 Olympic and Paralympic Games. Media reports have challenged the purpose of this venue in Logan.
 - The Logan Indoor Sport Centre will be subject to a Project Validation Report.
 - The complex nature of organising the 2032 Games means that additional or alternate venues may be required that were not in Brisbane's original bid for the 2032 Games.
 - The centre will provide a valuable option as a competition venue for Brisbane 2032 and is expected to cater to a range of sports including basketball, netball,

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volleyball, gymnastics, futsal, badminton, wheelchair rugby and wheelchair basketball.

- The **Redland Whitewater Centre** in Birkdale (north Brisbane) is a proposed new venue for the 2032 Games. The local community has raised concerns that the venue will have significant environmental and cultural impacts, and adequate community consultation was not undertaken. Some stakeholders suggest that existing facilities in Penrith should instead be used.
 - The new Redland Whitewater Centre will be subject to a Project Validation Report, which will examine environmental and cultural impacts.
 - The function of the new Redland Whitewater Centre is not to compete with the revitalised Penrith Whitewater Stadium. The new venue will help promote and grow the sport of Canoe Slalom, providing Australia with two national centres of excellence.
- The **Sunshine Coast Indoor Sports Centre** location was announced on 27 January 2023 by Queensland Government and the Council. The Centre will be built at the Kawana Sports Precinct, instead of in Maroochydore CBD, as proposed by the Federal Member for Fairfax, Mr Ted O'Brien MP.
 - The Sunshine Coast Indoor Sports Centre will be subject to a Project Validation Report, which will confirm the Kawana Sports Precinct is the most appropriate location for the Centre.
 - The location announcement was made prior to signing of the IGA.
- The **Breakfast Creek Indoor Sports Centre** was proposed to be at the current Albion Park Paceway in Brisbane's bid for the Games. s47B(a)

 - The Breakfast Creek Indoor Sports Centre will be subject to a Project Validation Report, which will confirm the most appropriate location for the Centre.

Governance arrangements for the Minor Venues Program

- The Australian Government's governance role in the Minor Venues Program is similar to the governance arrangements for transport projects outlined in National Partnership Agreement for Land Transport Infrastructure (2019-2024).
- The Australian Government will approve the Project Validation Reports (PVRs) for each project.

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- The Australian Government maintains oversight and ongoing involvement through representation in the two levels of governance for the Minor Venues Program, attending all Project Control Groups and the Executive Steering Committee for the Program.
- The Australian Governments will be consulted on the design and delivery model.
- The provision for independent gateway review assurance throughout the duration of the projects allow for an additional independent check of project progress and quality.

Location

- Locations for most Minor Venues Program projects were outlined in Brisbane's bid for the Games however, both Governments will agree the preferred location for each venue, as part of the Project Validation Reports.

Minor Venues Program project assurance requirements

- The Queensland Government is currently undertaking PVRs for each of the venues in the Program. This will provide assurance on the Australian Government's investment in the Games.
 - The Queensland Government is responsible for the cost and procurement of the PVRs. Details on the contents of a PVR and the PVR process is outlined at **Attachment B**.
 - A table outlining the current status and key points on each of the venues can be found at **Attachment A**.

Budget and schedule

- The Australian Government is providing a capped contribution of up to \$935 million to the Minor Venues Program rather than a per centage contribution.
- The cost and schedule for each venue, will be determined through the PVR process and outlined in a Federation Funding Agreement (FFA) Schedule.
- Budget Paper 2 page 71 and Budget Paper 3, page 66 provides funding over the forwards for 2032 Games venue infrastructure.

Background

- On 17 February 2023, the Australian Government announced it would be providing a capped contribution of up to \$935 million toward the Minor Venues Program, a program of 16 new or upgraded venues across Brisbane, the Gold Coast and the Sunshine Coast. This program also includes allowance for minor updates to other existing or training venues.
- The Australian Government is working on a FFA Schedule to facilitate the provision of the up to \$935 million for the Minor Venues Program to the Queensland Government

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Information correct as at 24 April 2023

Attachment A – Minor Venue Program Project Validation Report Status

Venue Name	New or upgrade	Location	Project Description	PVR Consultant	Status
Breakfast Creek Indoor Sports Centre	New	Greater Brisbane	The Breakfast Creek Indoor Sports Centre (BCISC), as part of the Brisbane 2032 Olympic and Paralympic Games Master Plan, has been nominated as the venue to host Basketball and Wheelchair Basketball disciplines during the games.	KPMG	s47B(a)
International Broadcast Centre	Temporary	Greater Brisbane	The International Broadcast Centre (IBC) is a 57,000-square-metre international broadcast centre to host the world's media during the Games.	N/A	
Logan Indoor Sports Centre	New	Greater Brisbane	The Logan Indoor Sports Centre is a proposed training and/or competition venue for the Games, which includes 9-multi-use-court indoor sports centre that will host a variety of events. The centre can cater to a range of sports including basketball, netball, volleyball, gymnastics, futsal, badminton, wheelchair rugby and wheelchair basketball and will provide a valuable option as a competition venue for Brisbane 2032.	N/A	
Brisbane Aquatic Centre and Precinct	Existing/ upgrade	Greater Brisbane	The Brisbane Aquatic Centre in the current complex consists of four main swimming pools. The centre will receive an upgrade of community and high-performance swimming facilities. The venue will host Aquatics (Diving, Artistic Swimming and Water Polo Preliminaries). The Precinct will receive upgrades and new external facilities, with a proposed connection to the adjacent Belmont Shooting Complex.	Capital Insight	
Chandler Indoor Sports Centre	New	Greater Brisbane	The Chandler Indoor Sports Centre is a new indoor sports centre that will replace several existing facilities in the Precinct. The centre will be a multi-court community sport facility and a high-performance centre for Gymnastics. During the Games the Centre will have a temporary capacity for 10,000 people and will host Gymnastics and Wheelchair Basketball.	Capital Insight	
Anna Meares Velodrome and BMX track	Existing/ upgrade	Greater Brisbane	The Anna Meares Velodrome and BMX Track are located in the Sleeman Sports Complex (to be Chandler Sports Precinct). The project will upgrade the existing high-performance BMX track in the Complex to include a hardstand for 5,000 temporary seats, with minor upgrades to the existing track. The Velodrome will receive minor upgrades.	N/A	
Brisbane International Shooting Centre	Existing/ upgrade	Greater Brisbane	The International Shooting Centre is used for elite athletes in shooting sports, and currently has a spectator capacity of 2,000. The upgrades will be to the existing clay target and pistol ranges, and allowance will be made for additional temporary seating.	N/A	

Information correct as at 24 April 2023

Venue Name	New or upgrade	Location	Project Description	PVR Consultant	Status
Queensland Tennis Centre	Existing/upgrade	Greater Brisbane	The Queensland Tennis Centre will host tennis for the 2032 Games. The main centre court Pat Rafter Arena has a seating capacity of 5,500 and will receive minor upgrades prior to the Games, alongside extra temporary seating of 1,500 bringing total capacity to 7,000.	N/A	s47B(a)
Redland Whitewater Centre	New	Greater Brisbane	The Redland Whitewater Centre will be located in the proposed Birkdale Community Precinct and will host the canoe slalom events for the 2032 Games.	TSA Advisory	
Moreton Bay Indoor Sports Centre	New	Greater Brisbane	The Moreton Bay Indoor Sports Centre is a proposed 9 court facility, able to be configured to cater for 7,000 spectators for major events. It will host boxing for the 2032 Games.	N/A	
Wyaralong Flatwater Centre & Precinct	Existing/upgrade	Greater Brisbane	The Wyaralong Dam will receive upgrades to provide Queensland with international standard regatta facilities which will enable Rowing Queensland to host national and international regatta events. The venue will have a 14,000-seat capacity for the Games.	TSA Advisory	
Sunshine Coast Indoor Sports Centre	New	Sunshine Coast	The Indoor Sports Centre is a new venue to be built in the Kawana Sport Precinct, with a capacity of 6,000 people. The venue will host basketball preliminaries for the 2032 Games.	PwC	
Sunshine Coast Mountain Bike Centre	Existing/upgrade	Sunshine Coast	The Parklands Conservation Park in the Sunshine Coast has over 30km of mountain bike trails in dense forest areas. Upgrades to the Centre will include adding seating and standing areas.	PwC	
Sunshine Coast Stadium	Existing/upgrade	Sunshine Coast	Sunshine Coast Stadium is located in the Kawana Sports Precinct. As a part of the Kawana precinct, the venue will facilitate football preliminaries for the 2032 Games. The Stadium will receive upgrades to expand the capacity of the stadium by 2032.	PwC	
Barlow Park	Existing/upgrade	Cairns	Barlow Park is the proposed venue for preliminary Olympic football matches. The upgrades to the venue will maximise user and spectator experiences, including through the addition of broadcast quality lighting.	N/A	
Toowoomba Sports Ground	Existing/upgrade	Toowoomba	Toowoomba Sports Ground, commonly known as Clive Berghofer Stadium, is a professionally maintained playing field with spectator capacity of 11,000 people. The upgrades for the Games will include a total spectator capacity of 15,000 people.	N/A	
General allowance for minor upgrades to existing competition and training venues	N/A	N/A	General allowance for minor upgrades to existing competition and training venues will cover required upgrades for venues not covered in other project scopes.	N/A	

Attachment B – Project Validation Reports

- Project Validation Reports (PVR) are being developed by Queensland Government in accordance with the requirements under the Intergovernmental Agreement (IGA) on the Brisbane 2032 Olympic and Paralympic Games (2032 Games) (refer to Clause 30 of Schedule A).
- The PVRs replace the need for a detailed business case through providing justification for the project based on assessment of business needs and strategic alignment.
- Each PVR will include typical business case elements such as scope, strategic fit, affordability, and deliverability of each proposed investment commitment to provide decision makers with sufficient detail to determine whether the project is suitable to progress.
- The purpose of a PVR is to validate and provide assurance to decision-makers that the investment commitments made by the Queensland Government as a result of contractual obligations to the International Olympic Committee and Games partners to provide relevant critical venue infrastructure 2032 Games projects are:
 - cost effective;
 - optimally scoped to ensure projects are fit for purpose;
 - delivering on both the 2032 Games and legacy use requirements;
 - using a delivery model that delivers value for money and maximises opportunities for private sector involvement, and co-investment from the local governments;
 - delivered using a risk-based implementation plan (i.e., a plan for efficient delivery on time and budget having regard to key risks and stakeholder interests); and
 - considering stakeholder and community interests.
- Each project will have a tailored PVR that is suited to the investment, nature, scale, program and procurement strategy for the venue.
- Australian Government approval of a PVR is required before any Federal funding will flow.

Rural and Regional Affairs and Transport

Lead/Support contact:

SB23-000696

SUBJECT: Intergovernmental Agreement development, clauses and governance

Talking Points

- The Australian Government is investing in the Brisbane 2032 Olympic and Paralympic Games (2032 Games), with a capped contribution of **\$3.4 billion** towards key venue infrastructure.
- The Australian Government has worked cooperatively with the Queensland Government to secure venue infrastructure projects that will have a long-term and transformational impact for Queenslanders and all Australians.

A landmark infrastructure deal for South East Queensland

- In February 2023, the Australian and Queensland Governments signed the 2032 Games Intergovernmental Agreement (IGA).
- Schedule A to the IGA details the Australian Government's contributions to 2032 Games venue infrastructure including the new Brisbane Arena and 16 further new and upgraded projects (known as the Minor Venues Program – SB23-000695).

Promoting strong assurance and governance

- The IGA was developed to ensure strong governance and assurance mechanisms were in place to protect the Australian Government's investment in the venue infrastructure and mitigate exposure to risk.
- Under the IGA, the Australian Government's investment is 'capped'.
- As stipulated in Schedule A of the IGA, Federation Funding Agreement (FFA) Schedules for the Brisbane Arena Project and the Minor Venues Program will now be developed to further specify terms and scope of funding, including payment milestones.

Working in close partnership with Queensland and the community

- The Australian Government is working collaboratively with Queensland and delivery partners under the terms of the IGA to maintain assurance and oversight, ensuring the 2032 Games are a success and that every dollar has lasting benefits.
- Project validation work will consider stakeholder and community interests.

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SB23-000696

Key Issues

*Venue infrastructure **governance** under the IGA*

- The IGA stipulated that the Australian Government have strong representation in decision making bodies. For example, the Australian Government maintains **equal** representation in the peak governance body for the Arena and maintains representation on Executive Steering Committees and Project Control Groups for all projects with the provision to involve observers or expert participants as required.

Venue infrastructure assurance under the IGA

- A Joint Business Case for the Arena and Project Validation Reports for each project will be provided to the Australian Government to evidence value for money and optimised delivery strategy before the final investment decision is made.
 - Project Validation Reports will include typical business case elements such as scope, strategic fit, affordability and deliverability of each proposed investment commitment.
 - Infrastructure Australia does not assess social infrastructure projects.
- The provision for independent gateway review assurance throughout the duration of the projects allow for an additional independent check of project progress and quality.
 - Monthly reporting requirements to the Australian Government will be stipulated in FFA Schedules.

Quantum of funding under the IGA

- The capped nature of the funding is consistent with other Commonwealth-State funding arrangements.
 - Any requests for further Australian Government funding would be subject to discussions between the Australian and Queensland Government, and the Australian Government's budgetary processes.
- The Australian Government's investment under the IGA recognises the wide-ranging benefits of hosting such a prestigious sporting event and the ongoing legacy benefits of the infrastructure created.
- A 2021 KPMG report estimates the 2032 Games will bring up to \$17.6 billion in quantifiable economic and social benefits for Australia, and create approximately 122,900 full-time equivalent jobs at a national level.¹

¹ <https://www.premiers.qld.gov.au/publications/categories/reports/assets/2032-qld-games-economic-analysis-summary-report-final.pdf>

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IGA transparency on timing and development

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts welcomed the opportunity to publicly announce the IGA on 17 February 2023 of this year. At Estimates on 13 February 2023, the department was unable to provide details on the IGA to avoid prejudicing the outcomes of the negotiations with Queensland.
- The decisions of Cabinet, and the timing and dates of said decisions are Cabinet in Confidence. s47C

Project selection

- The Queensland Government proposed a program of venue infrastructure projects to the Australian Government based on its bid for the 2032 Games and agreed contractual obligations to the International Olympic Committee.
 - The Australian Government is not funding **the Gabba redevelopment** and questions on this matter are best directed to the Queensland Government.
 - The **Logan Indoor Sport Centre** will be subject to a Project Validation Report. The centre can cater to a range of sports including basketball, netball, volleyball, gymnastics, futsal, badminton, wheelchair rugby and wheelchair basketball and will provide a valuable option as a competition venue for Brisbane 2032.
- The complex nature of organising the 2032 Games means that additional or alternate venues may be required in the coming years.
 - If other venues are required, any Australian Government support beyond what was committed under the IGA would be subject to further discussions with Queensland.

Background

IGA announcement

- On 17 February 2023, the Australian and Queensland Governments signed the IGA for the 2032 Games, with the Australian Government committing \$3.435billion contribution to Games venue infrastructure.
 - The IGA is publicly available at [federation.gov.au](https://www.federation.gov.au).

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- The Australian Government will provide a total capped financial contribution to Queensland of up to **\$2.5 billion** for the **Brisbane Arena project** and **\$935 million** for the **Minor Venues Program**.
- This IGA was designed in line with standard infrastructure investment agreements:
 - governance arrangements are similar to the *National Partnership Agreement on Land Transport Infrastructure Projects*;
 - a funding commitment is made followed by a project validation;
 - Australian Government approval of that project validation then forms the basis for the final investment decision; and
 - payment of funding is based on achievement of agreed milestones.

2032 Games – transport infrastructure

- Under the IGA, any Australian Government contributions to transport infrastructure related to the 2032 Games will be delivered under the existing *National Partnership Agreement for Land Transport Infrastructure (2019-2024)* and its successors.
 - Questions on this matter should be directed to the Infrastructure Investment Division.

Senate Inquiry

- On 30 March 2023, the Senate referred the Senate Rural and Regional Affairs and Transport References Committee to investigate, “the adequacy of Australia’s preparedness to host the 2026 Commonwealth Games in Victoria and the 2032 Olympic and Paralympic Games in Brisbane, and to leave a legacy of sporting infrastructure to encourage more Australians to participate in elite and community sports and live active lifestyles”.
- The department is providing a submission to the Inquiry highlighting the IGA’s role in supporting Queensland to deliver the 2032 Games and in Australia’s readiness in hosting world class Games events. Submissions close on 29 May 2023 with the report due on 1 September 2023.

Departmental funding

- The October 2022 Budget included \$24.7 million over 12 years from 2022-23 in departmental resourcing for the department and the Department of Health and Aged Care to support the preparation and conduct of the 2032 Brisbane Olympic and Paralympic Games, including the oversight of infrastructure investment to support the delivery of the Olympics and the coordination of Australian Government operational guarantees.

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SB23-000599

SUBJECT: Regional Policy

Talking Points

- The Government supports regional Australia through investments **across a broad range of portfolios** to deliver efficient, coordinated and positive outcomes for regions.
 - Details on the range of initiatives supporting regional Australia committed in the 2023-24 Budget are outlined in the Regional Ministerial Budget Statement.
- The 2023-24 Budget also outlines the Regional Investment Framework (the Framework), which sets out the Government's approach for **how regional investment is delivered** across the Commonwealth. Key aspects of this approach include:
 - listening and responding to local voices and priorities
 - being informed by, and building, the evidence base
 - operating with flexibility and transparency
 - targeted and joined-up effort across government.
- The Framework's **guiding principles and focus areas** for regional investment reflect the Government's priorities.
 - The Framework was informed by current evidence that indicates coordinated and place-based investment delivers better outcomes in regional development¹, as well as intelligence through existing regional networks, such as Regional Development Australia committees.
- The four focus areas reflect the breadth of Commonwealth regional investments and shared responsibility across portfolios spanning:
 - Investing in **People** – for example, skills, education and training.
 - Investing in **Places** – for example, delivering infrastructure where and when it is needed.
 - Investing in **Services** – for example, across communications, health, water.
 - Investing in **Industries and Local Economies** – for example, supporting the conditions needed for industries to diversify and grow.
- The Framework is being embedded in Commonwealth policy development and decision-making (Budget) processes, including:

¹ OECD (2022), "Making the most of public investment to address regional inequalities, megatrends and future shocks", OECD Regional Development Papers, No. 29, OECD Publishing, Paris, <https://doi.org/10.1787/8a1fb523-en>.

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Rural and Regional Affairs and Transport

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SB23-000599

- A new **Inter-Departmental Committee (IDC)** with senior executives from departments focused on regional development matters.
- Engagement with other levels of government – including through a refreshed and regular regional **Deputy Senior Officials Meeting (DSOM)** – to build genuine partnerships.
- A refreshed **Regional Australia Impact Statement (RAIS)** process to embed the principles and priorities of the Framework in regional investment proposals from across the Commonwealth.
- **Local insights, data and intelligence** which will inform decision-making, drawing on a range of networks like local government and Regional Development Australia committees and supporting delivery of regular State of the Regions reports.

Key Issues

Regional Investments

The 2022-23 Regional Ministerial Budget Statement highlights how portfolios across the Commonwealth are contributing to supporting and strengthening Australia's regions through investments and initiatives that demonstrate the Regional Investment Framework in action.

This includes **targeted regional programs** being delivered through this portfolio, including those agreed at the October 2022 Budget:

- \$1 billion for the **Priority Community Infrastructure Program** – to deliver election commitments of more than \$5 million for community and sporting infrastructure projects. This program opened on 8 February 2023.
- \$349.9 million for the **Investing in Our Communities** program – to deliver election commitments of less than \$5 million for community and sporting infrastructure projects. This program also opened on 8 February 2023.
- \$1 billion for the Growing Regions Program and regional Precincts and Partnerships Program which has been allocated as:
 - \$600.0 million for the **Growing Regions Program** – to deliver regional infrastructure and community projects. Program guidelines were released on 6 May 2023.
 - \$400.0 million for the **regional Precincts and Partnerships Program** (rPPP) – to support the development and delivery of precincts in regional Australia. The rPPP Guidelines are currently being finalised.

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Other examples of key initiatives from this portfolio agreed in the 2023-24 Budget that benefit regional Australia include:

- Maintained commitment to a 10-year \$120 billion **infrastructure pipeline** to deliver nationally significant projects.
- Increased funding by \$30.0 million to \$180.0 million for the delivery of an expanded **Cairns Marine Precinct**.
- Commitment of \$305.0 million to **place-based co-investments in Hobart and Launceston**.
- Commitment to fund up to \$935.0 million over the next 10 years toward 16 **new or upgraded Games venues, including in regional areas**, under the Governments \$3.4 billion Intergovernmental Agreement on venue infrastructure projects to support Brisbane 2032 Olympic and Paralympic Games, announced on 17 February 2023.
- An additional \$12.0 million for a further round of the **Remote Airstrip Upgrade Program**, supporting safety and access at remote airstrips in Australia.
- \$7.8 million for a **Transport and Infrastructure Net Zero Assessment, Roadmap and Action Plan** – assisting regional industries to transition and benefit from new technologies and opportunities in clean energy.
- Funding under the \$286.0 million *National Cultural Policy – Revive: a place for every story, a story for every place*, including regionally focussed initiatives such as \$8.5 million in increased support for the **Regional Arts Fund**.
- 5-year funding terms for the national broadcasters, commencing 1 July 2023. The ABC will receive in the order of \$6.0 billion over 5 years and SBS will receive approximately \$1.8 billion over 5 years.

The Regional Ministerial Budget Statement also outlines significant investments in regional Australia through other portfolio initiatives. Some key examples in the 2023-24 Budget, consistent with the Framework, include:

- A \$3.5 billion investment to triple the **bulk billing incentive** – supporting people from regional, rural and remote Australia to access general practices.
 - Questions on the bulk billing incentive should be directed to the Department of Health and Aged Care
- The establishment of the national **Net Zero Authority** – which will help key industries, workers and regions to proactively manage the transformation to a clean energy economy.
 - Questions on the national Net Zero Authority should be directed to the Department of the Prime Minister and Cabinet.

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- The ongoing establishment of the \$15.0 billion **National Reconstruction Fund (NRF)** – which will provide finance to help drive industry diversification in regions.
 - Questions on the NRF should be directed to the Department of Industry, Science and Resources.
- An allocation of \$1.4 billion from the \$1.9 billion **Powering the Regions Fund (PRF)** – to provide grant funding to support regional industries to decarbonise, the development of new clean energy industries, and workforce development.
 - Questions on the PRF should be directed to the Department of Climate Change, Energy, the Environment and Water.

The Regional Investment Framework

- The Framework **does not seek to prioritise the type, scale, location or timing of** regional investments across Government.
 - In recognition of the broad scope and diverse intentions of Commonwealth investment in regional Australia, it provides **guiding principles** that can be applied across a spectrum of investment sizes and objectives delivered by various Commonwealth agencies across all regions.
 - It complements other government frameworks that have a more targeted approach to specific issues or region types.
- In order to ensure maximum flexibility, the Framework **does not prescribe a definition of ‘regional’**.
 - Agencies are encouraged to continue to apply the most suitable definition from the suite of Commonwealth statistical boundaries that best achieves their policy and program objectives. This is consistent with long standing current practice.
 - Each agency remains responsible for appropriate monitoring and evaluation processes to ensure regional initiatives and investments are effective and meeting Government objectives as defined under the relevant policy/program.

Regional Australia Impact Statements

- Regional Australia Impact Statements are a long-standing part of the Budget process, used to inform Cabinet of regional impacts of policy proposals. The guidance and template provided to agencies for these Statements are being updated so that they further support agencies to align policy proposals with the Framework and ensure they are developed consistent with the Government’s approach, outlined through the Framework’s principles.

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SB23-000599

Background

Regional Investments from the 2022-23 October Budget

The October 2022-23 Budget committed \$5.4 billion over seven years to the measure, 'Responsible Investment to Grow our Regions', including the following investments:

- Growing Regions Program and regional Precincts and Partnerships Program: \$1 billion over three years from 2023-24 (over 5 years with ASL)
- Priority Community Infrastructure Program: \$1 billion over five years from 2022-23, plus \$9.3 million in departmental funding
- Investing in Our Communities Program: \$349.9 million over five years from 2022-23, plus \$7.8 million in departmental funding
- Enabling infrastructure in the Pilbara, Hunter and central Queensland regions: \$672.7 million over seven years from 2022-23, plus \$25.4 million in departmental and capital funding (from previously allocated funding)
- Marine infrastructure at the Middle Arm Sustainable Development Precinct and Regional logistics hubs in Katherine, Alice Springs and Tennant Creek: \$1.9 billion in planned equity
- Cairns Regional Development (Election commitments): \$200 million over six years from 2023-24 (to be appropriated to Treasury, for payment through the Federal Financial Agreement arrangements):
 - \$150 million for the Cairns Marine Precinct and
 - \$50 million for the Central Queensland University, Cairns campus
- Investing in the Regional Australia Institute (Election commitment): \$5 million over three years from 2022-23
- Trailblazers Universities Program: \$118.9 million over four years from 2022-23 appropriated to the Department of Education (previously allocated funding for Regional Accelerator Program)
- Australian Apprenticeships Initiative: \$22.6 million over four years from 2022-23 appropriated to the Department of Employment and Workplace Relations (from previously allocated funding for Regional Accelerator Program)
- Lansdown Eco-Industrial Precinct in Townsville: \$22 million over three years from 2022-23 from unallocated funds under the Townsville City Deal

The October Budget also confirmed:

- Projects in Albury / Wodonga: \$80 million (from previously allocated funding)

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- Funding for planning of water infrastructure in Queensland with the Queensland Government: \$32 million over four years, delivered by the Department of Climate Change, Energy, the Environment and Water (from previously allocated funding).
- Northern Australia Infrastructure Facility funding: \$2 billion (from previously allocated funding).

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SB23-000600

SUBJECT: Regional Development Australia Committees

Talking Points

- The Australian Government has committed to revitalising RDAs, with a view to enabling greater collaboration across and within jurisdictions and local governments.
- The RDA Program Charter focuses the RDAs on developing strong and confident regional economies that harness their individual competitive advantages, seize on economic opportunities and attract investment. RDAs also provide the government with valuable regional intelligence and advice about their regions' challenges and opportunities.
- There are 53 RDAs, each with a Funding Agreement covering the period 1 January 2021 to 30 June 2025.

Key Issues

Each RDA is made up of local volunteers, who are leaders in their communities and who work with all levels of government, business and community groups to drive the economic development of their region.

Each RDA has a slightly different staffing profile, depending on the RDA's program funding profile, and funding received from other sources such as other Australian Government agencies, state and local governments and the private sector.

Each RDA is funded by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts to have a paid Director of Regional Development (DRD) or Chief Executive Officer (CEO), and administrative support.

The RDA Charter focuses RDAs on four key tasks:

- Facilitate regional economic development, investment, local procurement and jobs.
- Promote greater regional awareness of and engagement with government policies, programs and research.
- Improve regional policymaking by providing intelligence and evidence-based advice to government on regional development issues.
- Coordinate the development of a strategic regional plan, or utilise suitable existing regional plans that align with the Government's regional priorities.

There is one vacant Chair position for RDA Greater Whitsundays. No applicants were identified when this position was advertised in November 2022. It is expected that the role will be readvertised once potential revitalisation outcomes are determined.

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SB23-000600

Background

- RDAs are incorporated associations responsible for their own activities and employment arrangements, in line with their funding obligations and Rules of Association. The exception is the six Victorian RDAs, which are independent non-incorporated advisory bodies of the Victorian Government.
- RDAs receive funding via agreements with the Australian Government which run from 1 January 2021 to 30 June 2025. The Victorian RDAs receive their funding via a single agreement with the Victorian Government.
- The Victorian and SA Governments and SA local councils also provide funding to their RDAs. This allows for close alignment between the objectives of the various levels of government in these jurisdictions.
- RDA Chairs are appointed by the responsible Australian Government Minister. Victorian appointments are made in conjunction with the responsible state minister, and SA appointments are made in conjunction with the responsible state minister and the President of the Local Government Association of SA. Current RDA Chair terms run from 1 January 2021 to 30 June 2025. The Victorian RDA Chairs have a shorter term, from 1 January 2022 to 30 June 2025.
- The RDAs of Sydney, Melbourne, Brisbane, Perth and Adelaide play a supporting economic development role for their regional RDAs. For example, in South Australia (SA), RDA Adelaide is delivering an annual summit for its state RDAs and producing its 'Regional Blueprint' – a document that articulates the strategic vision of the area; and collaboratively developing strategies to alleviate common issues.

A summary of RDA governance arrangements for each jurisdiction is provided below:

State/ Territory	No of RDAs	Australian Government Funding (2021-25)	Governing System	Other Government Support	Chair Appointment
ACT	1	\$1,268,216	Incorporated Association	Nil	Australian Government Minister
IOT ¹ JBT ² NI ³	1	\$3,305,724	Incorporated Association	Nil	Australian Government Minister

¹ IOT services are delivered via a local 'Regional Development Organisation' (RDO). The Chair of the IOT RDO is the IOT Administrator.

² RDA Far South Coast delivers services for JBT through a directly employed Regional Investment Officer.

³ RDA Mid North Coast delivers services for NI through directly employed project officers.

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State/ Territory	No of RDAs	Australian Government Funding (2021-25)	Governing System	Other Government Support	Chair Appointment
NSW	14	\$20,190,009	Incorporated Association	Nil	Australian Government Minister
NT	1	\$2,932,812	Incorporated Association	Minor State Government funding for project work	Australian Government Minister
QLD	12	\$19,782,154	Incorporated Association	Nil	AG Minister
SA	8	\$9,191,493	Incorporated Association	From State and local governments to undertake economic development work on their behalf	AG and State Ministers, and the President of the SA Local Government Association
TAS	1	\$3,137,787	Incorporated Association	Nil	AG Minister
VIC	6	\$12,474,622	Unincorporated Advisory Committee within Regional Devt Victoria	From State Government to undertake economic development work on its behalf	AG and State Ministers
WA	9	\$15,047,296	Incorporated Association	Nil	AG Minister

Key governance responsibilities of the Government and RDAs are summarised below:

Australian Government Responsibilities	RDA Responsibilities
Appointment, extension and removal of Chair. ⁴	Appointment, extension and removal of Deputy Chair after seeking Minister's agreement.
Agreement to the appointment, extension and removal of Deputy Chairs.	Abiding by the Code, and enforcing disciplinary action against the Deputy Chair (after consulting the Minister), members and staff if necessary.
Enforcing disciplinary action against a Chair for breaches of the Code of Conduct and Ethics for Committee Members and Personnel (the Code).	Engagement and management of staff, including a Director of Regional Development.

⁴ In SA and Victoria, appointment decisions are made in conjunction with the State Minister for Regional Development. In SA, decisions are made also in conjunction with the President of the Local Government Association of SA.

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Agreeing to disciplinary action against a Deputy Chair for breaches of the Code.	Appointment, extension and removal of members.
Directing an RDA to remove a staff member from working on Funding Agreement activities.	Management of day-to-day affairs, including ensuring there are effective governance arrangements.
Reviewing information provided by RDAs to validate performance and acquit program funding.	Provision of certain information to the Department.
Conducting audits where necessary.	Ensuring compliance with relevant laws.
Taking action to terminate the Funding Agreement with or without default by an RDA, if required.	
Making payments to RDAs.	

Financial Information as at 31 March 2023

Program/Project Start Date:	July 2009					
Program/Project End Date:	Ongoing					
	2020-21 \$m	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	TOTAL \$m
Appropriation Budget	18.9	19.1	19.9	21.0	21.9	100.8
Less:						
Actual Expenditure YTD at 31 March 2023	18.9	19.0	18.2			56.1
Total Committed Funds at 31 March 2023 ⁵	0.0	0.0	1.7	21.0	21.9	44.6
Total Uncommitted Funds (balance)	0.0	0.1 ⁶	0.0	0.0	0.0	0.1

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

⁵ RDA funds are committed to existing RDA arrangements or associated support activities. Minor variations may occasionally occur as a result of pricing fluctuations or delivery delays.

⁶ This unspent amount lapsed as part of the in-built expiration of appropriation bills.

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SB23-000601

SUBJECT: Local Government - Engagement and Financial Assistance

Talking Points - Funding

- The Australian Government supports local governments through multiple portfolios.
- The Government's commitment to councils is as longstanding as it is substantial.
- Through the 2023-24 Budget, the Government has committed:
 - \$3.1 billion through the Financial Assistance Grant program, or FA Grant;
 - An additional \$250 million for road projects in rural, regional and outer-urban areas through Phase 4 of the Local Roads and Community Infrastructure Program, or LRCI; and
 - \$500 million through Roads to Recovery.
- In recognition of cashflow pressures on some local governments, the Albanese Government intends to provide local governments with 75 per cent of the 2023-24 FA Grant allocation (that is, \$2.3 billion) earlier than would usually occur.
 - The FA Grant is an ongoing, untied investment the Commonwealth makes annually to local governments, through their state and territory jurisdictions.
 - The 2023-24 FA Grant allocation of just over \$3.1 billion will be distributed across 546 local governing bodies.
 - The total commitment through the FA Grant over the Forward Estimates (from 2023-24 to 2026-27) is \$13.3 billion.
- In recognition of workforce and supply-chain pressures, the Albanese Government has extended LRCI project construction timelines (Phases 1 through 3) by a year.
- Through the Strategic Local Government Asset Assessment Project, the Budget provides councils with \$22.3 million to undertake an engineering assessment of local road structures.
- The Government has also recommitted \$20 million (annually to 2025-26) to South Australia as supplementary funding for local roads.
 - The Commonwealth has provided this funding since 2004-05 to address an anomaly in the historical local road figures, which are used to derive a component of the FA Grant.
- Our department provides guidance to other Commonwealth departments on the needs, priorities and challenges of local government across portfolios.
- We have strong collaborative relationships with local government associations, and state and territory colleagues at the Ministerial, senior executive and officer levels.

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SB23-000601

Talking Points – Inclusion in the national conversation

- The Australian Government has been clear about its commitment to bring local government into the national conversation.
- The **Australian Council of Local Government** has been re-established, with local and federal government leaders meeting in Canberra on 16 June 2023.
- The Australian Local Government Association (ALGA) was invited to address **National Cabinet** on 3 February 2023. ALGA has been invited to both National Cabinet and the Council on Federal Financial Relations once a year.
- Minister McBain re-instated the **Local Government Ministers' Forum**, where ALGA joins state, territory and Commonwealth Ministers for Local Government to discuss the challenges facing our regions.
 - The most recent meeting was held on 31 March 2023 in Parliament House.
 - The next meeting will take place in August or September 2023, likely in South Australia.

Background

Financial Assistance Grant Program, or FA Grant

- From 1974-75 to 2022-23, the Government has invested over \$64 billion to local governments through the FA Grant.
- FA Grant funding is provided under the *Local Government (Financial Assistance) Act 1995* (the Act) and consists of two parts:
 - A general purpose component, distributed according to population and CPI; and
 - A local road component, distributed according to fixed historical shares.
- Funding is untied, allowing local governing bodies to spend funds on local priorities.
- Funding is provided to all local governing bodies as defined under the Act.

Supplementary Local Roads Funding for South Australia

- The Commonwealth has paid South Australia supplementary funding for its local roads since 1990.
- The supplementary funding is to address an anomaly in the allocation of fixed historical road shares for the FA Grant – South Australia is provided with only 5.5 per cent of funding for local roads even though it manages 11.7 per cent.
- The amount provided through the 2023-24 Federal Budget (that is, \$20 million per year) ensures an equity of funding for local roads across other states and the NT.

Contact: Sarah Nattey

Cleared by First Assistant Secretary: Clare Chapple

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Version Number: 01

Date: 24/04/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Nattey /s22(1)(a)(ii)

SB23-000601

A whole picture of local government investment across the Commonwealth

- The department is doing work currently to identify the Commonwealth's full investment in local governments.
- Through our portfolio alone, the Government's investment in local government in 2023-24 will be \$4.56 billion. That is the \$3.9 billion investment through FA Grant, LRCI and Roads to Recovery, and an additional \$661 million through infrastructure, transport, telecommunications, arts and regional grants.

Financial Assistance Grants Information Year to Date as at 31 March 2023

Program/Project Start Date:	1 July 1974					
Program/Project End Date:	Ongoing					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	833.5	3,106.4	3,256.8	3,391.0	3,529.0	14,116.7
Less:						
Actual Expenditure YTD at 31 March 2023 ¹	592.2					592.2
Total Committed Funds at 31 March 2023	241.3	3,106.4	3,256.8	3,391.0	3,529.0	13,524.5
Total Uncommitted Funds (balance)	0	0	0	0	0	0

*Appropriation as per the 2023-24 Budget.

¹ Figures represent cash payments made to date.

Contact: Sarah Nattey

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Date: 24/04/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Nattey /s22(1)(a)(ii)

SB23-000601

Supplementary funding for South Australian Roads Year to Date as at 31 March 2023

Program/Project Start Date:	1 July 2004					
Program/Project End Date:	Currently 30 June 2023					
<u>Supplementary funding for South Australian Roads</u>	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	20.0	20.0	20.0	20.0	0	80.0
Less:						
Actual Expenditure YTD at 31 March 2023	20.0					20.0
Total Committed Funds at 31 March 2023	0	20.0	20.0	20.0	0	60.0
Total Uncommitted Funds (balance)	0	0	0	0	0	0

*Appropriation as per the 2023-24 Budget.

Contact: Sarah Nattey

Cleared by First Assistant Secretary: Clare Chapple

Phone: (02) 6274 7479

Version Number: 01

Date: 24/04/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Nattey / s22(1)(a)(ii)

SB23-000602

SUBJECT: Australian Council of Local Government

Talking Points

- The Australian Government will hold the fifth Australian Council of Local Government (ACLG) in Canberra on 16 June 2023, preceded on 15 June 2023 by a dinner hosted by the Prime Minister.
- The ACLG showcases the important partnership the Australian Government has with local governments across Australia.
- The ACLG will coincide with the Australian Local Government Association's (ALGA) National General Assembly (NGA) from 13 to 15 June 2023.
- Local governments are a trusted partner, and are central to the development and delivery of policies and programs for all Australians. The ACLG provides them an important forum to engage with Ministers on opportunities and challenges in their areas.
- The ACLG was first established as a formal meeting between senior leaders of local government and the Australian Government in 2008.
- The re-establishment of the ACLG builds on the Australian Government's commitment to work with local governments to support liveable and socially equitable communities in Australia's cities and regions.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is working with ALGA to deliver this important event.

Key Issues

Draft Agenda

- The department has worked with the Hon Kristy McBain MP, Minister for Regional Development, Local Government and Territories to set the agenda for the ACLG and gala dinner.
- A copy of the draft agenda for the ACLG is at **Attachment A**. Panel discussions align with the Regional Investment Framework (our people, places, industries and services).
- At this stage, external speakers have not been considered to participate in the ACLG as the event is an opportunity for the Government to engage directly with local government.

Future ACLG events

- Whether the ACLG is held annually is for Government to determine. The ACLG was previously held annually between 2008 and 2010, and then again in 2013.

Contact: Sarah Nattey

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Version Number: 01

Date: 19/04/2022

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Nattey / s22(1)(a)(ii)

SB23-000602

Cost of the ACLG

- The cost of the delivery of the 2023 ACLG will be met by the Department.
- The department is working closely with ALGA to deliver the 2023 ACLG.
- ALGA is a long-term partner of the department, and will provide a range of event management services for the 2023 ACLG. ALGA bring a wide range of experience and expertise in event management and engagement with local governments.

ACLG [Departmental] Budget as at 14 April 2023

	Budgeted Amount	Services Provided
Services Agreement with ALGA	\$352,000 (GST inclusive)	<ul style="list-style-type: none">• Pre-event registration services for ACLG Dinner and Meeting• Delivery of an ACLG dinner for 600 people at Parliament House on Thursday 15 June• Delivery of the ACLG meeting at the National Convention Centre on Friday 16 June
Department sourced goods and services	\$45,100 (GST inclusive)	<ul style="list-style-type: none">• an MC• welcome to country• photographer and videographer• other entertainment• signage

Attendees at Previous ACLG Meetings

- On 3 March 2023, Senator the Hon Bridget McKenzie asked a Question on Notice about the total number of local government areas, mayors, council staff, ministers and others present at previous Australia Council of Local government meetings.
- Due to the significant time needed to access the required hardcopy records, a summary of registered attendees only was provided in response. The department considers that the provision of any further detail would be an unreasonable diversion of resources.

Attendees at previous ACLG meetings

ACLG Meeting Date	18 November 2008	25 June 2009	18 June 2010	16 June 2013
Registered Attendees	425	430	310	440

Background

- The ACLG was established by the Prime Minister, the Hon Anthony Albanese MP, during his time as the Minister for Local Government. The first meeting was held in November 2008 and it was held again in June 2009, June 2010 and June 2013.

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Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Nattey / s22(1)(a)(ii)

SB23-000602

- On 22 February 2023, the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government and the Hon Kristy McBain MP, Minister for Regional Development, Local Government and Territories issued a joint media release announcing their intention to hold the 2023 ACLG on 16 June 2023. This resulted in positive media attention.

Attachments

Attachment A: Draft ACLG Agenda

Contact: Sarah Nattey

Cleared by First Assistant Secretary: Clare Chapple

Phone: (02) 6274 7479

Version Number: 01

Date: 19/04/2022

Australian Council of Local Government 2023 - Dinner

Date: Thursday 15 June 2023, 6:00pm – 9:30pm

Venue: Parliament House, Canberra (*tentative hold on venue but not confirmed – ALGA*)

Dress code: Semi formal

Summary:

- 600 attendees including:
 - o Between 400 and 450 local governing body delegates (1 per council)
 - o Approximately 30 Ministers (cabinet and outer cabinet) with one staffer each (60 in total) and one senior SES from each portfolio
 - o 7 state and territory Local Government Association CEOs
 - o 15 ALGA Board members and 5 ALGA representatives
 - o 5 Departmental SES
- A mix of federal government representatives and local council delegates per table
- 3 course meal with alternate service and 4-hour drinks package
- 1 Welcome to Country
- 2 keynote addresses – Prime Minister and Minister C King (2x10 minutes)
- 1 entertainment/performance
- 1 event MC – Kristy O’Brien

6:00PM	Function begins with drink service
6:30PM	Guests seated
6:40PM	Opening Remarks and Welcome to Country
6:45PM	Prime Minister introduction
6:50PM	Keynote Address The Hon Anthony Albanese MP, Prime Minister of Australia
7:00PM	Dinner service – First Course
7:00PM	Entertainment
7:30PM	Dinner service – Main Course
8:00PM	Keynote Address The Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government
8:40PM	Dinner Service – Dessert Course
8:40PM	Entertainment
9:30PM	Event concludes

Australian Council of Local Government 2023 - Conference

Date: Friday 16 June 2023, 7:30am – 3:00pm

Venue: National Convention Centre, Canberra

Summary:

- 1100+ attendees including local council delegates, federal ministers, associations and peak body representatives
- 1 Welcome to Country (15 minutes)
- 2 Welcome Addresses (10-15 minutes each)
- 5 main sessions (45 minutes each) including:
 - o A panel comprising of 3-4 Cabinet and/or Assistant Ministers (25 minutes)
 - o A Q&A session facilitated by the MC with fixed microphone (15 minutes)
- Event facilitator: Kristy O'Brien

7:30AM

Registration

WELCOME TO COUNTRY AND OPENING REMARKS

8:00AM

Welcome and Housekeeping – MC, Kristy O'Brien

8:10AM

Welcome to Country - Aunty Violet Sheridan, Ngannawal Elder

8:25AM

Welcome Address - The Hon Anthony Albanese MP, Prime Minister

8:40AM

Welcome Address - The Hon Kristy McBain MP, Minister for Regional Development, Local Government and Territories

SESSION #1

9:00AM

Panel #1: The Future of Local Government

- The Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government
- The Hon Dr Jim Chalmers MP, Treasurer
- Councillor Linda Scott, President of the Australian Local Government Association

9:30AM

Q&A

10:00AM

Morning Tea

SESSION #2

10:30AM

Panel #2: Our Industries and Economies – Achieving Economic and Industry Growth

- The Hon Chris Bowen MP, Minister for Climate Change and Energy
- Senator the Hon Don Farrell, Minister for Trade and Tourism
- The Hon Ed Husic MP, Minister for Industry and Science
- The Hon Madeleine King MP, Minister for Resources, Minister for Northern Australia

11:00AM

Q&A

SESSIONS #3

11:15AM

Panel #3: Our Places –Resilience and Our Regions

- Senator the Hon Murray Watt, Minister for Emergency Management
- The Hon Tanya Plibersek MP, Minister for the Environment and Water
- The Hon Bill Shorten MP, Minister for the National Disability Insurance Scheme; Minister for Government Services

11:45AM

Q&A

12:00PM

Lunch

SESSION #4

12:30PM	Panel #4: Our Services – Liveability and Local Government <ul style="list-style-type: none">- Hon Tony Burke MP, Minister for Employment and Workplace Relations, Minister for the Arts- Hon Mark Butler MP, Minister for Health and Aged Care- Hon Michelle Rowland MP, Minister for Communications
1:00PM	Q&A

PARALLEL SESSIONS

1:15PM	Urban Panel <ul style="list-style-type: none">- The Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government- Chair of Urban Policy Forum (TBC)- 1 or 2 other members suggested by Urban Div /ALGA Regional Panel <ul style="list-style-type: none">- The Hon Kristy McBain MP, Minister for Regional Development, Local Government and Territories- Senator the Hon Anthony Chisholm, Assistant Minister for Education, Assistant Minister for Regional Development- 1 or 2 other members suggested by Regional Div /ALGA The Voice Panel <ul style="list-style-type: none">- The Hon Linda Burney, Minister for Indigenous Australians- Senator Pat Dodson, Special Envoy for Reconciliation and the Implementation of the Uluru Statement from the Heart
1:45PM	Q&A

SESSION #5

2:00PM	Panel #5: Our People – Local Government as a trusted delivery partner <ul style="list-style-type: none">- The Hon Brendan O'Connor MP, Minister for Skills and Training- The Hon Jason Clare MP, Minister for Education- The Hon Julie Collins MP, Minister for Housing; Minister for Homelessness
2:30PM	Q&A

CLOSING REMARKS

2:45PM	Closing Remarks - The Hon Kristy McBain MP, Minister for Regional Development, Local Government and Territories
3:00PM	Conference end

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Nattey/s22(1)(a)(ii)

SB23-000603

SUBJECT: RDA Brisbane Governance

Talking Points

- I am aware of matters in relation to RDA Brisbane and its Chair.
- It would be inappropriate to comment further at this time, given some of these matters are being considered in other fora.

Key Issues

- On 1 February 2023, the RDA Brisbane Deputy Chair, six RDA Brisbane Board members and the RDA Brisbane Executive Director tendered their resignations from the committee.
- The Chair has initiated a number of applications [with state and Commonwealth commissions] that are currently under consideration.

Background

- RDA Brisbane is one of 53 RDA committees that collectively cover the whole of Australia.
- The network of 53 RDAs comprises local volunteer leaders who work with all levels of government, business and community groups to facilitate and support the economic development of their regions.
- RDAs have an important role in their regions, helping grow strong regional economies that harness their competitive advantages, seize economic opportunity and attract investment.
- The Minister for Regional Development, Local Government and Territories appoints the RDA Chairs and provides agreement for the appointment of Deputy Chairs.
 - In Victoria, appointment decisions are made with the Victorian State Government.
 - In South Australia (SA), appointment decisions are made with the SA State Government and the SA Local Government Association.
- The RDA Program has ongoing funding. The 2022-2023 budget appropriation for the program is \$19.9 million.

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Version Number: 01

Date: 19/04/2022

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Nattey/s22(1)(a)(ii)

SB23-000603

Financial Information as at 31 March 2023

[Note: All dollars to be rounded to one decimal point. These figures are a component of the RDA Program (refer **SB23-000600**) not a separate program.]

Program/Project Start Date:	Ongoing					
Program/Project End Date:	Ongoing					
	2020-21 \$m	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	TOTAL \$m
Committed funds	0.3	0.4	0.4	0.4	0.4	1.8

n.b. Discrepancies in some totals due to rounding.

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient

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Version Number: 01

Date: 19/04/2022

Rural and Regional Affairs and Transport

Lead contact: s22(1)(a)(ii)

SB23-000604

SUBJECT: Investing in Our Communities

Talking Points

- The Investing in Our Communities (liOC) program has been designed to deliver grants of less than \$5 million for community and sporting infrastructure projects through a one-off, closed, non-competitive round, with applications invited from the list of 2022 election commitments.
- The Australian Government has provided \$349.9 million in administered funding to deliver the program.
- The Program opened on 8 February 2023 with invitations sent to 355 proponents on 9 February, and will close for applications in six months.
- The liOC program has been designed to deliver election commitments with enhanced integrity and transparency through a program design that includes published program guidelines and robust assessment criteria for all projects.
- As at 31 March 2023, the department had received 25 applications and approved two of these.

Key Issues

As part of the 2022-23 Federal Budget on 25 October 2022, the Government announced it would establish two new programs to deliver its commitments from the 2022 election campaign. The two programs are the Investing in Our Communities Program (liOC) and the Priority Community Infrastructure Program (PCIP).

liOC Program Status as at 31 March 2023

Number of projects	355
Applications Received	25
Funding Approved	2
Funding Agreements executed	0
Project Completed	0
Payments made	\$0

The liOC Program will fund community infrastructure projects with an Australian Government contribution of up to \$5 million, as well as commitments made by the former Government to the Community Development Grants Program (CDG) as part of the 2022 Pre-Election Economic and Fiscal Outlook.

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Clare Chapple

Phone: (02) 6393 s22(1)(a)(ii)

Version Number: 01

Date: 24/04/2023

Rural and Regional Affairs and Transport

Lead contact: s22(1)(a)(ii)

SB23-000604

Projects range in value from \$8,000 to \$5 million and include community infrastructure, open space improvements and sporting infrastructure, and other community priorities. Nominated organisations include small not-for-profit-profit entities and state and local governments.

Program Guidelines were released on 8 February 2023 and invitations to apply were sent to nominated grantees from 9 February 2023.

The Department of Infrastructure, Transport, Regional Development, Communications and the Arts has no role in the identification of Australian Government election commitments, including the nominated organisation, the project scope or the value of Australian Government funding committed to the project.

Background

No further applicants will be invited to apply.

Assessment and delivery of the program is being undertaken by the department. A full exemption from delivery by a Grants Hub was agree s47C

Projects will be assessed against three criteria:

- project benefit,
- project viability and sustainability, and
- grantee viability and capacity.

These criteria are clearly set out in the published program guidelines. In line with the Commonwealth Grants Rules and Guidelines (CGRHs), the department will be utilising a proportionality approach with regards to the administrative and financial requirements during the assessment, funding agreement negotiation and contract management stages of the project, in proportion to the value of the grant. This will reduce unnecessary administrative burden on applicants for less complex projects.

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Clare Chapple

Phone: (02) 6393 s22(1)(a)(ii)

Version Number: 01

Date: 24/04/2023

Rural and Regional Affairs and Transport

Lead contact: s22(1)(a)(ii)

SB23-000604

The program implementation steps and indicative timeframes are:

Guidelines Approval	Completed – 29 January 2023
Legislative Authority	Completed
Departmental upskilling and training	Ongoing
Development of application form, assessment templates and funding agreements	Completed
Guidelines released and program opens	8 February 2023
Invitation to apply sent to grantees	From 9 February 2023 (some applications have needed to be re-sent or sent to an alternate address/organisation)
Applications close	Six months from date of invitation to apply
Applications assessed	Allow Four weeks
Recommendation and approval by delegate	Allow Four weeks
Applicants advised of decision	3 weeks from decision
Contracting of Successful projects	Within 8 weeks of notification

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Clare Chapple

Phone: (02) 6393 s22(1)(a)(ii)

Version Number: 01

Date: 24/04/2023

Rural and Regional Affairs and Transport

Lead contact: s22(1)(a)(ii)

SB23-000604

Financial Information as at 31 March 2023 (GST exclusive)

Program/Project Start Date:	8 February 2023					
Program/Project End Date:	30 June 2027					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	22.9	108.9	128.0	59.7	30.3	349.9
Less:						
Actual Expenditure YTD at 31 March 2023	0	0				
Total Committed Funds at 31 March 2023	0	0	0	0		0
Total Uncommitted Funds (balance)	22.9	108.9	128.0	59.7	30.3	349.9

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Total column may contain rounding variances.

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Clare Chapple

Phone: (02) 6393 s22(1)(a)(ii)

Version Number: 01

Date: 24/04/2023

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii)

SB23-000605

SUBJECT: Priority Community Infrastructure Program

Talking Points

- The Priority Community Infrastructure Program (PCIP) is designed to provide grants of more than \$5 million for important community and sporting infrastructure projects through a one-off, closed and non-competitive round, with applications invited from the list of 2022 election commitments.
- The Australian Government has provided \$1 billion in administered funding to deliver the program.
- The Program opened and Grant Guidelines were released on 8 February 2023, with invitations sent to proponents from 10 February 2023. Applications are open for six months.
- The PCIP has been designed to deliver election commitments with enhanced integrity and transparency through a program design that includes published program guidelines and robust assessment criteria for all projects.
- As at 31 March 2023, 83 proponents had been invited to participate in the program and the department had received four applications.

Key Issues

As part of the 2022-23 Federal Budget on 25 October 2022, the Government confirmed it would establish two new programs to deliver its commitments from the 2022 election campaign. The two programs are the Priority Community Infrastructure Program (PCIP) and the Investing in Our Communities Program (IIOC).

PCIP Program Status as at 31 March 2023

Number of projects	93
Applications Received	4
Funding Approved	0
Funding Agreements executed	0
Project Completed	0
Payments made	\$0

The PCIP delivers the Government's 2022 election commitments for community infrastructure, and eligible Community Development Grants Programme commitments announced by the former Government during the 2022 Pre-Election Fiscal and Economic Outlook, with funding of over \$5 million. It also includes selected commitments under \$5 million.

Rural and Regional Affairs and Transport

Lead/Support contact: Jane Hunt

SB23-000605

Projects include important community and sporting infrastructure, cultural facilities and other community priorities intended to assist communities to build their strengths and improve liveability. Grantees include not-for-profit entities and state, territory and local governments.

The Department of Infrastructure, Transport, Regional Development, Communications and the Arts has no role in the identification of Australian Government election commitments, including the nominated organisation, the project scope or the value of Australian Government funding committed to the project.

Background

Assessment and delivery of the program is being undertaken by the department. A full exemption from delivery by a Grants Hub was agreed s47C

In line with the Government's commitment to transparency and integrity in decision-making, the department conducted a merit review of the election commitments that will be delivered within the PCIP. The merits review was conducted in two stages, the first stage being the Desk-Top Review (DTR) and the second stage being the formal value for money assessment.

This additional layer of scrutiny is intended to provide a greater degree of integrity in decision making. The DTR considered organisation and project eligibility, co-funding arrangements and the suitability of financial arrangements in place to sustain the organisation during the grant period, as grant payments are generally made in arrears.

As part of the formal value for money assessment (stage 2 of the merits review), projects will be assessed against four criteria, set out in the Grant Guidelines:

- economic benefits of the project,
- social benefits of the project,
- project viability and sustainability, and;
- grantee viability and capacity.

In line with the Commonwealth Grants Rules and Guidelines (CGRGs) the department will be utilising a proportionality approach with regards to the administrative and financial requirements during the assessment, funding agreement negotiation and contract management stages of the project in proportion to the value of the grant, to reduce unnecessary administrative burden on applicants for less complex projects.

Rural and Regional Affairs and Transport

Lead/Support contact: Jane Hunt

SB23-000605

The proposed program implementation steps and indicative time frames are noted below.

Guidelines Approval	Completed (20 December 2022)
Legislative Authority	Completed
Desk Top Review and Recommendations (Stage 1 assessment)	In Progress
Departmental upskilling and training	Ongoing
Development of application form, assessment templates and funding agreements	Completed
Guidelines released and program opens	8 February 2023
Invitation to apply sent to grantees	From 10 February 2023
Applications close	Six months from date of invitation to apply
Applications assessed (inc VFM – stage 2 assessment)	Allow Four weeks
Recommendation and approval by delegate	Allow Four weeks
Applicants advised of decision	Within 3 weeks of decision
Contracting of Successful projects	Within 8 weeks of notification

Rural and Regional Affairs and Transport

Lead/Support contact: Jane Hunt

SB23-000605

Financial Information as at 31 March 2023 (GST Exclusive)

Program/Project Start Date:	2022-23					
Program/Project End Date:	2026-27					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	62.3	202.0	295.0	300.0	158.0	1,017.3
Less:						
Actual Expenditure YTD at 31 March 2023	0	0				
Total Committed Funds at 31 March 2023						
Total Uncommitted Funds (balance)	62.3	202.0	295.0	300.0	158.0	1,017.3

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Total column may contain rounding variances.

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii) / s22(1)(a)(ii)

SB23-000606

SUBJECT: Growing Regions Program

Talking Points

- In the October 2022-23 Budget, the Australian Government committed to establish the new Growing Regions Program to deliver regional infrastructure and community projects.
- The Growing Regions Program will help drive regional economic prosperity by providing equitable and fair access to funding for capital works for community and economic infrastructure across rural and regional areas.
- The program guidelines were released on 6 May 2023 and are available on the Department of Infrastructure, Transport, Regional Development, Communications and the Arts' website as well as GrantConnect.
- It is expected the Business Grants Hub will open the program for expressions of interest by July 2023.

Key Issues

- The program will be open and competitive with grants awarded on a merit basis.
- The program will be open to local government entities and not-for-profit organisations. The program will exclude private enterprise and for-profit entities.
- To be eligible the project must be constructing new community infrastructure or expanding, or upgrading existing infrastructure for wider community benefit.
- The minimum grant funding amount is \$500,000 and the maximum is \$15 million.
- There is a co-funding requirement of 50 percent unless you meet the exemption requirements:
 - If the project is located in a very remote area, or the applicant is a First Nations Community Controlled Organisation they may be eligible to receive up to 90 per cent of the funding for their project;
 - If the project is located in a remote area, or in a low rate-based Council area the applicant may be eligible to receive up to 70 per cent of the funding for their project.
 - The department has a mapping tool on the website which will assist organisations to determine their eligibility.
- There is a geographic eligibility requirement – all communities outside the Greater Capital Cities Statistical Areas (GCCSA) will be able to apply.
- Organisations that don't meet the geographic eligibility for this program, will meet the geographic eligibility for the newly announced Thriving Suburbs Program.

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Clare Chapple

Phone: (02) 6393 s22(1)(a)(ii)

Version Number: 02

Date: 09/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii) /s22(1)(a)(ii)

SB23-000606

- The program is being administered by the Department of Industry, Science and Resources (DISR) Business Grants Hub and will have a two-step application process:
 - In stage one, Expressions of Interest (EOI) applications which meet the eligibility criteria will be assessed by a multi-party Parliamentary panel to determine how strongly their project aligns with the regional priorities for the area.
 - The panel will recommend which EOI applicants should be invited to apply.
 - The department then approves which EOI applicants will be invited to submit a full application for their project under stage two of the application process.
 - The Business Grants Hub will assess full applications received under stage two against the eligibility criteria. Eligible applications will then be assessed against the full application assessment criteria, including an overall consideration of value with money and a comparison to other eligible applications. The full application assessment criteria are:
 - contribution to economic opportunity and social and community inclusion;
 - alignment with broader Government and regional strategic priorities;
 - capacity, capability and resources to deliver and sustain the project.
 - The Minister for Infrastructure, Transport, Regional Development and Local Government will decide which grants to approve, taking into account the results of DISRs merit assessment, the department's recommendations, and the availability of grant funds.

Background

- Interest in the program from stakeholders, potential applicants, and the media has continued since the Budget announcement. Recent media interest has focused on the time frame for the opening of the program. The department has developed the guidelines following a robust design development process to ensure fair, transparent and merit-based application and assessment processes.
- In March 2003 the department held virtual roundtables with representatives from Regional Development Australia committees, Local Government Associations and peak bodies to seek feedback on the design principles of the program.

Financial Information as at 31 March 2023

- In the October 2022-23 Budget, the Government announced a commitment of \$1 billion over three years to the regional Precincts and Partnership Program (\$400.0m) and the Growing Regions Program (\$600.0m).

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Clare Chapple

Phone: (02) 6393 s22(1)(a)(ii)

Version Number: 02

Date: 09/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii) / s22(1)(a)(ii)

SB23-000606

Program/Project Start Date:	2023-24					
Program/Project End Date:	2025-26					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	0	30.0	210.0	360.0	0	600.0
Less:						
Actual Expenditure YTD at 31 March 2023	0	0				
Total Committed Funds at 31 March 2023	0	0	0	0		0
Total Uncommitted Funds (balance)	0	30.0	210.0	360.0	0	600.0

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Clare Chapple

Phone: (02) 6393 s22(1)(a)(ii)

Version Number: 02

Date: 09/05/2023

2023 - 2024 Budget Estimates

Rural and Regional Affairs and Transport

Lead: s22(1)(a) for CDG, BBRF, RGF, NSRF, RJIP

Lead contact: s22(1)(a)(ii) for Partnerships, BRRLi, RRC, SRM, RCRC-P and DCP-E

SB23-000607

SUBJECT: Delivery of legacy regional programs**Talking Points**

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is continuing to implement eleven legacy regional programs initiated under the previous government:
 - Building Better Regions Fund (BBRF)
 - Regional Growth Fund (RGF)
 - National Stronger Regions Fund (NSRF)
 - Regional Jobs and Investment Packages (RJIP)
 - the Community Development Grants Programme (CDG)
 - Regional Recovery Partnerships (Partnerships)
 - Building Resilient Regional Leaders Initiative (BRRLi)
 - Rebuilding Regional Communities (RRC)
 - Securing Raw Materials (SRM)
 - Regional Cooperative Research Centres Projects (RCRC-P)
 - Drought Communities Program Extension (DCP-E).
- The CDG, RGF, NSRF and Partnerships programs are managed by the department.
- The remaining programs are administered by the Department of Industry, Science and Resources (DISR) through the Business Grants Hub (Hub), on behalf of the department.
- The department is working with grantees to ensure projects can be delivered within their program appropriation period.

Key Issues

- Many individual projects across all programs have had difficulties completing their projects within the initial timeframes due to factors including the impacts of COVID-19, supply chain issues, labour shortages and natural disasters.

Background

- The CDG program opened in December 2013 to support infrastructure that promotes stable, secure and viable local and regional communities.
 - As at 31 March 2023, there were 1,481 approved projects with total funding of \$2.4 billion.

Rural and Regional Affairs and Transport

Lead: s22(1)(a) for CDG, BBRF, RGF, NSRF, RJIP

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SB23-000607

-
- On 24 October 2022 the Australian Government announced that 82 uncontracted CDG projects would have until 28 April 2023 to execute a funding agreement with the department. As at 31 March 2023 there were 65 uncontracted CDG projects.
 - CDG commitments without an executed funding agreement by 28 April 2023 will have their funding commitment withdrawn and the savings will be returned to consolidated revenue.
 - The BBRF opened on 18 January 2017 to support investment-ready projects that create jobs, drive economic growth and build regional communities for the long term.
 - As at 31 March 2023, there were 1,293 approved projects with total funding of \$1.1 billion.
 - The RGF opened on 2 March 2018 to support major transformational projects, which support long-term economic growth and the creation of jobs in regions including those undergoing structural adjustment.
 - As at 31 March 2023, there were 17 approved projects with total funding of \$241.3 million.
 - The RJIP provided matched funding for projects that help grow regional economies and provide sustainable employment.
 - As at 31 March 2023, there are 233 projects with total funding of \$206.4 million. This program has closed.
 - The NSRF funded investment-ready projects which support economic growth and sustainability of regions across Australia, particularly disadvantaged regions.
 - As at 31 March 2023, there were 225 approved projects with total funding of \$607.9 million. This program has closed.
 - The Regional Recovery Partnerships program coordinated investments with other levels of government to support recovery and growth in 10 regions across Australia, delivering jobs and economic diversification.
 - Program funds have been fully committed across all 10 regions, 28 projects have been announced with one project yet to be announced at the request of the state government. Projects are expected to be completed by December 2024.
 - The Building Resilient Regional Leaders Initiative delivered place-based leadership training in regional communities to allow current and emerging regional leaders to further develop leadership and resilience skills to support their local communities through future economic challenges.

Rural and Regional Affairs and Transport

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SB23-000607

- The Australian Rural Leadership Foundation/Regional Australia Institute consortium were funded \$5.0 million to deliver the initiative across 10 regions in seven states and territories.
- Rebuilding Regional Communities is a stream within eight rounds of the Strengthening Rural Communities program, managed by the Foundation for Rural and Regional Renewal (FRRR).
 - The Government will provide \$5.7 million to the FRRR to provide grants of up to \$50,000 to not-for-profits, for projects assisting regional communities until 2025.
- The Securing Raw Materials Program provided businesses with up to \$5 million to relocate or expand into regional Australia and partner with a regional university or research organisation to research or develop innovative and locally sourced raw materials.
 - The program provided funding for eight projects over two rounds. Six projects are in progress and are expected to complete by 30 June 2025. There will be no further rounds.
 - \$35 million was committed in the 2020-21 Budget. \$8.6 million is uncommitted and may be subject to future government decisions.
- The Regional Cooperative Research Centres Project supported short-term (up to 3 years) industry-led collaborations.
 - Projects must develop a product, service or process that will solve problems for industry and deliver real outcomes, benefiting small to medium enterprises (SMEs) and include education and training activities.
 - The program provided funding for two projects. Both are in progress and are expected to complete by 30 June 2025. There will be no further rounds.
- The Drought Communities Program Extension supports communities in regions impacted by and recovering from drought.
 - \$297.0 million is being provided by the Government to 180 eligible Local Government Areas (LGA) for projects which deliver an economic stimulus, use local resources, and support communities. \$290.3 million has been expended.
 - In the 2023-24 Budget, the program was extended to end 30 June 2024 so that grantees experiencing delays from COVID-19 and natural disasters may complete projects. No further rounds are expected.

Rural and Regional Affairs and Transport

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SB23-000607

Community Development Grants Programme (Actual expenditure as at 31 March 2023)					
Program start	2013/14	Program end	June 2026		
Total appropriation	\$2.4b	Expenditure to date	\$1.6b		
Administration arrangements	Status: In progress, closed for new applications. Type: Closed and non-competitive. Administered by: The Department of Infrastructure, Transport, Regional Development, Communication and the Arts.				
Progress since last Senate Estimates (from 1 January 2023 to 31 March 2023) <ul style="list-style-type: none">28 projects have been completed.12 projects have been contracted.					
Current Status					
Status (as at 31 March 2023)	Total Project Numbers	2020, 2021 and 2022 AG Commitments	2019 Election Commitments	2019 AG Commitments	Pre 2019 Election and AG commitments ¹
Waiting for Project Information ²	26	11	7	4	4
Under Assessment ³	39	23	4	9	3
Contracted - In Progress	216	42	57	82	35
Completed ⁴	1,200	17	142	217	824
Total	1,481	93	210	312	866
<div><div>1.</div><div>Includes 2013 election commitments, 2016 election and 2016 former Australian Government priority commitments for identified projects</div></div> <div><div>2.</div><div>Includes projects where we have requested additional information</div></div> <div><div>3.</div><div>Includes projects that the delegate has approved and we are negotiating funding agreements</div></div> <div><div>4.</div><div>Completed projects include terminated projects</div></div>					

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Rural and Regional Affairs and Transport

Lead: s22(1)(a) for CDG, BBRF, RGF, NSRF, RJIP

Lead contact: s22(1)(a)(ii) for Partnerships, BRRLi, RRC, SRM, RCRC-P and DCP-E

SB23-000607

Building Better Regions Fund (Actual expenditure as at 31 March 2023)					
Program start	2017/18	Program end	Round 1 – 30/06/2023 Round 2 – 30/06/2023 Round 3 to 5 – 30/06/2024		
Total appropriation	\$1.1b	Expenditure to date	\$708.4m		
Administration arrangements	Status: In progress, closed for new applications. Type: Competitive and merit-based grants program. Administered by: The Business Grants Hub (Hub), Department of Industry, Science and Resources (DISR) on behalf of the department.				
Progress since last Senate Estimates (from 1 January 2023 to 31 March 2023) <ul style="list-style-type: none">52 projects have completed.0 projects have terminated.					
Current Status					
Status (as at 31 March 2023)	Complete, Acquitted	Contracted, In Progress	Terminated	Withdrawn	TOTAL
Round 1	242	2	12	1	257
Round 2	225	9	9	2	245
Round 3	284	33	7	6	330
Round 4	96	58	2	7	163
Round 5	46	229	2	21	298
TOTAL	893	331	32	37	1,293

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Rural and Regional Affairs and Transport

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SB23-000607

Regional Growth Fund (Actual expenditure as at 31 March 2023)			
Program start	2018/19	Program end	Original: 30 June 2022 Current: 30 June 2023
Total appropriation	\$241.3m	Expenditure to date	\$163.8m
Administration arrangements	Status: In progress, closed for new applications. Type: Competitive grants program. Administered by: The Department of Infrastructure, Transport, Regional Development, Communication and the Arts.		
Progress since last Senate Estimates			
<ul style="list-style-type: none">2 projects have been completed from 31 December 2022 to 31 March 2023.			
Current Status			
Project Summary		Number	
Applications submitted		337	
Approved projects		17	
Completed		5	
Underway		10	
Terminated/withdrawn		2	
<ul style="list-style-type: none">The Mossman Mill Transition Project was funded as a one-off ad hoc grant from the underspend of the program.			

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Rural and Regional Affairs and Transport

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SB23-000607

Regional Jobs and Investment Packages (Actual expenditure as at 31 March 2023)			
Program start	2017/18	Program end	Original: 30 June 2020 Revised: 30 June 2022
Total appropriation	\$206.4m	Expenditure to date	\$184.2m
Administration arrangements	Status: Pending program closure report. All projects completed and acquitted. Type: Targeted, competitive grants program. Administered by: The Business Grants Hub (Hub), Department of Industry, Science and Resources (DISR) on behalf of the department.		
Progress since last Senate Estimates <ul style="list-style-type: none">• The program appropriation finished 30 June 2022.• All projects have been completed and acquitted.			
Current Status			
Project Summary		Number	
Applications submitted		1,398	
Approved projects		233	
Declined offer		2	
Completed		211	
Underway		0	
Terminated/withdrawn		22	

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Rural and Regional Affairs and Transport

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SB23-000607

National Stronger Regions Fund (Actual expenditure as at 31 March 2023)			
Program start	2015/16	Program end	Original: 30 June 2020 Current: 30 June 2022
NSRF Total appropriation	\$607.9m	Expenditure to date	\$581.4m
Administration arrangements	Status: Closed for new applications. Project finalisation underway. Type: Open, competitive grants program. Administered by: The Department of Infrastructure, Transport, Regional Development, Communications and the Arts		
Progress since last Senate Estimates			
<ul style="list-style-type: none">A grantee has reimbursed the department for unspent funds.			
Current Status			
<ul style="list-style-type: none">There are two projects the department continues to finalise so that the program can be closed.No further payments will be made under this program.Any unspent funds will be returned to Budget (TBC post budget).			
Project Summary as at 31 March 2023		Number	
Applications submitted		1,398	
Approved projects		225	
Approved funding		\$607.9m	
Completed		207	
Underway		2	
Terminated/withdrawn		16	
Total number of projects		225	

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Rural and Regional Affairs and Transport

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SB23-000607

Regional Recovery Partnerships (Actual expenditure as at 31 March 2023)															
Program start	2020	Program end	Original: December 2022 Current: December 2024												
Total appropriation	\$100.0m	Expenditure to date	\$100.0m												
Administration arrangements	<p>Status: Closed for new projects. Projects are underway.</p> <p>Type: The program is a partnership between governments, rather than a grants program.</p> <p>Administered by: The Department of Infrastructure, Transport, Regional Development, Communications and the Arts</p> <p>Through the program, 28 projects are funded in two ways:</p> <ul style="list-style-type: none">• 21 projects in ten regions are funded through a schedule to the Federation Funding Agreement – Infrastructure (total value \$90,000,000);• seven projects in one of the ten regions are funded through a direct grant administered through the Community Development Grants Programme (total value \$10,000,000)														
<p>Progress since last Senate Estimates</p> <ul style="list-style-type: none">• All projects progressing well, a number of projects have reported delays due to weather, supply issues and COVID-19.• An evaluation consultant has been engaged to undertake a full evaluation of the program. Reporting will include information on how Regional Recovery Partnership projects are contributing to the initiative’s intended outcomes, to inform future regional development program design.															
<p>Current Status</p> <table><tr><th>Project Summary</th><th>Number</th></tr><tr><td>Applications submitted</td><td>n/a</td></tr><tr><td>Approved projects</td><td>28</td></tr><tr><td>Completed</td><td>0</td></tr><tr><td>Underway</td><td>28</td></tr><tr><td>Terminated/withdrawn</td><td>0</td></tr></table>				Project Summary	Number	Applications submitted	n/a	Approved projects	28	Completed	0	Underway	28	Terminated/withdrawn	0
Project Summary	Number														
Applications submitted	n/a														
Approved projects	28														
Completed	0														
Underway	28														
Terminated/withdrawn	0														

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Rural and Regional Affairs and Transport

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SB23-000607

Building Resilient Regional Leaders Initiative (Actual expenditure as at 31 March 2023)											
Program start	22 April 2022	Program end	Original: June 2023 Current: 31 July 2023								
Total appropriation	\$5.0m	Expenditure to date	\$5.0m								
Administration arrangements	Status: Closed to new applicants. Project is underway. Type: Closed, non-competitive grants program. Administered by: The Department of Industry, Science and Resources (DISR) through the Business Grant Hub, on behalf of the Department.										
Progress since last Senate Estimates <ul style="list-style-type: none">• Workshops have been undertaken in a number of regions, with remaining workshops scheduled for early 2023. Graduation ceremonies to be held in each region.• Program is on track to complete in timeframe provided.											
Current Status <table><tr><th>Project Summary</th><th>Number</th></tr><tr><td>Approved projects</td><td>1</td></tr><tr><td>Completed</td><td>0</td></tr><tr><td>Underway</td><td>1</td></tr></table>				Project Summary	Number	Approved projects	1	Completed	0	Underway	1
Project Summary	Number										
Approved projects	1										
Completed	0										
Underway	1										

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Rural and Regional Affairs and Transport

Lead: s22(1)(a) for CDG, BBRF, RGF, NSRF, RJIP

Lead contact: s22(1)(a)(ii) for Partnerships, BRRLi, RRC, SRM, RCRC-P and DCP-E

SB23-000607

Rebuilding Regional Communities (Actual expenditure as at 31 March 2023)			
Program start	23 February 2022	Program end	Original: 30 June 2025 Current: 30 June 2025
Total appropriation	\$5.7m	Expenditure to date	\$4.6m
Administration arrangements	<p>Status: Closed to new applicants. Project is underway.</p> <p>Type: Closed, non-competitive grants program.</p> <p>Administered by: The Department of Industry, Science and Resources (DISR) through the Business Grant Hub, on behalf of the Department.</p> <p>The grantee (The Foundation for Rural & Regional Renewal – FRRR) administers the Rebuilding Regional Communities grants as streams of the Strengthening Rural Communities program.</p>		
Progress since last Senate Estimates <ul style="list-style-type: none">The Program Advisory Committee met on 14 March 2023 to consider Round 3 applications for Rebuilding Regional Communities (a stream of Round 15 of the Strengthening Rural Communities program). Successful applicants were announced on 30 March 2023.			
Current Status			
Project Summary		Number	
Applications submitted		1	
Approved projects		1	
Completed		0	
Underway		1	
Terminated/withdrawn		0	

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Rural and Regional Affairs and Transport

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SB23-000607

Securing Raw Materials (Actual expenditure as at 31 March 2023)															
Program start	26 February 2021	Program end	Original: 30 June 2025 Current: 30 June 2025												
Total appropriation	\$35.0m	Expenditure to date	\$13.1m												
Administration arrangements	<p>Status: Closed to new applicants. Projects are underway or completed.</p> <p>Type: Open, competitive grants program.</p> <p>Administered by: The Department of Industry, Science and Resources (DISR) through the Business Grant Hub, on behalf of the Department.</p> <p>The total appropriation for the program, as published in the 2023-24 Portfolio Budget Statements, reflects all government decisions to date, which include funding committed under the program. A decision was made at the 2022-23 October Budget for the program to conclude within its existing policy authority and termination date. Any uncommitted funding may be subject to future government decisions.</p>														
Progress since last Senate Estimates <ul style="list-style-type: none">One Round 1 project has completed ahead of schedule, the other project is experiencing delays caused by supply issues and flooding and has been granted an extension.In the May 2023 Budget, the Government announced a MoF approved to reprofile \$500,000 from 2022-23 to 2023-24 to allow the remaining projects additional time to complete.															
Current Status <table><tr><th>Project Summary</th><th>Number</th></tr><tr><td>Applications submitted</td><td>21</td></tr><tr><td>Approved projects</td><td>8</td></tr><tr><td>Completed</td><td>1</td></tr><tr><td>Underway</td><td>6</td></tr><tr><td>Terminated/withdrawn</td><td>1</td></tr></table>				Project Summary	Number	Applications submitted	21	Approved projects	8	Completed	1	Underway	6	Terminated/withdrawn	1
Project Summary	Number														
Applications submitted	21														
Approved projects	8														
Completed	1														
Underway	6														
Terminated/withdrawn	1														

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2023 - 2024 Budget Estimates

Rural and Regional Affairs and Transport

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SB23-000607

Regional Cooperative Research Centres Projects (Actual expenditure as at 31 March 2023)															
Program start	11 February 2021	Program end	Original: December 2024 Current: December 2024												
Total appropriation	\$5.8m	Expenditure to date	\$4.7m												
Administration arrangements	<p>Status: Closed to new applicants. Projects are underway.</p> <p>Type: Open, competitive grants program.</p> <p>Administered by: The Department of Industry, Science and Resources (DISR) through the Business Grant Hub, on behalf of the Department.</p> <p>The Regional Cooperative Research Centres Projects are a stream within the wider DISR Cooperative Research Centres (CRC) Program.</p>														
Progress since last Senate Estimates <ul style="list-style-type: none">Projects are on track.															
Current Status <table><tr><th>Project Summary</th><th>Number</th></tr><tr><td>Applications submitted</td><td>4</td></tr><tr><td>Approved projects</td><td>2</td></tr><tr><td>Completed</td><td>0</td></tr><tr><td>Underway</td><td>2</td></tr><tr><td>Terminated/withdrawn</td><td>0</td></tr></table>				Project Summary	Number	Applications submitted	4	Approved projects	2	Completed	0	Underway	2	Terminated/withdrawn	0
Project Summary	Number														
Applications submitted	4														
Approved projects	2														
Completed	0														
Underway	2														
Terminated/withdrawn	0														

FOI 23-302
2023 - 2024 Budget Estimates

Rural and Regional Affairs and Transport

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SB23-000607

Drought Communities Program Extension (Actual expenditure as at 31 March 2023)			
Program start	August 2018	Program end	Original: 30 June 2021 Current: 30 June 2024
Total appropriation	\$297.0m	Expenditure to date	\$290.3m
Administration arrangements	Status: Closed to new applicants. Projects are underway or completed. Type: Closed, non-competitive grants program. Administered by: The Department of Industry, Science and Resources (DISR) through the Business Grant Hub, on behalf of the Department.		
Progress since last Senate Estimates			
<ul style="list-style-type: none">The program end date has extended 3 times, due to grantees experiencing delays from COVID-19 and natural disasters.A high proportion of the 522 projects have completed, with many of the remaining 37 projects expected to complete over the coming months.In the May 2023 Budget, the Government announced a MoF to reprofile \$5.8m from 2022-23 to 2023-24 to allow additional time for the remaining projects to complete.			
Current Status			
Project Summary		Number	
Completed		485	
Underway		37	

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2023 - 2024 Budget Estimates

Rural and Regional Affairs and Transport

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SB23-000607

Financial Information as at 31 March 2023

Note: The table format below is the standardised Senate Estimates reporting table that only report a point in time and include 1 year prior and 3 years forward.

COMMUNITY DEVELOPMENT GRANTS (CDG)

CDG Program Start Date:	2013-14					
CDG Program End Date:	2025-26					
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	TOTAL \$m
Appropriation Budget	272.9	418.0	253.5	226.1	177.3	1,347.7
Less:						
Actual Expenditure YTD at 31 March 2023	272.8	218.0				490.8
Total Committed Funds at 31 March 2023	0.1	199.9	253.5	226.1	180.1	859.8
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	-2.9	-2.9

CDG: Total appropriation \$2.4b, Total Expenditure to Date \$1.6b

Notes: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Total column may contain rounding variances

FOI 23-302
2023 - 2024 Budget Estimates

Rural and Regional Affairs and Transport

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SB23-000607

BUILDING BETTER REGIONS FUND (BBRF)

BBRF Program Start Date:	2017-18					
BBRF Program End Date:	2023-24					
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	TOTAL \$m
Appropriation Budget	125.2	307.7	174.2	0.0	0.0	607.1
Less:						
Actual Expenditure YTD at 31 March 2023	125.2	116.8				242.0
Total Committed Funds at 31 March 2023	0.0	189.2	166.6	0.0	0.0	355.8
Total Uncommitted Funds (balance)	0.0	1.7	7.6	0.0	0.0	9.3

BBRF: Total Appropriation \$1.1B, Total Expenditure to Date \$708.4m.

REGIONAL GROWTH FUND (RGF)

RGF Program Start Date:	2018-19				
RGF Program End Date:	2022-23				
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2025-26 \$m	TOTAL \$m
Appropriation Budget	63.2	126.7	0.0	0.0	189.9
Less:					
Actual Expenditure YTD at 31 March 2023	63.2	49.2			112.4
Total Committed Funds at 31 March 2023	0.0	68.4	0.0	0.0	68.4
Total Uncommitted Funds (balance)	0.0	9.1	0.0	0.0	9.1

RGF: Total Appropriation \$241.3m, Total Expenditure to Date \$163.8m

FOI 23-302
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Rural and Regional Affairs and Transport

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SB23-000607

NATIONAL STRONGER REGIONS FUND (NSRF)

NSRF Program Start Date:	2015-16				
NSRF Program End Date:	2021-22				
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2025-26 \$m	TOTAL \$m
Appropriation Budget	8.6	0.0	0.0	0.0	8.6
Less:					
Actual Expenditure YTD at 31 March 2023	2.3	0.0			2.3
Total Committed Funds at 31 March 2023	0.0	0.0		0.0	0.0
Total Uncommitted Funds (balance)	6.3	0.0		0.0	6.3

NSRF: Total Appropriation \$607.9m Total Expenditure to Date \$581.4m

REGIONAL JOBS AND INVESTMENT PACKAGES (RJIP)

RJIP Program Start Date:	2017-18					
RJIP Program End Date:	2021-22					
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2024-25 \$m	TOTAL \$m
Appropriation Budget	16.1	4.1	0.0	0.0	0.0	20.2
Less:						
Actual Expenditure YTD at 31 March 2023	10.1					10.1
Total Committed Funds at 31 March 2023	0.0	3.9	0.0	0.0	0.0	3.9
Total Uncommitted Funds (balance)	6.0	0.2	0.0	0.0	0.0	6.2

RJIP: Total Appropriation \$206.4m Total Expenditure to Date \$180.3m

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Rural and Regional Affairs and Transport

Lead: s22(1)(a) for CDG, BBRF, RGF, NSRF, RJIP

Lead contact: s22(1)(a)(ii) for Partnerships, BRRLi, RRC, SRM, RCRC-P and DCP-E

SB23-000607

REGIONAL RECOVERY PARTNERSHIPS (RRP)

Regional Recovery Partnerships Program Start Date:	2020-21					
Regional Recovery Partnerships Program End Date:	2024-25					
2020-21 - \$48.84m 2021-22 - \$51.12m (actual)	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	TOTAL \$m
Appropriation Budget	51.2	0.0	0.0	0.0	0.0	0.0
Less:						
Actual Expenditure YTD at 31 March 2023	51.2	0.0				0.0
Total Committed Funds at 31 March 2023	0.0	0.0	0.0	0.0	0.0	0.0
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	0.0

RRP: Total Appropriation \$100m Total Expenditure to Date \$100m (includes \$10m expended through CDG)

BUILDING RESILIENT REGIONAL LEADERS INITIATIVE (BRRLi)

Building Resilient Regional Leaders Initiative Program Start Date:	2021-22					
Building Resilient Regional Leaders Initiative Program End Date:	2023-24					
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	TOTAL \$m
Appropriation Budget	3.0	2.0	0.0	0.0	0.0	5.0
Less:						
Actual Expenditure YTD at 31 March 2023	3.0	1.9				4.9
Total Committed Funds at 31 March 2023	3.0	2.0	0.0	0.0	0.0	5.0
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	0.0

BRRLi: Total Appropriation \$5m Total Expenditure to date \$4.9m

FOI 23-302
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Rural and Regional Affairs and Transport

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Lead contact: s22(1)(a)(ii) for Partnerships, BRRLi, RRC, SRM, RCRC-P and DCP-E

SB23-000607

REBUILDING REGIONAL COMMUNITIES (RRC)

Rebuilding Regional Communities Initiative Program Start Date:	2021-22					
Rebuilding Regional Communities Initiative Program End Date:	2022-23					
	2021-22	2022-23	2023-24	2024-25	2025-26	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	3.4	2.3	0.0	0.0	0.0	5.7
Less:						
Actual Expenditure YTD at 31 March 2023	3.4	1.2				4.6
Total Committed Funds at 31 March 2023	3.4	2.3	0.0	0.0	0.0	5.7
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	0.0

RRC: Total Appropriation \$5.7m Total Expenditure to Date \$4.6m

SECURING RAW MATERIALS (SRM)

Securing Raw Materials Initiative Program Start Date:	2021-22					
Securing Raw Materials Initiative Program End Date:	2024-25					
	2021-22	2022-23	2023-24	2024-25	2025-26	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	9.4	5.1	10.5	10.0	0.0	35.0
Less:						
Actual Expenditure YTD at 31 March 2023	9.4	3.7				13.1
Total Committed Funds at 31 March 2023	9.4	5.1	10.1	1.8	0.0	26.4
Total Uncommitted Funds (balance)	0.0	0.0	0.4	8.2	0.0	8.6

SRM: Total Appropriation \$35m Total Expenditure to Date \$13.1m.

Note: In the May 2023 Budget, a MoF was agreed to reprofile \$0.5m from 2022-23 to 2023-24 in the SRM program.

FOI 23-302
2023 - 2024 Budget Estimates

Rural and Regional Affairs and Transport

Lead: s22(1)(a) for CDG, BBRF, RGF, NSRF, RJIP

Lead contact: s22(1)(a)(ii) for Partnerships, BRRLi, RRC, SRM, RCRC-P and DCP-E

SB23-000607

REGIONAL COOPERATIVE RESEARCH CENTRES PROJECTS (RCRC-P)

Regional Cooperative Research Centres Projects Start Date:	2021-22					
Regional Cooperative Research Centres Projects Program End Date:	2024-25					
	2021-22	2022-23	2023-24	2024-25	2025-26	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	2.4	2.8	0.4	0.2	0.0	5.8
Less:						
Actual Expenditure YTD at 31 March 2023	2.4	2.3				4.8
Total Committed Funds at 31 March 2023	2.4	2.8	0.4	0.2	0.0	5.8
Total Uncommitted Funds (balance)	0.0	0.0	0.0	0.0	0.0	0.0

RCRC-P: Total Appropriation \$5.8m Total Expenditure to Date \$4.8m

DROUGHT COMMUNITIES PROGRAM EXTENSION (DCP-E)

Drought Communities Program Extension Program Start Date:	2018-19					
Drought Communities Program Extension Program End Date:	2022-23					
	2021-22	2022-23	2023-24	2024-25	2025-26	TOTAL
	\$m	\$m	\$m	\$m	\$m	\$m
Appropriation Budget	13.1	10.0	0.0	0.0	0.0	23.1
Less:						
Actual Expenditure YTD at 31 March 2023	13.1	4.1				17.2
Total Committed Funds at 31 March 2023	13.1	9.7	0.0	0.0	0.0	22.8
Total Uncommitted Funds (balance)	0.0	0.3	0.0	0.0	0.0	0.3

DCP-E: Total Appropriation \$297m Total Expenditure to Date \$290.3.

Note: In the May 2023 Budget, a MoF was agreed to reprofile \$5.8m from 2022-23 to 2023-24 in the DCPE program.

2023 - 2024 Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii)

SB23-000698

SUBJECT: Thriving Suburbs**Talking Points**

- In the 2023-24 May Budget the Government introduced the new Thriving Suburbs program valued at \$200 million.
- Thriving Suburbs will support growing urban and suburban communities to address immediate community infrastructure needs through one administered funding round.
- Not for profit organisations and local governments will be able to propose community-led infrastructure solutions, which bring socioeconomic benefits directly to their communities based on their needs.
- Thriving Suburbs will complement the Growing Regions Program, and ensure all urban communities can apply for grants funding.
- Our investment in urban social and community infrastructure will implement our ambition that no-one is held back or left behind, regardless of where they live.

Key Issues

- Delivering Thriving Suburbs alongside the Growing Regions Program ensures nationwide coverage of our community infrastructure grants programs to increase liveability in urban communities.
- The Thriving Suburbs Program's investment in delivering community infrastructure through direct grants will complement the urban Precinct and Partnerships Program's coordinated approach to development across all three levels of government.
- Design of the program will deliver on our commitment to fairness, integrity and transparency in grants programs.

Background

Program Eligibility and Merit Criteria – Thriving Suburbs

- Guidelines are yet to be developed however, it is anticipated that:
 - Local government entities and not-for-profit organisations that are located within metropolitan areas under the Australian Bureau of Statistics' Greater Capital City Statistical Areas (GCCSA) will be eligible to apply for funding. Partnerships between smaller organisations and local government entities are expected to be eligible to apply, while Private enterprise and for-profit entities are expected to be ineligible to apply.

Contact: s22(1)(a)(ii)

Cleared by First Assistant Secretary: Clare Chapple

Phone: (02) 6393 s22(1)(a)(ii)

Version Number: 1

Date: 26/04/2023

Rural and Regional Affairs and Transport

Lead/Support contact: s22(1)(a)(ii)

SB23-000698

- To be successful under this new program, applicants will be required to demonstrate:
 - an identified gap or need in their community for the infrastructure;
 - how the infrastructure project will affect social and economic benefits in the community;
 - strategic alignment with regional priorities (such as consultation with state development plans and local First Nations priorities); and
 - project viability and sustainability and grantee capacity and viability.

Financial Information as at 9 May 2023

Program Start Date:	February 2024					
Program End Date:	30 June 2026					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	0	0	80.0	120.0	0.0	200.0
Less:						
Actual Expenditure YTD at 31 March 2023	0					0
Total Committed Funds at 31 March 2023	0					0
Total Uncommitted Funds (balance)	0	0	80.0	120.0	0.0	200.0

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

Contact: s22(1)(a)(ii)

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Version Number: 1

Date: 26/04/2023

2023 - 2024 Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Katrina Kendall / s22(1)(a)(ii)

SB23-000608

SUBJECT: Major Projects**Talking Points**

- The Australian Government has committed a total of \$230 million under the Cairns Regional Development measures:
 - \$180 million towards expanding the Cairns Marine Precinct; and
 - \$50 million towards the construction of a Central Queensland University (CQU) campus in the Cairns CBD.
- The Government has committed \$100 million to support the Port of Newcastle and the Hunter region to become hydrogen-ready.
- Each project is at a different stage of development and requires confirmation of scope, total costs, timeframes and construction approaches.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is working with stakeholders to confirm this information and the next steps for project implementation.

Key IssuesCairns Marine Precinct expansion

The project will construct a new Common User Facility (the CUF) including a 5000-tonne ship-lift, a 180-metre long wharf for in-water maintenance, two blast and paint sheds and three hardstand areas to accommodate vessels up to 120-metres long for repairs and maintenance, with the CUF expected to be completed in 2028.

The Australian Government has committed an additional \$30 million to the project in the May Budget, bringing the total commitment to \$180 million. The Queensland Government has committed to co-fund the project on a 50:50 basis.

The Government's investment in the Cairns Marine Precinct will support Far North Queensland's economic diversification. It is expected the expansion will open the region to more economic opportunities and enable Cairns to capitalise on the anticipated growth in commercial, defence and tourist marine activities.

Australian Government funding contribution profile:

	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	TOTAL \$m
CMP Project	\$m	\$m	\$m	\$m	\$m	\$m	
Budget	10.0	10.0	53.3	53.3	53.4	-	180.0

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Version Number: 03

Date: 9/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Katrina Kendall / s22(1)(a)(ii)

SB23-000608

Central Queensland University – Cairns CBD campus

The project is to construct a permanent and purpose-built university campus in the CBD which is expected to be capable of accommodating more than 4,000 students by 2030.

The project is currently in the early planning stage. Final building specifications will be determined through the planning and design phase, which is anticipated to progress over the next 6-12 months.

The Australian Government has committed \$50 million to the project, with no co-funding committed by the Queensland Government to the project at this stage.

The Government's investment in the project will support better access to tertiary education and the development of skilled workers, improve liveability and create new employment opportunities.

Australian Government funding contribution profile:

CQU Project	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	2027-28 \$m	2028-29 \$m	TOTAL \$m
Budget	5.0	15.0	20.0	10.0	-	-	50.0

Hunter region and Port of Newcastle hydrogen-readiness

The project will provide funding to support the Port of Newcastle and the Hunter region to become hydrogen ready. The specific scope of works to be delivered is being refined through ongoing stakeholder consultations, including with the NSW Government and the Port of Newcastle.

The Port of Newcastle is the largest coal export hub in the world. The \$100 million investment will help the broader Hunter region transition from thermal coal exports towards new industries based on clean energy like green hydrogen.

No funding has been committed by the NSW Government at this stage. It is anticipated that funding and delivery arrangements for the project will be settled over the next 6 months.

Australian Government funding contribution profile:

	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	2027-28 \$m	2028-29 \$m	TOTAL \$m
Hunter region hydrogen-readiness	25.0	25.0	25.0	25.0	-	-	100.0

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Version Number: 03

Date: 9/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Katrina Kendall / s22(1)(a)(ii)

SB23-000608

Background

The Cairns Marine Precinct expansion project and the Central Queensland University Cairns CBD campus project were commitments of the Government in the context of the 2022 Federal Election. The two projects were included as a single measure in the October Budget.

The \$100 million investment for the Port of Newcastle and the Hunter region is part of the Australian Government's \$672.7 million over 7 years from 2022–23 towards enabling infrastructure in the Pilbara, Hunter and central Queensland regions to support emerging industries and economic transition. This was announced in the October 2022 Budget.

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Version Number: 03

Date: 9/05/2023

2023 - 2024 Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Vandenbroek / Kim Forbes

SB23-000609

SUBJECT: Indian Ocean Territories Key Issues**Talking Points**

- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts delivers state-type services and infrastructure to Christmas Island (CI) and the Cocos (Keeling) Islands (CKI).
- Total funding of \$120.2 million has been appropriated in FY2023-24 to deliver services to the Indian Ocean Territories (IOT).
- Services are delivered by the WA Government under Service Delivery Arrangements, contracted private sector organisations and directly by the Australian Government.

Key IssuesAppointment of Administrator

- The term of the former Administrator of the Territories of the IOT, Mrs Natasha Griggs, expired on 4 October 2022.
- A merit-based process has been undertaken to identify suitable candidates. The process is still active and an announcement is expected in May.
- In September 2022, Ms Sarah Vandenbroek was appointed as Deputy Administrator of the Territories of CI and CKI to ensure the powers and responsibilities of the Administrator will continue during the merit-based selection process.

Air Services

- The Australian Government subsidises airline services to the IOT as regular services are not commercially viable.
- Virgin Australia is contracted to provide a twice-weekly passenger service and a fortnightly freighter. Additional services are scheduled subject to demand, budget and operational availability.
- An additional 27 passenger and 30 freight flights have been provided since 27 September 2020.

CI Port Crane and Moorings

- Approaches to the market to replace the crane and moorings have been unsuccessful.
- The Smith Point Moorings failed in November 2021, repairs were completed in July 2022.
- The Flying Fish Cove (FFC) Head Buoy is the most critical buoy in the FFC mooring set.

Contact: Kim Forbes**Cleared by First Assistant Secretary:** Sarah Vandenbroek**Phone:** s22(1)(a)(ii)**Version Number:** 02**Date:** 08/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Vandenbroek / Kim Forbes

SB23-000609

- On 9 March 2023 maintenance inspections identified an imminent catastrophic failure of the adjoining shackle.
- Temporary repairs were carried out to minimise disruption to shipping.
- Works to replace the primary and restraining leg anchor are expected to commence on or about 7 May 2023 with the arrival of an anchor handling tug.
- Works are expected to be completed by the end of May 2023.
- The focus is now on replacing all moorings systems at Flying Fish Cove and Smith Point as a matter of priority. Following completion of relevant ocean bed surveys the design will reach 100 per cent and be ready for review.
- Planning is underway for the replacement of the Tower Crane at Flying Fish Cove.

CI Stormwater System and Rockfall Fence Infrastructure

- In September 2021, the Public Works Committee approved a \$28.9 million project for the replacement of remaining rockfall fences and stormwater system upgrade.
- Planning has commenced to replace the stormwater system, construct three new basins, replace the existing berms and one fence.
- The upgrade to the barrier fence behind the Boat Club carpark was completed in March 2022 with certification finalised in June 2022.
- Funding of \$0.2 million has been allocated in 2022-23 to strengthen and maintain the remainder of the fences until their replacement.
- Works have been completed to stand up sections of the old fence that were damaged in a major rock slide in 2021 and for the remainder of the fence works to replace shock absorbers and retention support cables will be completed before 30 June 2023.
- The Government has agreed to provide a further \$24.4 million commencing in the 2023-2024 Budget over the next 4 financial years to complete the project due to the geotechnical conditions encountered on site being significantly more challenging than initially anticipated as well as lingering impacts of increased supply and shipping issues to the island.

Christmas Island Strategic Assessment (CISA)

- The CISA has not yet reached the stage where the strategic assessment documents can be progressed to formal community consultation.
- Under the Environment Protection and Biodiversity Conservation Act 1999, strategic assessment documents must be exhibited for formal statutory consultation for a minimum of 28 days. This requirement would be supported by formal consultation, including community information and engagement.

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Version Number: 02

Date: 08/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Vandenbroek / Kim Forbes

SB23-000609

- More information about the CISA process can be found on the department's website.

CKI Coastal Risk Management Project

- The Government is working in partnership with the WA Department of Planning, Lands and Heritage (DPLH), and the Shire of CKI to progress risk management planning to address coastal hazard risks.
- In 2021, the CKI Coastal Vulnerability Study was completed. That report is informing the development of a Coastal Hazard Risk Management and Adaptation Plan (CHRMAP). The CHRMAP is expected to be completed by the end of 2023 and will guide future land-use planning on CKI.
- Stakeholder and community consultations commenced in late August 2022, with the most recent round in February 2023.

CI Island Summit tank to Drumsite tank water main replacement

- The 5.7km section of water main between the Summit tank and Drumsite tank on CI is being replaced, at an estimated cost of \$14.3 million, to prevent continued high loss of water from leaks.
- Due to issues associated with shipping to CI and access to local suppliers, Water Corporation has suspended the contract with its supplier while it reviews its project delivery methodology.
- Water Corporation continues its active program of leak detection and repairs to the pipe, until a preferred solution is settled upon.

CKI West Island Seawater Reverse Osmosis plant

- A 200kl per day Seawater Reverse Osmosis (desalination) plant on CKI West Island will replace the existing underground water source, at an estimated cost of \$19.6 million.
- The plant is required to mitigate contamination risks to the existing water supply.
- Community engagement was conducted on CKI from 28 to 31 March 2023, and a Public Works Committee hearing is scheduled for 21 April 2023.
- Construction is expected to begin in November 2023 (mainland fabrication), with on-island construction taking place from August to November 2024.

CI Staffing – Cleaners and Nurses

- Possible underpayments for IOT Administration staff including nurses, health workers and ancillary staff have been identified.

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Version Number: 02

Date: 08/05/2023

Rural and Regional Affairs and Transport

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SB23-000609

- The possible underpayments relate to shift workers' entitlement to a paid 30-minute meal break for each shift they are rostered to work and the entitlement to casual loading during periods of overtime.
- KPMG has been engaged to undertake a comprehensive audit of payments made to relevant current and former staff.
- Potentially affected staff, relevant unions and the Fair Work Ombudsman have been informed and steps are being taken to rectify the discrepancies as quickly as possible.

Background

Service Delivery Arrangements and contracts

- The department has 39 arrangements with WA Government agencies to deliver 55 state-type services at a cost of \$47.1m in 2021-22 and \$47.3m in 2022-23.
- The department directly delivers power, health, housing, emergency management and minor maintenance services.
- The department contracts private sector organisations to manage infrastructure such as the ports, airports and a recreation centre, and deliver services such as the ferry and school bus.
- The Shires of CI and CKI deliver local government-type services to their communities.

Financial Information as at 9 May 2023

Program/Project End Date:	On-going					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget*	158.2	120.2	124.4	126.0	129.5	658.3
Less:						
Actual Expenditure YTD at 31 March 2023	108.6					108.6
Total Committed Funds at 31 March 2023*	23.2	62.6	28.6	30.1	1.0	145.5
Total Uncommitted Funds (balance)	26.4	57.6	95.8	95.9	128.5	404.2

Note: * Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient. Budget funding is extracted from the Portfolio Budget Statements 2023-24.

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Version Number: 02

Date: 08/05/2023

2023 - 2024 Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Vandebroek / Jane Christie

SB23-000610

SUBJECT: Jervis Bay Territory Key Issues**Talking Points**

- The Australian Government, through the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, is responsible for administering the Jervis Bay Territory (JBT).
- As part of the 2023-24 Budget, the Government committed \$23.3 million over 4 years from 2023–24 (and \$45.1 million over 8 years to 2031–32) to rectify the disrepair of residential housing in the Wreck Bay Village, Jervis Bay Territory.
- The Government is providing \$10.6 million to the department in 2023-24 for the delivery of services and infrastructure to JBT.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts facilitates state and local government-type services to JBT residents through agreements with the ACT and NSW Governments and non-government providers.
- The department owns and manages the majority of critical infrastructure across the JBT, including water, wastewater, some roads and the power network.
- The Government has committed \$15.8 million to fund the connection of JBT to the Shoalhaven City Council's water system and is exploring options to improve wastewater processing in JBT for the future.
- There are low levels of PFAS in the JBT, likely to be from the historical use of firefighting equipment at the Jervis Bay Range Facility. The Department of Defence has the lead on this matter.

Key Issues

Critical infrastructure

Water network

- The JBT water treatment plant and mains are at their end of serviceable life. In 2021-22, the Government committed \$15.8 million to connect the JBT to the Shoalhaven City Council water supply. This will create a sustainable, long-term solution to providing high quality potable water to the JBT.
- The detailed design for the pipeline construction is due to be completed end of May 2023. The department will then undertake procurement for the construction phase. Once a contract is in place, the construction phase is expected to take approximately 10 months.

Contact: Jane Christie**Cleared by First Assistant Secretary:** Sarah Vandebroek**Phone:** s22(1)(a)(ii)**Version Number:** 03**Date:** 10/05/2023

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Vandenbroek / Jane Christie

SB23-000610

Wastewater treatment

- The JBT wastewater treatment plant is at its end of serviceable life. The asset is costly to maintain and carries the risk of an adverse environmental event if it fails. The department is exploring long-term solutions for managing wastewater generated in the JBT.

Telecommunications

- The Government committed at the 2022 Federal election to improve mobile coverage in the Wreck Bay Village, JBT. This commitment is being delivered through the Improving Mobile Coverage Round (Round 6) of the Mobile Black Spot Program.
- The Minister for Communications, the Hon Michelle Rowland MP, has responsibility for this election commitment. Questions on the Improving Mobile Coverage Round should be directed to the Communications Services and Consumer Division in the department.

Wreck Bay housing

- In the 2023-24 Budget, the Government announced \$23.3 million over 4 years from 2023–24 (and \$45.1 million over 8 years to 2031–32) to rectify the disrepair of residential housing in the Wreck Bay Village, Jervis Bay Territory. The National Indigenous Australians Agency (NIAA) is the lead agency and responsible for the funding of this Budget initiative.
- The department is providing support to the NIAA and Wreck Bay Aboriginal Community Council (WBACC) as the department has responsibility for providing state and local government-type services and related infrastructure in Jervis Bay. The department will work in partnership with WBACC and the community to ensure effective roll-out of this work, including the housing related infrastructure.
- In addition to this investment, the *Aboriginal Land Grant (Jervis Bay Territory) Amendment (Strengthening Land and Governance Provisions) Bill 2022* that is currently before Parliament will strengthen local governance and decision-making, and assists the Council with issuing home ownership-style leases to people living in Wreck Bay Village.
- Questions about Wreck Bay housing should be directed to WBACC and the NIAA.

Background

PFAS (per- and poly-fluoroalkyl substances) in the JBT drinking water

- Defence has detected low levels of PFAS in the JBT. These levels are many times lower than the levels prescribed by the Australian Drinking Water Guidelines.
- Since September 2020, monthly testing of JBT drinking water has been conducted by an independent laboratory, accredited by the National Association of Testing Authorities

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Date: 10/05/2023

Rural and Regional Affairs and Transport

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SB23-000610

and funded by the department. The results of the water testing are released to the community monthly as a newsletter and uploaded onto the department's website.

- The Government is the respondent in an ongoing class action brought by Wreck Bay community members regarding PFAS in JBT. The matter is being managed by the Department of Defence.

2023 - 2024 Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Vandebroek / Jane Christie

SB23-000611

SUBJECT: ACT and NT Key Issues**Talking Points***National Capital Authority Appointments*

- Ms Sally Barnes was reappointed as the Chief Executive of the National Capital Authority (NCA) for three years, commencing 11 February 2023.
- The Australian Government has undertaken a merit-based selection process to appoint Professor Helen Lochhead as a new part-time NCA Board Member for five years, commencing 27 April 2023.
- Chief Executive remuneration:
 - A Remuneration Tribunal review has determined the office of the Chief Executive will receive a total remuneration of \$370,160 p.a., an increase of eight per cent.
 - Ms Sally Barnes will receive a fixed personal loading of \$26,920 p.a. for the remainder of her appointment, which maintains her remuneration of \$397,080 p.a.
 - Further questions should be directed to the Remuneration Tribunal.
- Non-appointment questions relating to the NCA should be referred to the NCA.

Administrator of the NT Appointment

- Professor Hugh Heggie PSM started a three-year term as Administrator of the NT on 31 January 2023.
- Professor Heggie was nominated by the NT Government, and was appointed to the position by the Governor-General on the recommendation of the Government.

Key Issues*ACT: National Capital Authority (NCA)*

- The ACT Government is progressing Canberra Light Rail Stage 2 in two stages: Stage 2A: City to Commonwealth Park and Stage 2B: Commonwealth Park to Woden.
 - The NCA has approved ACT Government work packages for the raising of London Circuit to facilitate Stage 2A.
 - NCA is considering Stage 2A and Stage 2B design and construction proposals from the ACT. A Works Approval for Stage 2A was opened for public consultation on 22 March 2023 and closed on 11 May 2023.
- The NCA continues the development and planning phase of the \$137 million upgrade of Commonwealth Avenue Bridge.

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Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Vandebroek / Jane Christie

SB23-000611

- Seaplane trial flights onto Lake Burley Griffin took place between 14 and 19 March 2023, with the aim of fine-tuning seaplane operations guidelines. The NCA commissioned independent assessors and continues to consult the Lake User Group.
- On 17 August 2022, the NCA announced it was returning the former Russian embassy construction site in Yarralumla back into the pool of land available for diplomatic purposes. On 14 September 2022 the Russian Federation commenced legal action against the Government and the NCA.
 - The NCA agreed the Russian Federation could remain in occupation of the site as legal action commenced.
 - The matter is before the Federal Court and is currently scheduled for a Case Management Hearing on 2 June 2023.
- The Australian National Audit Office performance audit report on NCA procurement was tabled on 2 June 2022.
 - Key findings include: insufficient use of open and competitive processes; non-compliance with the Commonwealth Procurement Rules; poor transparency and record keeping; and decision-making not sufficiently accountable and transparent.
 - The NCA has developed a plan and is implementing a range of measures to address the recommendations. Questions about this plan should be referred to the NCA.

ACT: Joint Standing Committee on the National Capital and External Territories

- On 21 March 2023, the Minister for Regional Development, Local Government and Territories, the Hon Kristy McBain MP, referred an inquiry into fostering and promoting the significance of Australia's National Capital to the Joint Standing Committee on the National Capital and External Territories.
- The inquiry was announced on 22 March 2023 and submissions closed on 5 May 2023.

Background

ACT: National Capital Authority (NCA)

- The NCA is an independent statutory authority established under the *Australian Capital Territory (Planning and Land Management) Act 1988* (PALM Act).
- The PALM Act gives the NCA a wide range of planning and regulatory functions relating to the planning and development of the national capital.
- NCA Board members and the Chief Executive are appointed by the Governor-General in accordance with the PALM Act, for a period not exceeding five years.

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- Professor Lochhead's appointment means that the NCA Board exceeds the Government's 40 per cent gender target for boards.
 - There are four NCA Board member positions that are reportable for the purposes of gender balance data, excluding the NCA Chief Executive. There are now two male and two female NCA Board members.
 - The Board was able to achieve quorum with only three members while the NCA Board vacancy was being filled.

NT: Administrator of the NT

- The *Northern Territory (Self-Government) Act 1978* provides for the Government of the NT and establishes the position of the Administrator of the NT.
 - Subsection 32(1) of the Act provides for the appointment of the Administrator by the Governor-General.
 - By convention, the Administrator is nominated by the NT Government.

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Date: 27/04/2023

2022 – 2023 BUDGET ESTIMATES

Rural and Regional Affairs and Transport

Lead/Support contact: SARAH VANDENBROEK/AARON O'NEILL

SB23-000612

SUBJECT: Norfolk Island Key Issues**Talking Points**

- Sea freight security remains a key priority for the Australian Government. The Government is subsidising a short-term barge service from November 2022 to April 2023, after which Neptune Pacific Direct Line will begin a new service without Government funding.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts underwrites passenger flight services from mainland Australia to Norfolk Island. The current contracted provider is Qantas, until March 2026.
- The department is working with the Norfolk Island community to determine improvements that may be made to governance and local decision making on Norfolk Island while the Norfolk Island Regional Council remains under administration.
- In February 2023, the Joint Standing Committee on the National Capital and External Territories commenced an inquiry into local government models and equitable revenue sources to support the Norfolk Island Regional Council.

Key Issues

Services to Norfolk Island Program funding allocation (\$ million)					
	2022-23	2023-24	2024-25	2025-26	2027-28
Total Funding	96.1	87.1	74.4	65.4	66.7

Budget funding extracted from the Portfolio Budget Statements 2023-24.

Air Services

- Norfolk Island's regular air passenger service is underwritten by the Government, and is currently provided by Qantas.
- Norfolk Island's regular air freight service is underwritten and subsidised by the Government, and is currently provided by Toll Remote.
- These services ensure that essential transport and supply links are maintained for the benefit and health of the Norfolk Island community and visitors.
- In March 2023, the department finalised the procurement process for a long-term supplier for air passenger services. The successful tenderer was Qantas, with an initial contract period until March 2026.

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SB23-000612

Sea freight

- The continued availability and longer-term security of sea freight services to Norfolk Island is a key priority of the Government.
- Norfolk Island's current shipping service is not meeting demand for sea freight, and voyages are heavily dependent on favourable weather conditions and vessel commitments elsewhere.
- In September 2022 the Government agreed to provide financial support to the shipping company servicing Norfolk Island, Neptune Pacific Direct Line (NPDL), to run a short-term barge service from Brisbane to Norfolk Island until April 2023.
- This support covers fuel and mobilisation costs, with additional liability in the event of demurrage fees in case of delays. The balance of operating costs is paid for through freight tariffs, and the service is not underwritten by the Government if it runs at a loss.
- To date, we have paid no demurrage fees, \$110,000 for mobilisation, and fuel costs averaging \$96,000 per voyage. Total cost to date is \$495,000 over four voyages, with an expected cost of \$190,000 for the remainder of the agreement (six voyages total).
- This service has reduced the need for the Government to subsidise air freight, providing greater value for money while increasing the supply of sea freight for the community.
- During 2022, the department worked with Toll to mobilise eight additional heavily-subsidised air freighters to ensure the continuous delivery of critical goods such as animal feed and food supplies. The barge service has removed the need for these flights.
- The proportionate cost to the Government is \$150 per revenue tonne (RVT) of sea freight with the barge service, compared with \$4,600 per RVT of heavily subsidised air freight. In terms of capacity, the same approximate cost (\$80,000-\$100,000) would support 15 RVT of air cargo, or 900 RVT of sea cargo.
- On 14 November 2022 NPDL announced that it was in the process of purchasing a new vessel that would begin a regular shipping service between Norfolk Island, Brisbane, and Auckland. The service is scheduled to begin in early June 2023.
- This service is being run without any Government financial support. We expect that the more frequent sea freight deliveries will lead to a reduction in normal air freight demand, which will result in lower costs for the underwritten Toll service.

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Water Quality

- Water quality in Emily Bay is a long-standing issue. The Government, through the department and Parks Australia, is working closely with Norfolk Island Regional Council to improve water quality.
- The department has committed funding for water quality improvement activities since FY20-21, including in the Kingston and Arthur's Vale Historical Area and to support the Norfolk Island Regional Council to upgrade wastewater infrastructure.
- Key projects and initiatives include:
 - Extension of the sewer system, due for completion in FY24-25, which will connect commonwealth buildings in KAVHA
 - The development of a water quality monitoring program to inform future interventions
 - Repair and regular maintenance of commonwealth septic tanks
 - The design of a permanent weir and installation of leaky weirs in the Kingston catchment to reduce the flow of surface waters into the reef
 - The design of a new waste water treatment plant and expansion of the sewer network to incorporate high risk private properties
- These measures will reduce the contamination of both surface and ground water in the Kingston catchment, and ultimately the reef.
- In September 2022 a green sea turtle was rescued from Norfolk Marine Park and taken into care by Parks Australia. The Norfolk Island community took a great interest in Doris the Turtle, and a number of volunteers helped with rehabilitation.
- The exact cause of the turtle's ill health was not identified, as an autopsy was required for a precise diagnosis. Parks Australia have indicated that the likely cause was soft shell disease, linked to poor water quality.
- Doris recovered well and was released back into the ocean earlier this year.
- Community awareness and education initiatives will be instrumental in making further improvements to water quality.

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SB23-000612

Inquiry into local government models and equitable revenue sources to support the Norfolk Island Regional Council

- Minister McBain referred an inquiry to the Joint Standing Committee on the National Capital and External Territories on 7 February 2023, asking the Committee to inquire into and report on local government models and equitable revenue sources to support the Norfolk Island Regional Council.
- The Committee invited written submissions from interested persons and organisations. The Committee received 28 submissions, some of which are confidential. The department made a submission, which is available on the Committee web page.
- The Committee has held public hearings in Canberra on 28 March 2023 and on Norfolk Island on 4-5 April 2023. The department appeared at the public hearing in Canberra.
- The Committee has not yet indicated when it will deliver its report.

Governance Modernisation / Empowering Local Communities

- The department has commenced work towards establishing a Norfolk Island Governance Committee. This work will involve extensive consultation with the Norfolk Island community and key stakeholders such as the Council of Elders and the Norfolk Island People for Democracy.
- This committee will include community-elected representatives and provide a formal avenue for local community input into governance matters and the delivery of government services on the island.
- With the administration period for the Norfolk Island Regional Council currently due to end in December 2024, the committee will provide a formal avenue for civic participation by the Norfolk Island community in government decisions that affect the community.

Appointment of Administrator

- Following the department undertaking a merit-based process to identify suitable candidates for the role of the Administrator, the Government is now in the process of considering a successful applicant.
- The incumbent Administrator's term has been extended and will expire on the appointment of a new Administrator or by 30 June 2023, whichever is earliest.

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Rural and Regional Affairs and Transport

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SB23-000612

Background

Since 1 July 2016, Norfolk Island residents have had access to Government support payments and services including Medicare, the age pension, disability pension, child support and Newstart Allowance (now Jobseeker).

The Government has responsibility for delivering state-type services to Norfolk Island:

- The Government provides policing through the Australian Federal Police.
- The Queensland Government provides health support and education services under the Intergovernmental Partnership Agreement on State Service Delivery to Norfolk Island.
 - The agreement establishes an enduring partnership that provides stability and certainty in essential service delivery on Norfolk Island.
 - It allows for the extension of state services, and work is underway to scope additional services that Queensland may deliver to Norfolk Island in future.
- Child protection and family wellbeing services, workers' compensation, ambulance and education support services are provided under contracts by private sector organisations.
- Health and aged care services are delivered through a Service Delivery Agreement with the Norfolk Island Health and Residential Aged Care Service.
- Coronial and tribunal services are delivered by a statutory office holder.
- A number of state-type services are provided through a Service Delivery Agreement with the Norfolk Island Regional Council, including courts and legal services and port management.

The Government has made significant progress since 2016 on improving infrastructure and delivering essential services to the Norfolk Island community.

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SB23-000612

Financial Information as at 31 March 2023

Program Start/End Date:	Ongoing					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget*	96.1	87.1	74.4	65.4	66.7	389.7
Less:						
Actual Expenditure YTD at 31 March 2023	54.7					
Total Committed Funds at 31 March 2023*	19.3	5.8	1.8	15.4	0	42.3
Total Uncommitted Funds (balance)	22.1	81.3	72.6	50.0	66.7	292.7

Note:* 1) Budget funding is extracted from the Portfolio Budget Statements 2023-24.

*2) Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

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2023 - 2024 Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Sarah Vandebroek/Aaron O'Neill

SB23-000613

SUBJECT: Norfolk Island Regional Council**Talking Points**Norfolk Island Regional Council (Council) and its Responsibilities

- Following a Public Inquiry held in 2021, elected councillors were dismissed and an Administrator Mr Mike Colreavy was appointed for a 3-year term until December 2024.
- The Administrator has all the functions of the council, including all the functions of a councillor and the Mayor. During this period, the Council is expected to undertake reforms to strengthen its operations, performance and financial sustainability.
- No date has been set for when Council elections will be held. Should the circumstances allow, the administration period could be reduced pending a decision of Government, and an election could be held earlier than December 2024.
- The Australian Government and Council remain committed to working together for the long-term, sustainable governance of the Norfolk Island community.

Rates and Waste Management Charges

- On 5 July 2022, in response to community feedback, the Minister and the Council Administrator agreed to stagger increases in rates and waste management charges over multiple financial years.
- The Government is providing \$1 million of additional funding in both 2022-23 and 2023-24 to support this staged introduction.

Liquor Bond

- On 3 March 2023, the Administrator, Eric Hutchinson advised the Minister that he exercised his power under the Liquor Act 2005 (NI) to allow licensed premises on Norfolk Island to import liquor for resale purposes.

Key IssuesThe Council and its responsibilities

- The Council provides a broad range of local government services, including road maintenance and waste management.
- The Council also provides some state-type services, such as the operation of the Norfolk Island International Airport, telecommunications services, ports management and the electricity generation and distribution service.

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- The Council expects to run a surplus of \$0.5 million in 2022-23. This will assist in restoring working capital of \$8 million, as recommended in the 2020 independent audit of the Council's financial performance.

Rates and Waste Management Charges

- The Council released their Operational Plan for 2023-24 for public display and consultation during an extraordinary Council meeting on 12 April 2023.
- This Operational plan details the proposed Rates and Waste Management revenue for 2023-24. A seven-week consultation period, ending 1 June 2023 has been proposed for the Community to make submissions.
- In 2022-23, rating categories increased from 4 to 23 sub categories, allowing rates to be distributed in a more equitable and sustainable way. In 2023-24, Council propose to retain the existing rating categories.

Electricity Subsidy

- The cost of diesel increased by 40 percent for Council in the first quarter of 2022-23. The Council made provision in its 2022-23 Budget for an increase in diesel costs, however the increase was higher than expected and the provision wasn't sufficient.
- The Australian Government is providing a temporary subsidy to Norfolk Island Regional Council to relieve the impact of increased diesel fuel prices on electricity charges.
- A quarterly subsidy of \$200,000 has been provided in the first two quarters of 2022-23. This is an interim arrangement while Norfolk Island makes the transition to renewable power, supported by the Australian Government's \$5.3 million investment in improvements to Norfolk Island's electricity network including the roll-out of solar infrastructure.
- The subsidy allows council to maintain power costs at \$0.72 cents a kilowatt, rather than pass on increase to the Norfolk Island consumers.

Background

Dismissal of elected members and appointment of Administrator

- In late 2020 the Government received independent audit reports from Nexia Australia and Grassroots Connections Australia making over 100 recommendations related to the Council's governance, financial performance, financial sustainability, and operations.
- On 3 February 2021, with regard to the two audit reports and submissions made by Council, the then Assistant Minister for Regional Development and Territories suspended the elected members.

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- On 9 February 2021, Ms Carolyn McNally was appointed as commissioner to conduct a Public Inquiry into the Council. The Public Inquiry report, presented on 4 November 2021, identified significant instances where the Council did not manage its finances in accordance with the principles of effective financial and asset management.
- On 6 December 2021, having regard to the Public Inquiry report, the then Assistant Minister for Regional Development and Territories dismissed the elected members of Council.
- Also, on 6 December 2021, Mr Michael Colreavy was appointed as Council Administrator until December 2024.
- Mr Colreavy, has served in local government and financial management roles for more than 37 years, including 12 years as a council general manager and 20 years as a member of a council executive management team.
 - A detailed timeline is at **Attachment A**.

Council Rates and Waste Charges

- Rates and waste management charges are an important mechanism for the council as an equitable revenue source. They support service provision and maintenance of critical infrastructure.
- Until 2016-17, Norfolk Island property owners did not pay land rates. Since introduction, rates have increased at an average of 2.8 per cent per year. Initially, rates were non-value-based property levies, from 2018-19 an ad valorem component was added.
- Rates and charges are increasing from a very low base and the additional costs imposed on the community are critical for the ongoing financial sustainability of the Council. A review of land values under the Land Valuation Act 2012 (NI) was undertaken in early 2022. Regardless of changes to rating arrangements, rates on individual properties will change in line with new valuations.
- Some in the Norfolk Island community are strongly opposed to revenue raising through rates. They claim that rates are not appropriate for Norfolk Island due to cultural views that land is not owned by individuals but rather handed down through generations.
- Of the 1897 rates notices issued to residents, 326 properties are yet to make any payments for the 2022-23 financial year.
- Council has previously supported payment plans for those experiencing hardship. Rebates also apply to eligible pensioners.
- If rates remain unpaid, there will be impacts to Council service delivery and the remediation of External Audit Findings. The financial impacts to council will be significant and may hinder Council's transition to sustainability.

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Attachment

- Attachment A – Norfolk Island Regional Council / DITRDCA Events

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Version Number: 01

Date: 11/04/2023

Attachment A

TIMELINE - NORFOLK ISLAND REGIONAL COUNCIL / DITRDCA EVENTS

Date	Activity
15/12/2020	Assistant Minister Nola Marino, under the powers of s438I of the <i>Local Government Act 1993 (NSW) (NI)</i> issued a notice of intention to suspend the Norfolk Island Regional Council (NIRC) for a period of three months, following the findings and recommendations of the independent audit of the NIRC's governance, operations, financial performance and financial sustainability.
8/01/2021	Assistant Minister Marino received a submission from the Mayor, Ms Robin Adams.
3/02/2021	Assistant Minister Marino suspends the Norfolk Island Regional Council and agrees to appoint Interim Administrator Michael Colreavy. NIRC formally advised of suspension and appointment of administrator initially for three months.
4/02/2021	Media Release - Suspension Decision by Assistant Minister Marino.
4/02/2021	Interim Administrator Michael Colreavy formally accepts appointment with letter to Assistant Minister Marino.
8/02/2021	Initial meeting between Interim Administrator and NIRC General Manager Andrew Roach.
10/02/2021	Public inquiry into the Norfolk Island Regional Council announced. https://minister.infrastructure.gov.au/marino/media-release/public-inquiry-norfolk-island-regional-council
15/04/2021	Assistant Minister Marino issues notice to extend the suspension of NIRC until for an additional three months (August 2021).
16/06/2021	Assistant Minister Marino issues Notice of Intention to extend suspension of the Norfolk Island Regional Council and the appointment of interim administrator Michael Colreavy, while the public inquiry is under way.
04/11/2021	Commissioner Carolyn McNally submitted her final report on the Public Inquiry into the Norfolk Island Regional Council.
06/12/2021	Elected members of Norfolk Island Regional Council (NIRC) were dismissed by Assistant Minister Marino, Mr Colreavy appointed as the NIRC Administrator for three years until 2024.
7/02/23	Minister McBain referred an inquiry to the Joint Standing Committee on the National Capital and External Territories, asking the Committee to inquire into and report on local government models and equitable revenue sources to support the Norfolk Island Regional Council. The Committee invited written submissions from interested persons.

28/03/23	Joint Standing Committee on the National Capital and External Territories hearing held in Canberra, with DITRDCA Officials Mr David Mackay, Ms Sarah Vandenbroek and Mr Aaron O'Neill attending before the Committee.
04/04/23 – 05/04/23	Joint Standing Committee on the National Capital and External Territories hearing held on Norfolk Island, with Norfolk Island Council of Elders, People for Democracy, Business Council of Norfolk Island, Ms Robin Adams, Norfolk Island Accommodation and Tourism Association, Dr Chis Nobbs, Ms Nadia Lozzi-Cuthbertson OAM, Norfolk Island Regional Council, Norfolk Island Law Association, No Land Rates Group, Norfolk Island Chamber of Commerce, Ron Ward, Dr Geoff Edwards attending and community statements made by other members of the Norfolk Community.

2023 - 2024 Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Tiffany Karlsson

SB23-000614

SUBJECT: Urban Policy Agenda**Talking Points**

- The Australian Government has a strong vision for our cities and suburbs which encompasses a range of initiatives to increase their productivity, resilience and equity.
- In the May 2023-24 Budget, the Government funded the establishment of a Cities and Suburbs Unit (CSU) within the Department of Infrastructure, Transport, Regional Development, Communications and the Arts.
 - The CSU will develop and deliver the first National Urban Policy for over a decade, will produce regular State of the Cities reports and will provide oversight for a number of taskings to the Planning Ministers' Meeting by the National Cabinet.
 - These products will be developed in consultation with state, territory and local governments, urban policy experts, and a broad range of other stakeholders.
- On Friday, 28 April 2023, National Cabinet agreed to a range of reforms "*...to support a national approach to the growth of our cities, towns and suburbs...*" and "*...co-operation on everything from planning and housing to skills and services...*".
 - This includes the Commonwealth reinstating a vision to ensure growth in cities is sustainable through the National Urban Policy, which is currently under development.
 - These range of reforms will be delivered by Minister's responsible, with Minister C. King holding overall responsibility for the Planning Ministers' Meeting
 - The timing of a PMM is a matter for Government.

Key IssuesDelivery of the More Liveable Cities and Suburbs plan (announced 10 March 2021)

Commitment	Update
1. Transform City Deals into genuine City Partnerships	Delivered The Government has committed to honouring all commitments to City and Regional Deals and managing them to completion. The Government has funded the Regional and Urban Precincts and Partnerships Programs – further detail in SB23-000615.
2. Revitalise our CBDs	In progress In addition to funding commitments under City Deals, the Government has delivered on a number of election commitments for CBDs. The

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Lead/Support contact: Tiffany Karlsson

SB23-000614

	Government has also announced the Urban Precincts and Partnerships Program.
3. Renew the independent role of Infrastructure Australia (IA) and establish a Cities and Suburbs Unit	<p>Delivered</p> <p>In December 2022 the Government publicly released the Independent Review of IA and its Government Response. Implementation is underway.</p> <p>As informed by the review of IA, the Government supports the establishment of a CSU within DITRDCA. To support the operations and functions of the CSU, IA should focus on data, analysis and evidence, consistent with its advisory responsibilities. This will ensure that IA's advisory role supports DITRDCA's policy and implementation responsibilities.</p> <p>In 2023–24 Budget, the Government announced \$11.0 million over four years to deliver the functions of the CSU.</p> <p>The CSU was funded with 10 ASL to deliver the NUP, the SOC, consultations with experts and academics through the Urban Policy Forum (UPF) and to provide oversight for tasking to the Planning Ministers' Meeting by the National Cabinet.</p>
4. Deliver a new National Urban Policy (NUP)	<p>In progress</p> <p>The NUP will articulate the Government's vision for enhancing economic productivity, resilience and equity in our urban areas. The NUP will consider a range of key issues in urban areas, including a vision for sustainable growth in our cities. The content and timing of the NUP is a matter for Government.</p>
5. Publish an annual State of the Cities report	<p>In progress</p> <p>The SOC will put together an accurate and up-to-date picture of life in our biggest cities. The content and timing of the report is a matter for Government.</p>
6. Give local government a voice in a meaningful National Cabinet process	<p>Delivered</p> <p>Local Government now has a voice into a range of national decision-making bodies including through National Cabinet, the Council on Federal Financial Relations, and a re-constituted Australian Council of Local Government.</p>

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SB23-000614

Public consultation on the urban policy agenda

- The Prime Minister has publicly stated that the NUP will be informed by expert evidence, industry expertise and community input.
- The Government has announced it will reconstitute the Urban Policy Forum (UPF) of experts.
 - The UPF will play a key role in advising on urban policy and informing the development and implementation of the NUP and SOC report.
 - An announcement on the UPF, including its membership is a matter for Government.
- A broader network of experts across sectors relevant to urban issues will also be directly consulted in the development of the NUP.
- The Government will also undertake First Nations consultations as well as public consultations on the NUP.
- The form of consultations is a matter for Government.

National Cabinet – 28 April 2023

- On 28 April 2023, National Cabinet agreed a national approach and greater co-operation to deliver a range of priorities. First Ministers agreed to *“a range of meaningful reforms to support a national approach to the growth of our cities, towns and suburbs, including:*
 - *The Commonwealth will [also] reinstate a vision to ensure growth in cities is sustainable in partnership with state and territory governments via the National Urban Policy.*
 - *Housing Ministers will develop a proposal for National Cabinet in the second half of 2023 outlining reforms to strengthen renters’ rights across the country.*
 - *As part of the new national Migration Strategy, the Commonwealth will ensure states and territories have a greater contribution to Australia’s migration settings, to ensure migration meets the local needs of communities across the country.*
 - *The Commonwealth is commencing an independent review of its Infrastructure Investment Program and adopting a refreshed approach to infrastructure investment. States and territories have agreed to support the review.*
 - *States and territories will also work with the Commonwealth to support a more sustainable infrastructure pipeline, in the short term, at around \$120 billion over 10 years that provides certainty to the market and delivers the highest priority projects for growing communities.*

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- *Within the next six months, Planning Ministers will develop a proposal for National Cabinet outlining reforms to increase housing supply and affordability, working with the Australian Local Government Association."*
- On 9 December 2022, National Cabinet tasked "*Planning Ministers with developing a national standard for considering disaster and climate risk, as part of land use planning and building reform processes*" and to report back to National Cabinet in 2023.

Planning Ministers' Meeting

- Minister C. King is the Chair the Planning Ministers' Meeting (PMM).
 - The department supports the PMM through secretariat assistance.
 - Timing of a PMM is a matter for Government.
 - It is expected that Minister's responsible for specific aspects of these reforms will contribute and participate at the PMM.

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Date: 11/05/2023

2023 - 2024 Budget Estimates

Rural and Regional Affairs and Transport

Lead/Support contact: Tiffany Karlsson

SB23-000615

SUBJECT: Precincts and Partnerships Program (PPP)**Talking Points**

- The regional Precincts and Partnership Program (rPPP) and urban Precincts and Partnerships Program (uPPP) will encourage and support Partnerships between governments, stakeholders and communities to strategically invest in areas of need, and attract co-investments at a variety of scales. By working together, the scale and success of a precinct can be enhanced.
- These programs will support both the development and delivery of precincts, providing funding opportunities for all regions to take their concepts through design and into construction.
- Together the programs geographically cover the nation.

regional Precincts and Partnerships Program

- In the October 2022-23 Budget, the Australian Government committed \$1 billion for two new regional programs: the regional Precincts and Partnerships Program and the Growing Regions Program. The funding split will be \$400 million for the rPPP and \$600 million for Growing Regions. This split was recently published in the Budget.
- The regional Precincts and Partnerships Program is a new program that seeks to support transformative investment in regional Australia based on the principles of unifying regional places, growing economies and serving communities.
- The rPPP Guidelines are currently being finalised for release.
- The application process is likely to open mid-year to align with the funding of the program commencing on 1 July 2023.

urban Precincts and Partnerships Program

- In the May 2023-24 Budget, the Government committed \$150 million over three years from 2024-25 to support the place-based priorities of urban communities through the urban Precincts and Partnerships Program.
- Design will now commence, including consultation, in anticipation of the funding commencing on 1 July 2024. This provides an opportunity to draw learnings from the implementation of the rPPP.
- The uPPP supports the Government's objective of building better cities and more liveable suburbs.

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Rural and Regional Affairs and Transport

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SB23-000615

Key Issues

regional Precincts and Partnerships Program

- In order to ensure design of the program complements existing priorities and investment, stakeholder engagement activities were undertaken in March 2023.
- Guidelines for the program are currently being finalised, and timing of release is a matter for Government, and subject to the appropriate grants processes and approvals.
- The appropriation for the program commences on 1 July 2023.

Background

Precincts and Partnerships Program – regional and urban

- The Precincts and Partnerships Programs deliver on the Government's objective of transforming City Deals into partnerships, by opening up to the entire country, the opportunity to put forward proposals.
- Together the programs will invest in the place-based priorities of urban and regional communities, and support local productivity, equity and resilience through the development of precincts.
- Precincts can exist at a variety of scales, from business districts, renewal areas, growth areas, as well as town centres.
- These programs offer flexibility by supporting initiatives at multiple stages of readiness, and better responsiveness as it can adaptively leverage investments and new and existing precincts while bringing together a range of partners.

Financial Information as at 9 May 2023

\$1 billion in administered funding was committed over three years for the regional Precincts and Partnerships Program and the Growing Regions Program.

- \$400 million over three years has been appropriated for the rPPP, commencing on 1 July 2023, and \$150 million over three years for the uPPP from 2024-25.

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SB23-000615

Budget information at May 2023 (regional Precincts and Partnerships Program)

Program/Project Start Date:	2023-24					
Program/Project End Date:	2025-26					
	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	TOTAL \$m
Appropriation Budget	0	0	100	150	150	400
Less:						
Actual Expenditure YTD at 30 April 2023	0	0	0	0	0	0
Total Committed Funds at 30 April 2023	0	0	0	0	0	0
Total Uncommitted Funds (balance)	0	0	100	150	150	400

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

Budget information at May 2023 (urban Precincts and Partnerships Program)

Program/Project Start Date:	2024-25					
Program/Project End Date:	2026-27					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget	0	0	50	50	50	150
Less:						
Actual Expenditure YTD at 30 April 2023	0	0	0	0	0	0
Total Committed Funds at 30 April 2023	0	0	0	0	0	0
Total Uncommitted Funds (balance)	0	0	50	50	50	150

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

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SB23-000616

SUBJECT: City and Regional Deals

Talking Points

- The Australian Government has committed to honouring projects agreed under the existing City and Regional Deals, to provide certainty for Deal partners and the communities they serve. There have been no funding cuts to the Deals.
- The Australian Government is investing \$9.5 billion in City and Regional Deals, which has leveraged an additional \$11.0 billion in co-investment from Deal partners and third parties. Of the Australian Government's contribution, \$2.6 billion has been expended to date.
- The City and Regional Deals are made up of over 250 commitments which include over 300 projects. Over 80 projects have been completed and more than 170 are underway.

Key Issues

- The majority of Deals and commitments are progressing well toward delivery with a minority experiencing issues and delays that partners are working collaboratively to resolve. Key updates on the Deals are detailed below.
- Complementary to the Hobart City Deal, Launceston City Deal and the Western Sydney City Deal are three partnerships where the Australian Government has committed co-investment.
 - Urban renewal in the Macquarie Point precinct, including a mixed-use stadium.
 - Upgrades to the University of Tasmania Stadium in Launceston (\$65.0 million).
 - Recommendations of the Western Sydney Transport Infrastructure Panel.

South East Queensland City Deal (SEQ)

- The SEQ City Deal was signed on 21 March 2022, and the Implementation Plan for the 29 commitments is expected to be released in the coming weeks.
- Work is already underway across a number of commitments, including construction of the Kangaroo Point Green Bridge in Brisbane, and the development of the Ipswich to Springfield Public Transport Corridor Options Analysis.

Perth City Deal

- On 11 March 2023, the Western Australia Government announced an additional \$97.6 million for the Perth Concert Hall project to provide for rectification of major structural, compliance and safety issues.

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SB23-000616

- This brings the total project cost to \$150.0 million, with the Australian Government providing \$12 million, the Western Australia Government \$134.0 million and the City of Perth \$4.0 million.
- At its March 2023 council meeting, the City of Perth resolved to extend the Women's Safe Night Shelters (SNS) program, a component of the Homelessness Housing Projects, for another six months ending on 31 November 2023 and committed additional funding of \$853,388.
 - This brings the total investment in Homelessness Housing Projects to \$49.3 million, with the Australian Government providing \$8.0 million, the Western Australia Government \$37.4 million and the City of Perth \$3.9 million.
- On 19 April 2023, the WA Government committed an additional \$32.2 million towards the WACA Redevelopment commitment.
 - This brings the total project cost to \$154.7 million, with the Australian Government providing \$30.0 million, the Western Australia Government \$84.7 million, the City of Perth \$25.0 million and Western Australian Cricket Association to \$15.0 million.

Barkly Regional Deal

- The first Barkly Regional Deal Governance Table meeting for the year was held on 19-20 April 2023 in Tennant Creek and Ali Curung following the postponement of the meeting earlier in the year while Sorry Business was observed in the community.
 - The Australian Government was represented at the meeting by Matthew Roper, First Assistant Secretary Partnerships and Projects Division, and s22(1)(a)(ii), Director Barkly Regional Deal. Both representatives were physically present each day at the two meeting locations.
- The Tennant Creek Youth Centre has been built, and Barkly Regional Council is finalising project completion discussions with the builder before receiving the keys for the facility.
- The Ali Curung Youth Centre is at the stage of finalising designs and statutory approvals. s47B(a) the builder and the Barkly Regional Council are now working to reinstate the project with revised timelines to progress this project.
- Completion for the Student Boarding Facility has been rescheduled from quarter 3 2025-26 to June 2026. Delays are due to an initial under allocation of \$6.3 million which was secured in the 2022-23 March Budget and confirmed in the October Budget.

Albury Wodonga Regional Projects

- The Government confirmed its commitment to investing \$80.0 million for projects in Albury Wodonga through the 2022-23 October Budget.

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- On 9 March Minister King signed a schedule to the Federation Funding Agreement – Infrastructure to support the delivery of the Albury Entertainment Centre redevelopment and the Albury Airport Western Precinct expansion. Planning is underway to progress the delivery of the remaining six commitments.

Interactions with the Infrastructure Investment Program (IIP) Strategic Review – (More information in SB23-000700)

- The Government has commissioned an Independent Strategic Review of the IIP.
- 20 projects in City and Regional deals are funded through the IIP.
- The review will consider any changes in cost or circumstances since the projects were first proposed.
- The review will be undertaken within 90 days.

Un-Progressed City Deals

Canberra Region City Deal

- The ACT Government has previously expressed interest in a Canberra Region City Deal, including in correspondence from the ACT Chief Minister, Andrew Barr MLA, to the then-Prime Minister in 2016 and 2017 (the Hon Malcolm Turnbull MP) and 2018 (the Hon Scott Morrison MP).
- No Deal has been progressed for the Canberra Region.
- Recent media has reported on correspondence dated 13 April 2023 from Senator David Pocock to the Prime Minister and ACT Chief Minister requesting a Canberra Region City Partnership.
- The correspondence is counter-signed by 35 groups, including Canberra Business Centre, the ACT Brumbies, the Property Council, Music ACT, Canberra Airport, the Tech Council of Australia, Unions ACT and the Fyshwick Business Association.

The correspondence and media coverage note that all other states and territories have at least one City Deal. The correspondence and media coverage also claim that there has been long-term infrastructure under-investment in the ACT.

Melbourne City Deal

- Initial discussions commenced towards a North West Melbourne City Deal and South East Melbourne City Deal by the previous government in 2019; however, these deals were not signed.
- On 9 March 2023, Minister King wrote to the Victorian Government Treasurer, The Hon Tim Pallas MP, advising the Australian Government will not be progressing discussions for a City Deal for Melbourne under the former Government's model.

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Other Recent Deal Related Media

There have been a number of Deal related issues in the media as outlined below.

Deal Structure and Funding

- On Monday 15 May 2023 the Hon Angus Taylor MP, Shadow Treasurer and Senator the Hon Bridget McKenzie, Shadow Minister for Infrastructure, Transport and Regional Development held a press conference on a number of topics including the 2023-24 Budget.
- Senator McKenzie stated 'when we were in government, we had a fantastic framework, which helped us work with local state and federal governments in a cooperative manner. The City Deals framework, which in this Budget, the Labor Party has cut.'

Hinkler Regional Deal

- Bundaberg NewsMail has requested confirmation that the Quay Street Upgrade and Barga Road Upgrade in Bundaberg are part of the Infrastructure Investment Program review.
- This is following an interview with the Hon Keith Pitt MP, where he expressed concern about projects in the Hinkler Deal not being delivered as a result of the review.

Townsville Concert Hall

- There has been recent media interest in the concert hall business case, including the possible location of the venue.
- Cr Fran O'Callaghan has publicly supported the Townsville Performing Arts Centre's (TPAC) proposal for a concert hall. This proposal is to re-develop the existing Townsville Civic Theatre.
- The business case is almost complete. A service needs assessment, site options analysis and peer review have been completed thus far. Still to be completed is financial feasibility, a benefits realisation analysis and further stakeholder engagement. The business case is expected to be completed by 30 June 2023.

Background

- TPAC is a group of interested individuals and is comprised of and/or garners support from the Townsville Community Music Centre, Australian Concert & Vocal Competition, Townsville Eisteddfod and Barrier Reef Orchestra.
- AECOM was engaged by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts in March 2022 to undertake the business case.

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2023-24 Financial Information and Movement of Funds

In the 2023-24 Federal Budget, the Australian Government approved 12 Movement of Funds requests for City and Regional Deals. The changes to funding allocations align with realistic delivery timeframes negotiated with Deal partners.

Deal	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m
Adelaide	-6.00	3.00	-10.00	13.00	
Albury Wodonga	-16.50	-5.00	17.50	9.00	-5.00
Barkly	-21.41	5.61	10.20	5.60	
Geelong	-2.40	2.40	0.00	0.00	0.00
Perth	-5.60	-64.40	-4.00	74.00	0.00
SEQ	-42.31	42.31	0.00	0.00	0.00
Townsville	-45.97	-33.00	59.47	19.50	0.00
Western Sydney	-5.37	5.37	0.00	0.00	0.00
Barkly	-0.19	0.19	0.00	0.00	0.00
Hinkler	-0.25	0.25	0.00	0.00	0.00
Support for City Deals	-3.48	3.48			
Western Sydney	-0.11	0.11			
Total	-149.58	-39.68	73.17	121.10	-5.00

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Rural and Regional Affairs and Transport

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SB23-000616

Table 1. City and Regional Deals Financial Information as at 31 March 2023

Program/Project Start Date:	2016					
Program/Project End Date:	2042					
	2022-23 Estimated actual \$m	2023-24 Budget \$m	2024-25 Forward estimate \$m	2025-26 Forward estimate \$m	2026-27 Forward estimate \$m	TOTAL \$m
Appropriation as at Budget 2023-24 ¹	211.92	387.57	446.25	220.20	29.00	1,294.94
<i>Less:</i>						
Actual Expenditure YTD as at 31/03/2023 ²	13.59					13.59
Total Committed Funds as at 31/03/2023 ³	198.32	387.97	446.63	221.70	29.00	1,283.45
Total Uncommitted Funds (balance) as at 31/03/2023	0.00	0.00	0.00	0.00	0.00	0.00

Note:

¹SEQ appropriation includes prior year reallocation adjustments to IIP. Figures to be confirmed.

²The actual expenditure as at 31/03/2023 is based on SAP. The Treasury payment run doesn't occur until the following month.

³All City and Regional Deals are fully committed. However, some funding is still to be allocated to specific projects and some funding agreements are still in the negotiation phase.

Table 2. Hobart and Launceston - place based co-investments Budgeted Expenses

Program/Project Start Date:	2024				
Program/Project End Date:	2028				
	2023-24 Budget \$m	2024-25 Forward estimate \$m	2025-26 Forward estimate \$m	2026-27 Forward estimate \$m	TOTAL \$m
Appropriation as at Budget 2023-24 ¹	20	45	80	100	245

Note:

¹The Government is providing \$305.0 million from 2023-24 to 2027-28 to deliver urban renewal projects in Hobart and Launceston, with \$240.0 million for urban renewal of the Macquarie Point precinct in Hobart and \$65.0 million for stadium upgrades in Launceston.

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Rural and Regional Affairs and Transport

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SB23-000617

SUBJECT: Northern Australia Infrastructure Facility**Talking Points**

- The Northern Australia Infrastructure Facility (NAIF) plays a significant role in supporting the Australian Government's regional and Northern Australia agendas.
- On 22 March 2023, the Minister for Northern Australia introduced the *Northern Australia Infrastructure Facility Amendment (Miscellaneous Measures) Bill 2023*. The Act
 - Implements the Government's commitment to provide the NAIF an additional appropriation of \$2 billion to 30 June 2026 and to expand the definition of Northern Australia to include the Indian Ocean Territories; and
 - Confirms an objective of the Act is to benefit Indigenous persons, removing ambiguity in the NAIF Act and expressly enabling NAIF financial assistance to be provided for the benefit of Indigenous persons.
- The Bill was passed in the House of Representatives on 10 May 2023 and was introduced into the Senate on 11 May 2023.
- Under the *Northern Australia Infrastructure Facility Act 2016* (the NAIF Act), all financing proposals are subject to consideration by the Minister.
 - The Minister, however, can only reject financing proposals in limited circumstances, as defined in the NAIF Act.
- Members of the NAIF Board are appointed by the Minister for Northern Australia. There is currently one vacancy on the NAIF Board and processes to fill the vacancy are underway.
- The Minister for Northern Australia and the Minister for Finance jointly issued a Statement of Expectations on 12 December 2022 and the NAIF has responded with a Statement of Intent on 9 February 2023, both were published on the Department of Infrastructure, Transport, Regional Development, Communications and the Arts website on 23 March 2023.
- As at 30 April 2023, the NAIF has made 36 Investment Decisions which are proceeding:
 - Total NAIF loan value of \$4.0 billion
 - Total project value of \$14.9 billion
 - Total economic benefit of \$29.4 billion
 - Forecast to support over 14,700 jobs

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Rural and Regional Affairs and Transport

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SB23-000617

Key Issues

Refer to the "NAIF Quick Facts" document provided by NAIF for latest data on investment decisions, drawdowns, investment pipeline and FTEs etc (**Attachment A**).

Questions related to specific NAIF projects including selection/investment processes should be directed to the NAIF CEO to answer.

If asked about the Statement of Expectations or Statement of Intent

- On 12 December 2022, the Minister for Northern Australia and Minister for Finance issued NAIF with a Statement of Expectations (**Attachment B**).
- The Statement of Expectations outlines the Australian Government's expectations on the operation and performance of the NAIF, and clarifies Government's key priorities. Some of these priorities include improving the lives of First Nations peoples, helping enhance electricity transmission and communications infrastructure, and supporting our net zero future.
- On 9 February 2023 the NAIF Chair responded with a Statement of Intent (**Attachment C**), which outlines how the NAIF will ensure Government's expectations will be met, consistent with NAIF's legislative framework and Government's policies in northern Australia.

If asked about the implementation of the 2022-23 October Budget Decisions

- The 2022-23 October Budget committed an additional appropriation of \$2 billion for NAIF and to expanding the definition of Northern Australia to include the Indian Ocean Territories.
- On 22 March 2023, the Minister for Northern Australia introduced the *Northern Australia Infrastructure Facility Amendment (Miscellaneous Measures) Bill 2023*.
- The Act seeks to:
 - Confirm the additional appropriation of \$2 billion to 30 June 2026;
 - Expand the definition of 'Northern Australia' in the NAIF Act to include Christmas Island and the Cocos (Keeling) Islands, known collectively as the Indian Ocean Territories; and
 - Confirm an objective of the Act is to benefit Indigenous persons, removing ambiguity in the NAIF Act and expressly enabling NAIF financial assistance to be provided for the benefit of Indigenous persons.
- Passage of this Bill enables the NAIF to continue investment in projects supporting economic growth and positive Indigenous outcomes in Northern Australia and will

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support opportunities for local business in the Indian Ocean Territories to diversify and create new jobs.

If asked about NAIF investment in fossil fuel projects

- The Australian Government does not direct NAIF to prioritise or exclude particular sectors.
- Since 2016, the NAIF has supported one fossil fuel project – the Olive Downs Coking Coal project in Queensland in 2021.
- In December 2022, the Minister for Northern Australia and Minister for Finance provided NAIF with Government's Statement of Expectations, which noted Government's priority to transition Australia's energy sector to net zero emissions by 2050 and that NAIF has a key role in contributing to this priority in Northern Australia. Government expects the NAIF to give its full support to ensure this objective is prioritised in delivering financial assistance.
- The NAIF has already supported multiple renewable energy projects, including critical minerals projects which provide material components for renewable technologies.

If asked about NAIF Board Appointments

- The NAIF is defined within the NAIF Act as consisting of Chair, 4-6 members and the Secretary or identified alternate(s) of the department.
- Appointments to the NAIF Board are a matter for the Minister.
- NAIF Board chair and members are identified as significant appointments under the Cabinet Handbook (s116b). All significant appointments are considered by the responsible Minister and Prime Minister, and at their discretion Cabinet, as required prior to formal appointment.
- While there is currently one Board vacancy, the Board is able to continue to operate.
 - At a meeting of the Board, a quorum is constituted by 5 members (if there are 7 or more members, as is currently) or otherwise 4 members.
- A process to fill the vacancy is underway.

If asked about NAIF operating budget and staffing

- NAIF is not directly appropriated as it is a Corporate Commonwealth Entity. Appropriations are made to the department, which are then paid to NAIF and are considered 'departmental' for all purposes.
- Resourcing from the Government for NAIF in 2023-24 is approximately \$22 million.

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- The Average Staffing Level for NAIF within the Portfolio Budget Statement is 1.0 (representing the CEO).
- ***Detailed questions on NAIF staffing (including up to date FTE figures) and operating budgets should be directed to the NAIF CEO.***

If asked about how NAIF projects are meeting their Indigenous Engagement targets

- To receive NAIF funding, proponents must have an Indigenous Engagement Strategy (IES) covering objectives for participation, procurement, and employment that reflect the Indigenous population in the region of the proposed project.
- Developing the IES is often an iterative process with proponents that can be commercially, politically, and culturally sensitive. Obligations made in the IES covers the life of the NAIF loan including across construction and operational phases.
- Once proponents reach Financial Close, they are required to report to NAIF on their performance every six months in the construction phase and annually in the operational phase.
- An IES clause is included in the finance documentation which is a compliance incentive to support genuine delivery.

Background

- The NAIF came into existence on 1 July 2016 as a Corporate Commonwealth Entity under the NAIF Act.
- The *Northern Australia Infrastructure Facility Investment Mandate Direction 2021* provides that the facility will primarily seek to provide financial assistance through grants of financial assistance to a state or territory (see s12(1)). Amendments to the NAIF Act in 2021 allow NAIF to also provide financing directly to proponents.
- The duties of the Minister are set out in the NAIF Act, including:
 - Under Part 4 of the NAIF Act, all NAIF financing proposals are subject to the consideration of the Minister for Northern Australia;
 - Under section 11(3) of the NAIF Act, the receipt of a proposal notice triggers the 21-day consideration period. This may be extended to 60 days by issuing a written notice to the NAIF;
 - The Minister can only issue a rejection notice (aka veto) during the legislated consideration period or advise the NAIF that the Minister is not issuing a rejection notice;

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- Under section 11(5) of the NAIF Act, a proposal can be rejected only if the Minister is satisfied that providing financial assistance would be inconsistent with the objectives and policies of the Commonwealth; or have adverse implications for Australia's national and domestic security; or have an adverse impact on Australia's international reputation or foreign relations;
- If the Minister decides that financial assistance should not be provided, the Minister must table a written rejection notice in each House of the Parliament.

Attachments

- Attachment A: NAIF quick facts
- Attachment B: NAIF Statement of Expectations
- Attachment C: NAIF Statement of Intent

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Version Number: 01

Date: 12/05/2023

NAIF quick facts @ 30/04/2023

PUBLIC INVESTMENT DECISIONS (ID)										ASSET MANAGEMENT DRAWDOWNS						
\$4.0bn approved across 36 Investment Decisions										\$1.3bn drawn at 30 April 2023 (\$1.1bn drawn at 31 December 2022)						
\$14.9bn total project value										24 projects have reached financial close (3 in YTD FY22-23). Financial Close represents that the proponent has met CP's and is able to commence drawing on funds.						
Forecast > 14,700 jobs (across construction and operations)										2 projects have started repaying their loans (Cowboys \$20m loan; and Alinta \$90m loan).						
Forecast \$29.4bn public benefit to be generated										Drawdowns by project:						
Jurisdictional and Industry Sector breakdown of IDs (proceeding)																
By Jurisdiction										Cumulative since inception						
Jurisdiction	State	Number of IDs	Current NAIF Loan \$m	of which Contractual close	of which Financial Close	Amount Drawn \$m	TCV \$m	TPB \$m	Jobs							
Northern Territory - total	NT	8	747.4	747.4	397.4	159.0	1,179.6	2,513.1	3,612							
Queensland - total	QLD	12	1,243.8	1,177.8	1,130.3	665.1	2,397.4	9,483.9	4,762							
Western Australia - total	WA	16	1,984.8	1,134.8	845.8	426.9	11,344.3	17,433.9	6,339							
		36	3,975.9	3,059.9	2,373.4	1,250.9	14,921.2	29,430.9	14,713							
By Industry Sector										Cumulative since inception						
Industry Sector	Number of IDs		Current NAIF Loan \$m	of which Contractual close	of which Financial Close	Amount Drawn \$m	TCV \$m	TPB \$m	Jobs							
Agriculture & Water	4		89.4	89.4	55.4	41.3	145.4	470.1	622							
Energy	3		737.0	737.0	737.0	518.0	1,039.0	788.0	926							
Financing Partnerships	1		50.0	50.0	-	-	66.7	110.1	532							
Resources	16		2,125.0	1,209.0	906.5	332.8	12,079.4	24,396.9	7,560							
Social Infrastructure	7		436.8	436.8	436.8	277.8	635.3	2,091.1	2,982							
Transport	5		537.8	537.8	237.8	81.1	955.5	1,574.7	2,091							
		36	3,975.9	3,059.9	2,373.4	1,250.9	14,921.2	29,430.9	14,713							
Since July 2022, NAIF has made 4 IDs for a total of \$491 million										Non- Veto Period						
and 2 IDs not proceeding (Gold Tyne Capex \$44m & IBA Financing Partnership \$20m)										The responsible Minister may reject proposed financial assistance only if providing this would:						
The above numbers <i>exclude</i> 2 investment decisions (co-financing deals) made by the NAIF Board in December 2022 for a total value of \$72.5 that are yet to be announced/pending Ministerial consideration										<ul style="list-style-type: none">be inconsistent with the objectives and policies of the Commonwealth Government; orhave adverse implications for Australia's national or domestic security; orhave an adverse impact on Australia's international reputation or foreign relations.						
										If the responsible Minister issues a rejection notice, NAIF cannot progress offering financial assistance to the project.						
FAST FACTS										INVESTMENTS – PIPELINE DUE DILIGENCE AND ACTIVE ENQUIRIES						
Mandatory Criteria										Projects in Due Diligence						
<ul style="list-style-type: none">Construction or enhancement of Northern Australian Economic InfrastructureBe of Public benefitBe located in or have significant benefit for Northern AustraliaRequire a loan that can be repaid or refinancedHave an Indigenous Engagement Strategy (IES)For equity investments, generate a return to Government										12 projects						
										<ul style="list-style-type: none">Potential NAIF loan of \$1.4bnPotential total project value of \$6.7bnJurisdiction:<ul style="list-style-type: none">7 projects in QLD (\$840m)4 projects in WA (\$456m)1 project in NT (\$150m)						
										<ul style="list-style-type: none">Industry Sector:<ul style="list-style-type: none">1 Energy (\$173m)7 Resources (\$1.0bn)2 Social Infrastructure (\$70m)2 Transport (\$188m)						
Investment Tools - Tenor, Pricing, Risk, Subordination, Capitalisation.										Active Enquires						
Infrastructure - construction or enhancement of assets that transport, increase business activity, or increase population.										34 projects						
										<ul style="list-style-type: none">Jurisdiction:<ul style="list-style-type: none">12 projects in QLD (\$767m)11 projects in WA (\$1.2bn)10 projects in NT (\$903m)1 project Cross-jurisdictional (\$450m)						
ID value by year																
FY 22-23 YTD (\$491m, 4 IDs)			FY 19-20 (\$1.4bn, 9 IDs)			Jobs 'Contractual Closed' – 12,912 jobs										
FY 21-22 (\$710m, 9 IDs)			FY 18-19 (\$364m, 4 IDs)			(of which 9,482 for Financial Close)										
FY 20-21 (\$895m, 6 IDs)			FY 17-18 (\$148m, 4 IDs)													

Employees per location								
Location	Apr'22	%	Jan'22	%	Dec'22	%	Jun'22	%
Cairns	19	42%	17	40%	16	37%	13	34%
Townsville	2	4%	2	5%	2	5%	2	5%
Darwin	2	4%	2	5%	2	5%	1	3%
Perth	5	11%	5	12%	5	12%	2	5%
Brisbane	4	9%	4	9%	4	9%	4	11%
Sydney	13	29%	13	30%	14	33%	16	42%
Total	45	100%	43	100%	43	100%	38	100%

	Apr'22	%	Jan'22	%	Dec'22	%	Jun'22	%
Excl. Sydney & Brisbane	28	62%	26	60%	25	58%	18	47%
Excl. Sydney ^	32	71%	30	70%	29	67%	22	58%

^ Previously reported when referring to northern jurisdictions.

Board meetings 2023

IES non-compliance				
Period	No of Reports Overdue	Total IES Reports Received	%	Comments
FY21-22	0	23	0%	N/A
YTD Dec'22	2	11	15%	Overdue reports from two proponents, one of whom maintained reasonable communication and transparency as to delays (commissioning of project)

<title>

NAIF POST-ID PORTFOLIO & PIPELINE

FOI 23-302

NAIF CUMULATIVE SUMMARY: Investment Decisions - Contractual Close - Financial Close											(last updated)		30/04/2023		
FY	PROJECT	Proponent	Type of Finance	Stage	Jurisdiction	State	Sector	Current NAIF Loan \$m	of which Contractual close	of which Financial Close	30/04/23 Drawn \$m	TCV \$m	TPB \$m	Jobs	
22/23	Yangibana Rare Earths (increase)	Hastings Technology Metals	Loan	Execution	Gascoyne region	WA	Resources	80.0				-	-	-	
22/23	Mt Morgan Gold and Copper Project	Heritage Minerals Pty Ltd	Loan	Execution	Rockhampton	QLD	Resources	66.0				157.0	849.0	400	
22/23	P680 Expansion Project	Pilbara Mineral Limited	Loan	Closed-Funded	Pilbara region of Western Australia	WA	Resources	125.0	125.0	125.0	34.8	404.0	1,439.0	675	
22/23	Perdaman Urea Plant	Perdaman Chemical and Fertilizers Pty Ltd	Loan	Closed-Funded	Burrup Peninsula, north of Karratha	WA	Resources	220.0	220.0	220.0		6,200.0	-	-	
22/23	22/23						SUBTOTAL 22/23	491.0	345.0	345.0	34.8	6,761.0	2,288.0	1,075	
21/22	Thunderbird Mineral Sands	Kimberley Mineral Sands	Loan	Closed-Funded	Kimberley Region	WA	Resources	160.0	160.0	160.0	76.3	489.0	1,853.0	570	
21/22	Yangibana Rare Earths	Hastings Technology Metals	Loan	Execution	Gascoyne region	WA	Resources	140.0				1,060.0	1,336.0	695	
21/22	Expansion of Port Dampier	Pilbara Ports Authority	Loan	Contractual Close	Pilbara region	WA	Resources	160.0	160.0			200.0	5,366.6	1,562	
21/22	Burrup Seawater Pipeline Expansion	Water Corporation	Loan	Contractual Close	Pilbara region	WA	Resources	95.0	95.0			118.8	3,186.4	928	
21/22	Co-financing Partnership NTLF	NT Local Jobs Fund	Direct lending	Contractual Close	NT	NT	Financing Partnerships	50.0	50.0			66.7	110.1	532	
20/21	Mardie Salt and Potash (increase)	BCI Minerals Limited	Loan	Execution	Pilbara region	WA	Resources	40.0				-	-	-	
21/22	Kalium Liquidity facility	Kalium Lakes	Loan	Closed-Funded	Beyondie (Pilbara region)	WA	Resources	10.0	10.0	10.0	5.0	20.0	-	-	
21/22	Kimberley Cotton Gin	Kimberley Cotton Company	Direct lending	Contractual Close	Kununurra, Kimberley region	WA	Agriculture & Water	34.0	34.0			47.0	248.0	61	
21/22	Airport Maintenance Hub	Alliance Airlines	Direct lending	Closed-Funded	Rockhampton	QLD	Transport	21.0	21.0	21.0	21.0	55.0	342.0	198	
21/22	21/22						SUBTOTAL 21/22	710.0	530.0	191.0	102.3	2,056.5	12,442.1	4,546	
20/21	Olive Downs South	Pembroke Resources	Loan	Closed-Funded	Bowen Basin	QLD	Resources	167.5	167.5	167.5	12.7	877.0	6,173.0	1,249	
20/21	Lake Wells	Australian Potash Limited	Loan	Execution	Eastern Goldfields region	WA	Resources	140.0				510.0	592.0	56	
20/21	Mardie Salt and Potash	BCI Minerals Limited	Loan	Execution	Pilbara region	WA	Resources	450.0				1,344.0	2,001.0	650	
20/21	Humpty Doo Barramundi (stage 2)	Humpty Doo Barramundi	Loan	Closed-Funded	Humpty Doo	NT	Agriculture & Water	24.2	24.2	24.2	10.6	47.0	158.6	271	
20/21	Hudson Creek Power Plant and Batchelor Solar Farm	Merricks Capital	Loan	Closed-Funded	Hudson Creek	NT	Energy	37.0	37.0	37.0	35.2	74.0	224.0	196	
20/21	CQU Capex facility	Central Queensland University	Loan	Closed-Funded	Rockhampton	QLD	Social Infrastructure	76.0	76.0	76.0	72.5	76.0	71.8	674	
20/21	20/21						SUBTOTAL 20/21	894.7	304.7	304.7	131.0	2,928.0	9,220.4	3,096	
19/20	Kidston Pumped Hydro	Genex Power	Loan	Closed-Funded	near Einasleigh	QLD	Energy	610.0	610.0	610.0	392.8	777.0	343.0	530	
19/20	Signature Onfarm	Signature Onfarm	Loan	Closed-Funded	Clemont	QLD	Agriculture & Water	24.0	24.0	24.0	23.5	37.0	63.5	270	
19/20	Expansion of existing Bauxite Hills Mine	Metro Mining	Loan	Contractual Close	Western Cape York	QLD	Resources	47.5	47.5			56.6	510.0	60	
19/20	Townsville C'ty Training & High Performance Centre	Cowboys Rugby League Football	Loan	Closed-Funded	Townsville	QLD	Social Infrastructure	20.0	20.0	20.0	17.5	35.0	202.1	271	
19/20	Darwin Shiplift and Marine Industry	NT Government	Loan	Contractual Close	Darwin	NT	Transport	300.0	300.0			400.0	924.0	287	
19/20	JCU Student Accomodation	James Cook University	Loan	Closed-Funded	Townsville	QLD	Social Infrastructure	46.0	46.0	46.0	46.0	53.0	140.2	569	
19/20	Mater Hospital multi-level carpark	Mater Misericordiae	Loan	Closed-Funded	Townsville	QLD	Social Infrastructure	19.8	19.8	19.8	17.5	19.8	7.6	14	
19/20	Coburn Heavy Mineral Sands	Strandline Resources	Loan	Closed-Funded	Gascoyne region	WA	Resources	150.0	150.0	150.0	130.0	320.0	921.9	505	
19/20	Charles Darwin University	Charles Darwin University	Loan	Closed-Funded	Darwin	NT	Social Infrastructure	151.5	151.5	151.5	44.3	250.0	599.4	784	
19/20	19/20						SUBTOTAL 19/20	1,368.8	1,368.8	1,021.3	671.6	1,948.4	3,711.7	3,290	
18/19	Chichester Solar Gas Hybrid Project	Alinta	Loan	Closed-Funded	Pilbara	WA	Energy	90.0	90.0	90.0	90.0	188.0	221.0	200	
18/19	NT Airports Expansion	Airport Development Group	Loan	Closed-Funded	Darwin, T.Creek, Alice Springs	NT	Transport	150.0	150.0	150.0	35.0	300.0	127.0	1,122	
18/19	Townsville Airport Expansion	Queensland Airports	Loan	Closed-Funded	Townsville	QLD	Transport	50.0	50.0	50.0	8.3	80.0	81.7	257	
18/19	Kalium Lakes - Beyondie SOP	Kalium Lakes	Loan	Closed-Funded	Beyondie (Pilbara region)	WA	Resources	74.0	74.0	74.0	74.0	323.0	169.0	210	
18/19	18/19						SUBTOTAL 18/19	364.0	364.0	364.0	207.3	891.0	598.7	1,789	
17/18	Onslow Marine Support Base	Onslow Marine Support Base	Loan	Closed-Funded	Onslow	WA	Transport	16.8	16.8	16.8	16.8	120.5	100.0	227	
17/18	Humpty Doo Barramundi Farm Expansion	Humpty Doo Barramundi Farm	Loan	Closed-Funded	Humpty Doo	NT	Agriculture & Water	7.2	7.2	7.2	7.2	14.4	-	20	
17/18	JCU Technology Innovation Complex	James Cook University	Loan	Closed-Funded	Townsville	QLD	Social Infrastructure	96.0	96.0	96.0	53.3	174.0	700.0	270	
17/18	Ayers Rock Airport Upgrade	Voyages Indigenous Tourism Australia	Loan	Closed-Funded	Connellan	NT	Social Infrastructure	27.5	27.5	27.5	26.7	27.5	370.0	400	
17/18	17/18						SUBTOTAL 17/18	147.5	147.5	147.5	104.0	336.4	1,170.0	917	
TOTAL from inception								3,975.9	3,059.9	2,373.4	1,250.9	14,921.2	29,430.9	14,713	
Cumulative since inception															

* In FY21-22 NAIF committed financing to two critical elements of the Perdaman Urea Project (the Project) - the forecast jobs and economic benefit of the Project are included in FY21-22 numbers.
Post year-end the NAIF Board made a further commitment to this transformational award winning project.
The public benefit and jobs numbers in this report reflect this additional commitment to the project.

Jurisdiction	State	Number of IDs	Current NAIF Loan \$m	of which Contractual close	of which Financial Close	Amount Drawn \$m	TCV \$m	TPB \$m	Jobs
Northern Territory - total	NT	8	747.4	747.4	397.4	159.0	1,179.6	2,513.1	3,612
Queensland - total	QLD	12	1,243.8	1,177.8	1,130.3	665.1	2,397.4	9,483.9	4,762
Western Australia - total	WA	16	1,984.8	1,134.8	845.8	426.9	11,344.3	17,433.9	6,339
		36	3,975.9	3,059.9	2,373.4	1,250.9	14,921.2	29,430.9	14,713

Cumulative since inception								
Industry Sector	Number of IDs	Current NAIF Loan \$m	of which Contractual close	of which Financial Close	Amount Drawn \$m	TCV \$m	TPB \$m	Jobs
Agriculture & Water	4	89.4	89.4	55.4	41.3	145.4	470.1	622
Energy	3	737.0	737.0	737.0	518.0	1,039.0	788.0	926
Financing Partnerships	1	50.0	50.0	-	-	66.7	110.1	532
Resources	16	2,125.0	1,209.0	906.5	332.8	12,079.4	24,396.9	7,560
Social Infrastructure	7	436.8	436.8	436.8	277.8	635.3	2,091.1	2,982
Transport	5	537.8	537.8	237.8	81.1	955.5	1,574.7	2,091
	36	3,975.9	3,059.9	2,373.4	1,250.9	14,921.2	29,430.9	14,713

February 2023

STATEMENT OF INTENT

RESPONSE TO THE STATEMENT OF EXPECTATIONS FOR THE NORTHERN AUSTRALIA INFRASTRUCTURE FACILITY

The Northern Australia Infrastructure Facility (NAIF) is a Corporate Commonwealth Entity (CCE), established by the *Northern Australia Infrastructure Facility Act 2016 (NAIF Act)*. The NAIF is provided with Ministerial directions on its objectives, strategies and policies through the *Northern Australia Infrastructure Facility Investment Mandate Direction 2021 (NAIF Investment Mandate)*. Additional guidance on Ministerial expectations of NAIF is also customarily provided within a Statement of Expectations (SOE), to which this Statement of Intent responds to.

Operating Framework

NAIF will continue to comply with all applicable legislation including the NAIF Act, the NAIF Investment Mandate and the *Public Governance, Performance and Accountability Act 2013 (PGPA Act)* and it will also adhere to the highest standards of governance, performance, transparency and accountability.

NAIF is committed to driving economic development in Northern Australia through investment in infrastructure projects that support economic growth.

NAIF acknowledges the opportunity to apply diverse financing solutions to accelerate the development of a wide range of infrastructure projects across northern Australia. NAIF's financing approach is primarily focused on working proactively and cooperatively with the jurisdictions to provide financial assistance through the States and Territories. Should a project require bespoke direct financing arrangements NAIF will adhere to sections 11 and 12 of the Investment Mandate.

NAIF will work proactively with the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (Department) in seeking advice from the Australian Government Solicitor (AGS) to mitigate risks (including but not limited to financial and legal) to the Commonwealth. NAIF will manage and mitigate these risks using its broad framework and project origination assessment procedures with adherence to NAIF's Risk Appetite Statement and Purpose. NAIF will also continue to maintain a close relationship with the Department recognising the importance of providing substantive analysis to support the use of its direct financing capabilities.

Economic and social environment

NAIF recognises the importance of Northern Australia's contribution to the national economy and the challenges faced by Northern Australia in terms of its relatively small population, thin markets, climatic challenges, under-developed infrastructure and regions of disadvantage.

NAIF's contribution to Australia is reflected in the public benefit value generated by NAIF funded projects including analysis of the economic impact, employment opportunities, regional income and business for local suppliers. NAIF has set Key Performance Indicators (KPI's) that seek benefits that are multiples greater than both the loan and concession value.

NAIF is a catalyst for the transformation of the northern Australian economy and population and we will continue to assess all projects on their merits consistent with the NAIF Act, Investment Mandate and the SOE and will aim to achieve a balanced geographic spread proportional to the opportunity set.

NAIF acknowledges the Government's priorities and will ensure our strategy, Risk Appetite Statement and governance framework are aligned to contribute to these priorities in northern Australia. Key strategic documents, with associated KPI's, will be developed in 2023 and monitored through Board reporting to track and monitor progress and performance.

NAIF recognises the importance of open and constructive relationships in support of improved risk management, alignment and transparency to meet the unique and targeted policy outcomes of each Government Specialised Investment Vehicle (SIV). We have built strong relationships with many key agencies (including SIVs) and will continue to work closely with these agencies to facilitate collaboration and synergies that will be supported by documented procedures and processes.

Transparency, governance and accountability

NAIF is committed to providing portfolio Ministers with accurate and timely advice on significant issues with a view to the Government being well placed to respond promptly to issues that may arise in those areas.

NAIF will continue providing the Department with accurate, timely advice and information and maintain its close working relationship with the Department. These continued efforts will be further refined in the first half of 2023 with updated procedures and regular liaison meetings to ensure efficient and effective communications.

NAIF will continue its commitment to focus on the efficiency of its operations and ensure that it operates in accordance with relevant legislative and Government requirements.

Collaborating on delivering economic development with State and Territory governments

NAIF is committed to maintaining its established and collegiate working relationships with the jurisdictions, Local Governments and RDA's. NAIF will continue its commitment to focus on the efficiency of its operations and ensure that it operates in accordance with relevant legislative and Government requirements.

NAIF will strive to act in accordance with good practice principles in its decision making, policies, processes and communications with stakeholders to maximise effectiveness, efficiency and transparency. This will occur through continued efforts to further refine procedures, processes and strategies to streamline project approvals. Where appropriate, KPI's will be considered to monitor performance.

Increasing Private Sector Investment

NAIF is committed to investing for impact across the north. NAIF is prepared to accept a higher tolerance than commercial banks for risks on projects that deliver significant public benefits, without putting proponents at serious risk of defaulting on their financial commitments. NAIF will act consistent with the Investment Mandate and Risk Appetite Statement and continue to have a high-risk tolerance to factors that are unique to investing in northern Australia.

NAIF will continue to communicate in a timely manner and be accessible, inclusive, transparent and measurable in our activities. NAIF has currently, and will continue to build on, key relationships and processes with SIV's to ensure the crowding in of private sector investment and fill financing gaps to adequately spread financial risk exposure.

Maximising public benefit and indigenous outcomes

NAIF's Indigenous Outcomes team plays a crucial role in providing guidance to proponents to deliver positive Indigenous outcomes through Indigenous Engagement Strategies (IES), partnering with key stakeholders and advocating for Indigenous economic development. NAIF refines its approach to provide effective support to the proponent in developing and implementing their IES and reporting and communicating outcomes achieved through the IES.

There will be a stronger focus on building proactive strategic partnerships to align and advocate for Indigenous economic development in northern Australia to discuss NAIF pipeline, IES delivery, issues and opportunities.

We will continue to build on our reporting framework, incorporating impact analysis and actual performance to improve our understanding of the economic, social and cultural impacts of NAIF projects and how these impacts generate change. NAIF's project outcomes will be published annually with metrics being captured either as a snapshot at the end of the reporting year or as a cumulative measure.

NAIF is also exploring opportunities to capture metrics on the following possible outcomes:

- Increase in population growth or employment to a region in northern Australia;
- Creation or development of new industries in northern Australia;
- Improvement in living standards for northern Australia (or a region);
- Improvement to the lives of the indigenous population and/or;
- Enabling key infrastructure (road, port, communication links, dams, energy solution etc) that facilitates any of the above.

NAIF will work with proponents on developing more structured reporting mechanisms and the provision of actual data including the process for conducting project evaluations post project completion within two years of project completion. A project evaluation framework will be developed in 2023 to commence this process.

NAIF will also continue its commitment and focus on the efficiency of its operations through relevant KPI's. This will include a focus on streamlined project approvals and increased impact assessments for financial assistance.



SENATOR THE HON KATY GALLAGHER
Minister for Finance

THE HON MADELEINE KING MP
Minister for Northern Australia

STATEMENT OF EXPECTATIONS FOR THE NORTHERN AUSTRALIA INFRASTRUCTURE FACILITY

The Northern Australia Infrastructure Facility (NAIF) is a Corporate Commonwealth Entity (CCE), established by the *Northern Australia Infrastructure Facility Act 2016* (NAIF Act). The NAIF is provided with Ministerial directions on its objectives, strategies and policies through the *Northern Australia Infrastructure Facility Investment Mandate Direction 2021* (NAIF Investment Mandate). The NAIF is accountable to the Parliament and must comply with all applicable legislation including the NAIF Act, the NAIF Investment Mandate and the *Public Governance, Performance and Accountability Act 2013* (PGPA Act).

We expect the NAIF to adhere to the highest standards of governance, performance, transparency and accountability. Any and all investments made by the NAIF must have a clear legislative basis and align with the Government's key priorities, including but not limited to those priorities articulated in this Statement of Expectations.

Operating framework

The Government is committed to driving economic development in Northern Australia. Key to this development is investment in economic infrastructure.

The NAIF is central to these efforts, delivering financing for infrastructure projects that support economic growth. This aligns with the Government's broader priorities, including creating jobs and supporting industries across the north, and growing exports from Northern Australia.

We expect the NAIF to provide financial assistance through a State or Territory as the primary method of providing assistance, consistent with the NAIF Investment Mandate. Direct lending or direct equity should be called upon only in circumstances where protracted negotiations with a State or Territory on provision of financial assistance are putting at risk timely delivery of a project that could otherwise proceed with direct financing.

We expect the NAIF to effectively mitigate the risks to the Government from its investments (including but not limited to financial and legal risks), and in particular where direct lending and equity tools are deployed. A strong business case must be provided supporting the use of these tools and the NAIF must obtain advice from the Australian Government Solicitor, in consultation with the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the Department) prior to making an investment decision for the provision of direct financing to an entity other than a State or Territory.

This approach aligns with the Government's priority of working cooperatively with States and Territories to materially advance living standards in Australia.

The economic and social environment in which the NAIF operates

The Government recognises the importance of Northern Australia's contribution to the national economy and the challenges faced by Northern Australia in terms of its relatively small population, thin markets, climatic challenges, under-developed infrastructure and regions of disadvantage.

To support the Northern Australia economy and address disadvantage, the NAIF is expected to provide support across all industries in the north and maintain a balanced geographic spread across the States and Territories that comprise Northern Australia. The NAIF is expected to materially improve the infrastructure of Northern Australia and provide benefits beyond an economic return to the project proponent, such that the quantifiable value of the public benefit exceeds the value of any concessions offered.

The Government has also committed to a number of relevant key priorities, including but not limited to:

- Materially improving the lives of First Nations people;
- Transitioning Australia's energy sector to net zero by 2050 and the reduction of Australia's emissions by 43 per cent by 2030;
- Transforming Australia into a renewable energy superpower, through the adoption of renewable energy and supporting the related industries such as critical minerals, hydrogen and battery production;
- Fixing and enhancing Australia's electricity transmission system;
- Enhancing communications infrastructure;
- Supporting job creating projects that will contribute to secure working opportunities and economic growth in Australia's regional communities;
- Working with the States and Territories in delivering key infrastructure; and
- Supporting the required ancillary industries and businesses to support current and future key infrastructure developments.

The NAIF has a key role in contributing to these priorities in Northern Australia. We expect the NAIF to give its full support to us, the Government and our departments to ensure the above are prioritised in delivering financial assistance.

The Government will also soon establish the National Reconstruction Fund. Together with other key Specialist Investment Vehicles (SIVs) such as the Clean Energy Finance Corporation, Export Finance Australia and the Regional Investment Corporation, we expect the NAIF to enhance collaboration and synergies where possible, including leveraging the back-office functions of other SIVs. We acknowledge that the NAIF has signed an MOU with National Indigenous Australians Agency, Indigenous Business Australia and the Indigenous Land and Sea Corporation, and we encourage greater collaboration with these organisations in developing projects that materially improve the lives of First Nations people.

Consistent with the 2020 Statutory Review and the above Government priorities, signing collaborative agreements with other relevant Australian Government entities will help serve the purpose of maximising outcomes for the region and supporting the delivery of the Government's broader objectives.

Transparency, governance and accountability

The NAIF Board is accountable to the Minister for Northern Australia and the Minister for Finance as the responsible Ministers under the NAIF Act. The NAIF Board includes the Secretary of the Department, who contributes a Commonwealth perspective to the NAIF

Board. We expect the NAIF Board to respect the dual role that the Secretary, or nominated alternate, plays in this regard and to put in place necessary policies and procedures to effectively manage any real or perceived conflicts of interest that may arise.

The NAIF CEO is responsible for the day-to-day administration of the NAIF. We expect the NAIF CEO will assist the NAIF Board in delivering on the NAIF Board's accountabilities outlined below.

The NAIF Board is accountable for:

1. **Performance of the NAIF**, including but not limited to, promoting the:
 - a. achievement of the objectives and purposes of the NAIF; and
 - b. proper use and management of public resources, including ensuring compliance with PGPA Act accountability, management and performance requirements and that financial resources provided for the NAIF's operations (such as for staffing, hospitality and travel) are utilised for the purpose for which they have been provided.
2. **Setting strategic direction, organisational leadership and establishing and maintaining a culture** that meets the high standards expected by the public in relation to, but not limited to:
 - a. efficient, effective, economical and ethical expenditure of relevant money;
 - b. proactive and open disclosure of information that is in the public interest;
 - c. following best practice principles and guidelines that go beyond legal obligations (e.g. probity and value for money);
 - d. fostering an engaged, results-orientated staff culture that minimises unplanned turnover;
 - e. developing managerial and entrepreneurial talent within the NAIF, with a workforce predominately based in Northern Australia;
 - f. setting an appropriate remuneration structure which balances reasonable reward for meeting clearly defined objectives and outcomes within a statutory corporation framework and is consistent with that of the Australian Government sector; and
 - g. procurement policies and practices that use enterprises in Northern Australia.
3. **Internal governance of the NAIF**, including but not limited to, establishing and maintaining the following:
 - a. a Risk Appetite Statement to guide its Investment Decisions (as required by the NAIF Investment Mandate), reviewed annually in consultation with the responsible Ministers;
 - b. a Risk Management Framework for an appropriate internal system of risk oversight and management in accordance with section 16 of the PGPA Act; and
 - c. a system of internal controls, such as meeting registers for NAIF Board members, conflict of interest declarations, and a record of transparent decision-making processes.
4. **Delivering timely, accurate and transparent information**, including but not limited to the:
 - a. obligation to keep the responsible Ministers (and their departments) informed with the provision of timely and accurate information (as required by the NAIF Investment Mandate and the PGPA Act);
 - b. provision of information and data to the relevant Ministers for budgetary and parliamentary purposes; and
 - c. provision of all required information to the Senate and appearance before Senate Committees in accordance with the *Government Guidelines for Official Witnesses*

before Parliamentary Committees and Related Matters (Parliamentary Witness Guide).

5. **Satisfying the Minister for Northern Australia for each Investment Decision** that all applicable requirements have been met, including compliance with legislation and mandatory criteria in the NAIF Investment Mandate and consistency with Government policies.

Collaborating on delivering economic development with State and Territory governments

We expect the NAIF to actively consult on projects at the earliest possible stage, with key government agencies related to infrastructure provision (both federal and jurisdictional), as well as with northern jurisdictional governments, to maximise the opportunity for strategic alignment with economic development priorities. This will help inform the NAIF Board's decision-making and align it to whole-of-government consideration of the benefits and risks of proposals, as well as national and strategic interests. This is consistent with requirements under the NAIF Act, Investment Mandate and section 17 of the PGPA Act.

We expect the NAIF to work cooperatively with the Queensland, Western Australian and Northern Territory governments, relevant local governments and Regional Development Australia organisations where appropriate, to maximise the opportunity for project contribution and streamlining of project approvals. The NAIF will put in place documented procedures with each jurisdiction to ensure relationships are regularised, evaluated and continuously improved. This expectation is consistent with the NAIF Investment Mandate.

Increasing private sector investment

The NAIF has a high tolerance for financial or investment risk without putting proponents at serious risk of defaulting on their financial commitments. The NAIF must not be the sole holder of financial risk in a project. Consistent with the NAIF Investment Mandate and Risk Appetite Statement, the NAIF will have a high risk tolerance to factors that are unique to investing in Northern Australia economic infrastructure.

We expect the NAIF to engage actively with proponents, and other relevant stakeholders, to assist with crowding-in private sector investment and fill financing gaps and help to distribute financial risk exposure.

The NAIF will publicly share information on its processes, investment pipeline and investment decisions, taking into account any commercial implications of such publication, to support investor confidence in Northern Australia. Collaboration with appropriate SIVs will also further crowd-in private sector investment and support the Government's broader policies and priorities.

Maximising public benefit and Indigenous outcomes

The NAIF will demonstrate its positive economic impact on the Northern Australia economy. The NAIF will collect and publish information – over the project lifecycle – to show the public benefit of its financing. This will include contribution to the Northern Australia economy, return on investment and the number of actual jobs created. The NAIF will conduct project evaluations, within two years from project completion, which include a comparison of actual project outcomes against the forecasts, and will provide this detail in its annual reports and to the Department upon request.

The NAIF will enhance the productivity of the financial assistance made available to proponents by prioritising the timely use of the financial assistance. This includes expediting the finalisation of contractual processes following an Investment Decision and minimising the time available to the proponent to utilise the financial assistance.

We expect the NAIF to demonstrate its actual contribution to Indigenous engagement outcomes – participation, procurement and employment. The NAIF will collect and publish information on actual Indigenous engagement outcomes. We expect the NAIF to improve the data submitted by Proponents in Indigenous engagement outcomes statements to include with greater certainty the number of new indigenous jobs forecast to be created. This expectation is consistent with the NAIF Investment Mandate.

Relationship with the Department of Infrastructure, Transport, Regional Development, Communications and the Arts

Consistent with the NAIF Board's duty under section 17 of the PGPA Act, we expect the NAIF to work collaboratively with the Department, including in establishing and implementing protocols related to engagement and consultation with stakeholders; necessary legal, financial and administrative arrangements; and exchange of information.



Katy Gallagher
Minister for Finance



Madeleine King
Minister for Northern Australia

Rural and Regional Affairs and Transport

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SB23-000618

SUBJECT: Middle Arm and Pilbara Ports Upgrade

Talking Points

Middle Arm Sustainable Development Precinct and Regional Logistics Hubs

- In the 2022-23 October Budget the Government committed \$1.9 billion in planned equity to support the development of the Middle Arm Sustainable Development Precinct (Middle Arm) and Regional Logistic Hubs along key transport links. This includes:
 - \$1.5 billion to support common user marine infrastructure such as a specialist product wharves, module offloading facilities for manufacturing and dredging of the shipping channel
 - \$440 million to support Regional Logistics Hubs including in Katherine, Alice Springs and Tennant Creek to connect these regions to Middle Arm and other export facilities.
- This investment will pave the way for Middle Arm to be a globally competitive, sustainable precinct with a focus on renewable hydrogen and minerals processing, providing significant economic benefit and sustainable jobs and driving Australia's future Net Zero Economy.
- Common user infrastructure at Middle Arm is included in Infrastructure Australia's Infrastructure priority list of nationally significant proposals.
- The Australian Government understands that the Northern Territory has submitted a Stage 2 Business Case to Infrastructure Australia and it remains under assessment.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is working closely with NT officials to co-design an equity model to implement these projects. This work remains ongoing and will be informed by the ongoing Infrastructure Australia assessment process.
- The Australian Government is not in negotiations nor discussions with any proponents interested in access to Middle Arm.

Pilbara Ports Upgrade

- The 2022-23 October Budget also included \$565 million to support common user port upgrades at Port Lumsden and Dampier in the Pilbara. Funding is provisional, based on review of appropriate business cases and includes investment towards:
 - additional common user infrastructure at Lumsden Point at the Port of Port Hedland, to support forecast growth in demand for minerals key to the battery

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- and electric vehicle markets and the import of equipment required to grow the hydrogen and renewable industry
 - upgrades to common user port infrastructure in Dampier which will build capacity for critical mineral and renewables export.
- The finalisation of the funding for these projects is contingent on the submission of a business case by the WA Government. The department looks forward to receiving this business case shortly.

Key Issues

Demand is growing locally and overseas for clean energy sources like green hydrogen, and the Government's investments will help position Northern Australia to take advantage of new economic opportunities arising from the export of hydrogen.

Status of Development of Middle Arm Equity Model

The department is working with NT officials to consider and investigate appropriate governance models for Middle Arm and, where relevant, other related projects that will contribute to the success of Middle Arm and the Northern Territory's economic development.

The final decision on the structure of an equity model will be made by Government following consultation with the NT Government and relevant Commonwealth agencies.

Environmental Concerns with Middle Arm

There have been stakeholder concerns, driven by the Environment Centre NT and Get Up, that the Government's investment into Middle Arm will effectively subsidise growth in petrochemicals and downstream gas processing industries

The concerns stem from NT's Stage 1 Infrastructure Australia business case (conducted in 2020 and release via a Freedom of Information request in late 2021) which forecast significant interest in Middle Arm from the gas industry.

The global energy market has progressed significantly since the completion of the Stage 1 business case. To date the majority of industry interest has been from the renewable energy sector.

The Government's investment in common-use enabling infrastructure will give all potential users in the market the opportunity to grow and thrive rather than a particular company or industry, including sustainable industries such as green hydrogen and renewable storage, as well as advanced manufacturing, carbon capture and storage, minerals processing and other land uses.

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On 31 March 2022, the Australian Environment Minister and Chief Minister of the NT agreed to undertake a strategic assessment of Middle Arm under the Environmental Protection Biodiversity Conservation Act 1999. The Department is not a party to this process and questions about environmental approvals should be referred to the Department of Climate Change, Energy, the Environment and Water (DCCEEW).

Stakeholders have also raised concerns about the level of consultation with First Nations peoples on the development of Middle Arm. The NT Government has committed to full and proper consultation with affected First Nations peoples and other relevant stakeholders throughout the regulatory approval process for the development of the Middle Arm.

Senate Environment and Communications References Committee Report on Oil and gas exploration and production in the Beetaloo Basin

On 19 April 2023, the Committee released its final report (https://parlinfo.aph.gov.au/parlInfo/download/committees/reportsen/024973/toc_pdf/OilandgasexplorationandproductionintheBeetalooBasin.pdf;fileType=application%2Fpdf), which included 14 recommendations, addressing themes such as corporate transparency, Middle Arm Sustainable Development Precinct, the environment, climate change, cultural heritage, and Traditional Owner consultation.

- a. In her additional comments, Senator Lidia Thorpe provided five further recommendations, specifically addressing treaty, cultural heritage and Traditional Owner consultation concerns.

Recommendation 2, recommends that the Senate refer an inquiry to the Environment and Communications References Committee into the Middle Arm Sustainable Development Project, noting that a future liquified natural gas and petrochemical plant in the area would likely source feedstock from the Beetaloo Basin.

It is understood that the Minister for Resources and Minister for Northern Australia is leading the development of a whole of Government response to the Committee's report in due course.

NT's Final Implementation Report into the Scientific Inquiry into Hydraulic Fracturing

On 3 May 2023, the Northern Territory (NT) Government released the Final Implementation Report into the Scientific Inquiry into Hydraulic Fracturing (The Pepper Inquiry).

The Northern Territory Government has completed implementation of all 135 recommendations from the Pepper Inquiry.

The Australian Government will work with the NT Government to support its implementation of Recommendation 9.8. Further questions on Recommendation 9.8 should be directed to the Minister for Climate Change and Energy.

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The full implementation of Pepper Inquiry means companies will now be able to apply for gas production licences, subject to meeting strict conditions of the NT regulatory framework – including environmental approvals and reaching production agreements with Traditional Owners.

The Australian Government's Safeguard Mechanism reforms will complement the NT Government's approach to managing emissions from the Beetaloo.

Pilbara Ports Upgrades

The October Budget provided \$565M in grant funding into common-user infrastructure upgrades in the Pilbara.

The 2023-24 Budget relocates this funding from the Department to the Department to Treasury to allow this funding to be provided to the WA Government through existing intergovernmental arrangements.

The Department will continue to work with WA Officials to finalise a funding agreement to support the implementation of this commitment.

Background

The Australian Government's commitment to common user infrastructure at Middle Arm and in the Pilbara reflects previous commitments under the former Energy Security and Regional Development Plan (announced but not legislated as part of the March 2022-23 Budget).

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Financial Information as at 30 April 2023

Pilbara Ports Upgrade

Program/Project Start Date:	2022-23					
Program/Project End Date:	2028-29					
	2022-23 \$m	2023-24 \$m	2024-25 \$m	2025-26 \$m	2026-27 \$m	TOTAL \$m
Appropriation Budget*	0.0	0.0	0.0	0.0	0.0	0.0
Less:						
Actual Expenditure YTD at 31 August 2022	0					
Total Committed Funds at 31 August 2022	0	0	0	0		0
Total Uncommitted Funds (balance)	0.0	69.3	202.8	167.9	0.0	440

Note: Committed funds relate to funds committed under a Funding Agreement, Contract or Program of Works where the Project, Profile and Conditions have been agreed to, or a formal offer has been made pending agreement, by the recipient.

* This FE profile is the outcome of recent to MoF request and subject to agreement with DOF and WA Government – it is part of the \$698.1m measure in budget paper 2 for port infrastructure in the Pilbara, Port of Newcastle and Port of Bundaberg - the measure in Budget paper 2 is part of an aggregate profile for all new regional programs and does not include the \$1.9 billion planned equity investment for Northern Territory that has been allocated CR (\$1.5 billion for Marine Infrastructure and \$440 m for Regional Logistics Hubs). (PBS 2022-23 - Budget Related Paper No. 1.12 DITRDCA Table 2.3.3 Program components for outcome 3 - Page 59)

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SB23-000619

SUBJECT: Northern Australia Agenda

Talking Points

- Developing Northern Australia is critical to the prosperity, security and future of our nation as a whole.
- The Australian Government has committed to leading an agenda for developing Northern Australia that will focus on delivering sustainable and resilient growth.
- In October 2022, the Northern Australia Ministerial Forum (NAMF) agreed to a collaborative approach between governments to liveable, safe, sustainable and healthy communities.
- The NAMF also agreed to refresh the 2015 White Paper on Developing Northern Australia.
- The Northern Australia Indigenous Reference Group (IRG) ensures First Nations perspectives are central to the Northern Australia policy agenda.

Key Issues

- The Northern Australia Ministerial Forum provides governance and leadership for the sustainable and resilient economic development of Northern Australia.
- The re-established ministerial forum held its first meeting in Darwin on 31 October 2022, and agreed to a collaborative approach for liveable, safe, sustainable and healthy communities in the north, focused on three key priorities of:
 - *Human capital*: engagement with First Nations people; justice reinvestment; housing availability; migration and mobility; workforce skills and training development; and delivering amenity.
 - *Enabling infrastructure*: digital connectivity; enabling roads, rail and ports; common user infrastructure; and water.
 - *Economic development and diversification*: transformational and complex projects; diversification that responds to climate change (adaptation and mitigation); agriculture and biosecurity; and data to support decision making and investment.
- The second meeting of the Forum will be held in Kununurra, Western Australia. Priority areas for discussion at this meeting are agriculture and biosecurity in Northern Australia, and disaster response and resilience in Northern Australia.
- Indigenous engagement is key to progressing Northern Australia development.

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- The IRG advises the Government on northern development, maximising benefits and implementation outcomes for Indigenous Australians (refer **SB23-000620** – Northern Australia Indigenous Reference Group).
- The Northern Australia Infrastructure Facility (NAIF) plays a significant role in supporting the Government's regional and Northern Australia agenda (refer **SB23-000617** – Northern Australia Infrastructure Facility Governance).

Background

Joint Select Committee on Northern Australia

The Committee was established in August 2022 to examine and report on matters relating to the development of Northern Australia. The Committee is currently progressing two inquiries:

- Cyclone Reinsurance Pool
 - In March 2023, the Committee released its first report on the effectiveness of the Reinsurance Pool, making 7 recommendations.
- Northern Australia Workforce Development
 - This inquiry aims to identify obstacles to economic and social infrastructure development and workforce growth, with a specific focus on Indigenous populations. The Department of Infrastructure, Transport, Regional Development, Communications and the Arts provided written evidence to the Committee in December 2022 and testified at a public hearing on March 31, 2023.

Northern Australia Ministerial Forum

The NAMF provides a vehicle for shared government priorities to be progressed to support liveable, safe, sustainable and healthy communities in the north.

The refresh of the White Paper on Developing Northern Australia will be progressed through the NAMF including consideration of the 14 agreed priorities in preparing an action plan.

The second meeting of the Forum will be held on 8 June in Kununurra, Western Australia. The third meeting is currently scheduled to be held in October 2023 in Queensland.

Refresh of the White Paper

The Budget included the Government's commitment to addressing the unique and complex challenges that hinder Northern Australia's development potential through a refresh of the *Our North, Our Future: White Paper on Developing Northern Australia*. The refresh is an opportunity to realign efforts and focus delivery for the next five years.

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The refresh will be informed by engagement with stakeholders to identify contemporary aspirations and prioritise future actions.

Regions of Growth

In November 2021, the previous Government provided \$9.3 million for a Regions of Growth initiative, developing master plans for three pilot regions:

- Mount Isa to Townsville (QLD);
- Beetaloo Basin to Katherine to Darwin (NT); and
- Broome to Kununurra to Darwin (WA and NT).

In March 2022, WSP Consultants were contracted to provide economic analysis and project services, including to help develop the Regions of Growth Master Plans and to undertake extensive consultation.

The contract commenced on 28 March 2022 and is valued at \$700,260 (GST inclusive).

WSP is preparing a package of reports including:

- Supply Chain Report
- Economic and social analysis report for each of the three ROGs:
 - Mount Isa to Townsville
 - Beetaloo Basin to Darwin
 - Broome to Darwin
- Drivers of Growth Report

As at 9 May 2023, four of these reports have been finalised, with the one nearing finalisation. \$356,400 of the contract budget has been expended (as at 9 May 2023). The value of outstanding expenditure for these reports is expected to be \$42,600 (GST exclusive).

Information from these reports will provide context for the refresh of the White Paper.

Whole of government reporting

In October 2022, Ernst and Young was contracted to develop a Monitoring, Evaluation and Reporting Framework (MERF). The MERF will quantify and communicate progress with the Northern Australia agenda and assist future policy development.

The contract commenced on 17 October 2022 and is valued at \$420,310 (GST inclusive). The MERF is scheduled to be completed by May 2023.

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Departmental staff

ONA has a current staffing level of 19 people (including 1 contractor) located in Darwin, Cairns, Townsville, Brisbane, Perth and Canberra (at 9 May 2023).

12 ONA staff are located in Northern Australia.

The Northern Australia Investments and Projects (NAIP) Branch works alongside ONA to support the operation of the Northern Australia Infrastructure Facility and development of large-scale projects in Northern Australia.

NAIP has a staffing level of 14, including 1 contractor.

Department role in \$250 million Central Australia Plan (May Budget 2023-24)

The Australian Government and Northern Territory Government are working together to deliver the next stage of the \$250 million landmark plan for a *Better, Safer Future for Central Australia* to improve community safety, tackle alcohol-related harm, and provide more opportunities for young people.

The \$250m Northern Territory Response Package announcement includes two packages for this department:

- \$10 million in funding under the Regional Connectivity Program (RCP);
- \$50 million allocated for community and regional infrastructure projects announced in the 2023-24 Budget. The \$50 million allocated funding will come back to MYEFO this year with details of how the infrastructure package will be implemented. The department will listen to Central Australian communities and work with them to identify priority projects.

Strong governance arrangements will be put in place to drive coordination and delivery of the Australian Government's commitments to Central Australia. This includes the establishment of an Aboriginal Leadership Group.

Supported by the Australian Government and the Office of the Central Australian Regional Controller, the Leadership Group will work alongside existing community leadership and governance arrangements across the region to provide advice on the next steps for implementing the Better, Safer Future for Central Australia Plan.

The department is working together with agencies on supporting Alice Springs including the National Indigenous Australians Agency and the Department of Prime Minister and Cabinet for longer-term solutions to the issues communities are facing, and ensure a place-based approach.

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\$120 million Central Australia Plan (October Budget 2022-23)

The original \$120 million Central Australia Plan was announced in the October 2022-23 Budget. The existing plan includes the following election commitments:

- \$20 million in the Alice Springs Council's CBD Masterplan and Revitalisation Package;
- \$80 million in the National Aboriginal Art Gallery;
- \$20 million for youth services, including the Gap Youth and Community Centre.

Funding source: Priority Community Infrastructure Program (PCIP) – Oct 2022 Budget.

Financial information as at 9 May 2023 – Regions of Growth (departmental only)

Program/Project Start Date:	2021/22					
Program/Project End Date:	2022/23					
	2020-21 \$m	2021-22 \$m	2022-23 \$m	2023-24 \$m	2024-25 \$m	TOTAL \$m
Appropriation Budget	0	2.9	6.4	0	0	9.3
Less:						
<i>Efficiency Divided on ROG funding</i>			0.1			0.1
Actual Expenditure YTD at 31 March 2023			0.8	0	0	0.8
Total Committed Funds at 31 March 2023			0.1	0	0	0.1
Total Uncommitted Funds (balance)			5.4	0	0	5.4

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Regions of Growth - Full program envelope

	2021- 22 \$m	2022- 23 \$m	2023- 24 \$m	2024- 25 \$m	2025-26 \$m	TOTAL \$m
Opening Appropriation	2.985	2.124	1.904	1.361	0.906	9.281
Movements/decisions	-0.084	4.256	-1.904	-1.361	-0.906	-0
Current Appropriation	2.901	6.380	-	-	-	9.281

Figures are exclusive of GST.

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SB23-000620

SUBJECT: Northern Australia Indigenous Reference Group

Talking Points

- The Northern Australia Indigenous Reference Group (IRG) advises the Australian Government on maximising benefits and implementation outcomes for First Nations people from northern development.
- The Minister for Northern Australia affirmed her commitment to working with the IRG and has met with the group on three occasions – July and November 2022 and April 2023.
- The IRG last met on 4-5 May 2023 in Kununurra WA. The Minister's Advisor for Northern Australia, Ms Kate Gurbiel, and Deputy Secretary David Mackay, attended on behalf of the Minister.

Key Issues

- The IRG has identified seven priority areas requiring further exploration to practically improve Indigenous prosperity in Northern Australia. These centre on:
 - ensuring Indigenous businesses and communities in the north are supported, connected and thriving.
 - ensuring pathways for First Nations economic participation and maximising local opportunities, and supporting Indigenous leadership in the north, and
 - improving connectivity and ensuring the basic needs of Indigenous people are met through improved social infrastructure.
- The Minister for Northern Australia is considering the approach to the review of the Northern Australia Indigenous Development Accord.

Background

Northern Australia Indigenous Reference Group

The IRG was established in 2017 to provide advice to government on practical measures to enhance the economic prosperity of Indigenous Australians in Northern Australia and unlock the Indigenous estate in accordance with Indigenous aspirations.

In December 2021, the former Government refreshed the IRG Terms of Reference and membership.

IRG members are well-credentialed Indigenous Australians from the north with demonstrated business acumen and economic development expertise. Selection also considered geographical spread, gender diversity and industry representation.

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Current membership comprises:

- Colin Saltmere, Chair (Qld)
- Tara Craigie (NT)
- Jerome Cubillo (NT)
- Troy Fraser (Qld)
- Peter Jeffries (WA)
- Gillian Mailman (Qld)
- Cara Peek (WA)

IRG members are appointed for a period of two years to December 2023 and meet quarterly. The next IRG meeting is scheduled for July in Darwin, NT.

The Department of Infrastructure, Transport, Regional Development, Communication and the Arts' Office of Northern Australia provides secretariat services to support the IRG.

Northern Australia Indigenous Development Accord

The Accord is an intergovernmental agreement signed by First Ministers for Northern Australia in December 2019. It provides an authorising framework for jurisdictions to work together and individually to advance Indigenous economic development, and was based on recommendations and priorities from the previous IRG.

The Accord was due for its first triennial review in mid-2022 and delayed due to the 2022 Federal Election. The Northern Australia Ministerial Forum has been identified as the appropriate governance mechanism for the review.

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