

Archived: Friday, 19 September 2025 10:04:31 AM

From: [DLO CKing](#)

Mail received time: Wed, 17 Jul 2024 10:38:09

Sent: Wed, 17 Jul 2024 10:38:09

To: [Registrations](#)

Cc: [DLO CKing](#)

Subject: DeptRep - 20 days - LTI - Cost of Traffic Management on Government Projects (and elsewhere) [SEC=OFFICIAL]

Importance: Normal

Sensitivity: None

\qcOFFICIAL

\sb240

s22(1)(a)(ii)

From: s22(1)
(a)(ii)

Released under the Freedom of Information Act by the Department of
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

s22(1)(a)(ii)

s22(1)(a)(ii)

Sent: Monday, July 15, 2024 11:05 AM**To:** letters@theage.com.au; King, Catherine (MP) <Catherine.King.MP@aph.gov.au>; Melissa.Horne@parliament.vic.gov.au**Subject:** Cost of Traffic Management on Government Projects (and elsewhere)

Good morning all,

I have just finished reading The Age (SMH, 60 Minutes) report into the corrupt workings and kickbacks within the CFMEU - impressive.

Myself, friends and acquaintances have long joked about the necessary but excessively expanding Traffic Management Crews, trucks, withches hats and machinery wherever one travels in Victoria and NSW (first hand experience). By the way, which are barely noticeable when travelling in Europe.

The Age's article/investigation has confirmed what I/we have ruminesced about over the years. There is huge money involved (taxpayers and private) and the rate of industry expansion over some years is not only extrordinary andt excessive and that maybe there is more than a reasonable possibility that there is a healthy and unchecked kickback industry behind all that,. (eg. why is it necessary to have almost a kilometre of withches hats and now often with one or two neon sign truck(s), to alert motorists t0 a worker mowing astride a tractor behind a freeway protective barrier.....when the barrier is already adequate protection?). That would seem to me/us just totally unnecessary, not just excessive and costly and the lane closures frustrating and delaying for motorists. I'm sure we can all think of plenty of examples in the 'excessive' category.

'With Big Build budgets blowing out and the size of this industry expanding at exponential rates, including excellent hourly rates of pay, I am wondering why the industry has never been investigated, or from a Government perspective, why a minimum level of safety /cost effectiveness/ cost growth study or analysis regularly conducted? The cost on to projects must be extraordinary.

Surely it is the public interest to understand how much this particular aspect of construction adds to projects and general building costs? And where and what saftey measures are necessary and to what extent without endangering workers?

Yours sincerely

s22(1)(a)(ii)

s22(1)(a)(ii)

\qc\sb240OFFICIAL

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Archived: Friday, 19 September 2025 3:16:20 PM

From: [DLO CKing](#)

Mail received time: Mon, 29 Jul 2024 11:55:49

Sent: Mon, 29 Jul 2024 11:55:49

To: [Registrations](#)

Cc: [DLO CKing](#)

Subject: DeptRep - 20 days - LTI - CFMEU and Waste on Commonwealth Funded Projects [SEC=OFFICIAL]

Importance: Normal

Sensitivity: None

\qcOFFICIAL

\sb240

-s22(1)(a)(ii)



Released under the Freedom of Information Act by the Department of
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

s22(1)(a)(ii)

From: s22(1)(a)(ii)
Sent: Thursday, July 25, 2024 3:35 PM
To: King, Catherine (MP)
Subject: CFMEU and Waste on Commonwealth Funded Projects

Catherine King MP

Dear Catherine,

Big Build and CMFEU

State governments in Victoria NSW Queensland are constructing Big Builds, all over budget, all under costed, leaving these three state grossly in debt.

These projects have been negotiated with major CMFEU involvement, providing an excessive long term wage feast for CMFEU members, on-going for years into the future.

This is to the detriment of remaining populations in these states who are left to pick up the massive un-payable debts, which will eventually become the commonwealth governments problem, unless the states are reigned in.

There should be a federal government debt limit that states can run up before there is federal intervention. This intervention is greatly needed in Victoria immediately.

There is untold corruption in the negotiation of these big build building contracts with only firms approved by the CMFEU able to work on these projects.

Firms approved by the CMFEU have had to corruptly negotiate terms and payments to CMFEU members for this approval.

All Big Build Contracts should be cancelled and re- entered without CMFEU influence.

In Victoria the budget deficit is heading to \$186 billion which will double if SRL (Suburban Rail Loop) is continued.

It is clear in Victoria that Danielle Andrews and Jacinta Allen who for 4 years previously was Infrastructure Minister were aware of issues of corruption with CFMEU and did nothing to alleviate this, particularly when complaints were made by contractors four years ago about stand over tactics and corruption. (recently published)

The justification for Victorian SRL is that businesses will flock to the new stations and buy expensive real estate next to them, rent expensive high rise offices, and the homeless rent/ buy expensive apartments, but they will have huge Body Corporate Fees that poor and homeless people cannot afford to pay, so will not be occupied by them.

Further relevant real estate statistics indicate there are 20% vacancy rates in Melbournes CBD Office space, so where will commercial tenants come from.

Further justification that some Monash Uni students, who have successfully transported themselves from all over Melbourne and Victoria, to the university by car and bus for half a century may use the train.

Nearly all of the proposed satellite city suburbs on the proposed SRL route are already co- exist on a rail line within a 15 min train trip to the Melbourne CBD from them, it would be quicker to go in and out of town on the train, which provides more stopping options, than use the SRL.

All SRL does is provide the CMFEU with a gravy train of 20 years of over- paid work, to the unions and its members benefit but to the detriment of 6.5 million people in Victoria who have to pay for it, and are unlikely to ever use it. The governments own figures indicate less than 25,000 passengers will use SRL by 2034. Works out at about \$4 million per passenger under cost benefit analysis.

The Victorian Governments reckless spending must be brought under control. The CFMEU represents costs over-runs of up to 30% on most Australia wide publicly funded projects. Much of which is Commonwealth funded.

I seek your intervention.

Yours Faithfully

s22(1)(a)(ii)

\qcSent from my iPad

\qc\sb240OFFICIAL



Australian Government
**Department of Infrastructure,
 Transport, Regional Development,
 Communications and the Arts**

Ref: MC24-012891

s22(1)(a)(ii)

Dear s22(1)(a)(ii)

Thank you for your email of 15 July 2024 to the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government, regarding your reflections on the costs of traffic management on government projects.

I note that the recent reports of alleged misconduct by the Construction, Forestry and Maritime Employees Union prompted these observations. I assure you the Australian Government has zero tolerance for the reported incidents, and has taken the strongest action possible to eliminate these practices, including the appointment of independent administrators, and calling for an Australian Federal Police investigation into any allegations involving potential contraventions of Commonwealth criminal laws.

In relation to the expenditure of public funds on land transport infrastructure projects, the position of the Australian Government is primarily that of a co-investor. While the Australian Government is a significant contributor to infrastructure projects across Australia, responsibility for the planning and delivery of projects is a matter for state and territory governments, which are the contracting parties.

Extensive systems and procedures are in place to ensure Australian Government investments in land transport infrastructure provide value for money. Reviews of project costs are undertaken regularly, and many projects are also assessed by the independent agency Infrastructure Australia. In light of these reports, the Australian Government is also embedding requirements in its funding agreements with the states and territories to prevent misconduct from occurring. This will mean that all levels of government share the responsibility to meet the expectations of Australian taxpayers that funding is delivered in a responsible way.

Thank you again for taking the time to write and I trust this information will be of assistance.

Yours sincerely
 s22(1)(a)(ii)

Lachlan Wood
 Assistant Secretary
 Land Transport Infrastructure Division
 Victoria, Tasmania and South Australia Branch

8 10/8/2024

OFFICIAL



Australian Government
**Department of Infrastructure,
 Transport, Regional Development,
 Communications and the Arts**

Ref: MC24-013285

s22(1)(a)(ii)

Dear s22(1)(a)(ii)

Thank you for your email of 25 July 2024 to the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government, about big build and CFMEU waste on commonwealth funded projects. The Minister has asked me to reply on her behalf.

I note that the recent reports of alleged misconduct by the Construction, Forestry and Maritime Employees Union prompted your email. I assure you the Australian Government has zero tolerance for the reported incidents, and has taken the strongest action possible to eliminate these practices, including the appointment of independent administrators, and calling for an Australian Federal Police investigation into any allegations involving potential contraventions of Commonwealth criminal laws.

In relation to the expenditure of public funds on land transport infrastructure projects, the position of the Australian Government is primarily that of a co-investor. While the Australian Government is a significant contributor to infrastructure projects across Australia, responsibility for the planning and delivery of projects is a matter for state and territory governments, which are the contracting parties. The "Big Build" contracts you mention fall to those States to administer and negotiate.

Extensive systems and procedures are in place to ensure Australian Government investments in land transport infrastructure provide value for money. Reviews of project costs are undertaken regularly, and many projects are also assessed by the independent agency Infrastructure Australia. In light of these reports, the Australian Government is also embedding requirements in its funding agreements with the states and territories to prevent misconduct from occurring. This will mean that all levels of government share the responsibility to meet the expectations of Australian taxpayers that funding is delivered in a responsible way.

Thank you again for taking the time to write and I trust this information will be of assistance.

Yours sincerely

s22(1)(a)(ii)

Lachlan Wood
 Assistant Secretary
 Land Transport Infrastructure Division
 Victoria, Tasmania and South Australia Branch

22/08/2024

GPO Box 594, Canberra ACT 2601, Australia
 • telephone 1800 075 001 • websites infrastructure.gov.au | arts.gov.au
 • ABN: 86 267 354 017

OFFICIAL

s22(1)(a)(ii)

From: Media
Sent: Tuesday, 18 March 2025 10:59 AM
To: s22(1)(a)(ii)
Cc: Media
Subject: RE: Fraud control and payments to the Victoria government [SEC=OFFICIAL]

OFFICIAL

Hi s22(1)(a)(ii)

Thanks very much for the extension. Please see our response below, which you are welcome to attribute to a departmental spokesperson.

Response:

The Australian Government has been clear that it has zero tolerance for bullying, thuggery, intimidation and criminal conduct in any workplace.

This is why last year, the Government took strong action to eliminate it by supporting the Fair Work Commission to appoint independent administrators to the Construction and General Division of the CFMEU.

Already the Administrator has removed dozens of officials, organisers and delegates from the union and these latest allegations would never have been uncovered without investigations started by the administrator.

On behalf of the Australian Government, the Minister for Employment and Workplace Relations, has also requested the Australian Federal Police investigate allegations.

The Minister for Infrastructure last year also embedded requirements in Commonwealth funding agreements with the states and territories to ensure they engage delivery partners who prioritise ethical practices and support productivity in construction.

The Minister wrote to state and territory counterparts to convey her expectation that any information regarding improper or criminal conduct related to jointly funded projects be reported immediately to the relevant regulator and also to her department.

Further, for projects where the Commonwealth has a direct funding role, the Minister, together with the Minister for Finance, wrote to the Chairs of ARTC, WSA Co and National Intermodal seeking assurances that they comply with relevant laws; demonstrate ethical expenditure of taxpayer money; and that allegations or instances of improper or criminal conduct be reported immediately.

Thanks,

s22(1)(a)(ii)

Media Services

media@infrastructure.gov.au

P +61 2 6271 1777

GPO Box 594 Canberra, ACT 2601

Department of Infrastructure, Transport, Regional Development, Communications and the Arts
 CONNECTING AUSTRALIANS • ENRICHING COMMUNITIES • EMPOWERING REGIONS



*I would like to acknowledge the traditional custodians of this land on which we meet, work and live.
I recognise and respect their continuing connection to the land, waters and communities.
I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.*

Note to media: unless otherwise agreed, the information contained in this email is for background only and is not for attribution.

OFFICIAL

From: s22(1)(a)(ii)
Sent: Tuesday, 18 March 2025 10:12 AM
To: Media
Subject: Re: Fraud control and payments to the Victoria government [SEC=OFFICIAL]

It won't be a problem if I get it by 11 - how's that? After that it starts becoming difficult at our end.

s22(1)(a)(ii)

Politics Editor

Crikey

s22(1)(a)(ii)

On Tue, Mar 18, 2025 at 10:02 AM Media <media@infrastructure.gov.au> wrote:

OFFICIAL

Hi s22(1)(a)(ii)

Apologies, we are in the final stages on clearances for this one and are trying to get this to you ASAP. Do you have any wriggle room on your deadline?

Thanks,

Released under the Freedom of Information Act by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

s22(1)
(a)(ii)**Media Services**media@infrastructure.gov.au**P** +61 2 6271 1777
GPO Box 594 Canberra, ACT 2601**Department of Infrastructure, Transport, Regional Development, Communications and the Arts**
CONNECTING AUSTRALIANS • ENRICHING COMMUNITIES • EMPOWERING REGIONSinfrastructure.gov.au*I would like to acknowledge the traditional custodians of this land on which we meet, work and live.**I recognise and respect their continuing connection to the land, waters and communities.**I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.***Note to media: unless otherwise agreed, the information contained in this email is for background only and is not for attribution.****OFFICIAL****From:** s22(1)(a)(ii) <s22(1)(a)(ii)>
Sent: Monday, 17 March 2025 3:34 PM
To: Media <media@infrastructure.gov.au>
Subject: Re: Fraud control and payments to the Victoria government [SEC=OFFICIAL]

s22(1)(a)(ii)

Politics Editor

Crikey

s22(1)(a)(ii)

On Mon, Mar 17, 2025 at 3:31 PM Media <media@infrastructure.gov.au> wrote:

OFFICIAL

Hi s22(1)(a)(ii)

Thanks for your email. Confirming we are working on a response for you now and will aim to meet your 10am deadline.

Thanks,

s22(1)(a)(ii)

Media Services

media@infrastructure.gov.au

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GPO Box 594 Canberra, ACT 2601

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OFFICIAL

From: s22(1)(a)(ii) <s22(1)(a)(ii)>
Sent: Monday, 17 March 2025 2:23 PM
To: Media <media@infrastructure.gov.au>
Subject: Fraud control and payments to the Victoria government

Hi - can you advise what actions the Department took under the Commonwealth Fraud and Corruption Control Framework in relation to infrastructure funding payments made to the state of Victoria in light of revelations last August relating to organised crime infiltration of the CFMEU and Victorian infrastructure projects?

A response by 10am tomorrow 18 March would be much appreciated.

Thanks

s22(1)(a)
/ii)

s22(1)(a)(ii)

Politics Editor

Crikey

s22(1)(a)(ii)

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SENATOR THE HON MURRAY WATT
MINISTER FOR EMPLOYMENT AND WORKPLACE RELATIONS

Members
National Construction Industry Forum

By email

Dear NCIF Member

I write to you in my capacity as Chair of the NCIF about the deeply concerning and serious allegations relating to the Victorian building and construction industry, as raised in the media on 16 and 17 March 2025. The Australian Government reiterates that bullying, thuggery, intimidation and criminal conduct are unacceptable in any workplace.

I have referred these new allegations to the Australian Federal Police for investigation, where they fall within the AFP's jurisdiction. I also welcome the expansion of Operation Hawk by Victoria Police, supported by the Victorian Government, to investigate the new allegations of criminal behaviour.

The Government has demonstrated our willingness to take strong action on these matters, by appointing an independent administrator to the CFMEU Construction and General Division. Already the Administrator has removed dozens of officials, organisers and delegates from the union. Many of the allegations that were reported last night were exposed by the investigations commissioned by the Administrator and led to police raids as recently as last week.

As I have said previously, it is clear these issues go well beyond the CFMEU - they involve criminal gangs and some labour hire firms and construction businesses. The Administrator and his team have begun the difficult job of driving change within the union, but we need all participants in the industry to change and to take action.

The Building and Construction Industry Blueprint (Blueprint) represents an opportunity to create lasting and tangible change to ensure the building and construction industry is sustainable and safe. To that end, I ask that you consider how the Blueprint could form part of the industry's response to the allegations that have been raised, including increasing efforts to eliminate gender-based violence and gender inequities in the industry, and fostering a supportive and lawful workplace culture. I also ask that you consider how the Blueprint could address overreliance on, and misuse of, labour hire in the industry.

I appreciate that you have already identified these issues as challenges for the building and construction industry. However, I request that you treat them as priority areas in the development of the Blueprint. I have asked the Department of Employment and Workplace Relations to continue to support you with this important work.

I acknowledge your ongoing commitment to collaboratively developing the Blueprint. I look forward to continuing to engage with you to build a safe, fair and inclusive industry.

Yours sincerely

s22(1)(a)(ii)

MURRAY WATT

18 /03/2025

CC: s22(1)(a)(ii) Building and Construction Industry Blueprint

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Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

Archived: Friday, 19 September 2025 3:17:23 PM

From: WOOD^{s2} Lachlan

Sent: Thu, 11 Sep 2025 02:18:02

To: Hall, Jessica BOURNE, Andrew

Cc: s22(1)(a)(ii) s22(1)(a)(ii) s22(1)(a)(ii)

Subject: RE: Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts Daily Briefing 10 Sep 2025 [SEC=OFFICIAL]

Importance: Normal

Sensitivity: None

OFFICIAL

OFFICIAL

Hi Jess and AB,

Further update on this - s47E(a)

We'll put together a draft email to Victoria requesting the update on progress of implementation as well as any new allegations that have been received and referred since they last updated us.

Happy to discuss further as needed.

Cheers,

Lachlan

Lachlan Wood (he/him)

Assistant Secretary • Victoria, Tasmania and South Australia Infrastructure

Land Transport Infrastructure Division

s22(1)(a)(ii) @infrastructure.gov.au

M +61 s22(1)(a)(ii)

GPO Box 594 Canberra, ACT 2601

Executive Assistant: s22(1)(a)(ii) @infrastructure.gov.au

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OFFICIAL

From: Hall, Jessica <Jessica.Hall@infrastructure.gov.au>
 Sent: Wednesday, 10 September 2025 1:09 PM
 To: WOOLACHLAN, Lachlan <s22(1)(a)(ii)@infrastructure.gov.au>; BOURNE, Andrew <Andrew.Bourne@infrastructure.gov.au>
 Cc: POTTICARY, Lok <Lok.Potticary@infrastructure.gov.au>
 Subject: RE: Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts Daily Briefing 10 Sep 2025 [SEC=OFFICIAL]

OFFICIAL

OFFICIAL

Thanks Lachlan

OFFICIAL

OFFICIAL

From: WOOLACHLAN, Lachlan <s22(1)(a)(ii)@infrastructure.gov.au>
 Sent: Wednesday, 10 September 2025 10:23 AM
 To: BOURNE, Andrew <Andrew.Bourne@infrastructure.gov.au>; Hall, Jessica <Jessica.Hall@infrastructure.gov.au>
 Cc: POTTICARY, Lok <Lok.Potticary@infrastructure.gov.au>
 Subject: RE: Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts Daily Briefing 10 Sep 2025 [SEC=OFFICIAL]

OFFICIAL

OFFICIAL

Hi Jess,

I spoke with DTP yesterday s47E(a)

I've asked for this to be confirmed in writing s47E(a)

More broadly, we're proposing to seek an update from Victoria (via yourself) on how they are progressing with implementation of the new assurance protocols that they developed earlier this year. Happy to discuss.

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Cheers,

Lachlan

Lachlan Wood (he/him)

Assistant Secretary • Victoria, Tasmania and South Australia Infrastructure

Land Transport Infrastructure Division

s22(1)(a)(ii) [@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)

M +61 s22(1)(a)(ii)

GPO Box 594 Canberra, ACT 2601

Executive Assistant: s22(1)(a)(ii) [@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)

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From: BOURNE, Andrew <Andrew.Bourne@infrastructure.gov.au>

Sent: Wednesday, 10 September 2025 9:47 AM

To: Hall, Jessica <Jessica.Hall@infrastructure.gov.au>

Cc: WOOD^{s22(1)(a)(ii)} Lachlan <[s22\(1\)\(a\)\(ii\)@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)>; POTTICARY, Lok <Lok.Potticary@infrastructure.gov.au>

Subject: RE: Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts Daily Briefing 10 Sep 2025 [SEC=OFFICIAL]

OFFICIAL

OFFICIAL

Here tis, there are blanks because it scanned doubled sided (my bad) but it's a three pager.

Cheers

ab

OFFICIAL

OFFICIAL

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From: Hall, Jessica <Jessica.Hall@infrastructure.gov.au>
 Sent: Wednesday, 10 September 2025 8:16 AM
 To: BOURNE, Andrew <Andrew.Bourne@infrastructure.gov.au>
 Cc: WOOD^{s2} Lachlan <^{s22(1)(a)(ii)}[\[REDACTED\]@infrastructure.gov.au](mailto:[REDACTED]@infrastructure.gov.au)>; POTTICARY, Lok <Lok.Potticary@infrastructure.gov.au>
 Subject: Fwd: ²⁽¹⁾Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts Daily Briefing 10 Sep 2025 [SEC=OFFICIAL]

OFFICIAL

OFFICIAL

Can we please get article on NEL re WeBuild

OFFICIAL

From: "Isentia Daily Briefings" <DailyBriefings@isentia.com>
 Date: Wednesday, 10 September 2025 at 5:56:09 'a0am
 To: "DST_Isentia.DailyBriefings" <DST_Isentia.DailyBriefings@infrastructure.gov.au>
 Subject: Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts Daily Briefing 10 Sep 2025

^{s22(1)(a)(ii)}

on act by the Department of
 Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

s22(1)(a)(ii)

Infrastructure, Transport and Regional Development

- * The [Australian Financial Times](#) reports that Sydney Metro have announced an inquiry into claims that gang-linked figures are exerting control over the Sydney Metro Western Sydney Airport rail project following accusations that intimidatory tactics and coercion are being utilised to extort project workers. The project is jointly funded by the Federal and New South Wales governments and is operated by a consortium of construction firms including Webuild, who are also involved in the North East Link project which has faced similar accusations.

s22(1)(a)(ii)

Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

Pages 57-72 contain material outside the scope of the request

Material deleted - s22(1)(a)(ii)



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