

TRANSPORT INFRASTRUCTURE

Written Questions on Notice provided by Richard Riordan MP

1. How much is spent on establishing and annually running each of the visitor centres associated with the Metro Rail Project, North East Link and West Gate Tunnel and how many visitors they have had each year and how many visitors are expected to each in 2018-19?
2. How much has the Government raised or does it anticipate raising in value capture revenue resulting from developments associated with all completed Level Crossing Removals?
3. BP 4, p.78 and the Level Crossing Removal Program. Minister since allocations were first provided for this initiative in the 2015-16 Budget, budget allocations over the forward estimates for this project have never been disclosed.

Table 1.7 which lists the asset initiatives in the 2015-16 BP3, on p.30 simply states that budget allocations for 2015-16; 2016-17; and 2017-18 are 'to be confirmed'. For four years there has not been an annual financial measure in the public domain to which the Government could be held to account – for a project initially projected to cost between \$5 and \$6 billion.

It is normal and required practice to disclose budget allocations for capital projects over the forward estimates and, indeed, the Government has done exactly that with other projects, such as the Melbourne Metro Rail Project. Why has the Government failed to properly budget for its Level Crossing Removal Project and appropriately inform the Victorian community about how funding for the project is to be acquitted?

4. What are the annual budget allocations for the Level Crossing Removal Project over the next 4 years?
5. BP 4, p.78 and the Level Crossing Removal Program. The Total Estimated Investment (TEI), published in the Budget Paper is \$6.759 billion, consisting of:
 - the upper limit of the 2015-16 published \$5- \$6 billion project cost - plus
 - the \$508.3m funding allocated by the Coalition Government in 2014-15 for our Level Crossing Removal Projects - plus
 - \$151m of Commonwealth Funding for the Level Crossing Removal at Main Road St. Albans.

The Auditor General in his 2017 report 'Managing the Level Crossing Removal Project' found that the TEI of your project in 2017 was \$8.3 billion, a 66 per cent blow out relative to your \$5 billion commitment. Therefore the true TEI of this project, adjusting for the Commonwealth money and Coalition money is of the order of \$9.1 billion, not allowing for indexation since 2017.

Why has there not been a proper allocation of funding to this project to date, and when are you and your Government going to do so?

6. Given your refusal to release the details of the business case to enable the public to judge for themselves, and given that you, Treasury, and the Auditor General have had access to the project's finances – who has got the costings of this project wrong – you or the Auditor General?

7. Budget Paper Number 3. p. 345 – more specifically the Quality performance measure: ‘West Gate Tunnel Project - delivery - milestones delivered in accordance with agreed budget and timelines’
What were the milestones for this project were in 2017-18, 2018-19 and what they will be in 2019-20.
When were the milestones in 2017-18 and 2018-19 delivered? When are the milestones for 2019-20 scheduled to be delivered?
8. On the West Gate Tunnel Project, with respect to the agreed budget, what the agreed budgets in 2017-18, 2018,-19 were and what the public money was spent on? For 2019-20, what is the budget and what it is expected to buy?
9. Performance measures serve two critical purposes, that is:
 - They are service level agreements that underpin and justify funding to your department from the public purse?
 - They inform the public about what you are spending their hard earned money on - providing that transparency and accountability that is critical to the integrity of any public office.

Do you think one vague performance measure adequately justifies your funding, adequately informs the public, and provides an acceptable level of transparency and accountability for a \$6.7 billion project?
10. Budget Paper Number 3. p. 345 – more specifically the Quality performance measure: ‘North East Link - delivery - milestones delivered in accordance with agreed budget and timelines’

What were the milestones for this project in 2018-19 and what will they be in 2019-20? When were the milestones in 2018-19 delivered? When are the milestones for 2019-20 scheduled to be delivered?
11. With respect to the agreed budget on the North East Link, what was the agreed budget in 2018-19 and what the public money was spent on? For 2019-20, what is the budget and what is it expected to buy?
12. Do you think one vague performance measure adequately justifies your funding, adequately informs the public, and provides an acceptable level of transparency and accountability for a \$15.8 billion project?

ENERGY SUPPLY TO DEPARTMENTS (BP3 PG 323)

13. Departmental Secretary, the Victorian Government receives a significant discount on electricity from the purchasing contract with Red Energy. In a written response to PAEC from the February 2018 hearings, the former DEDJTR confirmed that for the 2016/17 financial year rates, that despite having a reduction in electricity usage, the Departments electricity bills increased 25%. Has your Department seen a similar rise in the Departments electricity bills?
14. Can you provide the committee with your Departments:
 - a. Units of electricity usage (excluding green power) in megajoules
 - b. Units of electricity usage (excluding green power) converted to kilowatt hours
 - c. Total financial cost of electricity
 - d. And how that compares with the previous financial year.

DEPARTMENT OFFICE BASED BULLYING (BP3 PG 323)

15. Departmental Secretary, for 2017/18 and for 2018/19 so far, can you please provide the committee with the number of Departmental staff that reported incidents of bullying to your Department.
16. For the same timeframe, 2017/18 and for 2018/19 so far, can you please provide the committee with the number of Ministerial staff that reported incidents of bullying to your Department?

Transport Infrastructure

17. Are able to provide a breakdown of all bullying incidents by category identified, whether gender, sexuality, physical for those two previous questions as well.
18. Secretary, are you able to please provide the committee with a copy of the latest People Matters Survey results for your Department and, in addition, the itemised results for each portfolio agency under your Department.

VOLUNTARY DEPARTURE PACKAGES (BP2 PG 57)

19. Secretary, BP2 PG 57 identifies \$685 million in Reprioritisations and revenue offsets and \$251 million in savings. This follows on from reprioritisations and savings in last year's budget.
20. Can you please detail the reprioritisations which have occurred in your Department during 2018/19, for which unit of your Department they applied to and for which programs or policy areas?
21. One Department has set a target of reducing their workforce from 13,000 to around 7,000 in 2019/20. What is your Department's headcount reduction target to achieve employee savings?
22. Can you please provide the committee with a list of how many fixed terms contracts are not going to be renewed in each unit of your Department?
23. The budget forecasts \$2.5 billion in reprioritisations over the forward estimates. How much of the \$2.5 billion will impact your Department?
24. The budget forecasts \$1.97 billion in savings over the forward estimates. How much of that \$1.97 billion will impact your Department?
25. Has the Department's Base Review begun? If not, when will it begin?
26. Has anyone been contracted to conduct the Base Review at your Department? If so who and at what cost?

Written Questions on Notice provided by Sam Hibbins MP

27. What are all the documents that you fulfil that requirement of Section 63 of the Transport Integration Act 2010? Please provide them to the committee? *(Please note, this is a duplicate of a transcript QoN and has been responded to already)*
28. In regards to the funds allocated to the St Kilda Road Safe Bike Lanes in 2019/10 what will that that actually going to be spent on? *(Please note, this is a duplicate of a transcript QoN and has been responded to already)*

Questions taken on notice and further information agreed to be supplied at the hearings

Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

How much is spent on establishing and annually running each of the visitor centres associated with the Metro Rail Project, North East Link and West Gate Tunnel and how many visitors they have had each year and how many visitors are expected to each in 2018-19?

Answer:

Metro Tunnel

Metro Tunnel HQ has been open since June 2018 and in that time has had 80,000 visitors through its doors, including students and community groups.

All Victorians, including community groups, can drop in and have any of their questions about the Metro Tunnel answered. So far HQ has received 415 community group visitors.

In the 12 months since opening, 59 schools comprising 4000 students have visited Metro Tunnel HQ, inspiring the next generation of engineers and tradies.

By 30 June 2019, the project estimates to spend \$1,145,000 in construction and fit-out costs, and \$1,176,000 in operational costs.

All costs (both set up and running) associated with Metro Tunnel HQ have been factored in to the Project's budgeted cost.

North East Link

A North East Link Community Hub was opened in Watsonia in December 2018 to provide a space for local people to speak with specialists about the project, its impacts, and how NELP will be managing these through the EES and planning approval process.

The offices provide a dedicated space for businesses and workers to view the project Environment Effects Statement (EES), speak with the NELP team and make appointments with specialists. Since opening, the Watsonia Community Hub and the project office in the Bulleen Industrial Site which is accessible for local businesses, have had close to 3,000 visitors.

By 30 June 2019, the project estimates to spend \$664,186 in establishment costs including fit-outs, rental, utilities and maintenance costs for both sites. The annual operating costs are expected to be approximately \$236,00 which have been factored into the project budget.

West Gate Tunnel Project

The West Gate Tunnel Project's visitor information centre has been built, operated and paid for by Transurban's contractor, CPB Contractors and John Holland Joint Venture as part of their contractual obligations to the State.

The centre is located on-site in Yarraville near the corner of Whitehall Street and Somerville Road. This is one of the project's main construction sites and near to where the tunnel boring machines will be launched from. It also houses an employment centre where people can apply for jobs.

Close to 500 members of the public have visited the project from October 2018 to late June 2019, taking the opportunity to ask questions and look around the facility. In addition, when the information centre first launched in 2018, the opening event saw over 500 local community members in attendance.

The visitor information centre also regularly hosts large groups of people for meetings and presentations. This includes meetings of the project's two Community Liaison Groups, and numerous other meetings with stakeholders. It is a highly utilised facility for these purposes.

The information centre is complemented by a mobile hub van that goes out to meet people at local events, festivals and information sessions. In turn, this encourages follow-up visits to the information centre.

Questions taken on notice and further information agreed to be supplied at the hearings

Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

How much has the Government raised or does it anticipate raising in value capture revenue resulting from developments associated with all completed Level Crossing Removals?

Answer:

The removal of level crossings provides opportunities for the potential urban renewal, including new housing and commercial developments in key transport hubs, driving jobs and local investment.

To date, two developments have been approved at Burke Road in Glen Eira and North Road in Ormond, however the commercial arrangements for these developments have not been finalised.

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Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

3. BP 4, p.78 and the Level Crossing Removal Program. Minister since allocations were first provided for this initiative in the 2015-16 Budget, budget allocations over the forward estimates for this project have never been disclosed.

Table 1.7 which lists the asset initiatives in the 2015-16 BP3, on p.30 simply states that budget allocations for 2015-16; 2016-17; and 2017-18 are 'to be confirmed'. For four years there has not been an annual financial measure in the public domain to which the Government could be held to account – for a project initially projected to cost between \$5 and \$6 billion.

It is normal and required practice to disclose budget allocations for capital projects over the forward estimates and, indeed, the Government has done exactly that with other projects, such as the Melbourne Metro Rail Project. Why has the Government failed to properly budget for its Level Crossing Removal Project and appropriately inform the Victorian community about how funding for the project is to be acquitted?

4. What are the annual budget allocations for the Level Crossing Removal Project over the next 4 years?

Answer:

The 2019-20 State Budget Papers provide four-year cashflows for new asset initiatives. The cashflow of the \$6.550 billion for the additional 25 level crossing removals is:

2019-20 - \$230.0 million

2020-21 - \$693.7 million

2021-22 - \$1,072.3 million

2022-23 - \$2,002.7 million

The State Budget Papers do not provide four-year cashflows for existing asset initiatives. However, the 2019-20 State Budget Papers show that the Level Crossing Removal Program has a TEI of \$6.759 billion, will have expended \$3.958 billion by 30 June 2019. It is further forecast to spend \$1.105 billion in 2019-20 and fully expend the remaining \$1.785 billion in the forward estimates period. This means that the program is 59 per cent expended as at 30 June 2019. The Program has removed 29 out of 50 level crossings, with works on another four sites well progressed as at 30 June 2019. This means that the program is greater than 59 per cent physically complete and is well on track.

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Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

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5. BP 4, p.78 and the Level Crossing Removal Program. The Total Estimated Investment (TEI), published in the Budget Paper is \$6.759 billion, consisting of:

- the upper limit of the 2015-16 published \$5- \$6 billion project cost - plus
- the \$508.3m funding allocated by the Coalition Government in 2014-15 for our Level Crossing Removal Projects - plus
- \$151m of Commonwealth Funding for the Level Crossing Removal at Main Road St. Albans.

The Auditor General in his 2017 report 'Managing the Level Crossing Removal Project' found that the TEI of your project in 2017 was \$8.3 billion, a 66 per cent blow out relative to your \$5 billion commitment. Therefore, the true TEI of this project, adjusting for the Commonwealth money and Coalition money is of the order of \$9.1 billion, not allowing for indexation since 2017.

Why has there not been a proper allocation of funding to this project to date, and when are you and your Government going to do so?

6. Given your refusal to release the details of the business case to enable the public to judge for themselves, and given that you, Treasury, and the Auditor General have had access to the project's finances – who has got the costings of this project wrong – you or the Auditor General?

Answer:

The Level Crossing Removal Project was first presented in the 2015-16 State Budget Papers with a TEI of \$5-6 billion, and those budget papers indicated that this TEI included Commonwealth funding for the level crossing removal at Main Road and the remaining funding from the previous Metropolitan Level Crossing Blitz program.

The TEI of the program has been reported in each year's State Budget Papers and increases to the TEI reported by the Auditor-General reflect additional value added to the program and network modernisation works, such as station works, power and other infrastructure upgrades and future proofing.

The 2019-20 State Budget Papers state that \$6.759 billion is allocated to remove 50 level crossings over eight years, along with an allocation of \$6.550 billion to remove an additional 25 new level crossings by 2025. That is a total of \$13.309 billion for 75 level crossing removals. LXR is also delivering \$1.392 billion of network modernisation works associated with the first 50 level crossing removals.

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Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

Budget Paper Number 3. p. 345 – more specifically the Quality performance measure: ‘West Gate Tunnel Project - delivery - milestones delivered in accordance with agreed budget and timelines’.

What were the milestones for this project were in 2017-18, 2018-19 and what they will be in 2019-20. When were the milestones in 2017-18 and 2018-19 delivered? When are the milestones for 2019-20 scheduled to be delivered?

Answer:

In 2017-18, the West Gate Tunnel Project achieved key milestones on schedule including reaching financial and contract close in December 2017.

Given the West Gate Tunnel Project is a Public Private Partnership (PPP), the contractual milestones are contract award/financial close, Freeway Completion and Tolling Completion.

In a PPP, the Project company and its contractor are free to manage their work program in order to achieve the contractual completion dates. There are significant financial consequences of not achieving completion by the scheduled contract date.

In relation to past and future milestones beyond contract award/financial close in December 2017, completion is scheduled for 2022, with various further land delivery dates in 2019-20. The State remains on track to deliver these.

The other milestones relate to state delivery of land by required dates during the design and construction phase.

Since the contract was executed in December 2017, the State has delivered all land required for the project on or ahead of the required dates in the contract.

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Page/s of transcript:	

Relevant text:

On the West Gate Tunnel Project, with respect to the agreed budget, what the agreed budgets in 2017-18, 2018-19 were and what the public money was spent on? For 2019-20, what is the budget and what it is expected to buy?

Answer:

The \$6.7 billion West Gate Tunnel Project includes the West Gate Tunnel Public Private Partnership (PPP) Project, the Monash Freeway Upgrade Stage 1 project and the Webb Dock Access projects, as a suite of improvements to the critical M1 corridor and to provide a much-needed alternative to the West Gate Bridge.

The project will create around 6 000 jobs during construction and provide an estimated \$11 billion boost to Victoria's economy. When complete, the Project will deliver upgrades to the West Gate Freeway between the M80 and Williamstown Road, new twin three lane tunnels under Yarraville, bridges over the Maribyrnong River and a new elevated connection from the tunnels to the Port of Melbourne, north west of the CBD, and Footscray Road.

Wurundjeri Way will also be upgraded and extended to connect with the project and Dynon Road.

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Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

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Performance measures serve two critical purposes, that is:

- They are service level agreements that underpin and justify funding to your department from the public purse?
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Do you think one vague performance measure adequately justifies your funding, adequately informs the public, and provides an acceptable level of transparency and accountability for a \$6.7 billion project?

Answer:

The \$6.7 billion West Gate Tunnel Project includes the West Gate Tunnel Public Private Partnership (PPP) Project, the Monash Freeway Upgrade Stage 1 project and the Web Dock Access projects, as a suite of improvements to the M1 corridor and to provide a much-needed alternative to the West Gate Bridge.

The latter two projects are completed. The West Gate Tunnel PPP is a contract between Transurban and the Victorian Government involving \$4 billion of private funding. Transurban does not receive revenue from the West Gate Tunnel Project until the motorway is completed.

The public is informed on the status of expenditure through a range of mechanisms. The budget papers contain past, plus current and future expenditure. A significant level of information about the project has been released to the public. The Project Summary released in December 2017 outlines the scope of works for the Project and the total estimated costs of each component. Redacted contracts were released at that time as well as a summary Value for Money Assessment. The Business Case was released in 2015. The Project Agreement (contract) was released in full and unredacted in June 2019.

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Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

Budget Paper Number 3. p. 345 – more specifically the Quality performance measure: ‘North East Link - delivery - milestones delivered in accordance with agreed budget and timelines’.

What were the milestones for this project in 2018-19 and what will they be in 2019-20? When were the milestones in 2018-19 delivered? When are the milestones for 2019-20 scheduled to be delivered?

Answer:

The North East Link Project has met the 2018-19 key project milestones:

- Release of the Reference Design update;
- Release of the Invitation for Expressions of Interest for the Early Works Package and the Primary Package;
- Close of the Early Works Package Expression of Interest;
- Release of the Early Works Package Request for Proposal;
- Close of the Early Works Package Request for Proposal;
- Close of the Primary Package Expression of Interest; and
- Release the Environment Effects Statement for public exhibition.

The key project milestones for 2019-20 include:

- Contract Award for the Early Works Package;
- Release the Primary Package Request for Proposal;
- Commence Environment Effects Statement Planning Panels;
- Receive Minister’s Assessment of Environment Effects Statement;
- Commence Early Works; and
- Commence land acquisition.

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Portfolio:	Minister for Transport Infrastructure
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Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

With respect to the agreed budget on the North East Link, what was the agreed budget in 2018-19 and what the public money was spent on? For 2019-20, what is the budget and what is it expected to buy?

Answer:

The North East Link Project funding profile for 2018-19 budget estimates was not reported in the budget estimates due to the commercial sensitivity of the live tender process.

The funding received by the project team in 2018-2019 budget has enabled:

- engagement with the community and stakeholders to seek their input and feedback while assessing the corridor through a range of 'drop in' sessions and forums;
- development of the project reference design;
- field surveys and investigations to determine geotechnical conditions and identify utility services for relocation;
- the release of the Early Works and Primary Packages to market in November 2018;
- completion of the environmental studies to inform the Environment Effects Statement; and
- public exhibition of the Environment Effects Statement for eight weeks.

The Victorian Government has fully funded the \$15.8 billion North East Link as part of the 2019-20 State Budget (BP4 PG 76). The funding profile is not reported at this time due to commercial sensitivity of the live tender process. The 2019-20 funding will:

- progress the final stages of the Environment Effects Statement public hearings;
- obtain planning approvals for the project;
- continue the procurement process for the Early Works and Primary Packages;
- commence Early Works Package construction in 2020; and
- commence land acquisition in 2020.

Questions taken on notice and further information agreed to be supplied at the hearings

Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

Do you think one vague performance measure adequately justifies your funding, adequately informs the public, and provides an acceptable level of transparency and accountability for a \$15.8 billion project?

Answer:

The North East Link Project team have undertaken community consultation from the very earliest phase of the project, earlier than is normally the case for a project of this scale.

The North East Link Project through its website (<https://northeastlink.vic.gov.au/>) provides wide-ranging detailed information to the community. The website includes a redacted version (due to commercial sensitivity) of the full business case, along with the project benefits, key timelines, maps of the corridor and community engagement sessions. As of December 2018, more than 111,000 people have visited the North East Link website.

The project reference design that informed the recently released Environment Effects Statement is also published on the website.

Questions taken on notice and further information agreed to be supplied at the hearings

Portfolio:	Minister for Transport Infrastructure
Witness:	
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Page/s of transcript:	

Relevant text:

Departmental Secretary, the Victorian Government receives a significant discount on electricity from the purchasing contract with Red Energy. In a written response to PAEC from the February 2018 hearings, the former DEDJTR confirmed that for the 2016/17 financial year rates, that despite having a reduction in electricity usage, the Departments electricity bills increased 25%. Has your Department seen a similar rise in the Departments electricity bills?

Answer:

The Department of Transport is unable to compare its electricity costs in the current financial year against costs from the 2016-17 financial year as the department was formed on 1 January 2019.

Questions taken on notice and further information agreed to be supplied at the hearings

Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

Can you provide the committee with your Department's:

- a) Units of electricity usage (excluding green power) in megajoules
- b) Units of electricity usage (excluding green power) converted to kilowatt hours
- c) Total financial cost of electricity
- d) And how that compares with the previous financial year?

Answer:

- a) Electricity usage in megajoules is provided within the Department's Annual Report.
- b) Kilowatt hours is not used as a reporting metric for electricity usage.
- c) Total electricity costs for the 2018-19 financial year are still being calculated.
- d) See above.

Questions taken on notice and further information agreed to be supplied at the hearings

Portfolio:	Minister for Transport Infrastructure
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Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

Departmental Secretary, for 2017/18 and for 2018/19 so far, can you please provide the committee with the number of Departmental staff that reported incidents of bullying to your Department.

Answer:

Since the Department of Transport was formed on 1 January 2019, the department has not received any formal bullying complaints from employees.

Questions taken on notice and further information agreed to be supplied at the hearings

Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

For the same timeframe, 2017/18 and for 2018/19 so far, can you please provide the committee with the number of Ministerial staff that reported incidents of bullying to your Department?

Answer:

There have been no reported incidents of bullying from Ministerial staff to the Department of Transport.

Questions taken on notice and further information agreed to be supplied at the hearings

Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

Are able to provide a breakdown of all bullying incidents by category identified, whether gender, sexuality, physical for those two previous questions as well.

Answer:

Not applicable as the Department of Transport has not received any bullying incidents.

Questions taken on notice and further information agreed to be supplied at the hearings

Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

Secretary, are you able to please provide the committee with a copy of the latest People Matters Survey results for your Department and, in addition, the itemised results for each portfolio agency under your Department.

Answer:

The Victorian Public Sector Commissioner (VPSC) is currently releasing the data of the recent 2019 People Matter Survey to all participating public sector organisations.

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Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

Secretary, BP2 PG 57 identifies \$685 million in Reprioritisations and revenue offsets and \$251 million in savings. This follows on from reprioritisations and savings in last year's budget.

Can you please detail the reprioritisations which have occurred in your Department during 2018/19, for which unit of your Department they applied to and for which programs or policy areas?

Answer:

The Department of Transport was established on 1 January 2019, therefore reprioritisations from the 2018-19 budget are not applicable.

Questions taken on notice and further information agreed to be supplied at the hearings

Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

One Department has set a target of reducing their workforce from 13,000 to around 7,000 in 2019/20. What is your Department's headcount reduction target to achieve employee savings?

Answer:

The Department of Transport does not have a headcount reduction target to achieve employee savings.

Questions taken on notice and further information agreed to be supplied at the hearings

Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

Can you please provide the committee with a list of how many fixed terms contracts are not going to be renewed in each unit of your Department?

Answer:

Renewal of fixed term contracts is considered on a case by case basis. The Department does not have a list of fixed term contracts that are not going to be renewed.

Questions taken on notice and further information agreed to be supplied at the hearings

Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

The budget forecasts \$2.5 billion in reprioritisations over the forward estimates. How much of the \$2.5 billion will impact your Department?

Answer:

The \$2.5 billion refers to reprioritisations and revenue offsets and is one component of the policy variations which account for the net impact of new budget initiatives. These variations also include adjustments and savings. The final allocation of policy variations to Departments across the forward estimates will not be known until the conclusion of the base review process.

Questions taken on notice and further information agreed to be supplied at the hearings

Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

The budget forecasts \$1.97 billion in savings over the forward estimates. How much of that \$1.97 billion will impact your Department?

Answer:

New savings and efficiencies totalling \$17.4 million ongoing have been allocated to the Department of Transport as part of the 2019-20 Budget, comprising \$4 million Labor Financial Statement savings and \$13.4 million whole of government efficiencies, including indexation savings.

As outlined in Budget Paper 3, to enable the Government to invest in priority areas, departments will deliver a range of further efficiency measures from 2019-20. This includes aligning indexation of output funding with forecast inflation in 2019-20, along with expanding the General Efficiency Dividend from 2020-21.

Questions taken on notice and further information agreed to be supplied at the hearings

Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

Has the Department's Base Review begun? If not, when will it begin?

Answer:

The Department has commenced its base review.

Questions taken on notice and further information agreed to be supplied at the hearings

Portfolio:	Minister for Transport Infrastructure
Witness:	
Committee member:	Mr Richard Riordan MP
Page/s of transcript:	

Relevant text:

Has anyone been contracted to conduct the Base Review at your Department? If so who and at what cost?

Answer:

Management consultants were contracted centrally to conduct the base reviews. Consultancy expenditure details will be published in DPC's 2018–19 Annual Report.