



PUBLIC ACCOUNTS AND ESTIMATES COMMITTEE

2013-14 AND 2014-15 FINANCIAL AND PERFORMANCE OUTCOMES GENERAL QUESTIONNAIRE

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE

SECTION A: Output variances and program outcomes

Question 1 (departments only)

This question does not apply to your department.

Question 2 (departments only)

Please identify all outputs for which the department received additional funding after the initial budget (as described in *BFMG-42: Budget Supplementation*) in 2013-14 or 2014-15. For each output, please quantify the additional funding, indicate the source of the additional funding (e.g. 'Treasurer's Advance', 'appropriations that would otherwise be unapplied', 'accumulated surplus') and explain why additional funding was required:

(a) in 2013-14

Output	Additional funding * (\$ million)	Source of funding	Reasons why additional funding was required
Transport Safety Regulation and Investigations	1.0	Carryover from 2012-13 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for the Taxi Rank Safety Program.
	10.4	Transfers pursuant to Section 30 of the <i>Financial Management Act 1994 (FMA)</i> .	The additional funding primarily reflects funding that was provided for the implementation of taxi reform, as announced in the 2013-14 Victorian Budget Update and funding that had not been fully spent during 2012-13 that was reinstated in 2013-14 for other taxi related programs.
Metropolitan Transport Services	6.8	Carryover from 2012-13 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for a number of projects, including bus services procurement and train and tram works.
	52.9	Transfers pursuant to Section 30 of the <i>FMA</i> .	The additional funding primarily reflects changes to metropolitan farebox revenue, additional funding for increased energy costs payable to the train and tram operators, and funding that was provided for the maintenance and operations for Regional Rail Link, as announced in the 2014-15 Victorian Budget.
Regional Transport Services	5.3	Transfers pursuant to Section 30 of the <i>FMA</i> .	The additional funding reflects funding which was provided for the ongoing maintenance for Regional Rail Link, as announced in the 2014-15 Victorian Budget.
Statewide Transport Services	12.3	Carryover from 2012-13 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for myki related works.

Output	Additional funding * (\$ million)	Source of funding	Reasons why additional funding was required
Integrated Transport System Planning	1.6	Transfers pursuant to Section 30 of the <i>FMA</i> .	The additional funding reflects funding provided for the Avalon Airport Rail link that had not been fully spent during 2012-13 that was reinstated in 2013-14.
	4.7	Carryover from 2012-13 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for a number of projects, including planning for the Avalon Airport Rail Link and Melbourne Airport Rail Link.
Public Transport Network Improvements and Maintenance	1.3	Carryover from 2012-13 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for the Opening Unused Railway Station Building works.
	2.0	Transfers pursuant to Section 30 of the <i>FMA</i> .	The additional funding reflects funding to be provided to the Melbourne City Council as part of city car park levy changes.
Road Network Improvements	8.8	Carryover from 2012-13 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for Peninsula Link works.
	37.8	Transfers pursuant to Section 30 of the <i>FMA</i> .	The additional funding primarily reflects the transfer of Peninsula Link contract payments from capital to operating following a review of the accounting treatment, and changes within various programs of works that sees works being undertaken on local roads, and therefore operating in nature.
Road Asset Management	2.5	Transfers pursuant to Section 30 of the <i>FMA</i> .	The additional funding reflects funding that was provided for improvement works along the entire length of the Great Ocean Road, as announced in the 2014-15 Victorian Budget.
Ports and Freight Network Improvements and Maintenance	7.7	Carryover from 2012-13 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for a number of projects, including the Boating Safety and Facilities Program and the Mode Shift Incentive Scheme.
	24.3	Transfers pursuant to Section 30 of the <i>FMA</i> .	The additional funding primarily reflects the transfer of funding for the Local Ports Critical Infrastructure project from capital to operating following a review of the accounting treatment, and funding provided for Victoria's contribution towards the National Heavy Vehicle Regulator.
Planning, Building and Heritage	12.9	Carryover from 2012-13 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for a number of projects, including Armstrong Creek and Planning for Melbourne and Regional Victoria.
Local Government	1.7	Carryover from 2012-13 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for local government programs.

Output	Additional funding * (\$ million)	Source of funding	Reasons why additional funding was required
Sport and Recreation	1.5	Carryover from 2012-13 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for the Sport and Recreation Grants program.
	0.3	Transfers pursuant to Section 30 of the <i>FMA</i> .	The additional funding reflects supplementary funding that was provided to the ANZAC Day Proceeds Fund, as announced in the 2013-14 Victorian Budget Update.
Land Victoria	0.7	Carryover from 2012-13 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for the works undertaken by Land Victoria.

**Figures exclude Section 29 and other external funding.*

(b) in 2014-15

Output	Additional funding * (\$ million)	Source of funding	Reasons why additional funding was required
Transport Safety Regulation and Investigations	4.4	Carryover from 2013-14 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for the implementation of taxi reform and taxi safety rank works.
	0.2	Transfers pursuant to Section 30 of the <i>FMA</i> .	The additional funding reflects works to undertake commercial maritime regulatory activities in accordance with delegations from Australian Maritime Safety Authority that had not been fully spent during 2013-14 that was reinstated in 2014-15.
Transport Safety and Security Management	3.8	Carryover from 2013-14 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for the Road Safety Action Plan.
Metropolitan Transport Services	13.3	Carryover from 2013-14 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for a number of projects, primarily relating to funding required for the Affordable Public Transport initiative, following the 1 January 2015 reform of the fare zones across Melbourne and free tram travel within Melbourne's Central Business District and Docklands.
	12.7	Transfers pursuant to Section 30 of the <i>FMA</i> .	The additional funding primarily reflects an accounting adjustment required following the closure of the Public Transport Fund trust account.

Output	Additional funding * (\$ million)	Source of funding	Reasons why additional funding was required
	1.5	Payments from Advance to Treasurer for the year ended 30 June 2015	The additional funding reflects set-up and operation of on-the-spot penalty fares, as announced in the 2014 Pre-Election Budget Update.
Statewide Transport Services	15.4	Carryover from 2013-14 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for myki and marketing initiatives.
	9.8	Payments from Advance to Treasurer for the year ended 30 June 2015	The additional funding reflects funding required for the Affordable Public Transport initiative, following the 1 January 2015 reform of the fare zones across Melbourne and free tram travel within Melbourne's Central Business District and Docklands.
Integrated Transport System Planning	0.7	Carryover from 2013-14 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for the Increased Use of Low Emission Vehicles program.
	3.0	Transfers pursuant to Section 30 of the <i>FMA</i> .	The additional funding reflects works relating to the Avalon Airport Rail Link planning that had not been fully spent during 2013-14 that was reinstated in 2014-15.
Public Transport Network Improvements and Maintenance	0.3	Payments from Advance to Treasurer for the year ended 30 June 2015	The additional funding reflects funding required to support the additional protective services officers, as announced in the 2014 Pre-Election Budget Update.
Road Network Improvements	0.7	Carryover from 2013-14 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover, primarily for the Transport Solutions project.
	11.9	Transfers pursuant to Section 30 of the <i>FMA</i> .	The additional funding primarily reflects the acceleration of works for a number of minor projects and the funding that had not been fully spent during 2013-14 that was reinstated in 2014-15 for Peninsula Link.
	0.7	Payments from Advance to Treasurer for the year ended 30 June 2015	The additional funding reflects funding provided to the Baw Baw Shire Council for flood repair works, as announced in the 2014 Pre-Election Budget Update.
Road Asset Management	1.4	Transfers pursuant to Section 30 of the <i>FMA</i> .	The additional funding reflects funding that was provided for improvement works along the Great Ocean Road, which had not been fully spent during 2013-14 that was reinstated in 2014-15.

Output	Additional funding * (\$ million)	Source of funding	Reasons why additional funding was required
Ports and Freight Network Improvements and Maintenance	12.5	Carryover from 2013-14 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for a number of projects, including the Boating Safety and Facilities Program and the Mode Shift Incentive Scheme.
	4.9	Transfers pursuant to Section 30 of the <i>FMA</i> .	The additional funding primarily reflects the transfer of funding for the Local Ports Critical Infrastructure project from capital to operating following a review of the accounting treatment.
Planning, Building and Heritage	6.9	Carryover from 2013-14 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for a number of projects, including the implementation of Plan Melbourne and the Coastal Planning program.
Office of the Victorian Government Architect	0.1	Carryover from 2013-14 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for the Victorian Design Review Panel works.
Local Government	0.1	Carryover from 2013-14 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for local government programs.
Sport and Recreation	1.2	Carryover from 2013-14 pursuant to Section 32 of the <i>FMA</i> .	The additional funding reflects approved carryover for a number of programs, including the Significant Sporting Events Program and Sport and Recreation Development Program.
	8.0	Payments from Advance to Treasurer for the year ended 30 June 2015	The additional funding reflects funding for the Shooting Sports Grants Program and Simonds Stadium, as announced in the 2014 Pre-Election Budget Update.

**Figures exclude Section 29 and other external funding.*

Question 3 (Department of Treasury and Finance only)

This question does not apply to your department.

SECTION B: Asset investment (departments only)

Question 4

This question does not apply to your department.

Question 5

This question does not apply to your department.

Question 6

Please indicate the amount included in the following line items in your financial statements for 2013-14 and 2014-15 (using the budget portfolio outcomes for departments) which related to payments for commissioned public private partnerships (PPPs).

Line item	Amount within this line item reflecting payments for PPPs (\$ million)	
	2013-14	2014-15*
<i>Operating statement</i>		
Interest expense	126.3	62.3
'Other operating expenses'	24.1	11.6
Other line items within expenses from transactions (Depreciation)	39.7	19.5
<i>Cash flow statement</i>		
Payments to suppliers and employees	23.0	11.0
Interest and other costs of finance paid	125.1	61.0
Repayment of finance leases	7.5	10.6
Other line items in the cash flow statement	0	0
<i>Administered items statement</i>		
Expenses on behalf of the State	0	0
Interest and depreciation expense	0	0
Other line items within 'administered expenses'	0	0

* On 31 December 2014, DTPLI was abolished and its outputs and functions were transferred to other departments. The 2014-15 financial statements only reflect data for the period 1 July to 31 December 2014. PPPs in the DTPLI portfolio that involve payments and/or repayments were Peninsula Link (VicRoads) and Southern Cross Station (PTV).

Question 7

Regarding the 'net cash flows from investments in financial assets for policy purposes' in the general government sector cash flow statement for 2013-14 and 2014-15, please provide the following details about any sources of cash inflows and cash outflows included in that line item which are connected with your department or its controlled entities:

- (a) the project related to the cash flow (using the same project names as are used in Budget Paper No.4 where possible)
- (b) the initial budget estimate (**not** the revised estimate) for cash flow in 2013-14 and 2014-15; and
- (c) the actual cash flow in 2013-14 and 2014-15.

Cash inflows

Project	Estimated cash inflow in 2013-14	Actual cash inflow in 2013-14	Estimated cash inflow in 2014-15	Actual cash inflow in 2014-15
	(\$ million)	(\$ million)	(\$ million)	(\$ million)
No relevant line items				

Cash outflows

Project	Estimated cash outflow in 2013-14	Actual cash outflow in 2013-14	Estimated cash outflow in 2014-15	Actual cash outflow in 2014-15
	(\$ million)	(\$ million)	(\$ million)	(\$ million)
No relevant line items				

Question 8

Regarding the 'net cash flows from investments in financial assets for policy purposes' in the State of Victoria cash flow statement for 2013-14 and 2014-15, please provide the following details about any sources of cash inflows and cash outflows included in that line item which are connected with your department or its controlled entities:

- (a) the project related to the cash flow (using the same project names as are used in Budget Paper No.4 where possible)
- (b) the initial budget estimate (**not** the revised estimate) cash flow in 2013-14 and 2014-15; and
- (c) the actual cash flow in 2013-14 and 2014-15.

Cash inflows

Project	Estimated cash inflow in 2013-14 (\$ million)	Actual cash inflow in 2013-14 (\$ million)	Estimated cash inflow in 2014-15 (\$ million)	Actual cash inflow in 2014-15 (\$ million)
No relevant line items				

Cash outflows

Project	Estimated cash outflow in 2013-14 (\$ million)	Actual cash outflow in 2013-14 (\$ million)	Estimated cash outflow in 2014-15 (\$ million)	Actual cash outflow in 2014-15 (\$ million)
No relevant line items				

Question 9 (Department of Treasury and Finance only)

This question does not apply to your department.

SECTION B: Asset investment (non-departments only)

Question 10

This question does not apply to your department.

Question 11

This question does not apply to your department.

SECTION C: Revenue and appropriations

Question 12

Please explain any variances greater than ± 10 per cent or \$100 million between the prior year's actual result and the actual result for 2013-14 and 2014-15 for each revenue/income category detailed in your operating statement. Please also indicate what any additional revenue was used for or how any reduced amounts of revenue impacted on service delivery.

For departments, please provide data consolidated on the same basis as the budget portfolios outcomes statement in your annual reports.

If there were no revenue/income categories for your department/agency for which the 2013-14 and 2014-15 expenditure varied from the prior year's expenditure by more than ± 10 per cent or \$100 million, you do not need to answer this question. If this is the case, please indicate 'no relevant line items' in the table(s) below.

Revenue category	2012-13 actual (\$ million)	2013-14 actual (\$ million)	Explanations for variances greater than ± 10 per cent or \$100 million	How the additional revenue was used/the impact of reduced revenue
Output appropriations	5,055.4	5,325.1	Increase largely relates to the machinery of government restructure whereby the former DPCD transferred to DTPLI on 1 July 2013.	Additional revenue was applied to the outputs that transferred-in, mainly Planning Outputs.
Special appropriations	1.9	16.7	Increase largely relates to the machinery of government restructure whereby the former DPCD transferred to DTPLI on 1 July 2013.	Additional revenue was applied to the outputs transferred in, such as Growth Areas Infrastructure Contribution (GAIC).
Interest	6.1	8.7	Increase largely relates to the machinery of government restructure whereby the former DPCD transferred to DTPLI on 1 July 2013.	Additional interest revenue was applied to the outputs that transferred-in, mainly from GAIC investments with Treasury Corporation Victoria (part of the Planning Output).
Sale of goods and services	745.9	686.0	The decrease was due to the change of the metropolitan farebox arrangements tied to the cessation of the 'Ticketing Guarantee Payment' to the metropolitan rail operators on 1 January 2014, following full myki implementation.	Revenue previously being received by DTPLI is now paid directly to the private rail operators as per the franchise agreement. No impact to Victorian community.

Revenue category	2012-13 actual	2013-14 actual	Explanations for variances greater than ± 10 per cent or \$100 million	How the additional revenue was used/the impact of reduced revenue
Grants	249.6	305.5	Increase largely relates to the machinery of government restructure whereby the former DPCD transferred to DTPLI on 1 July 2013.	Additional revenue was applied to the outputs that transferred-in, including the Community Support Fund (\$30m) of the Planning Output.
Fair value of assets and services received free of charge or for nominal consideration	54.0	64.0	Increase mainly relates to the increased value received by PTV for the free use of myki infrastructure assets sitting on the balance sheet of VicTrack.	With full myki implementation the use of the associated ticketing infrastructure is now available across the whole public transport system.
Other income	163.3	136.9	The decrease is due to a change in the classification of revenue between other income and sale of goods and services for approximately \$25 million in relation to third party (external) works performed by VicRoads.	No impact
Total	6,276.2	6,543.0		

Revenue category	2013-14 actual (\$ million)	2014-15 actual (\$ million)	Explanations for variances greater than ± 10 per cent or \$100 million	How the additional revenue was used/the impact of reduced revenue
Output appropriations	5,325.1	2,872.0	Results for 2014-15 are for six months due to a machinery of government change abolishing DTPLI.	The equivalent outputs of DTPLI have transferred to DEDJTR, DELWP, DHHS and DPC.
Special appropriations	16.7	9.8	Results for 2014-15 are for six months due to a machinery of government change abolishing DTPLI.	The equivalent outputs of DTPLI have transferred to DEDJTR, DELWP, DHHS and DPC.
Interest	8.7	4.1	Results for 2014-15 are for six months due to a machinery of government change abolishing DTPLI.	The equivalent outputs of DTPLI have transferred to DEDJTR, DELWP, DHHS and DPC.

Revenue category	2013-14 actual	2014-15 actual	Explanations for variances greater than ± 10 per cent or \$100 million	How the additional revenue was used/the impact of reduced revenue
Sales of goods and services	686.0	225.7	Results for 2014-15 are for six months due to a machinery of government change abolishing DTPLI.	The equivalent outputs of DTPLI have transferred to DEDJTR, DELWP, DHHS and DPC.
Grants	305.5	154.5	Results for 2014-15 are for six months due to a machinery of government change abolishing DTPLI	The equivalent outputs of DTPLI have transferred to DEDJTR, DELWP, DHHS and DPC.
Fair value of assets and services received free of charge	64.0	0.4	Results for 2014-15 are for six months due to a machinery of government change abolishing DTPLI.	The equivalent outputs of DTPLI have transferred to DEDJTR, DELWP, DHHS and DPC.
Other income	136.9	78.4	Results for 2014-15 are for six months due to a machinery of government change abolishing DTPLI.	The equivalent outputs of DTPLI have transferred to DEDJTR, DELWP, DHHS and DPC.
Total	6,543.0	3,344.9		

Question 13

Please explain any variances greater than ± 10 per cent or \$100 million between the initial budget estimate (**not** the revised estimate) and the actual result for 2013-14 and 2014-15 for each revenue/income category detailed in your operating statement. Please also identify any actions taken in response to the variations, either to mitigate or take advantage of the impact.

For departments, please provide data consolidated on the same basis as the budget portfolios outcomes statement in your annual reports.

If there were no revenue/income categories for your department/agency for which the 2013-14 and 2014-15 expenditure varied from the initial budget estimate by more than ± 10 per cent or \$100 million, you do not need to answer this question. If this is the case, please indicate 'no relevant line items' in the table(s) below.

Revenue category	2013-14 budget estimate (\$ million)	2013-14 actual (\$ million)	Explanations for variances greater than ± 10 per cent or \$100 million	Actions taken in response
Output Appropriations	5,383.2	5,325.1	N/A	N/A
Special Appropriations	7.0	16.7	Reflects increased cash flow relating to the Growth Area Infrastructure Contributions.	Nil
Interest	4.3	8.7	Reflects higher interest received on financial assets.	Nil
Sales of goods and services	855.9	686.0	The variance reflects the cessation of the Ticketing Guarantee Payment to the metropolitan train and tram operators on 1 January 2014.	Nil
Grants	281.7	305.5	N/A	Nil
Fair value of assets and services received free of charge or nominal consideration	0.0	64.0	Reflects assets received free of charge from VicTrack and transfer of property relating to number of road projects in 2013-14.	Nil
Other income	113.3	136.9	Relates to higher than anticipated revenue generated from myki cards sales and the timing of insurance for floods recovery.	Nil
Total	6,645.3	6,543.0		

Revenue category	2014-15 budget estimate (\$ million)	2014-15 actual (\$ million)	Explanations for variances greater than ±10 per cent or \$100 million	Actions taken in response
Output Appropriations	5,706.1	2,881.8	Results for 2014-15 actuals are for six months due to a machinery of government change abolishing DTPLI.	Nil
Interest	6.5	4.1	Results for 2014-15 actuals are for six months due to a machinery of government change abolishing DTPLI.	Nil
Sales of goods and services	396.2	225.7	Results for 2014-15 actuals are for six months due to a machinery of government change abolishing DTPLI.	Nil
Grants	305.7	154.5	Results for 2014-15 actuals are for six months due to a machinery of government change abolishing DTPLI.	Nil
Fair value of assets and services received free of charge or nominal consideration	0.0	0.4	Relates to assets and services received free of charge or nominal consideration not factored into the budget.	Nil
Other income	113.6	78.4	Results for 2014-15 actuals are for six months due to a machinery of government change abolishing DTPLI.	Nil
Total	6,528.1	3,344.9		

Question 14 (departments only)

Please provide a break-down of the Department's income from transactions (as calculated for the Department's comprehensive operating statement in the departmental financial statements in Budget Paper No.5 and in the budget portfolio outcomes in the annual report) into the following sources. If the variance between any budget and actual exceeds ± 10 per cent or \$100.0 million, please provide reasons for the variance. Part of the table has been pre-filled from the 2014-15 budget papers – please fill all blank spaces.

	2013-14 initial budget estimate	2013-14 actual	Explanation for variances greater than ± 10 per cent
	(\$ million)	(\$ million)	
Output appropriations	5,383.2	5,325.1	N/A.
Special appropriations	7.0	16.7	Reflects increased cash flow relating to the Growth Area Infrastructure Contributions.
Trust funds	908.0	694.3	Variance is mainly due to the impact of farebox estimates including new revenue sharing arrangements with Metro Trains and Yarra Trams from 1 January 2014.
Funds received and held outside the Public Account	344.2	437.8	Variance is affected by the inclusion of the Victorian Building Authority in the Department's portfolio outcomes statements.
Other - Fair Value of assets and services received free of charge	0.0	64.0	Reflects assets received free of charge from VicTrack and the transfer of road related assets in 2013-14.
Other – Interest	3.0	5.0	Relates to additional interest received than originally budgeted.
Total income from transactions	6,645.3	6,542.9	

	2014-15 initial budget estimate	2014-15 actual	Explanation for variances greater than ± 10 per cent
	(\$ million)	(\$ million)	
Output appropriations	5,692.2	2,872.0	Results for 2014-15 actuals are for six months due to a machinery of government change abolishing DTPLI.
Special appropriations	13.9	9.8	Results for 2014-15 actuals are for six months due to a machinery of government change abolishing DTPLI.
Trust funds	413.2	120.7	Variance mainly due to the closure of the Public Transport Fund as at 30 September 2014.
Funds received and held outside the Public Account	405.1	339.3	Results for 2014-15 actuals are for six months due to a machinery of government change abolishing DTPLI.
Other - Fair Value of assets and services received free of charge	0.0	0.4	Reflects assets received free of charge from VicTrack.
Other – Interest	3.7	2.7	Results for 2014-15 actuals are for six months due to a machinery of government change abolishing DTPLI.
Total income from transactions	6,528.1	3,344.9	

Question 15 (departments only)

Regarding the 'funds received and held outside the Public Account' figures provided in the previous question, please break these down into the most significant funds, quantify the income coming from each fund to the Department in each year and explain the sources and activities providing revenue into these funds.

Fund	2013-14 actual payments from fund to the Department (\$ million)	2014-15 actual payments from fund to the Department (\$ million)	Sources and activities providing revenue to the fund
VicRoads General Fund	311.0	163.6	Regulatory revenue to VicRoads (revenue from third party works and user charges associated with registration and licensing activities).
PTV General Fund	0.0	94.8	Fare Box revenue for PTV (bus operations portion only) and public transport concessions funding received from Victorian departments (DHHS, Education).
Victorian Building Authority Account	46.4	25.2	Mainly income from accreditation fees and permits.

Question 16

Regarding the trust accounts listed in the ‘trust account balances’ note to the financial statements in your entity’s annual report, please identify any accounts from which payments were passed directly to other bodies without being counted in your entity’s comprehensive operating statement. For each relevant account, please identify:

- (a) the value of payments;
- (b) the recipients of the payments; and
- (c) the purpose of the payments.

Trust account	Total payments from the account to bodies other than the Department, 2013-14 (\$ million)	Recipient of the payment	Purpose of the payment
No payments were passed directly to other bodies without being counted in the comprehensive operating statement.			

Trust account	Total payments from the account to bodies other than the Department, 2014-15 (\$ million)	Recipient of the payment	Purpose of the payment
No payments were passed directly to other bodies without being counted in the comprehensive operating statement.			

SECTION D: Expenses

Question 17

Please explain any variances greater than ± 10 per cent or \$100 million between the prior year's actual result and the actual result for 2013-14 and 2014-15 for each category of expenses detailed in your operating statement. Please also detail the outcomes in the community¹ achieved by any additional expenses or the impact on the community of reduced expenses (if there was no impact, please explain how that was achieved).

For departments, please provide data consolidated on the same basis as the budget portfolios outcomes statement in your annual reports.

If there were no categories of expenses for your department/agency for which the 2013-14 and 2014-15 expenditure varied from the prior year's expenditure by more than ± 10 per cent or \$100 million, you do not need to answer this question. If this is the case, please indicate 'no relevant line items' in the table(s) below.

Expenses category	2012-13 actual	2013-14 actual	Explanations for variances greater than ± 10 per cent or \$100 million	Outcomes achieved by additional expenses/impact of reduced expenses
	(\$ million)	(\$ million)		
Employee Benefits	425.1	488.0	Transfer of DPCD to DTPLI on 1 July 2013 due to machinery of government	Additional revenue was applied to the outputs that transferred-in, mainly Planning Outputs.
Depreciation	588.4	642.8	Increase is mainly due to the depreciation associated with the capitalisation of metropolitan bus assets which were brought onto PTV's balance sheet as a result of new bus franchise arrangements.	Reflects the change in accounting treatment where previously payments for bus services being accounted for as an operating lease expense (therefore no depreciation). No impact to Victorian community.
Interest expense	76.8	132.9	Increase is the first full year impact for interest payments in relation to the PenLink project.	The PenLink freeway is now fully available for use (no interest payments were made whilst under construction).

¹ That is, the impact of service delivery on the community rather than a description of the services delivered.

Expenses category	2012-13 actual	2013-14 actual	Explanations for variances greater than ±10 per cent or \$100 million	Outcomes achieved by additional expenses/impact of reduced expenses
	(\$ million)	(\$ million)		
Grants and other transfers	2,077.1	2,294.1	Transfer of DPCD to DTPLI on 1 July 2013 due to machinery of government	Additional revenue was applied to the outputs that transferred-in, mainly the Planning Output.
Capital asset charge	80.3	87.6		
Other operating expenses	2,932.2	2,813.9	The decrease is mainly due to the change if the metropolitan farebox arrangements tied to the cessation of the 'Ticketing Guarantee Payment' to the metropolitan rail operators on 1 January 2014, following full myki implementation.	The Ticketing Guarantee Payment to the private rail operators is no longer made and farebox payments are being direct to the operators as per the franchise agreement. No impact to Victorian community.
Total	6,179.8	6,459.3		

Expenses category	2013-14 actual	2014-15 actual	Explanations for variances greater than ±10 per cent or \$100 million	Outcomes achieved by additional expenses/impact of reduced expenses
	(\$ million)	(\$ million)		
Employee Benefits	488.0	246.3	Results for 2014-15 are for six months due to a machinery of government change abolishing DTPLI.	The equivalent outputs of DTPLI have transferred to DEDJTR, DELWP, DHHS and DPC.
Depreciation	642.8	320.5	Results for 2014-15 are for six months due to a machinery of government change abolishing DTPLI.	The equivalent outputs of DTPLI have transferred to DEDJTR, DELWP, DHHS and DPC.
Interest expense	132.9	65.6	Results for 2014-15 are for six months due to a machinery of government change abolishing DTPLI.	The equivalent outputs of DTPLI have transferred to DEDJTR, DELWP, DHHS and DPC.

Expenses category	2013-14 actual	2014-15 actual	Explanations for variances greater than ± 10 per cent or \$100 million	Outcomes achieved by additional expenses/impact of reduced expenses
Grants and other transfers	2,294.1	1,215.5	Results for 2014-15 are for six months due to a machinery of government change abolishing DTPLI.	The equivalent outputs of DTPLI have transferred to DEDJTR, DELWP, DHHS and DPC.
Capital asset charge	87.6	40.1	Results for 2014-15 are for six months due to a machinery of government change abolishing DTPLI.	The equivalent outputs of DTPLI have transferred to DEDJTR, DELWP, DHHS and DPC.
Other operating expenses	2,813.9	1,281.5	Results for 2014-15 are for six months due to a machinery of government change abolishing DTPLI.	The equivalent outputs of DTPLI have transferred to DEDJTR, DELWP, DHHS and DPC.
Total	6,459.3	3,169.6		

Question 18

Please explain any variances greater than ± 10 per cent or \$100 million between the initial budget estimate (**not** the revised budget) and the actual result for 2013-14 and 2014-15 for each category of expenses detailed in your operating statement. Please also detail the outcomes in the community² achieved by any additional expenses or the impact on the community of reduced expenses (if there was no impact, please explain how that was achieved).

For departments, please provide data consolidated on the same basis as the budget portfolios outcomes statement in your annual reports.

If there were no categories of expenses for your department/agency for which the 2013-14 and 2014-15 expenditure varied from the initial budget estimate by more than ± 10 per cent or \$100 million, you do not need to answer this question. If this is the case, please indicate 'no relevant line items' in the table(s) below.

Expenses category	2013-14 budget estimate (\$ million)	2013-14 actual (\$ million)	Explanations for variances greater than ± 10 per cent or \$100 million	Outcomes achieved by additional expenses/impact of reduced expenses
Employee benefits	476.7	488.0	N/A	N/A
Depreciation	631.8	642.8	N/A	N/A
Interest expense	126.6	132.9	N/A	N/A
Grants and other transfers	2,309.7	2,294.1	N/A	N/A
Capital asset charge	87.6	87.6	N/A	N/A
Other operating expenses	2,942.6	2,813.9	Variance primarily reflects the impact from the cessation of Ticketing Guarantee Payments to the metropolitan train and tram operators on 1 January 2014.	Nil
Total expenses from transactions	6,575.1	6,459.3		

² That is, the impact of service delivery on the community rather than a description of the services delivered.

Expenses category	2014-15 budget estimate (\$ million)	2014-15 actual (\$ million)	Explanations for variances greater than ±10 per cent or \$100 million	Outcomes achieved by additional expenses/impact of reduced expenses
Employee benefits	483.5	246.3	Results for 2014-15 actuals are for six months due to a machinery of government change abolishing DTPLI.	Nil
Depreciation	665.4	320.5	Results for 2014-15 actuals are for six months due to a machinery of government change abolishing DTPLI.	Nil
Interest expense	130.7	65.6	Results for 2014-15 actuals are for six months due to a machinery of government change abolishing DTPLI.	Nil
Grants and other transfers	2390.1	1,215.5	Results for 2014-15 actuals are for six months due to a machinery of government change abolishing DTPLI.	Nil
Capital asset charge	88.6	40.1	Results for 2014-15 actuals are for six months due to a machinery of government change abolishing DTPLI.	Nil
Other operating expenses	2586.4	1,281.5	Results for 2014-15 actuals are for six months due to a machinery of government change abolishing DTPLI.	Nil
Total expenses from transactions	6,344.7	3,169.5		

Question 19 (departments only)

Please provide the following details about the realisation of expenditure reduction targets in 2013-14 and 2014-15. In providing targets, please provide the cumulative target rather than the change in savings from one year to the next (i.e. provide the target on the same basis as the budget papers). Please provide figures for the Department including its controlled entities.³

Initiative	Total value of efficiencies/savings expected to be realised from that initiative (\$ million)		Explanation for any variances greater than ± 10 per cent between estimated and actual expenditure reductions	How the efficiencies/savings have been achieved (i.e. what measures or changes have been introduced)
	in 2013-14	in 2014-15		
Government election commitment savings (2011-12 Budget)	52.2	26.8	N/A	Savings are built into programs and activities.
Measures to offset the GST reduction (2011-12 Budget)	18.1	9.6	N/A	Savings are built into programs and activities.
Maintain a sustainable public service (2011-12 Budget Update)	65.7	35.8	N/A	DTPLI commenced restructuring to more effectively deliver frontline services.
Capping departmental expenditure growth (2011-12 Budget Update)	102.5	69.5	N/A	Savings are built into programs and activities.
'Total savings' line item in 2012-13 Budget	63.9	29.8	N/A	Reductions in contractors, consultants and procurement as part of the re-alignment of activities to deliver more effective front line services.
Efficiency measures (2012-13 Budget Update)	5.8	2.9	N/A	Reductions in contractors, consultants and procurement and in a number of grants programs and re-alignment of activities commenced during 2012-13.

³ That is, please provide this information for the Department on the same basis of consolidation as is used in the budget papers.

Initiative	Total value of efficiencies/savings expected to be realised from that initiative (\$ million)		Explanation for any variances greater than ±10 per cent between estimated and actual expenditure reductions	How the efficiencies/savings have been achieved (i.e. what measures or changes have been introduced)
	in 2013-14	in 2014-15		
Efficiency and expenditure reduction measures (2013-14 Budget)	N/A	8.4	N/A	Savings achieved through efficiencies derived through the implementation of the machinery of government changes.
Efficiency measures (2013-14 Budget Update)	N/A	21.0	N/A	Savings are built into programs and activities.
Application of an efficiency dividend to non-frontline departmental expenditure (2014-15 Budget)	N/A	N/A	N/A	N/A
Other	N/A	N/A	N/A	N/A

Question 20

Please detail any changes to your department’s/agency’s service delivery as a result of expenditure reduction initiatives, e.g. changes to the timing and scope of specific programs or discontinued programs:

(a) in 2013-14

Services are delivered in line with initiatives outlined in the State Budget each year.

(b) in 2014-15

Services are delivered in line with initiatives outlined in the State Budget each year.

Question 21 (departments only)

The 2013-14 and 2014-15 budget papers both include targets for the 'reprioritisation of resources previously allocated to departments' to fund new initiatives (2013-14 Budget Paper No.2, p.54; 2014-15 Budget Paper No.2, p.61). This is in addition to any savings or efficiencies resulting from expenditure reduction measures. For your department (including all controlled entities),⁴ please indicate:

- (a) what areas of expenditure (including projects and programs if appropriate) the funding was reprioritised from (i.e. what the funding was initially provided for);
- (b) for each area of expenditure (or project or program), how much funding was reprioritised in each year; and
- (c) the impact of the reprioritisation on those areas.

Area of expenditure originally funded	Value of funding reprioritised (\$ million)		Impact of reprioritisation of funding
	2013-14	2014-15	
General Recurrent funding	2.2	5.2	Internal reprioritisation within DTPLI through efficiencies in corporate areas with minimal impact on the service delivery.
General Operating funding	0.3	0.0	Internal reprioritisation within PTV through efficiencies with no impact on the service delivery.
Pavement Resurfacing (VicRoads funded program)	2.3	8.6	A minor reduction in resurfacing of the road network.
Total funding	4.8	13.8	

⁴ That is, please provide this information for the Department on the same basis of consolidation as is used in the budget papers.

Question 22 (Department of Treasury and Finance only)

This question does not apply to your department.

Question 23 (PNFC and PFC entities only)

This question does not apply to your department.

SECTION E: Public sector workforce

Question 24

Please detail the total full-time equivalent number of staff in your department/agency as at 30 June 2013, 30 June 2014 and 30 June 2015 in each of the following bands of levels, and explain the changes:

DEPARTMENT OF TRANSPORT, PLANNING & LOCAL INFRASTRUCTURE (DTPLI)

Level	Total FTE (30 June 2013)*	Total FTE (30 June 2014)*	Total FTE (30 June 2015)**	Explanation for changes
VPS Grades 1-3	315	283	N/A	The variance between June 2013 and June 2014 was due to Machinery of Government transfers out of the department in July 2013.
VPS Grade 4	257	233	N/A	The variance between June 2013 and June 2014 was due to Machinery of Government transfers out of the department in July 2013.
VPS Grades 5-6 and STS	594	540	N/A	The variance between June 2013 and June 2014 was due to Machinery of Government transfers out of the department in July 2013.
EO	52	50	N/A	The variance between June 2013 and June 2014 was due to Machinery of Government transfers out of the department in July 2013.
Other	33	25	N/A	The variance between June 2013 and June 2014 was due to Machinery of Government transfers out of the department in July 2013.
Total of all staff (including non-VPS grades)	1,251	1,131	N/A	The variance between June 2013 and June 2014 was due to Machinery of Government transfers out of the department in July 2013.

* As reported in the DTPLI 2013-14 Annual Report for 1 July 2013, the date on which DTPLI was consolidated for reporting.

** On 1 January 2015, DTPLI was transferred to a number of other departments and DTPLI ceased to exist.

ARCHITECTS REGISTRATION BOARD

Level	Total FTE (30 June 2013)	Total FTE (30 June 2014)	Total FTE (30 June 2015)*	Explanation for changes
VPS Grades 1-3	0.0	0.0	N/A	
VPS Grade 4	0.0	0.0	N/A	
VPS Grades 5-6 and STS	1.0	1.0	N/A	
EO	0.0	0.0	N/A	
Other	2.6	1.9	N/A	
Total of all staff (including non-VPS grades)	3.6	2.9	N/A	

* On 1 January 2015, the Architects Registration Board was transferred to the DELWP portfolio.

LEVEL CROSSING REMOVAL AUTHORITY (LXRA)

Not applicable, LXRA commenced operations as Moving Victoria – Roads Office on 1 July 2014 and was renamed as LXRA on 7 May 2015. On 1 January 2015, LXRA was transferred to the DEDJTR portfolio. FTE at 30 June 2015 are reported as a part of the DEDJTR questionnaire.

LINKING MELBOURNE AUTHORITY (LMA)

Level	Total FTE (30 June 2013)*	Total FTE (30 June 2014)	Total FTE (30 June 2015)**	Explanation for changes
VPS Grades 1-3		5.0	N/A	
VPS Grade 4		10.5	N/A	
VPS Grades 5-6 and STS		26.8	N/A	
EO		13.8	N/A	
Other		0.0	N/A	
Total of all staff (including non-VPS grades)	41.0	56.1	N/A	

* June 2013 total FTE is as reported in LMA's Annual Report and cannot be broken down by classification.

**On 1 January 2015, LMA was transferred to the DEDJTR portfolio. FTE at 30 June 2015 are reported as a part of the DEDJTR questionnaire.

LOCAL GOVERNMENT COMPLIANCE & INVESTIGATIONS INSPECTORATE (LGCII)

Level	Total FTE (30 June 2013) *	Total FTE (30 June 2014)	Total FTE (30 June 2015)**	Explanation for changes
VPS Grades 1-3	N/A	0.0	N/A	
VPS Grade 4	N/A	1.0	N/A	
VPS Grades 5-6 and STS	N/A	6.0	N/A	
EO	N/A	1.0	N/A	
Other	N/A	0.0	N/A	
Total of all staff (including non-VPS grades)	N/A	8.0	N/A	

* Prior to 2013-14, LGCII was reported as a consolidated part of departmental reports.

** On 1 January 2015, LGCII was transferred to the DPC portfolio.

MELBOURNE METRO RAIL AUTHORITY (MMRA)

Not applicable, MMRA commenced operations as Moving Victoria – Rail Office on 1 July 2014 and was renamed as the MMRA on 7 May 2015. On 1 January 2015, MMRA was transferred to the DEDJTR portfolio. FTE at 30 June 2015 are reported as a part of the DEDJTR questionnaire.

METROPOLITAN PLANNING AUTHORITY (MPA) (formerly GROWTH AREAS AUTHORITY (GAA))

Level	Total FTE (30 June 2013)	Total FTE (30 June 2014)	Total FTE (30 June 2015)*	Explanation for changes
VPS Grades 1-3	4.0	8.9	N/A	
VPS Grade 4	5.0	11.0	N/A	
VPS Grades 5-6 and STS	29.8	37.4	N/A	
EO	4.2	8.0	N/A	Two Director roles were externally reviewed and converted into Executive officer positions. An additional Executive officer (EO) was also appointed to manage the expanded MPA in 2014. During 2013 one Executive officer was on secondment for most of the year, accounting for the 0.15 FTE.
Other	0.00	0.0	N/A	
Total of all staff (including non-VPS grades)	43.0	65.3	N/A	When the Growth Areas Authority (GAA) became the MPA, its responsibilities expanded as a result of <i>Plan Melbourne</i>. Staffing capacity was reviewed. Further, a number of staff transferred from DTPLI to MPA.

* On 1 January 2015, the Metropolitan Planning Authority was transferred to the DELWP portfolio.

OFFICE OF THE VICTORIAN GOVERNMENT ARCHITECT (OVGA)

Level	Total FTE (30 June 2013) *	Total FTE (30 June 2014)	Total FTE (30 June 2015)**	Explanation for changes
VPS Grades 1-3	N/A	0.0	N/A	
VPS Grade 4	N/A	2.0	N/A	
VPS Grades 5-6 and STS	N/A	5.3	N/A	
EO	N/A	0.6	N/A	
Other	N/A	0.0	N/A	
Total of all staff (including non-VPS grades)	N/A	7.9	N/A	

* On 1 July 2013, OVGA was transferred to the DTPLI portfolio from the DPC portfolio.

** On 1 January 2015, OVGA was transferred to the DPC portfolio.

REGIONAL RAIL LINK AUTHORITY (RRLA)

Level	Total FTE (30 June 2013)	Total FTE (30 June 2014)	Total FTE (30 June 2015) *	Explanation for changes
VPS Grades 1-3	26.8	16.7	N/A	Progression to later stages of project.
VPS Grade 4	19.8	19.8	N/A	
VPS Grades 5-6 and STS	45.8	41.8	N/A	Progression to later stages of project.
EO	5.7	4.7	N/A	Progression to later stages of project.
Other	17.3	15.1	N/A	Progression to later stages of project.
Total of all staff (including non-VPS grades)	115.4	98.1	N/A	Progression to later stages of project.

* On 1 January 2015, RRLA was transferred to the DEDJTR portfolio. FTE at 30 June 2015 are reported as a part of the DEDJTR questionnaire.

TAXI SERVICES COMMISSION

Level	Total FTE (30 June 2013) *	Total FTE (30 June 2014)	Total FTE (30 June 2015) **	Explanation for changes
VPS Grades 1-3	N/A	55.9	N/A	
VPS Grade 4	N/A	34.5	N/A	
VPS Grades 5-6 and STS	N/A	37.5	N/A	
EO	N/A	5.0	N/A	
Other	N/A	0.00	N/A	
Total of all staff (including non-VPS grades)	N/A	132.9	N/A	

* Not available. The Taxi Services Commission commenced 1 July 2013

** On 1 January 2015, the Taxi Services Commission was transferred to the DEDJTR portfolio. FTE at 30 June 2015 are reported as a part of the DEDJTR questionnaire.

VICTORIAN BUILDING AUTHORITY

Level	Total FTE (30 June 2013) *	Total FTE (30 June 2014)	Total FTE (30 June 2015) **	Explanation for changes
Band 1-3	N/A	65.8	N/A	
Band 4	N/A	25.2	N/A	
Band 5-6	N/A	109.7	N/A	
EO	N/A	6.8	N/A	
Other	N/A	0.0	N/A	
Total of all staff (including non-VPS grades)	N/A	207.5	N/A	

* Not available. The Victorian Building Authority commenced 1 July 2013

** On 1 January 2015, the Victorian Building Authority was transferred to the DELWP portfolio.

VICTORIAN INSTITUTE OF SPORT

Level	Total FTE (30 June 2013)	Total FTE (30 June 2014)	Total FTE (30 June 2015)**	Explanation for changes
VPS Grades 1-3	0.0	0.0	N/A	
VPS Grade 4	0.0	0.0	N/A	
VPS Grades 5-6 and STS	0.0	0.0	N/A	
EO	1.0	1.0	N/A	
Other	43.2	46.8	N/A	Additional coaches – Cycling & Gymnastics
Total of all staff (including non-VPS grades)	44.2	47.8	N/A	

** On 1 January 2015, the Victorian Institute of Sport was transferred to the DHHS portfolio.

Question 25

In the table below, please detail the salary costs for 2012-13, 2013-14 and 2014-15, broken down by ongoing, fixed-term and casual, and explain any variances greater than ± 10 per cent or \$100 million between the years for each category.

DEPARTMENT OF TRANSPORT, PLANNING & LOCAL INFRASTRUCTURE (DTPLI)

Employment category	Gross salary 2012-13 (\$ million)*	Gross salary 2013-14 (\$ million)	Gross salary 2014-15 (\$ million)**	Explanation for any year-on-year variances greater than ± 10 per cent or \$100 million
Ongoing	N/A	118.4	53.9	
Fixed-term	N/A	5.6	5.9	
Casual	N/A	0.0	0.00	
Total	N/A	124.0	59.8	Machinery of Government

* Not available, as in accordance with Administrative Arrangements Order no 214 of 2013, salaries were accounted for as a part of the annual reporting of the departments from which DTPLI staff were drawn in April 2013.

** On 1 January 2015, former DTPLI functions were transferred to a number of other departments and DTPLI ceased to exist. Salaries for 2014-15 are reported as 1 July to 31 December 2014, with the 1 January to 30 June 2015 component reported in the DEDJTR questionnaire.

ARCHITECTS REGISTRATION BOARD

Employment category	Gross salary 2012-13 (\$ million)	Gross salary 2013-14 (\$ million)	Gross salary 2014-15 (\$ million) *	Explanation for any year-on-year variances greater than ± 10 per cent or \$100 million
Ongoing	0.3	0.3	0.1	
Fixed-term	N/A	N/A	N/A	
Casual	N/A	N/A	N/A	
Total	0.3	0.3	0.1	

* On 1 January 2015, the Architects Registration Board was transferred to the DELWP portfolio. Salaries for 2014-15 are reported as 1 July to 31 December 2014.

LEVEL CROSSING REMOVAL AUTHORITY (LXRA)

Employment category	Gross salary 2012-13 (\$ million) *	Gross salary 2013-14 (\$ million) *	Gross salary 2014-15 (\$ million) **	Explanation for any year-on-year variances greater than ± 10 per cent or \$100 million
Ongoing	N/A	N/A	0.0	
Fixed-term	N/A	N/A	0.1	
Casual	N/A	N/A	0.0	
Total	N/A	N/A	0.1	

*Not available. LXRA commenced operations as Moving Victoria – Roads Office on 1 July 2014 and was renamed as LXRA on 7 May 2015.

** On 1 January 2015, LXRA was transferred to the DEDJTR portfolio. Salaries for 2014-15 are reported as 1 July to 31 December 2014, with the 1 January to 30 June 2015 component reported in the DEDJTR questionnaire.

LINKING MELBOURNE AUTHORITY (LMA)

Employment category	Gross salary 2012-13 (\$ million)	Gross salary 2013-14 (\$ million)	Gross salary 2014-15 (\$ million) *	Explanation for any year-on-year variances greater than ± 10 per cent or \$100 million
Ongoing	0.7	1.3	0.7	Increased workforce in 2013-14 due to development of East-West Link project.
Fixed-term	3.7	5.7	3.2	Increased workforce in 2013-14 due to development of East-West Link project.
Casual	0.0	0.0	0.0	
Total	4.4	7.0	3.9	Increased workforce in 2013-14 due to development of East-West Link project.

* On 1 January 2015, LMA was transferred to the DEDJTR portfolio. Salaries for 2014-15 are reported as 1 July to 31 December 2014, with the 1 January to 30 June 2015 component reported in the DEDJTR questionnaire.

LOCAL GOVERNMENT COMPLIANCE & INVESTIGATIONS INSPECTORATE (LGCII)

Employment category	Gross salary 2012-13 (\$ million) *	Gross salary 2013-14 (\$ million)	Gross salary 2014-15 (\$ million) **	Explanation for any year-on-year variances greater than ±10 per cent or \$100 million
Ongoing	N/A	0.8	0.4	
Fixed-term	N/A	0.0	0.0	
Casual	N/A	0.0	0.0	
Total	N/A	0.8	0.4	

* Prior to 2013-14, LGCII was reported as a consolidated part of departmental reports.

** On 1 January 2015, LGCII was transferred to the DPC portfolio. Salaries for 2014-15 are reported as 1 July to 31 December 2014.

MELBOURNE METRO RAIL AUTHORITY (MMRA)

Employment category	Gross salary 2012-13 (\$ million) *	Gross salary 2013-14 (\$ million) *	Gross salary 2014-15 (\$ million) **	Explanation for any year-on-year variances greater than ±10 per cent or \$100 million
Ongoing	N/A	N/A	0.0	
Fixed-term	N/A	N/A	0.9	
Casual	N/A	N/A	0.0	
Total	N/A	N/A	0.9	

* MMRA commenced operations as Moving Victoria – Rail Office on 1 July 2014 and was renamed as the MMRA on 7 May 2015.

** On 1 January 2015, MMRA was transferred to the DEDJTR portfolio. Salaries for 2014-15 are reported as 1 July to 31 December 2014, with the 1 January to 30 June 2015 component reported in the DEDJTR questionnaire.

METROPOLITAN PLANNING AUTHORITY (MPA) (formerly GROWTH AREAS AUTHORITY (GAA))

Employment category	Gross salary 2012-13 (\$ million)	Gross salary 2013-14 (\$ million)	Gross salary 2014-15 (\$ million) *	Explanation for any year-on-year variances greater than ±10 per cent or \$100 million
Ongoing	1.1	1.1	N/A	
Fixed-term	3.1	4.3	N/A	Following increased State Government allocations from \$4.6m to \$6.2m, MPA was able to realign resources and increase its workforce
Casual	0.0	0.0	N/A	
Total	4.2	5.4	N/A	

* On 1 January 2015, the Metropolitan Planning Authority was transferred to the DELWP portfolio.

OFFICE OF THE VICTORIAN GOVERNMENT ARCHITECT (OVGA)

Employment category	Gross salary 2012-13 (\$ million) *	Gross salary 2013-14 (\$ million)	Gross salary 2014-15 (\$ million) **	Explanation for any year-on-year variances greater than ±10 per cent or \$100 million
Ongoing	N/A	0.7	0.3	
Fixed-term	N/A	0.3	0.2	
Casual	N/A	0.0	0.0	
Total	N/A	1.0	0.5	

* On 1 July 2013, OVGA was transferred into the DTPLI portfolio from the DPC portfolio.

** On 1 January 2015, OVGA was transferred to the DPC portfolio. Salaries for 2014-15 are reported as 1 July to 31 December 2014.

REGIONAL RAIL LINK AUTHORITY (RRLA)

Employment category	Gross salary 2012-13 (\$ million)	Gross salary 2013-14 (\$ million)	Gross salary 2014-15 (\$ million) *	Explanation for any year-on-year variances greater than ± 10 per cent or \$100 million
Ongoing	1.6	1.9	0.0	The variance between 2012-13 and 2013-14 related to an increased number of graduate engineers along with enterprise agreement salary increases. The variance between 2013-14 and 2014-15 was due to Graduate engineers transferred out to MMRA.
Fixed-term	10.9	10.5	5.0	Close out of project during 2014-15
Casual	0.0	0.1	0.0	
Total	12.5	12.5	5.0	Close out of project during 2014-15

* On 1 January 2015, RRLA was transferred to the DEDJTR portfolio. Salaries for 2014-15 are reported as 1 July to 31 December 2014, with the 1 January to 30 June 2015 component reported in the DEDJTR questionnaire.

TAXI SERVICES COMMISSION

Employment category	Gross salary 2012-13 (\$ million) *	Gross salary 2013-14 (\$ million)	Gross salary 2014-15 (\$ million) **	Explanation for any year-on-year variances greater than ± 10 per cent or \$100 million
Ongoing	N/A	10.1	5.0	
Fixed-term	N/A	0.9	1.4	
Casual	N/A	0.0	0.0	
Total	N/A	11.0	6.4	

* Not available. The Taxi Services Commission commenced 1 July 2013

** On 1 January 2015, the Taxi Services Commission was transferred to the DEDJTR portfolio. Salaries for 2014-15 are reported as 1 July to 31 December 2014, with the 1 January to 30 June 2015 component reported in the DEDJTR questionnaire.

VICTORIAN BUILDING AUTHORITY

Employment category	Gross salary 2012-13 (\$ million) *	Gross salary 2013-14 (\$ million)**	Gross salary 2014-15 (\$ million) ***	Explanation for any year-on-year variances greater than ± 10 per cent or \$100 million
Ongoing	N/A			
Fixed-term	N/A			
Casual	N/A			
Total	N/A	17.4 ***	10.1	

* Not available. The Victorian Building Authority commenced 1 July 2013.

** Gross salary data could not be broken down into employment categories when preparing these reports. *** On 1 January 2015, the Victorian Building Authority was transferred to the DELWP portfolio. Salaries for 2014-15 are reported as 1 July to 31 December 2014.

VICTORIAN INSTITUTE OF SPORT

Employment category	Gross salary 2012-13 (\$ million)	Gross salary 2013-14 (\$ million)	Gross salary 2014-15 (\$ million) *	Explanation for any year-on-year variances greater than ± 10 per cent or \$100 million
Ongoing	0.0	0.0	0.0	
Fixed-term	3.2	3.3	1.8	
Casual	0.2	0.2	0.1	
Total	3.4	3.5	1.9	

* On 1 January 2015 the Victorian Institute of Sport was transferred to the DHHS portfolio. Salaries for 2014-15 are reported as 1 July to 31 December 2014

Question 26

Please detail the number of executives who received increases in their base remuneration in 2013-14 and 2014-15, breaking that information down according to what proportion of their salary the increase was, and explaining the reasons for executives' salaries increasing in each bracket.

DEPARTMENT OF TRANSPORT, PLANNING & LOCAL INFRASTRUCTURE (DTPLI)

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2013-14	Reasons for these increases
0-3 per cent	65	Annual adjustment to Executive remuneration New Contract Work Value Review Promotion
3-5 per cent	1	Work Value Review
5-10 per cent	3	Contract Renewal Work Value Review
10-15 per cent		
greater than 15 per cent	2	Contract Renewal

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2014-15	Reasons for these increases
0-3 per cent	55	Annual adjustment to Executive remuneration New Contract Promotion
3-5 per cent		
5-10 per cent		
10-15 per cent		
greater than 15 per cent		

On 1 January 2015, DTPLI was transferred to a number of other departments and DTPLI ceased to exist. Executive remuneration changes for 2014-15 occurred between 1 July and 31 December 2014.

ARCHITECTS REGISTRATION BOARD

Not Applicable – No Executive Officers.

LEVEL CROSSING REMOVAL AUTHORITY (LXRA)

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2014-15	Reasons for these increases
0-3 per cent	0	
3-5 per cent		
5-10 per cent		
10-15 per cent		
greater than 15 per cent		

Not applicable for 2013-14. LXRA commenced operations as Moving Victoria – Roads Office on 1 July 2014 and was renamed as LXRA on 7 May 2015. On 1 January 2015, LXRA was transferred to the DEDJTR portfolio.

No remuneration reviews were undertaken during 2014-15.

LINKING MELBOURNE AUTHORITY (LMA)

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2013-14	Reasons for these increases
0-3 per cent	14	Annual adjustment to Executive remuneration
3-5 per cent	1	Annual adjustment to Executive remuneration
5-10 per cent		
10-15 per cent		
greater than 15 per cent		

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2014-15	Reasons for these increases
0-3 per cent		
3-5 per cent		
5-10 per cent		
10-15 per cent		
greater than 15 per cent	1	Promotion

On 1 January 2015, LMA was transferred to the DEDJTR portfolio. Executive remuneration changes for 2014-15 occurred between 1 July and 31 December 2014.

LOCAL GOVERNMENT COMPLIANCE & INVESTIGATIONS INSPECTORATE (LGCII)

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2013-14	Reasons for these increases
0-3 per cent	1	Annual adjustment to Executive remuneration
3-5 per cent		
5-10 per cent		
10-15 per cent		
greater than 15 per cent		

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2014-15	Reasons for these increases
0-3 per cent	N/A	
3-5 per cent	N/A	
5-10 per cent	N/A	
10-15 per cent	N/A	
greater than 15 per cent	N/A	

On 1 January 2015, LGCII was transferred to the DPC portfolio. There were no Executive Officers employed by LGCII between 1 July and 31 December 2014.

MELBOURNE METRO RAIL AUTHORITY (MMRA)

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2014-15	Reasons for these increases
0-3 per cent	0	
3-5 per cent		
5-10 per cent		
10-15 per cent		
greater than 15 per cent		

Not applicable for 2013-14. MMRA commenced operations as Moving Victoria – Rail Office on 1 July 2014 and was renamed as MMRA on 7 May 2015. On 1 January 2015, MMRA was transferred to the DEDJTR portfolio.

No remuneration reviews were undertaken during 2014-15.

METROPOLITAN PLANNING AUTHORITY (MPA) (formerly GROWTH AREAS AUTHORITY (GAA))

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2013-14	Reasons for these increases
0-3 per cent	4	Annual adjustment to Executive remuneration
3-5 per cent		
5-10 per cent		
10-15 per cent		
greater than 15 per cent	1	The GAA became the MPA and the work area and responsibility significantly expanded

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2014-15	Reasons for these increases
0-3 per cent	7	Annual adjustment to Executive remuneration
3-5 per cent		
5-10 per cent	1	Extra responsibilities within the role
10-15 per cent		
greater than 15 per cent		

On 1 January 2015, the Metropolitan Planning Authority was transferred to the DELWP portfolio. Executive remuneration changes for 2014-15 occurred between 1 July and 31 December 2014.

OFFICE OF THE VICTORIAN GOVERNMENT ARCHITECT (OVGA)

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2013-14	Reasons for these increases
0-3 per cent	1	Annual adjustment to Executive remuneration
3-5 per cent		
5-10 per cent		
10-15 per cent		
greater than 15 per cent		

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2014-15	Reasons for these increases
0-3 per cent	1	Annual adjustment to Executive remuneration
3-5 per cent		
5-10 per cent		
10-15 per cent		
greater than 15 per cent		

On 1 January 2015, OVGA was transferred to the DPC portfolio. Executive remuneration changes for 2014-15 occurred between 1 July and 31 December 2014.

REGIONAL RAIL LINK AUTHORITY (RRLA)

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2013-14	Reasons for these increases
0-3 per cent	6	Annual adjustment to Executive remuneration Reclassification
3-5 per cent		
5-10 per cent		
10-15 per cent		
greater than 15 per cent		

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2014-15	Reasons for these increases
0-3 per cent	3	Annual adjustment to Executive remuneration
3-5 per cent		
5-10 per cent	1	Work Value Review
10-15 per cent		
greater than 15 per cent		

On 1 January 2015, RRLA was transferred to the DEDJTR portfolio. Executive remuneration changes for 2014-15 occurred between 1 July and 31 December 2014.

TAXI SERVICES COMMISSION

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2013-14	Reasons for these increases
0-3 per cent	2	Annual adjustment to Executive remuneration
3-5 per cent		
5-10 per cent		
10-15 per cent		
greater than 15 per cent	1	Promotion

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2014-15	Reasons for these increases
0-3 per cent	3	Annual adjustment to Executive remuneration
3-5 per cent		
5-10 per cent		
10-15 per cent		
greater than 15 per cent		

On 1 January 2015, the Taxi Services Commission was transferred to the DEDJTR portfolio. Executive remuneration changes for 2014-15 occurred between 1 July and 31 December 2014.

VICTORIAN BUILDING AUTHORITY

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2013-14	Reasons for these increases
0-3 per cent	8	Annual adjustment to Executive remuneration
3-5 per cent		
5-10 per cent		
10-15 per cent		
greater than 15 per cent		

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2014-15	Reasons for these increases
0-3 per cent	7	Annual adjustment to Executive remuneration
3-5 per cent		
5-10 per cent	1	Approved Total Remuneration Package (TRP) increase due to enhanced responsibilities of the role
10-15 per cent		
greater than 15 per cent		

On 1 January 2015, the Victorian Building Authority was transferred to the DELWP portfolio. Executive remuneration changes for 2014-15 occurred between 1 July and 31 December 2014.

VICTORIAN INSTITUTE OF SPORT

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2013-14	Reasons for these increases
0-3 per cent	1	Annual adjustment to Executive remuneration
3-5 per cent		
5-10 per cent		
10-15 per cent		
greater than 15 per cent		

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2014-15	Reasons for these increases
0-3 per cent	1	Annual adjustment to Executive remuneration
3-5 per cent		
5-10 per cent		
10-15 per cent		
greater than 15 per cent		

On 1 January 2015, the Victorian Institute of Sport was transferred to the DHHS portfolio. Executive remuneration changes for 2014-15 occurred between 1 July and 31 December 2014.

SECTION F: Inter-sector flows

Question 27 (Department of Treasury and Finance only)

This question does not apply to your department.

SECTION G: Government decisions impacting on the finances

Question 28 -

(a) Please detail any costs incurred during 2014-15 in the following categories as a result of machinery-of-government changes:

Refer to DEDJTR questionnaire Question 28

(b) If these costs were met out of existing budgets, please indicate what projects, programs or areas the money was originally budgeted for.

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(c) Please identify any benefits achieved during 2014-15 as a result of machinery-of-government changes, quantifying the benefits where possible.

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Question 29

Please identify any Commonwealth Government decisions during 2013-14 or 2014-15 which had not been anticipated in the State budget but which impacted on your entity's finances or activities during those years (including new funding agreements, discontinued agreements and changes to funding levels). Please quantify the impact on income and expenses where possible.

Commonwealth Government decision	Impact in 2013-14		Impact in 2014-15	
	on income (\$ million)	on expenses (\$ million)	on income (\$ million)	on expenses (\$ million)
Financial Assistance Grants	\$195.1m decrease	\$195.1m decrease	\$23.8m decrease	\$23.8m decrease
Untied Local Roads Grants	\$72.2m decrease	\$72.2m decrease	\$7.4m decrease	\$7.4m decrease
Ballarat Avenue of Honour Rail Crossing	\$1.0m increase	\$1.0m increase		
Maintenance Funding	\$0.9m increase	\$0.9m increase	\$8.1m increase	\$8.1m increase
Black Spots Projects	\$1.0m decrease	\$1.0m decrease	\$0.7m decrease	\$0.7m decrease
Interstate Road Transport Funding	\$5.5m decrease	\$5.5m decrease	\$1.1m decrease	\$1.1m decrease
Surrey Road and Junction Road Intersection Upgrade			\$0.5m increase	\$0.5m increase

Commonwealth Government decision	Impact in 2013-14		Impact in 2014-15	
	on income (\$ million)	on expenses (\$ million)	on income (\$ million)	on expenses (\$ million)
Condah - Hotspur Road			\$2.5m increase	\$2.5m increase
Bedford Road and Great Ryrie St Intersection Upgrade			\$1.0m increase	\$1.0m increase
Dana Street and Dawson Street interchange upgrade			\$0.1m increase	\$0.1m increase
Craigieburn Road and Hanson Road Intersection Upgrade			\$0.6m increase	\$0.6m increase
Indigo Shire Roads Package			\$1.8m increase	\$1.8m increase
Ballarat Freight Hub			\$2.0m increase	\$2.0m increase

In addition to the above, the Commonwealth announced funding of \$500 million in 2013-14 and \$100 million in 2014-15 in relation to the East West Link East project as part of the 2014-15 Commonwealth Budget.

There were a number of other Commonwealth Government decisions during the 2013-14 and 2014-15 years, however, none of which directly impacted the year in which the decision was made.

Question 30

Please identify any COAG decisions during 2013-14 or 2014-15 which had not been anticipated in the State budget but which impacted on your entity's finances or activities during those years (including new funding agreements, discontinued agreements and changes to agreements). Please quantify the impact on income and expenses where possible.

COAG decision	Impact in 2013-14		Impact in 2014-15	
	on income (\$ million)	on expenses (\$ million)	on income (\$ million)	on expenses (\$ million)
Implementation of the National Rail Safety Scheme in Victoria		2.4	5.9	7.2

SECTION H: Fiscal and financial management strategies (Department of Treasury and Finance only)**Question 31**

This question does not apply to your department.

Question 32

This question does not apply to your department.

SECTION I: Economic environment**Question 33 (Department of Treasury and Finance only)**

This question does not apply to your department.

Question 34 (Department of Treasury and Finance only)

This question does not apply to your department.

Question 35 (Department of Treasury and Finance only)

This question does not apply to your department.

Question 36 (Department of Treasury and Finance only)

This question does not apply to your department.

Question 37

Please identify any key economic variables for which there were variances in 2013-14 and 2014-15 between what was estimated in the initial budget for each year (**not** the revised estimate) and what actually occurred which had a significant impact on your department's/agency's finances, service delivery or asset investment. For each variance, please indicate:

- (a) what had been expected at budget time
- (b) what actually occurred
- (c) how the variance impacted on the budget outcomes (quantifying the impact where possible)
- (d) what decisions were made in response (including changes to service delivery, asset investment, borrowings etc.).

Expected economic result in 2013-14	Actual result in 2013-14	Impact of the variance on budget outcomes	Decisions made in response
			The key economic variables for DTPLI are the projections outlined in Chapter 2 of Budget Paper No. 2, Strategy and Outlook, each year. These variables include real gross state product, employment, unemployment rate, consumer price index, wage price index, and population. There were no material variances that had a significant impact on your department's service delivery or asset investment.

Expected economic result in 2014-15	Actual result in 2014-15	Impact of the variance on budget outcomes	Impact of the variance on service delivery
			The key economic variables for DTPLI are the projections outlined in Chapter 2 of Budget Paper No. 2, Strategy and Outlook, each year. These variables include real gross state product, employment, unemployment rate, consumer price index, wage price index, and population. There were no material variances that had a significant impact on your department's service delivery or asset investment.
			Price of fuel was an external factor that impacted on the output performance measures concerning number of passengers carried on metropolitan trains and trams. Actuals were below target for these output performance measures and it is estimated that the lower fuel price has resulted in people using vehicles for travel rather than public transport.

SECTION J: Previous recommendations

Question 38 (departments only)

This question does not apply to your department.