

Victorian Budget 2014 | 15

Building a Better Victoria



Infrastructure Investment

Budget Information Paper

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Budget Paper No. 4 – State Capital Program
Budget Paper No. 5 – Statement of Finances
(incorporating Quarterly Financial Report No. 3)

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Introduction

IMPROVING SERVICES AND CHANGING THE WAY PEOPLE AND GOODS MOVE AND CONNECT THROUGHOUT VICTORIA

UP TO
\$27
BILLION



FOR NEW INFRASTRUCTURE PROJECTS

• INCREASING TRANSPORT CAPACITY AND RELIABILITY • BOOSTING WORLD-CLASS FREIGHT AND LOGISTICS • BETTER ACCESS TO HEALTH AND EDUCATION • ENSURING A SAFE AND SECURE ENVIRONMENT

The *2014-15 Budget* delivers a once in a generation job-creating infrastructure program of up to \$27 billion.

This transformational investment program will drive prosperity and shape Victoria for decades to come. It builds on the Government's already strong record of delivering the vital infrastructure that makes Victoria a world-class place to live and do business.

The total value of statewide public infrastructure projects under way, including public private partnerships, is a record \$72 billion.

The Government has committed to major new rail and road projects, as part of a 10-year program of integrated transport solutions. In addition, the budget funds a major boost for new schools and continued investment in health infrastructure.

A package of four key projects will ensure better integration of the State's rail, road and freight networks. These include:

- Melbourne Rail Link (incorporating the Airport Rail Link);
- Cranbourne-Pakenham Rail Corridor project;
- East West Link – Western Section; and
- the CityLink – Tulla widening.

These projects will relieve bottlenecks, create capacity and improve reliability and resilience across the entire transport network, dramatically changing the way people, goods and services move right throughout Victoria.

These and other major new infrastructure projects announced in this budget will support the development of new precincts, build new links to better connect the State's transport networks, and significantly improve reliability, journey times and reduce congestion.

The Government is responding proactively to the needs of a changing economy, to support new and existing businesses and industries. The Government's investment in major economic infrastructure will drive jobs, productivity and support investment in Victoria.

Responsible financial management has enabled the Government to act to create jobs, boost productivity and deliver better-quality services. The large operating surpluses projected in this budget will fund a once in a generation program of infrastructure projects over the forward estimates period and beyond.

This major infrastructure program only possible because of the strong financial management of the Government, including a focus on more efficient government operations and driving value for money in infrastructure delivery.

The Government is also working with the Commonwealth Government to develop and fund new infrastructure projects that support economic growth. Victoria welcomes the Commonwealth's commitment to partner with the State to build new economic infrastructure.

Commonwealth funding will directly support delivery of the East West Link project and facilitate a range of other key transport projects across the State.

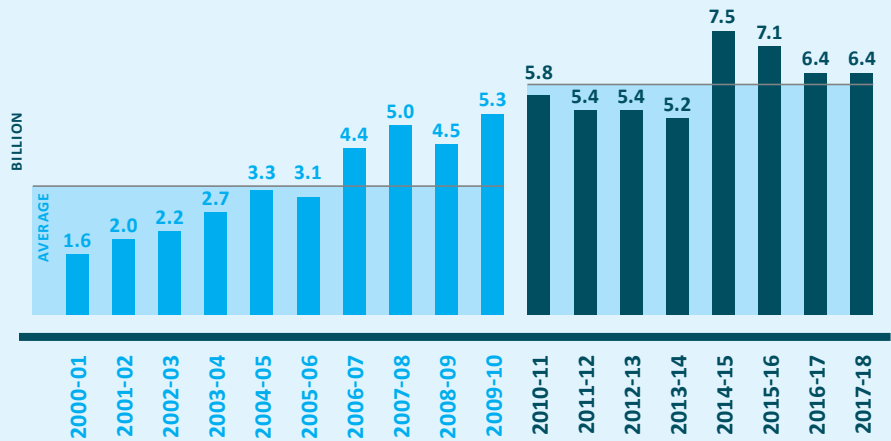
The Government has decided to enter into a medium-term lease over the operations of the Port of Melbourne to contribute funding and enable delivery of the Government's significant infrastructure program.

Victorians will also benefit from incentive payments under the Commonwealth's new asset recycling initiative. The proceeds from the recycling of assets, such as the Port of Melbourne, will be reinvested in Victoria's program of new productive economic infrastructure including Melbourne Rail Link and the East West Link.

JOB-CREATING INFRASTRUCTURE

- MELBOURNE RAIL LINK **3 700 JOBS**
- EAST WEST LINK – WESTERN SECTION **3 000 JOBS**
- CITYLINK – TULLA WIDENING **700 JOBS**

GOVERNMENT INFRASTRUCTURE INVESTMENT



Infrastructure for a growing state

Investing in the right infrastructure drives economic growth, generates jobs and improves productivity. In this budget, the Government is funding new infrastructure projects with a total investment of up to \$27 billion.

The Government's strong financial management since late 2010 allows it to fund this investment. Victoria holds a triple-A credit rating, the strongest amongst the states, and is the only Australian state or territory forecasting budget surpluses for each of the next four years.

The Coalition Government is investing an average of around \$6 billion in infrastructure each year, compared with an average of around \$3 billion each year during the previous decade.

Victoria's infrastructure scorecard

Infrastructure projects committed to this year

The Government is delivering the transformational infrastructure that Victoria needs to drive productivity and keep pace with growth.

A record infrastructure investment in this budget includes projects that will better integrate the State's rail and road networks – connecting metropolitan and regional Victoria to family, work, education and recreation, and helping freight move more freely between the port, the airport and distribution hubs.

Major infrastructure projects in health, education, community safety and justice will also be funded.

New projects announced in this budget include:

- \$8.5–\$11 billion for the Melbourne Rail Link;
- \$2–\$2.5 billion for the Cranbourne-Pakenham Rail Corridor project;
- \$8–\$10 billion for East West Link – Western Section;
- the \$850 million CityLink – Tulla widening project that will be delivered in partnership with the private sector;

- in excess of \$1 billion to remove eight level crossings as part of the Government's Metro Level Crossing Blitz, expansion of the Regional Rail Link project and Cranbourne-Pakenham Rail Corridor project;
- major investment in regional transport projects including:
 - > \$180–\$220 million for the Murray Basin Rail Project; and
 - > \$350 million for the Princes Highway West duplication project;
- \$73 million to upgrade the Latrobe Regional Hospital;
- a \$500 million package of works to construct new schools in growth areas, modernise school infrastructure and secure land to build schools for the future; and
- \$73 million to construct and maintain the new Shepparton Law Courts.

Introduction (cont)



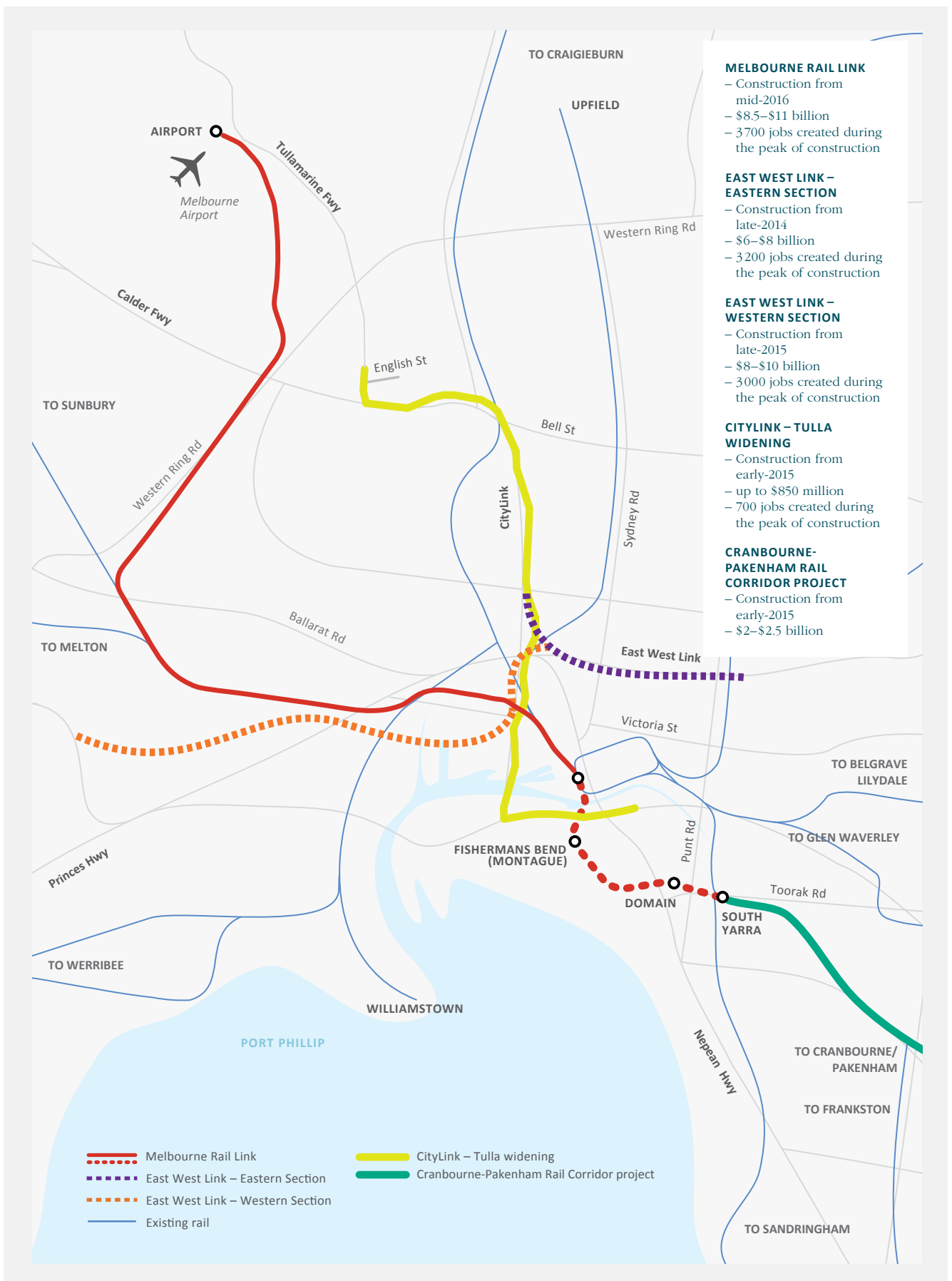
Construction of the Victorian Comprehensive Cancer Centre.

Infrastructure investments under way

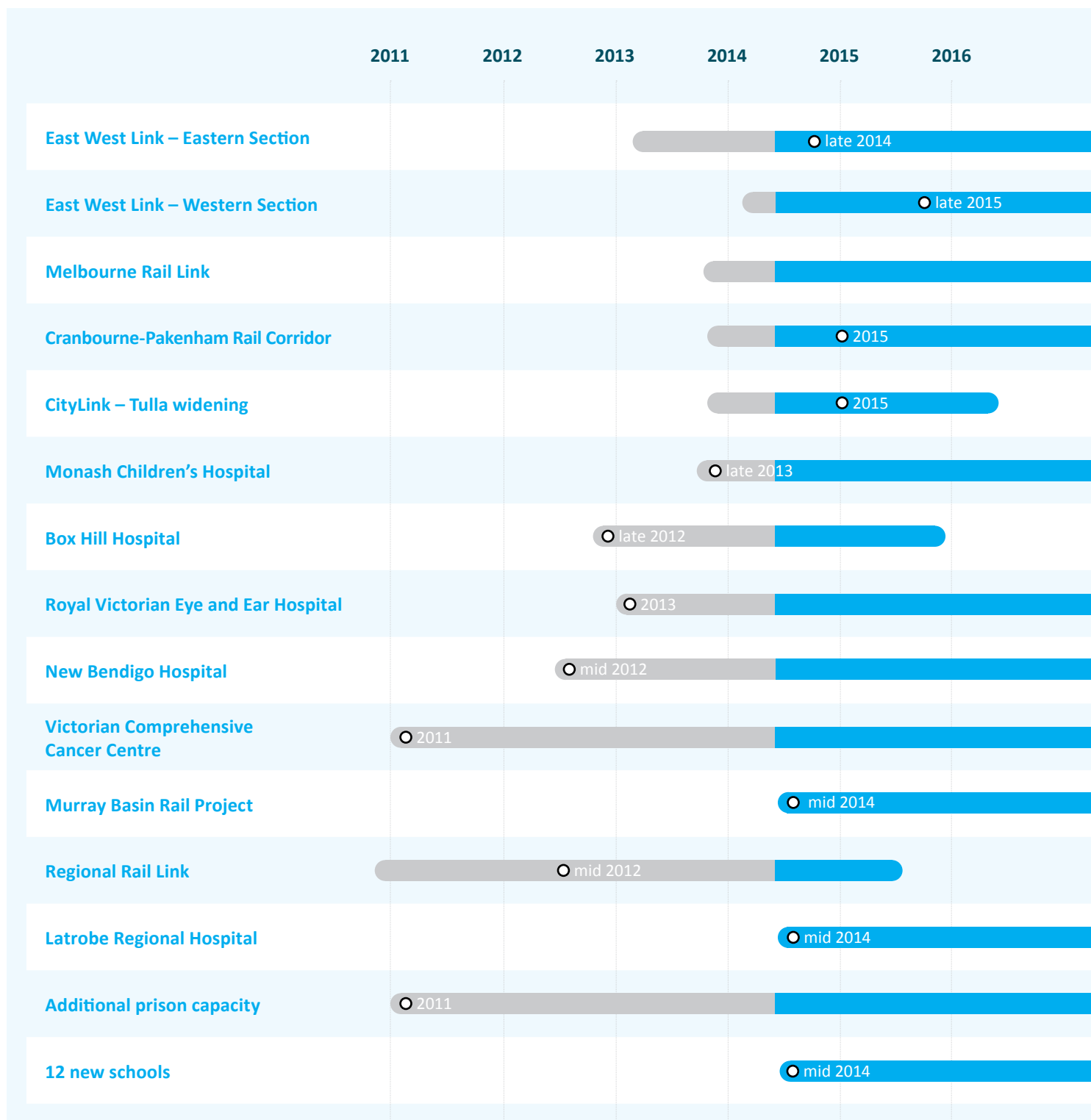
Investment in new infrastructure projects in the *2014-15 Budget* builds on a significant program of infrastructure projects funded since the 2011-12 Budget, including:

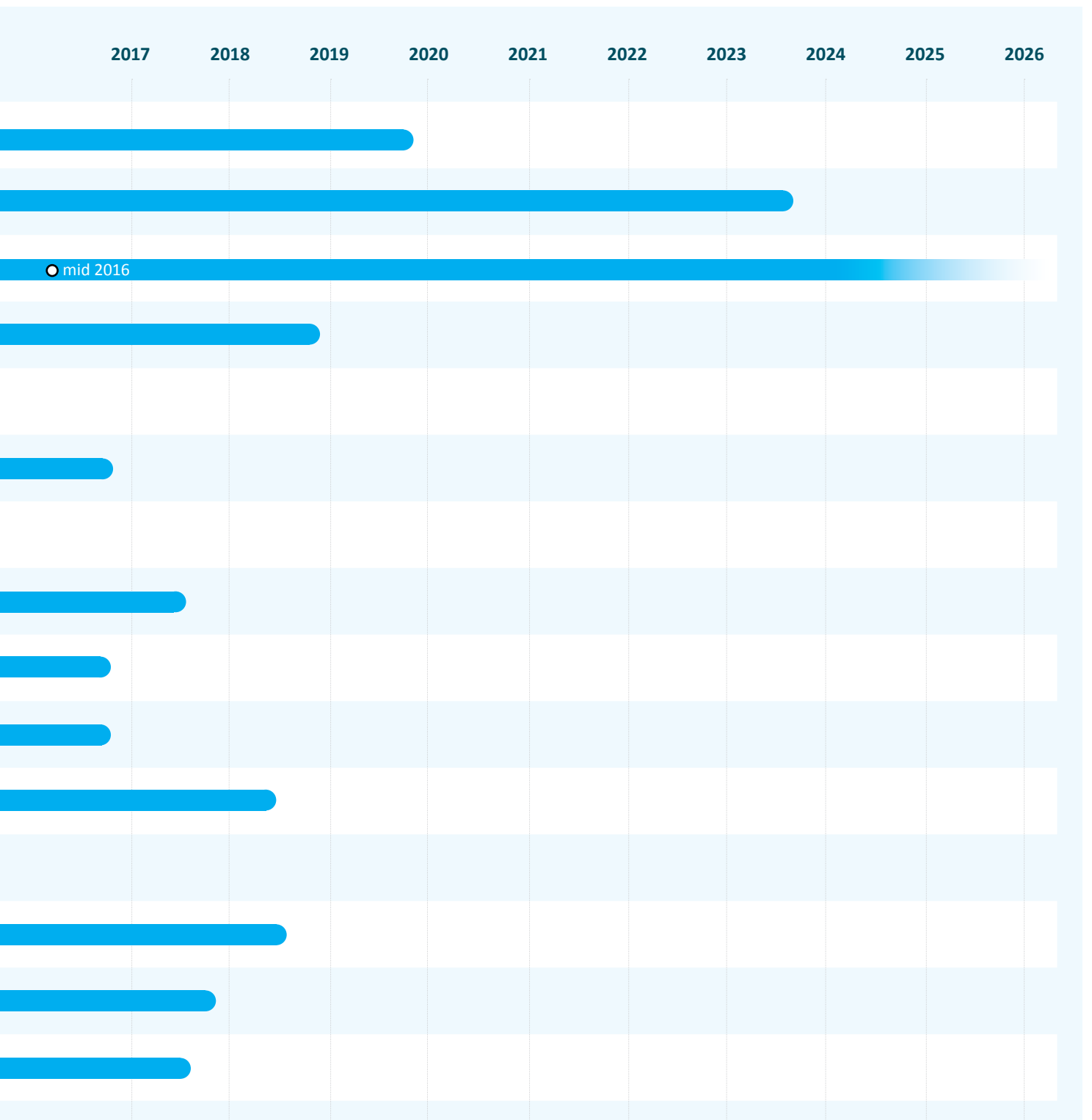
- \$6–\$8 billion for East West Link
 - Eastern Section;
 - \$4.1 billion for Regional Rail Link;
 - \$1 billion for the Victorian Comprehensive Cancer Centre;
 - \$630 million for the Bendigo Hospital;
 - \$448 million for the redevelopment of Box Hill Hospital;
 - more than \$400 million for the new Monash Children's Hospital and redevelopment of the Royal Victorian Eye and Ear Hospital;
 - \$130 million for a major upgrade of Geelong Hospital;
 - \$46 million for Ballarat Hospital
 - additional beds, ambulatory care and a helipad;
- more than \$600 million provided between 2011 and 2013 to construct new schools in growth areas, modernise school infrastructure and secure land to build schools for the future;
 - \$100 million to improve safety on Victoria's roads, part of a \$1 billion 10-year program;
 - around \$180 million for new and upgraded police stations and other infrastructure upgrades to accommodate an additional 1700 frontline police and 940 protective services officers;
 - a significant investment in emergency services infrastructure including \$60 million for Country Fire Authority station upgrades and replacements, and operational resourcing; and
 - expanding correctional facilities across the State, including construction of a new male prison at Ravenhall.

State-shaping infrastructure to build a better Victoria – Integrating rail and road



Victoria's infrastructure program





- Procurement and project delivery
- Project already under way
- Construction expected to commence

Transport infrastructure for Victoria



A vision for transport, now and for the future

Victoria's economy and population is growing rapidly. Melbourne's vibrant CBD and connected suburbs have helped it to earn a reputation as one of the world's most liveable cities, year after year.

By 2051 Melbourne is forecast to be home to 7.7 million residents, and Victoria's freight task will triple. Ensuring infrastructure investment keeps pace with a growing population will maintain this position. It will also support Victoria's economic strengths, including food and agriculture, logistics and services.

Victoria needs to be prepared with the right infrastructure, at the right time, coordinated to cater for and support that growth.

In this budget, the Government has committed to a once in a generation transport infrastructure program including complementary rail and road projects that will deliver benefits right across the network for all the trips that are part of Victoria's lifestyle and economy – trips for work, education, leisure and freight movements.

At the centre of this year's budget are four key projects that will drive prosperity and shape Victoria for decades to come. The Government will invest up to \$24 billion in major new rail and road projects as part of a complete long-term solution to better integrate the State's transport network.

These projects will generate thousands of jobs during construction, facilitate the development of new precincts, ensure better connectivity between rail, road and freight networks and support the expansion of Melbourne's central business district.

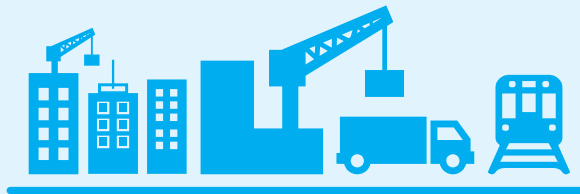
They are a set of planned and targeted initiatives that will build the additional capacity and reliability that is needed to accommodate the transport needs of a growing State and support the regions and precincts that are key to Victoria's ongoing liveability and prosperity. The projects will also improve road and rail safety and freight efficiency, driving down transport costs for domestic and export industries.

They will be financed through contributions from the Government, proceeds from the asset recycling initiative, the Commonwealth Government and the private sector.

Highlights of the Government's integrated package of transport infrastructure projects include:

- the Melbourne Rail Link, consisting of:
 - > a new underground tunnel from Southern Cross to South Yarra via Fishermans Bend; and
 - > the Airport Rail Link which will provide a fast, frequent and reliable train service between Melbourne Airport and the CBD.
- the Cranbourne-Pakenham Rail Corridor project – next-generation, high-capacity trains, 21st century high-capacity signalling, four level crossings removed and planning for a further five, redevelopment of stations for this critical growth corridor and a new train depot;
- East West Link – a new 18-kilometre road that will extend from the end of the Eastern Freeway to the Western Ring Road providing an alternative to the M1 and West Gate Bridge; and
- CityLink – Tulla widening – connecting Victoria's key transport corridors, will add an extra lane on CityLink in each direction between the Bolte Bridge and the Tullamarine Freeway just north of English Street in Essendon Fields and an additional lane on a section of the West Gate Freeway (eastbound) between the Bolte Bridge and Power Street.

UP TO
\$24
 BILLION



RECORD STATE-SHAPING INVESTMENT IN MAJOR TRANSPORT INFRASTRUCTURE TO BETTER INTEGRATE VICTORIA'S RAIL AND ROAD NETWORKS

The East West Link, CityLink – Tulla widening and Melbourne Rail Link projects provide a complementary and long-term solution to bottlenecks in the rail and road network, and will allow better connectivity between the port, airport and CBD.

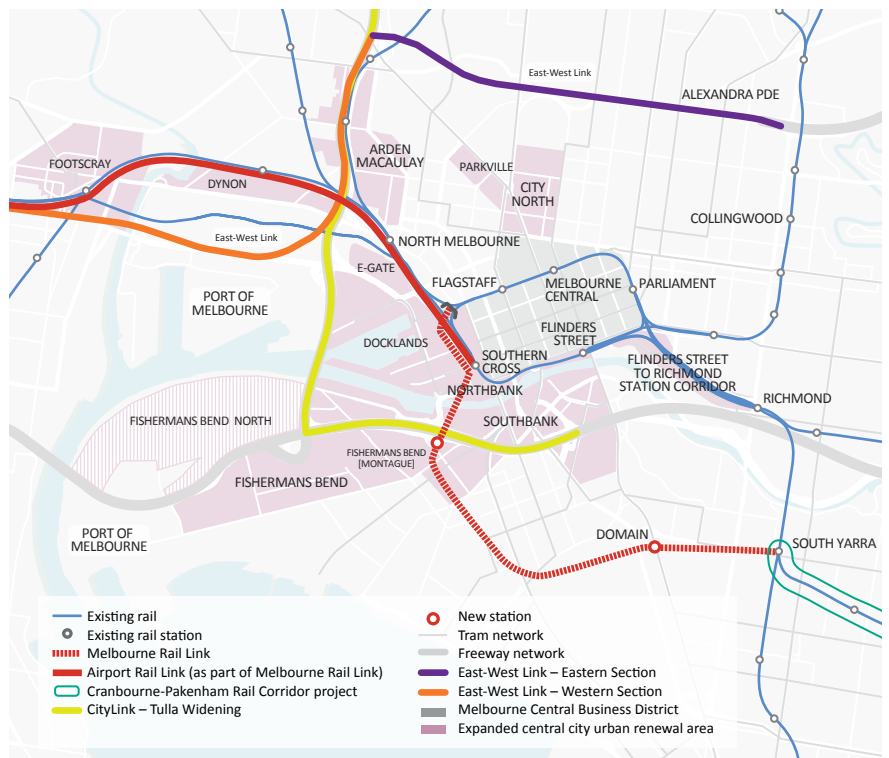
Together, they will transform the way people, goods and services move throughout Victoria. They will create capacity and improve reliability and resilience across the transport network by reducing conflicts between routes and modes and providing alternative travel paths.

These projects are part of a package of transformational investments under way or announced, including the Regional Rail Link, East West Link – Eastern Section, expansion of the Port of Melbourne, the Dingley Bypass, the Western Highway duplication from Ballarat to Buangor and planning for an expanded Port of Hastings.

Supporting inner city development

Melbourne's CBD and the inner city have experienced strong population and jobs growth, fuelled by new residential and business addresses in the Docklands and Southbank. For this prosperity to continue, further urban development is required in inner city areas such as E-Gate and Fishermans Bend.

The Government's investment in major transport infrastructure will ensure not only better commuter access to the CBD, but will facilitate the development of



Fishermans Bend as a new residential and business location. Fishermans Bend adds 250 hectares to the edge of the CBD and is projected to house up to 80,000 residents and 40,000 workers by the middle of the century. Its development will ensure a steady supply of homes and office space for coming generations of workers.

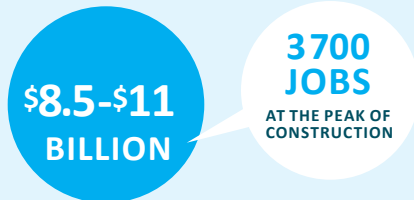
Integrating planning and transport at the outset is vital to encourage the development of an urban renewal area. By providing a rail service to the Montague precinct, the Melbourne Rail

Link will act as a major catalyst to ignite commercial and residential development.

The new underground station at Montague, located between Domain Station and the new underground platforms at Southern Cross Station, will connect this exciting new precinct to the broader rail network, the city loop and provide connections to Melbourne's extensive tram network. It will ensure that this important new urban renewal precinct is accessible, well-connected and better placed to accommodate employment and residential growth.

Transport infrastructure for Victoria (cont)

MELBOURNE RAIL LINK INCLUDING AIRPORT RAIL LINK



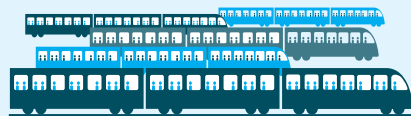
TRAVEL TIME BETWEEN THE CBD AND MELBOURNE AIRPORT

EXTRA CAPACITY

- ↑ 30 MORE PEAK HOUR SERVICES
- ↑ INCREASE NETWORK CAPACITY BY 30 PER CENT
- ↑ BETTER SERVICE RELIABILITY

3 NEW STATIONS

- MELBOURNE AIRPORT
- DOMAIN (UNDERGROUND)
- FISHERMANS BEND/MONTAGUE (UNDERGROUND)



- MEETING GROWING POPULATION TRANSPORT NEEDS • EASING CONGESTION • IMPROVING TRAVEL TIMES • INCREASING RELIABILITY
- CONNECTING PEOPLE TO JOBS

Melbourne Rail Link

The *2014-15 Budget* commits up to \$11 billion for construction of the Melbourne Rail Link, which includes a dedicated rail link to Melbourne Airport.

Detailed planning and project development is under way, with early works expected to commence in mid-2016. Construction is expected to start by mid-2017.

Melbourne Rail Link including Airport Rail Link will support around 3700 jobs during the peak of construction.

The Melbourne Rail Link, including delivery of the Airport Rail Link, will transform the rail network, significantly increasing capacity and reliability, and providing better interchanges between the train and tram networks. It will allow passengers to travel directly from the airport through to Dandenong in the east. It will change the way Victoria's rail network operates and ensure Melbourne's transport infrastructure keeps pace with growth.

The project will create a metro-style network in Melbourne by constructing a new underground tunnel from Southern Cross to South Yarra via Fishermans Bend, two new stations at Domain and Montague (Fishermans Bend) and a new station at Melbourne Airport. New underground platforms will be constructed at Southern Cross Station and South Yarra Station to facilitate interchange between services.

The Melbourne Rail Link will separate rail lines to improve reliability. Once complete Melbourne's metropolitan rail network will be made up of six stand-alone, end-to-end lines. With each line running on dedicated tracks, the system can run more services, more often.

The Melbourne Rail Link will also deliver a mass transit option for travel to the airport. It will move passengers and airport employees quickly and reliably, freeing up space on the Tullamarine Freeway for road traffic, including road freight.

The new electrified service to the airport will run along dedicated tracks from a new station at Melbourne Airport to Albion in Melbourne's west, where it will join the existing rail network and run through to Southern Cross Station.

More train services, more often

With the Cranbourne-Pakenham Rail Corridor project, the new rail tunnel will deliver 30 additional peak-hour services, significantly increasing the capacity of the rail network. It will increase capacity across the network by 30 per cent.

When the rail link to the airport is complete, it is expected services will depart from Southern Cross Station every 10 minutes during peak hours. Trip times to the airport will no longer depend on road traffic conditions, and travellers will be able to plan for a reliable 25-minute journey. Both metropolitan and regional commuters will also be able to access Melbourne Airport from key interchanges at Footscray and Sunshine.

Improving liveability

Melbourne Airport employs around 14000 people and the airport handles a third of all freight moved at Australian airports.

The number of trips to and from this economic gateway is growing rapidly – 30 million passengers pass through Melbourne Airport each year and passenger volumes are forecast to more than double to 64 million a year by 2033.

The Airport Rail Link will help drive Victoria's economic growth and enhance liveability, cementing Melbourne's position as one of the world's most vibrant and prosperous cities.



Enhancing the metropolitan and regional transport hub

New platforms will be built at Southern Cross Station, providing a critical passenger interchange between metropolitan, regional and interstate train and bus services and connecting with the Airport Rail Link.

Southern Cross Station will have a pivotal role supporting the changing shape of our central city. In addition to connecting metropolitan and regional train services, the upgraded Southern Cross Station will connect with tram services to Docklands and Fishermans Bend.

Planning for the future

The new underground Montague Station will be located in the Fishermans Bend urban renewal area. It will support the development of a central city office hub and improve connections to major attractions such as South Wharf, the Convention Centre and Southbank.

The new station will include a train and tram interchange, allowing passengers to interchange with the existing route 109 Port Melbourne tram.

Precinct enhancements

Melbourne's inner north knowledge precinct is one of the most important economic clusters outside the CBD. The precinct contains Australia's top-ranked university, renowned health research institutes and several leading hospitals. The precinct employs over 32000 people and attracts over 40000 students.

The Melbourne Rail Link project will continue to support the continued growth of the precinct as an established national employment cluster by upgrading public transport services to the precinct.

Works will include re-aligning and enhancing Melbourne's tram network to increase capacity and improve connections between the precinct, the CBD and south-eastern suburbs. Improvements to local cross-town bus services will also boost access to the precinct.

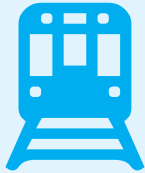
The frequency and capacity of the route 401 bus will be improved, meaning more people will be able to access the inner north via North Melbourne Station.



Transport infrastructure for Victoria (cont)

CRANBOURNE-PAKENHAM RAIL CORRIDOR PROJECT

**\$2-\$2.5
BILLION**



9

**LEVEL CROSSING
REMOVALS OR
PLANNING**

25

**HIGH-CAPACITY
TRAINS**

21ST CENTURY SIGNALLING

Cranbourne-Pakenham Rail Corridor project

The *2014-15 Budget* allocates up to \$2.5 billion for the Cranbourne-Pakenham Rail Corridor project, to be delivered in partnership with the private sector.

The Cranbourne-Pakenham Rail Corridor project is the first project to be progressed under the new unsolicited proposal guidelines.

The project scope includes:

- 25 next-generation, high-capacity trains;
- installation of high-capacity signalling on the Cranbourne and Pakenham lines;
- removal of level crossings at Murrumbeena Road, Murrumbeena, Koornang Road, Carnegie, Clayton Road, Clayton, Centre Road, Clayton;
- planning funding for future level crossing removals at Grange Road, Carnegie, Poath Road, Murrumbeena, and Corrigan, Heatherton and Chandler Roads, Noble Park;
- East to maintain the 25 trains; and
- new power substations to support the high-capacity trains.

It is anticipated works on the corridor will start in 2015 and conclude by 2019.

Supporting the south-east growth corridor

The Cranbourne-Pakenham Rail Corridor project will provide better connections to the transport network from the south-east growth corridor which serves a population of more than one million people, and is forecast to grow by more than 600 000 people by 2036.

The south-east corridor is the location of one of the greatest concentration of jobs outside the central business district, employing more than 55 000 people and housing around 12 500 businesses. It has a range of nationally significant, knowledge-based employers, education institutions and manufacturing firms.

An integrated solution for commuters and for road users

The Cranbourne-Pakenham Rail Corridor project will deliver benefits to the south-east corridor through:

- more train services with two additional services in the peak hour;
- 25 next-generation high capacity trains and additional services providing for an additional 4 500 passengers in the peak hour;
- high-capacity signalling, enabling all trains to run more reliably;

- reducing road congestion caused by level crossings;
- newly rebuilt stations at Clayton, Murrumbeena and Carnegie;
- improving local amenity; and
- freeing up road-based freight capacity to serve the Clayton, Braeside and Dandenong South industrial areas.

V/Line Gippsland commuters will also benefit from a more reliable journey through the metropolitan rail network to Southern Cross Station.

By increasing capacity in the south-east rail corridor, the Cranbourne-Pakenham Rail Corridor project will complement and be an important enabler for the Melbourne Rail Link. Together, these projects will deliver a complete corridor solution, enable travel directly from the airport to Dandenong, boost capacity across the network as a whole and support a modern 21st century railway system.

Level crossing removal at Mitcham Road, Mitcham.



Transport infrastructure for Victoria (cont)



EAST WEST LINK – WESTERN SECTION



FOR THE WESTERN SECTION AT THE PEAK OF CONSTRUCTION

PROVIDING AN ALTERNATIVE TO THE MONASH AND WEST GATE FREEWAYS

- EASING CONGESTION • FASTER JOURNEY TIMES • BENEFITING REGIONAL AND URBAN COMMUTERS • SECURING FREIGHT TRANSPORT NETWORK
- INCREASING PRODUCTIVITY

East West Link

The Government committed to delivery of the full East West Link, as recommended by Sir Rod Eddington's *East West Link Needs Assessment*, in the *2013-14 Budget* with \$6–\$8 billion provided for construction of the Eastern Section from the Eastern Freeway at Hoddle Street to CityLink at Parkville.

The *2014-15 Budget* builds on this important project by committing \$8–\$10 billion to the East West Link – Western Section, which will join the East West Link – Eastern Section at CityLink to the Western Ring Road. When the entire 18-kilometre East West Link is complete, it will provide an alternative to the Monash and West Gate Freeways.

This vital piece of transport infrastructure, together with the CityLink – Tulla widening project, is part of an integrated solution to improve connectivity across Victoria's road network.

Planning for the East West Link – Western Section is under way, with construction of the project expected to commence by the end of 2015.

The East West Link will:

- improve freeway connectivity across Melbourne and Victoria;
- reduce the impact of freeway traffic on local roads;
- provide a major new route across the Maribyrnong River;
- provide a vital freight connection between the port and key industrial centres in the west; and
- contribute to urban renewal, employment and investment opportunities in the west.

East West Link – Western Section

The *2014-15 Budget* provides \$8–\$10 billion for constructing the East West Link – Western Section which will deliver a 12 kilometre connection from the East West Link – Eastern Section to the Western Ring Road.

The Commonwealth Government has committed to contribute \$1.5 billion to this important nation-building project, subject to construction commencing in late 2015.

This project is the next transformational road to support Melbourne's rapid growth, help traffic flow more freely, improve Victoria's productivity and connectivity and make local roads safer.

The East West Link – Western Section will deliver significant benefits for road users and the community:

- continuous freeway-standard road with improved connectivity across Melbourne;



EAST WEST LINK – WESTERN SECTION TRAVEL-TIME SAVINGS

UP TO
20
MINUTES

GEELONG,
WERRIBEE, ALTONA
AND LAVERTON
TO THE CITY

UP TO
15
MINUTES

BALLARAT,
MELTON AND
CAROLINE SPRINGS
TO THE CITY



- improved travel times providing a 15–20 minute time saving for travel from Geelong, Werribee, Altona and Laverton to the city;
- 10–15 minute time saving for travel from Ballarat, Melton and Caroline Springs to the city;
- more reliable journeys with an alternative route to the Monash-West Gate corridor;
- fewer traffic lights for cross-city journeys; and
- safer local roads because cars will mix with large trucks less often when making local trips.

The Western Section of the East West Link is vital to support Victoria's growing freight task and increase productivity. The Western Section of the East West Link will benefit freight through:

- faster journey times between key freight destinations;
- more reliable journeys by providing an alternative to the West Gate corridor when a traffic incident affects a section of the road network;
- a more direct route for the thousands of trucks that drive through the residential streets of Melbourne's inner-west every day; and
- providing roads suitable for growing truck volumes and larger trucks in the future, supporting economies of scale for businesses.

The East West Link – Western Section project will create 3000 jobs during the peak of construction.

East West Link – Eastern Section: Update

East West Link – Eastern Section will provide a 6-kilometre freeway-standard link between the Eastern Freeway at Hoddle Street and CityLink at Parkville.

A shortlist of three consortia are currently vying to deliver the project. This includes global and Australian construction companies and some of the world's leading tunnelling firms.

Financing for the \$6–\$8 billion project will be from the Victorian Government, Commonwealth Government and private sector contributions. The Commonwealth Government will contribute \$1.5 billion to this important nation-building project.

As part of the project, the Government will also deliver a significant package of public transport works, Alexandra Parade renewal works and capacity improvement upgrades to the Eastern Freeway.

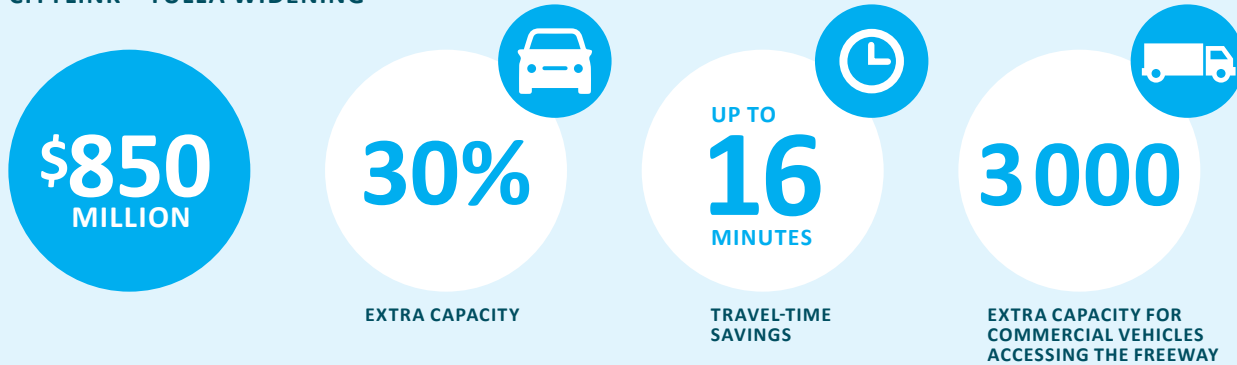
The public transport works will include upgrading the Doncaster Area Rapid Transit (DART) bus service and north-south tram route improvements. The Alexandra Parade renewal works will help turn it from a heavily congested inner-city arterial road to a vibrant boulevard.

The Government expects construction work to start by the end of 2014, with the project to be completed in 2019. The Eastern Freeway upgrades, public transport improvements, and Alexandra Parade urban amenity improvements are also expected to be completed by 2019.

Construction of the East West Link – Eastern Section will create 3200 jobs during the peak of construction.

Transport infrastructure for Victoria (cont)

CITYLINK – TULLA WIDENING



CityLink – Tulla widening

The Government has entered into an in-principle agreement with Transurban to upgrade the Western Link section of CityLink. This will include:

- an additional lane in each direction, from the Bolte Bridge, to just north of English Street in Essendon Fields on the Tullamarine Freeway; and
- an additional lane on a section of the West Gate Freeway (eastbound) between the Bolte Bridge and Power Street.

CityLink is one of the most heavily trafficked roads in Melbourne. The freeway and connecting roads do not have the capacity to meet increasing demand. Already, the freeway is heavily congested in peak periods causing excessive delays and traffic incidents, especially near the Bolte Bridge.

The CityLink – Tulla widening project will complement the East West Link and the Airport Rail Link to provide better transport connections between the port, the airport and CBD allowing people and freight to move more freely on Melbourne's road network.

Construction is due to start early in 2015 and expected to take about two years. The project will create 700 jobs during the peak of construction.

The Government is also in discussions with the Commonwealth Government to complete the widening of the Tullamarine Freeway to Melbourne Airport. This further expansion would

add an extra lane in each direction from Melrose Drive to the Airport.

Building extra capacity

The CityLink – Tulla widening project will deliver:

- a 30 per cent increase in capacity, reducing congestion for existing freeway users and providing room for future growth;
- travel-time savings of up to 16 minutes per trip between Melbourne Airport and the West Gate Freeway during peak periods;
- a reduction of 3 000 commercial vehicles a day no longer using local roads; and
- reduction in casualty crashes of up to 20 per cent.

Enhancing Victoria's roads

The Government is building and improving roads, safety and access in Metropolitan Melbourne and Regional Victoria.

Improving roads and easing congestion.

This budget provides:

- \$350 million for the Princes Highway West duplication project – Winchelsea to Colac;
- \$50 million for additional Arterial Road Restoration;
- \$50 million for transport solutions (Regional Roads Package);

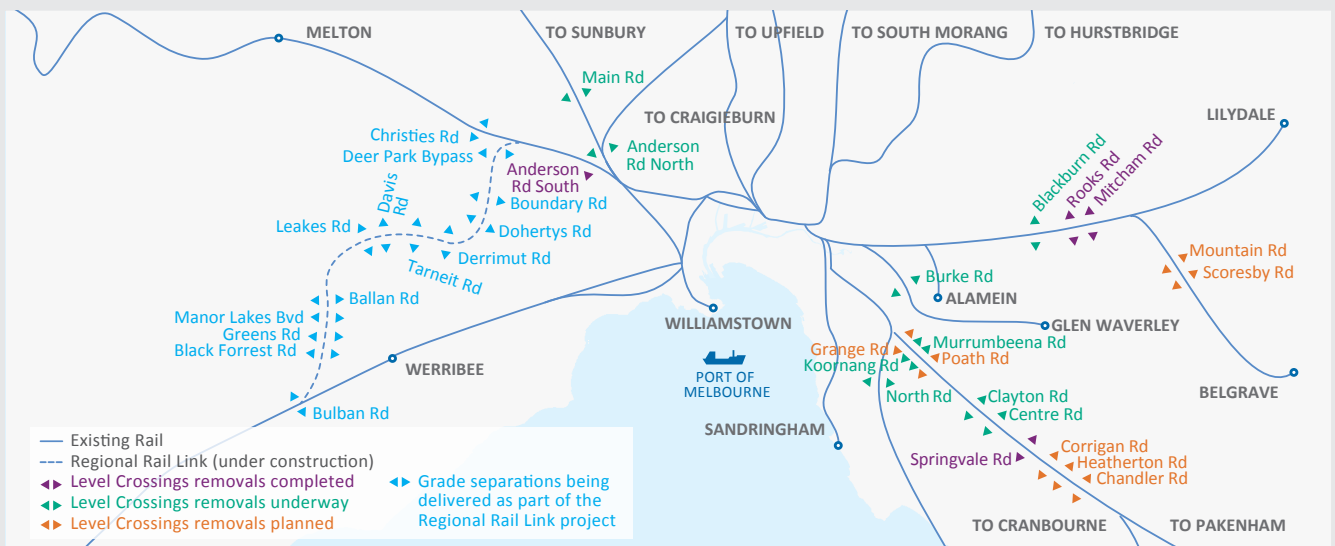
- \$30 million for the Sand Road interchange, Princes Highway East; and
- \$11 million for the Princes Highway East passing lanes (Hospital Creek, Dinner Creek and Wombat Creek).

This builds on previous projects, including:

- \$1.2 billion for the Western Ring Road (M80) upgrade;
- \$418 million for removing level crossings at Springvale and Mitcham and for planning and early works at seven other locations;
- \$101 million for duplicating the Western Highway from Ballarat to Stawell;
- \$66 million for the Koo Wee Rup Bypass;
- \$38 million for the Ballarat Western Link Road;
- \$1 billion, as part of the 10-year Road Safety Strategy (2013-22), incorporating the existing Safer Roads Infrastructure program; and
- \$90 million over three years to restore parts of Victoria's arterial road network.

Removing level crossings

The Coalition Government has allocated planning and/or construction funding for 40 level crossing removals and grade separations – the largest such program on record.



Since coming to office, the Government has provided around \$1.8 billion to remove or commence planning for the removal of 27 level crossings. In addition, 13 grade separations are being delivered as part of the Regional Rail Link project.

The removal of five level crossings has been completed or is well under way, including Springvale Road, Springvale, Mitcham and Rooks Roads, Mitcham, and two level crossing removals at Anderson Road, Sunshine.

The *2014-15 Budget* provides in excess of \$1 billion to remove a further eight level crossings at the following locations:

- North Road, Ormond;
 - Blackburn Road, Blackburn;
 - Burke Road, Glen Iris;
 - Main Road, St Albans; and
- as part of the Cranbourne-Pakenham Rail Corridor project,
- Murrumbeena Road, Murrumbeena;
 - Koornang Road, Carnegie;
 - Clayton Road, Clayton; and
 - Centre Road, Clayton.

Planning and preconstruction funding has also been provided to remove a further 14 level crossings, including \$21 million in new funding provided in the *2014-15 Budget* to commence planning for seven priority level crossing removals as the next stage of the Metro Level Crossing Blitz program.

The removal of level crossings at North Road, Blackburn Road, Burke Road and Main Road will support around 1000 jobs during the peak of construction.

Country level crossings upgraded

The Government has also invested \$35 million to upgrade 75 regional level crossings with fully active controls including lights, bells and boom barriers. To date, 58 regional level crossings have been upgraded as part of this safety blitz.

Southland Station

The Government has provided \$21 million for the construction of a new Southland Station. The new station will ease congestion at neighbouring stations and ensure that public transport to reach Southland's shops is easier and more accessible.

This station will be fully accessible with ramps and access to both platforms via a pedestrian underpass.

Following early works, major construction is expected to commence in 2015.

Murray Basin Rail Project

The Murray Basin Rail Project will commit up to \$220 million over four years to undertake major country rail freight upgrades and standardise the key Mildura to Geelong rail link.

The first stage of the Murray Basin Rail Project will undertake immediate upgrades on the Mildura to Maryborough

and Murtoa to Hopetoun rail lines and finalise the business case for the Mildura to Geelong standardisation. The final cost and alignment of the Mildura to Geelong rail standardisation will be guided by the final business case to be completed by the end of 2014.

The Murray Basin Rail Project is a transformational initiative that will unlock new economic opportunities for Victoria associated with agriculture, mineral sands, freight and logistics, and tourism. The project will form the first step of a broader vision to create a new transcontinental link near Broken Hill, connecting to the Sydney–Perth rail line. The Mildura–Geelong rail line is on the Commonwealth Government's National Land Transport Network and is Victoria's busiest intrastate rail line for freight.

This investment will capitalise on the rapid growth in Asia's middle class identified in the Government's *Food and Agriculture into Asia* through increasing Victoria's food and fibre commodity exports to Asian markets. Moving products as efficiently and cost effectively as possible is integral to the international competitiveness of Victorian products, especially for price sensitive commodities such as grains.

The Murray Basin Rail Project will support around 300 jobs during the peak of construction.

Transport infrastructure for Victoria (cont)



Regional Rail Link: Update

Construction continues on the Regional Rail Link project that will deliver capacity for an extra 23 metropolitan and 10 regional services during peak periods.

Parts of the Regional Rail Link project are being progressively opened as works are completed.

For example, in late-2013 the West Footscray Station and the new dedicated V/Line tracks between South Kensington and Southern Cross stations were opened, as well as two new platforms at Southern Cross Station.

Through good management, the Government expects to deliver the Regional Rail Link project significantly under budget and on time. This is despite having to address scope gaps in the project upon coming to office. The Government's strong financial and contract management allows for further public transport infrastructure investment.

The *2014-15 Budget* funds the removal of the level crossing at Main Road St Albans as part of the scope of the project. Works will commence in 2015 with completion in 2017.

The Government has also invested an additional \$261 million in 43 new regional carriages and associated infrastructure, to improve the capacity and frequency of trains for passengers on country lines. Trains will be delivered progressively from 2014 in time for day one operations of the Regional Rail Link.

The carriages are being assembled in Dandenong, supporting local manufacturing jobs.

The Regional Rail Link project directly employed around 3 600 people during the peak of construction.

Features of Regional Rail Link

The project includes:

- improved links between Melbourne's west and the city centre, making the western region more attractive to businesses and employees;
- two new railway stations at Wyndham Vale and Tarneit;
- relocation and rebuilding of West Footscray Station, and major upgrade of Sunshine Station; and
- removing three level crossings on Anderson Road, Sunshine and Main Road in St Albans.

Bayside Rail Improvement project: Update

The Government has provided \$115 million for the Bayside Rail Improvement project to fund a range of infrastructure improvements along the Frankston rail line and improve rail services for 50 000 weekday rail travellers.

These include station upgrades to improve:

- passenger amenity;
- safety and travel information;
- signalling, power and maintenance; and
- other infrastructure upgrades to support deploying the modern X'Trapolis trains on the Frankston, Werribee and Williamstown lines.

The first package of station improvements started at the end of November 2013.

Preparation is under way for rail infrastructure improvements to meet the arrival of the new X'Trapolis trains, and physical works will start following the majority of station improvement works. It is anticipated all works and the introduction of X'Trapolis trains will be completed by late-2015.

PORT-RAIL SHUTTLE



2400 TRUCKS REMOVED FROM THE ROAD NETWORK



Port-Rail Shuttle

The State's freight and logistics plan, *Victoria – The Freight State*, outlines the long-term strategy to improve freight efficiency, grow productivity and better connect Victorian businesses with their markets. The *2014-15 Budget* provides funding for an important intermodal initiative in the plan, the Port-Rail Shuttle (Metropolitan Intermodal System).

This will provide targeted infrastructure works to support the development of a Metropolitan Intermodal System where privately owned intermodal terminals in strategic locations across Melbourne are better linked by rail to the Port of Melbourne. Development of an effective network will result in more efficient freight movements across the city. It is estimated that up to 2400 trucks a

day will be removed from the road network, which is around 10 per cent of all port-based truck movements.

Enhancing the freight gateway

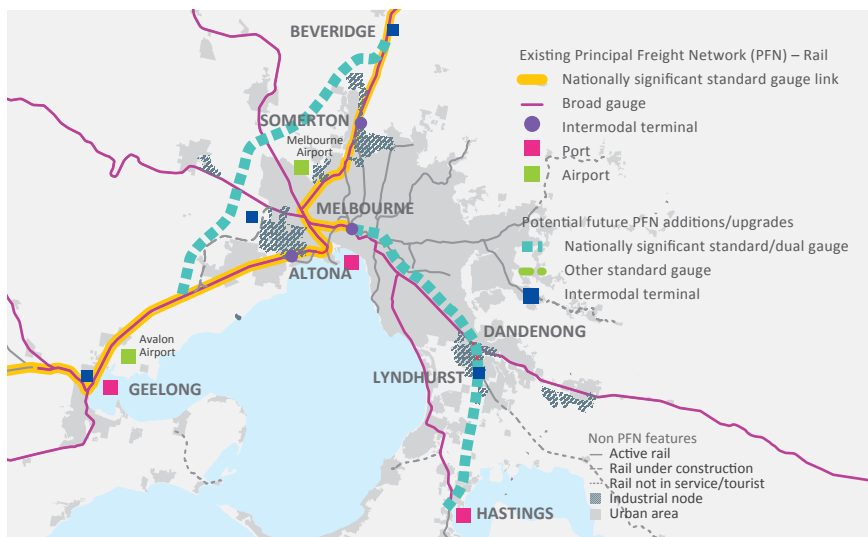
Melbourne is a major hub for interstate and export freight movements. The Port of Melbourne handles around 37 per cent of Australia's container trade, making it the nation's largest container and general cargo port.

With a significant increase expected in container throughput in Victoria, providing additional container port capacity will enable efficient handling of increased container trade. This will generate more competition and economic flow-on benefits for all of Victoria.

Developing the Port of Hastings is critical for the future of the growing freight trade, an integral part of the Victorian economy, and a necessary step in maintaining the viability of the sector beyond the next decade. The development will relieve economic bottlenecks and congestion while also growing jobs in regional Victoria. The necessary planning and approval activities have progressed for developing an expanded Port of Hastings.

The \$1.6 billion expansion of the Port of Melbourne is redeveloping Webb Dock East, providing a new automotive terminal at Webb Dock West, and facilitating an expansion of Swanson Dock. These activities will result in increased container and automotive terminal capacity within the Port of Melbourne precinct. Construction started in March 2013 and is expected to conclude in late-2016. The proposed medium-term lease over the operations of the Port of Melbourne will not affect the delivery of the Port Capacity Expansion project.

The expansion of the Port of Melbourne and the development of the Port of Hastings will ensure that Victoria remains at the centre of Australia's international freight sector.



Social infrastructure

Health infrastructure



HEALTH INFRASTRUCTURE PROJECTS

NEW PROJECTS INCLUDE



• QUALITY SERVICES TO MEET HEALTH SERVICE DEMANDS OF A GROWING POPULATION • SUPPORT FOR GROWING REGIONAL COMMUNITIES

The Coalition Government is investing in key social infrastructure projects to secure Victoria's prosperity and deliver world-class services.

Investment is focused on fixing infrastructure backlogs and expanding capacity to address demand pressures and meet future growth.

The Coalition Government is fixing, expanding and providing better access to key education, health and justice facilities across Victoria.

The Government is also planning for the future with continued innovation in the way projects are developed and infrastructure is delivered. The Government is also partnering with the private sector through public private partnerships to deliver new schools in growth corridors, as well as correction facilities.

Leading the way in health

The Victorian health system is leading the nation in providing responsive, integrated and innovative health care. To maintain this position, the Government is investing in Victoria's hospital infrastructure to keep pace with changes in medical technology, models of service delivery and a growing population.

The Government continues to invest in health care to ensure all Victorians have access to a greater range of acute care, as well as specialist care, closer to home.

Transforming the delivery of health services

The Government is getting on with the task of rebuilding the health system and during its first term has delivered a significant health infrastructure program that will boost Victoria's world-class health system.

The Government recognises that the health system is facing a number of challenges, including a growing and ageing population, increased demand for health services, rising costs of health care and the growing prevalence of chronic disease. These issues all place pressures on the capacity of the system to deliver high-quality health care. The Government is meeting these demands, by continuing to invest in critical health infrastructure across Victoria.

Highlights of investment in key health infrastructure projects

In the *2014-15 Budget* the Government provides:

- \$73 million for the Latrobe Regional Hospital to increase its capacity and responsiveness to the population of the Gippsland region. The investment will allow better access at the local level and increase the range of specialist services;
- \$28 million for Barwon Health-North to provide a health facility delivering a range of community-based ambulatory care services catering for growing demand in the region. It is anticipated this investment will drive co-investment opportunities from other organisations to be part of the health hub offering better access to a diverse range of health services;
- more than \$27 million to increase the capacity and range of mental health services, including in regional Victoria. This will allow better access to and support for Victorians with mental illness;
- \$60 million to replace and improve medical equipment and statewide infrastructure; and
- \$14 million for Boort District Hospital to address ageing infrastructure and deliver new models of care.



Artist's impression of Monash Children's Hospital



Construction of the Box Hill Hospital

Major hospital redevelopments: Update

New health infrastructure projects committed in the *2014-15 Budget* build on the record investment in health infrastructure investment already under way.

The Monash Children's Hospital

Construction of the new \$250 million hospital is due to start in mid-2014 and will be completed by late-2016. The investment delivers on the Government's election commitment and will provide better access to paediatric services in south-east Victoria. This new hospital will complement the Royal Children's Hospital in Parkville.

The Box Hill Hospital redevelopment

Construction of the new 10-storey hospital will finish in 2014. The redevelopment will accommodate more than 620 beds, and deliver expanded services and better facilities. The \$448 million investment is designed to meet the growing demand for health services in Melbourne's east.

The Royal Victorian Eye and Ear Hospital

Construction has started on the upgrade to Victoria's biggest provider of ear, nose and throat health services. The redevelopment will enable the hospital to better meet demand and cater for more patients each year. It will also include improvements to onsite teaching, training and research facilities,

enabling Victoria to capitalise on its world-class leadership in eye and ear research. It is expected to be completed by late-2017.

The Bendigo Hospital

Construction started in 2013 and the new hospital will be completed in 2016. The hospital will deliver a new integrated cancer centre, a new mental health unit, as well as 372 beds and 10 operating theatres. The redevelopment will enable the hospital to improve patient care, develop a skilled health workforce for the future, improve operational efficiency and provide for the health needs of a growing population.

The Victorian Comprehensive Cancer Centre

The \$1 billion centre will be the largest cancer research facility in Australia and one of the top 10 cancer research centres globally. Service delivery is due to commence in mid-2016.

Other major health infrastructure and services

Significant projects funded last year worth around \$80 million are in tender or under construction including Northern Hospital in-patient expansion, Werribee Mercy Hospital expansion and Radiotherapy Services in south-west Victoria.

As part of the Government's substantial health infrastructure program, other major hospital upgrades funded in previous budgets include:

- \$130 million for a major upgrade of Geelong Hospital;
- \$76 million for Frankston inpatient expansion and emergency department redevelopment;
- \$46 million for Ballarat Hospital – additional beds, ambulatory care and a helipad;
- \$40 million for redeveloping the Echuca Regional Hospital;
- \$23 million for a new Charlton Hospital;
- \$18 million to re-establish acute services at Numurkah Hospital which was severely damaged by floods in 2012;
- \$20 million for redeveloping the Kilmore and District Hospital;
- \$18 million for an upgrade of the hospital at Swan Hill District Health;
- \$18 million for Kerang District Health aged care;
- \$15 million for Sunshine Hospital critical care services;
- \$10 million for an upgrade of Castlemaine Hospital;
- \$9.7 million towards the Western Region Health Centre's dental service redevelopment in Footscray, which will enhance the provision of dental services for the inner-west metropolitan area;
- \$5 million for an upgrade of Mildura Base Hospital; and
- \$2 million for an upgrade of West Gippsland Hospital at Warragul.

Social infrastructure

Infrastructure for Victoria as a learning community



INVESTMENT IN SCHOOL INFRASTRUCTURE



\$284
MILLION

SCHOOL REFURBISHMENT
MODERNISATION AND UPGRADES

12

NEW SCHOOLS

During its first term the Government committed more than \$1.1 billion to education infrastructure. The Government's strategy of a world-class education system for Victoria includes significant investment in high-quality school infrastructure.

Schools infrastructure program

This funding includes \$500 million provided in the *2014-15 Budget* to significantly boost to school infrastructure. This budget will provide:

- \$211 million for construction of 12 new schools including \$20 million for a new secondary college in Prahran and a package of 11 new schools in growth areas;
- \$284 million for school refurbishment, modernisation and upgrades; and
- around \$5 million for land acquisition.

This builds on the Government's investment of more than \$600 million over the last three years to enhance school infrastructure, including:

- funding to construct 11 new schools in both regional Victoria and metropolitan Melbourne; and
- more than \$470 million in school regeneration, modernisation, land purchase, relocatable and minor works programs.

This investment included the largest single year investment in special and autistic schools in over a decade for the regeneration and modernisation of schools in Broadmeadows, Horsham, Wantirna Heights, Rosamond and the Northern School for Autism. This funding also provided a new special school at Officer and the Western Autistic School.

High-quality school infrastructure to support a top-tier school system

The Government is committed to improving the standard of school facilities across Victoria and improving student outcomes.

The Government continues to provide greater access to facilities and high-quality infrastructure to support model curriculum delivery.

New schools

To address limited choice and demand pressures in Melbourne's new and growing communities, the Government has committed more than \$210 million in the *2014-15 Budget* to deliver 12 new schools. This includes 11 new schools to be delivered through a public private partnership (PPP). In addition to the new \$20 million secondary college in Prahran, the new school PPP package will provide better local access to modern teaching and learning facilities at the following locations:

- Bannockburn Primary School;
- Casey Central East Primary School;
- Cranbourne South West Primary School;
- Epping North Primary School;
- North Geelong Special Development School;
- Heather Grove Primary School;
- Mernda South Primary School;
- Mill Park Lakes East Primary School;
- Pakenham South West Primary School;
- Point Cook South Prep-9; and
- Torquay North Primary School.



Eastern Ranges School in Ferntree Gully.

Upgraded schools

The *2014-15 Budget* provides around \$284 million for the modernisation, refurbishment and upgrade of Victorian schools. Locations include:

- Coatesville Primary School;
- Geelong High School;
- Horsham College;
- Timboon Prep-12 School;
- Brighton Secondary College;
- Belvedere Park Primary School;
- Cranbourne West Primary School;
- and
- Vermont Secondary College.

The Government is exploring opportunities for non-government education providers to express interest in purchasing and using vacated schools and other educational sites. The State currently holds around 200 such sites most of which were closed prior to 2010. While some of these sites are located in areas of declining numbers of school-age children, others may offer potential for new schools.

Social infrastructure

Public safety and justice



BUILDING A SAFER COMMUNITY

\$73
MILLION
SHEPPARTON
MULTI-
JURISDICTIONAL
COURT

\$25
MILLION
NEW AND
UPGRADED
POLICE STATIONS



24%
BOOST IN PRISON
CAPACITY SINCE
DECEMBER 2010

Building a safer community

The Government is ensuring a safe and secure environment for all Victorian communities.

Law and order and public safety infrastructure

Since coming to office, the Government has committed more than \$1 billion in new and upgraded law, order and public safety infrastructure over four successive budgets. This is consistent with the Government's commitment to a stronger and more visible police presence to tackle crime, violence and anti-social behaviour.

The Government has invested around \$150 million over the past four years for new and upgraded police stations. This supports its election commitment to recruit 1700 new police officers to enhance frontline services.

The *2014-15 Budget* includes:

- \$8 million to build a new police station and emergency services hub in the Ballarat West growth area;
- \$12.7 million to build a new 24-hour police station in Echuca to accommodate extra police resources to support the local community; and
- \$4.8 million to relocate the St Kilda Road Police Station.

Previous investments in police services include:

- new and upgraded police stations at various locations including Ashburton, Emerald, Forest Hill, Mooroopna, Mooroolbark, Sale and Somersville;
- the Operational Tactics and Safety Training Facility;
- a new Waurin Ponds Police Station to include capacity to accommodate the co-location of the South Barwon Victorian State Emergency Service headquarters;
- new police residences in Axedale and Heywood; and
- upgrades to metropolitan train stations to accommodate deployment of the 940 protective services officers who will patrol all metropolitan railway stations and four regional railway stations (Ballarat, Bendigo, Traralgon and Geelong) from 6pm until the last train.

Delays in resolving disputes and court proceedings cause problems for victims, witnesses, defendants and the community. The Government is committed to reducing unnecessary delays in the Victorian court system to ensure the community has timely access to justice.

The *2014-15 Budget* provides funding of \$73 million for a new, purpose-built multi-jurisdictional court in Shepparton which will act as a hub for the Hume region to meet increased demand for courts services. The facility will incorporate the latest in technology to provide a safe and secure-energy complex to benefit all users.

This builds on the Government's previous courts funding including:

- developing a multi-jurisdictional secure court and Justice Service Centre in Bendigo;
- refurbishing the Wangaratta courts complex; and
- constructing a new Children's Court at Broadmeadows.



Artist's impression of the Shepparton multi-jurisdictional court.



Victorian Emergency Management Training Centre in Craigieburn.

The Government continues to support safer Victorian communities by delivering and funding a stronger, more adaptable corrections system. Since coming to office, the Government has made a significant investment to expand and modernise the corrections system, including opening more than 1 200 new prison beds.

The *2014-15 Budget* includes funding to continue the Government's long-term plan to modernise and upgrade Victoria's prison system by providing \$140.8 million for additional prison beds at various locations throughout Victoria.

The 2012-13 and 2013-14 budgets provided funding for a new 1 000 bed medium-security prison at Ravenhall. The Ravenhall Prison is being delivered as a public private partnership, where the private sector will design, build, finance, maintain and operate the prison. Leveraging private sector involvement in the delivery and operations of the Ravenhall Prison will encourage innovation and ensure a value for money outcome for Victorians.

Fire services infrastructure

The Government is ensuring Victoria's fire services have modern, high-quality infrastructure throughout the State to support their critical emergency response activities.

Since the *2011-12 Budget*, the Government has provided the Country Fire Authority with around \$125 million to replace, upgrade and operate 250 rural fire stations. More than \$29 million has been provided in the *2014-15 Budget* to purchase 78 new vehicles.

The \$109 million Victorian Emergency Management Training Centre in Craigieburn announced by the Government in July 2012 is due to open in mid-2014. The new facility will ensure a safer and more capable Metropolitan Fire Brigade and the ongoing protection of the Victorian community.



Innovative policy reforms to deliver value for money



Construction of the Victorian Comprehensive Cancer Centre

To build for medium-term growth and plan for the long term, Victoria's strong policy framework will underpin infrastructure planning and delivery.

Action on PPP reforms

Reforms to the public private partnership (PPP) model announced in May 2013 are being implemented to harness the private sector to drive innovation and efficiency in infrastructure delivery. Changes include adopting modified financing structures, including a greater range of services and streamlining PPP tender processes. Public private partnerships make a valuable contribution to the delivery of infrastructure and services and will continue to be implemented in Victoria for suitable projects.

Unsolicited proposal guidelines

The Government released new unsolicited proposal guidelines in February 2014 for welcoming proposals from the private sector to deliver new infrastructure or services.

It provides a transparent process that encourages private parties to approach Government with unique and innovative ideas. It also provides a framework for implementing direct approaches by the Government to a private party to deliver a specific project or service in a smarter, faster and more efficient way.

Investigating value capture opportunities

The Government is investigating the use of value capture as an innovative funding solution to help deliver priority infrastructure projects sooner where there is greater scope for key project beneficiaries to contribute to project cost.

Traditional contracting reforms

Traditional contracting continues to be a key method of procuring infrastructure projects. Victoria has led an initiative of the Council of Australian Governments Infrastructure Working Group to develop the National Framework for Traditional Contracting of Infrastructure. The framework documents best practice to promote productivity improvements in planning and contracting major projects.

Innovative policy reforms to deliver value for money (cont)



Construction Code

In 2012, in response to the challenge of rising construction costs, the Government introduced implementation guidelines to the Victorian Code of Practice for the Building and Construction Industry.

The recent draft report on Public Infrastructure: Provision, Funding, Financing and Costs from the Productivity Commission highlights the economic and industrial significance of the guidelines, which are aimed at improving value for money for infrastructure projects in Victoria through behavioural change on Victorian building sites. The Productivity Commission recommends national adoption of the guidelines, describing them as the most influential and promising policy approach to address rising construction costs.

Surplus government land

The Government has implemented a strengthened policy framework to streamline the sale of surplus property assets. This will support the continuing sales program across inner-sector government agencies over four years. To complement this program, the Government is undertaking a systematic review of its land holdings to ensure properties are being fully utilised to meet current and future service delivery requirements.

If you would like to receive this publication in an accessible format please telephone 9651 0909 or email information@dtf.vic.gov.au.

This document is also available in PDF and WORD at budget.vic.gov.au.

2014-15 Victorian Budget
Infrastructure Investment
Budget Information Paper
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Department of **Treasury and Finance**