



PUBLIC ACCOUNTS AND ESTIMATES COMMITTEE

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

**DEPARTMENT OF ECONOMIC DEVELOPMENT, JOBS,
TRANSPORT AND RESOURCES /
DEPARTMENT OF STATE DEVELOPMENT, BUSINESS AND
INNOVATION**

SECTION A: Output variances and program outcomes

Question 1 (departments only)

For the following initiatives that were due to be completed in 2013-14 or 2014-15, please provide details of the outcomes expected to be achieved in the community¹ and the outcomes actually achieved to date. Please quantify outcomes where possible.

Initiative	Source	Actual date of completion (month and year)	Expected outcomes	Actual outcomes
Regional Infrastructure Development Fund (RIDF)	2010-11 PEBU p.128	June 2011	The Regional Infrastructure Development Fund (RIDF) was replaced by the Regional Growth Fund (RGF) in July 2011 In relation to commentary on the expected and actual outcomes please refer to the commentary on the RGF set out below in the RGF section.	See below RFG section.
Greener government buildings	2010-11 PEBU p.127	2014-2015	Outcomes for the initiative include: <ul style="list-style-type: none"> • \$1.15 million in annual operational savings • 17% reduction in utility costs • 19% reduction in greenhouse gas emissions 	Installation completed in 2014-15. Projects now in measurement and verification phase. No data available yet. Data to verify expected outcomes will be available in 2016.

¹ 'Outcomes' are the impact of service delivery on the community rather than a description of the services delivered.

Initiative	Source	Actual date of completion (month and year)	Expected outcomes	Actual outcomes
Country roads and bridges initiative	2011-12 BP3 p.80	June 2015	<p>The Country Roads and Bridges (CRB) Program was a Victorian Government initiative to assist rural and regional councils in improving the condition of local roads and bridges.</p> <p>The program aimed to decrease the gap between required road infrastructure funding and available funds.</p>	<p>The program resulted in:</p> <ul style="list-style-type: none"> Between 2011-12 and 2014-15 over 800 projects were funded The average cost per project across the years varied between \$120,000 and \$240,000, and this was largely dependent on the types of projects undertaken. CRB funding is estimated to have achieved improvements to over 1,000 linear km of road and seventy bridges across regional Victoria.
Maintaining our Rail Network Fund	2011-12 BP3 p.80	June 2015	Rail asset renewal and maintenance to improve reliability and punctuality across the Victorian rail network.	<p>Funding was provided to PTV, Metro Trains Melbourne and V/Line to undertake a range of works to the rail network, control and monitoring system, to enhance performance reliability, improve the customer experience and address power and safety matters.</p> <p>Key train service performance indicators relating to customer satisfaction, reliability and punctuality met or showed improvements during the reporting period.</p>
Regional Growth Fund	2011-12 BP3 p.61	June 2015	<p>The Regional Growth Fund (RGF) was launched on 5 July 2011 and replaced the RIDF. The former Government established the RGF to position regional and rural Victoria as a key future driver of the State's growth and prosperity.</p> <p>The RGF has supported projects which:</p> <ul style="list-style-type: none"> Provide better infrastructure, facilities or services Strengthen the economic base of communities Create jobs and improve career options for regional Victorians. 	<p>The RGF sought to achieve a number of medium and longer term desired outcomes. Sixty per cent of the RGF – \$300 million – was allocated to larger scale, strategic infrastructure and initiatives and it will take some time for the desired outcomes to flow through.</p> <p>A full term evaluation of RGF will be undertaken in 2016. This will consider the actual outcomes achieved by the Fund and how they align with its stated objectives.</p>

Initiative	Source	Actual date of completion (month and year)	Expected outcomes	Actual outcomes
Safer electricity assets fund	2011-12 BP3 p.73	2020-21	The Safer electricity assets fund was replaced by the Powerline Bushfire Safety Program (PBSP) being a significantly larger \$250 million initiative over 10 years (due to finish in 2020-21) focused on reducing the risk of bushfires caused from electricity infrastructure in high risk areas. The PBSP consists of three main work streams being the replacement of electricity infrastructure (powerlines) in high risk areas, the installation of back up power generators in residential care facilities in high risk areas and a research and development program to identify new ways to reduce the risk of fires caused by electricity infrastructure.	The program remains on track and is continuing to deliver on key milestones for the three main work streams. It is noted that for 2013-14 and 2014-15 the project had met the target of 100% delivery on the key milestones for the PBSB as required by the output performance measure in the 2013-14 and 2014-15 Service Delivery Budget Paper No 3.

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
Energy and Resources	12.1	Section 32 of the <i>Financial Management Act 1994 (FMA)</i>	Carryover required to fund initiatives within the Energy and Resources output
	2.3	Payments from Advance to Treasurer for the year ended 30 June 2014	Additional funding for Emergency Management activities.
Innovation and Technology	10.7	Section 32 of the <i>Financial Management Act 1994 (FMA)</i>	Carryover required to fund initiatives within the Innovation and Technology output
	1.1	Payments from Advance to Treasurer for the year ended 30 June 2014	Additional funding for 'The Conversation' (an innovative project, designed to make the knowledge created within universities accessible to industry) and ICT issues
Investment Attraction, Facilitation and Major Projects	7.6	Section 32 of the <i>Financial Management Act 1994 (FMA)</i>	Carryover required to fund initiatives within the Investment Attraction, Facilitation and Major Projects output
	5.0	Transfers pursuant to Section 30 of the <i>Financial Management Act 1994 (FMA)</i>	Reinstate funding for the Regional Aviation Fund. This funding was transferred from Output appropriation to payments on behalf of state (POBOS) to the Melbourne Convention and Exhibition Centre (MCEC) in the previous financial year 2012-13. The Regional Aviation Fund (RAF) was underspent in 2012-13 due to the lead time involved in projects.

Output	Additional funding * (\$ million)	Source of funding	Reasons why additional funding was required
	5.0	Transfers pursuant to Section 30 of the <i>Financial Management Act 1994 (FMA)</i>	Transferred capital budget to output to fund the Melbourne Markets initiative due to certain costs being of an operating nature rather than capital.
Small Business Assistance	2.6	Section 32 of the <i>Financial Management Act 1994 (FMA)</i>	Carryover required to fund initiatives within the Small Business Assistance output
Tourism, Major Events and International Education	1.3	Section 32 of the <i>Financial Management Act 1994 (FMA)</i>	Carryover required to fund initiatives within the Tourism, Major Events and International Education output
Regional Development and Regional Cities	0.4	Section 32 of the <i>Financial Management Act 1994 (FMA)</i>	Carryover required to fund initiatives within the Regional Development and Regional Cities output
Employment	0.1	Section 32 of the <i>Financial Management Act 1994 (FMA)</i>	Carryover required to fund initiatives within the Employment output

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

(a) in 2014-15

Output	Additional funding * (\$ million)	Source of funding	Reasons why additional funding was required
Energy and Resources	4.9	Section 32 of the <i>Financial Management Act 1994 (FMA)</i>	Carryover required to fund initiatives within the Energy and Resources output
Innovation and Technology	4.1	Section 32 of the <i>Financial Management Act 1994 (FMA)</i>	Carryover required to fund initiatives within the Innovation and Technology output

Output	Additional funding * (\$ million)	Source of funding	Reasons why additional funding was required
Innovation and Technology	0.5	Payments from Advance to Treasurer for the year ended 30 June 2015	To fund the Ethical Clothing initiative
Investment Attraction, Facilitation and Major Projects	1.8	Section 32 of the <i>Financial Management Act 1994 (FMA)</i>	Carryover required to fund initiatives within the Investment Attraction, Facilitation and Major Projects output
Investment Attraction, Facilitation and Major Projects	3.0	Transfers pursuant to Section 30 of the <i>Financial Management Act 1994 (FMA)</i>	Transferred capital budget to output to fund the Melbourne Markets initiative
Small Business Assistance	3.1	Section 32 of the <i>Financial Management Act 1994 (FMA)</i>	Carryover required to fund initiatives within the Small Business Assistance output
Regional Development and Regional Cities	0.4	Section 32 of the <i>Financial Management Act 1994 (FMA)</i>	Carryover required to fund initiatives within the Regional Development and Regional Cities output
Regional Development and Regional Cities	3.6	Payments from Advance to Treasurer for the year ended 30 June 2015	Reinstatement of Appropriation for Regional Growth Plan and Flying Squad
Employment	8.0	Payments from Advance to Treasurer for the year ended 30 June 2015	To fund the Premier's Jobs and Investment Fund
Industrial Relations	1.4	Machinery of Government transfer from DTF	The additional funding reflects the transfer of Workplace Relations functions from DTF from 1 January 2015
Agriculture	99.5	Machinery of Government transfer from former DEPI	The additional funding reflects the transfer of Agriculture functions from DEPI from 1 January 2015

Output	Additional funding * (\$ million)	Source of funding	Reasons why additional funding was required
	4.7	Machinery of Government transfer from former DEPI - Section 32 of the <i>Financial Management Act 1994 (FMA)</i>	The additional funding reflects the transfer of Agriculture functions from DEPI from 1 January 2015
Sustainably Manage Fish and Forest Resources	22.7	Machinery of Government transfer from former DEPI	The additional funding reflects the transfer of Agriculture functions from DEPI from 1 January 2015
	1.0	Machinery of Government transfer from former DEPI - Section 32 of the <i>Financial Management Act 1994 (FMA)</i>	The additional funding reflects the transfer of Agriculture functions from DEPI from 1 January 2015
Biosecurity	37.1	Machinery of Government transfer from former DEPI	The additional funding reflects the transfer of Agriculture functions from DEPI from 1 January 2015
	4.4	Payments from Advance to Treasurer for the year ended 30 June 2015	To fund the National Biosecurity Cost Sharing Commitments and Victorian Biosecurity Incursions and the 'building on Reform of Illegal Puppy and Kitten Farms'
Access Industry Development and Innovation	25.8	Machinery of Government transfer from DPC	The additional funding reflects the transfer of Creative Victoria functions from DPC from 1 January 2015
Cultural Infrastructure and Facilities	38.9	Machinery of Government transfer from DPC	The additional funding reflects the transfer of Creative Victoria functions from DPC from 1 January 2015
	0.8	Section 30 of the <i>Financial Management Act 1994 (FMA)</i>	To fund Collingwood Contemporary Arts Precinct, Creative Victoria minor capital works, and Arts and Cultural Facilities Maintenance (ACFM) projects for Department – owned assets
Arts Portfolio Agencies	125.3	Machinery of Government transfer from DPC	The additional funding reflects the transfer of Creative Victoria functions from DPC from 1 January 2015
	0.5	Section 30 of the <i>Financial Management Act 1994(FMA)</i>	To fund the Arts and Cultural Facilities Maintenance (ACFM) projects of the portfolio agencies.

Output	Additional funding * (\$ million)	Source of funding	Reasons why additional funding was required
Transport Safety Regulation and Investigations	75.2	Machinery of Government transfer from former- Department of Transport, Planning and Local Infrastructure (DTPLI)	The additional funding reflects the transfer of output funding from the former-DTPLI from 1 January 2015.
Transport Safety and Security Management	35.2	Machinery of Government transfer from former- DTPLI	The additional funding reflects the transfer of output funding from the former-DTPLI from 1 January 2015.
Metropolitan Transport Services	1,120.2	Machinery of Government transfer from former- DTPLI	The additional funding reflects the transfer of output funding from the former-DTPLI from 1 January 2015.
	0.5	Transfers pursuant to Section 30 of the <i>Financial Management Act 1994 (FMA)</i>	The additional funding relates to service improvements on Victoria's public transport network, as announced in the 2015-16 Victorian Budget.
Regional Transport Services	354.1	Machinery of Government transfer from former- DTPLI	The additional funding reflects the transfer of output funding from the former-DTPLI from 1 January 2015.
	15.0	Payments from Advance to Treasurer for the year ended 30 June 2015	The additional funding reflects funding to ensure appropriate working capital levels.
Statewide Transport Services	179.7	Machinery of Government transfer from former- DTPLI	The additional funding reflects the transfer of output funding from the former-DTPLI from 1 January 2015.
	9.8	Payments from Advance to Treasurer for the year ended 30 June 2015	The additional funding reflects funding required towards 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	7.8	Machinery of Government transfer from former- DTPLI	The additional funding reflects the transfer of output funding from the former-DTPLI from 1 January 2015.
Public Transport Network Improvements and Maintenance	13.6	Machinery of Government transfer from former- DTPLI	The additional funding reflects the transfer of output funding from the former-DTPLI from 1 January 2015.

Output	Additional funding * (\$ million)	Source of funding	Reasons why additional funding was required
	30.0	Payments from Advance to Treasurer for the year ended 30 June 2015	The additional funding reflects the discharge of a project finalisation agreement to the proponent group for direct reimbursable costs.
Road Network Improvements	410.8	Machinery of Government transfer from former- DTPLI	The additional funding reflects the transfer of output funding from the former-DTPLI from 1 January 2015.
	0.9	Payments from Advance to Treasurer for the year ended 30 June 2015	The additional funding reflects funding for the first stage of the West Gate Distributor project, as announced in the 2015-16 Victorian Budget, and for the market led Western Distributor proposal submitted to Government.
	80.7	Transfers pursuant to Section 30 of the Financial Management Act 1994 (FMA)	The additional funding was provided within the East West Link Eastern Section capital budget and primarily reflects expenditure that could no longer be capitalised following project cessation and funding for Ballarat Western Link Road, which was transferred to output funding due to works being undertaken on a local road.
Road Asset Management	187.8	Machinery of Government transfer from former- DTPLI	The additional funding reflects the transfer of output funding from the former-DTPLI from 1 January 2015.
Ports and Freight Network Improvements and Maintenance	33.9	Machinery of Government transfer from former- DTPLI	The additional funding reflects the transfer of output funding from the former-DTPLI from 1 January 2015.
	10.0	Payments from Advance to Treasurer for the year ended 30 June 2015	The additional funding reflects funding for Victoria's contribution towards the National Heavy Vehicle Regulator.
	8.3	Transfers pursuant to Section 30 of the Financial Management Act 1994 (FMA)	The additional funding primarily reflects the transfer of relevant remaining components of the Port of Hastings development project transferring to output.

**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**

Please provide the following details about each of the selected asset investment projects:

Project	Estimated expenditure in 2013-14 (2013-14 budget papers) (\$ million)	Actual expenditure in 2013-14 (\$ million)	Explanation for any variances greater than ± 10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2013-14 budget papers	Estimated financial completion date in 2014-15 budget papers	Explanation for any changes to the estimated financial completion date
Princes Pier restoration - stage 2 (Port Melbourne)	1.4	0.5	Variance was due to delays in negotiation and decision-making for an expected handover of the pier to the appropriate owners.	mid 2014	qtr 4 2014-15	As a result of delays in the negotiation process.
Parkville Gardens (Melbourne)	2.7	0.8	The budget was revised to \$1.1m to reflect the expected profile of property sales.	mid 2018	qtr 4 2017-18	N/A
Princes Highway East - Traralgon to Sale duplication (non-metro various)	5.0	6.6	Variance was due to alignment of State/Commonwealth funding.	mid 2016	qtr 3 2015-16	N/A
Princes Highway West - Stage 1 Waurin Ponds to Winchelsea (non-metro various)	12.3	30.1	Variance was due to alignment of State/Commonwealth funding.	mid 2016	qtr 4 2014-15	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-

Project	Estimated expenditure in 2013-14 (2013-14 budget papers) (\$ million)	Actual expenditure in 2013-14 (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2013-14 budget papers	Estimated financial completion date in 2014-15 budget papers	Explanation for any changes to the estimated financial completion date
Contribution to Circus Oz relocation (Collingwood)	12.0	8.7	Expenditure variance due to project delays and value management activities that resulted in the re-purposing of \$2.3 million toward the Collingwood Contemporary Arts Precinct (the make safe and activation works for the balance of site)	mid 2014	qtr 3 2014-15	As a result of project delays.
Better Roads - local projects (statewide)	5.0	5.0	N/A	mid 2017	qtr 4 2014-15	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-
Princes Highway East - Traralgon to Sale duplication (non-metro various)	16.5	12.3	Variance was due to alignment of State/Commonwealth funding.	mid 2016	qtr 3 2015-16	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-
Geelong Ring Road Stage 4C - Geelong Ring Road to Surf Coast Highway (City of Greater Geelong)	19.0	19.3	N/A	mid 2015	qtr 4 2015-16	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-
Federation Square East (Melbourne)	1.0	0.3	Variance was due to Expression of Interest (EOI) being issued later than anticipated.	mid 2014	qtr 4 2014-15	As a result of delays in the EOI process.
Noise wall program (metro various)	2.2	0.0	Variance was due to delays in project works.	mid 2017	qtr 4 2017-18	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-

Project	Estimated expenditure in 2013-14 (2013-14 budget papers) (\$ million)	Actual expenditure in 2013-14 (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2013-14 budget papers	Estimated financial completion date in 2014-15 budget papers	Explanation for any changes to the estimated financial completion date
Consolidating accommodation metro and regional (Attwood)	22.8	7.3	Variance was due to delays in project delivery (i.e. reconfigure the consolidation plans following the merge of DPI and DSE).	mid 2014	qtr 4 2014-15	Variance was due to project delays.
VicRoads registration and licensing system (statewide)	51.2	26.2	Variance was due to project being paused during 2013-14. The project has been subsequently discontinued.	mid 2014	tbc	As a result of the project being paused during 2013-14. The project has been subsequently discontinued.
E-Gate precinct redevelopment (West Melbourne)	3.3	3.3	N/A	mid 2014	qtr 4 2014-15	Post completion of the business case, the project development activities extended into the planning and development of an Expression of Interest (EOI) process.
Narre Warren Cranbourne Road duplication between Pound Road and Thompson Road (Narre Warren South)	9.3	8.8	N/A	mid 2016	qtr 2 2015-16	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-
Stud Road Improvement Project - Boronia Road to Mountain Highway (Bayswater)	6.8	10.0	Variance was due to acceleration of project works.	mid 2017	qtr 1 2014-15	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-
Dingley Bypass between Warrigal Road to Westall Road (Dingley)	10.5	17.6	Variance was due to timing of land acquisition.	mid 2017	qtr 1 2016-17	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-

Project	Estimated expenditure in 2013-14 (2013-14 budget papers) (\$ million)	Actual expenditure in 2013-14 (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2013-14 budget papers	Estimated financial completion date in 2014-15 budget papers	Explanation for any changes to the estimated financial completion date
Cycling package (statewide)	0.1	1.8	Variance was due to acceleration of project works. 2013-14 budget was subsequently revised to \$1.7m and is consistent with the 2014-15 Budget Paper 4 publication	mid 2015	qtr 2 2014-15	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-
Doncaster Area Rapid Transit (DART) (metro various)	12.2	4.6	Variance was due to revised project scope (i.e. Hoddle Street bus priority lane works to be included as part of the East West Link project).	mid 2014	qtr 4 2014-15	Revised financial completion date reflects the finalisation of project scope review and timing of re-tender of works.
Targeted road restoration (statewide)	30.0	26.3	Variance was due to slippages in works which would be carried into 2014-15.	mid 2016	qtr 4 2015-16	N/A
Systems for enhanced farm services - system development (statewide)	6.1	0.0	Variance was due to the project being placed on hold to conduct an evaluation of the project objectives. The project was relaunched in 2014.	mid 2015	qtr 4 2014-15	The project was placed on hold to conduct an evaluation of the project objectives. The project was relaunched in 2014.
SmartBus - Yellow orbital Stage 2 (metro various)	2.3	2.4	N/A	mid 2014	qtr 2 2014-15	N/A
Western Highway duplication - Ballarat to Stawell (non-metro various)	84.8	79.2	N/A	mid 2016	qtr 3 2015-16	N/A
Koo Wee Rup Bypass (Koo Wee Rup)	11.1	24.2	Variance was due to acceleration of project works by contractor.	mid 2017	qtr 2 2015-16	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-

Project	Estimated expenditure in 2013-14 (2013-14 budget papers) (\$ million)	Actual expenditure in 2013-14 (\$ million)	Explanation for any variances greater than ± 10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2013-14 budget papers	Estimated financial completion date in 2014-15 budget papers	Explanation for any changes to the estimated financial completion date
M80 upgrade (metro various)	37.5	13.0	Variance was due to alignment of State/Commonwealth funding.	mid 2015	qtr 2 2014-15	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-
Western Highway duplication - Ballarat to Stawell (non-metro various)	1.3	37.0	Variance was due to alignment of State/Commonwealth funding. 2013-14 budget was subsequently revised to \$41.1m. This is consistent with the 2014-15 Budget Paper 4 publication.	mid 2016	qtr 3 2015-16	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-
Melbourne Exhibition Centre expansion - land acquisition (Melbourne)	16.5	16.5		mid 2014	qtr 4 2014-15	Project rephased to be completed in 2014-15. This is consistent with the 2014-15 Budget Papers.
Melbourne Wholesale Markets - redevelopment (Epping)	65.4	14.6	The variance was contributed by a number of factors including delays in project payments, reduction in legal costs and compensation payments etc. 2013-14 budget was subsequently revised to \$49.4m and consistent with the 2014-15 Budget Paper 4 publication.	mid 2015	qtr 4 2014-15	N/A
Western Highway upgrade - Stawell to South Australian border (non-metro various)	12.2	12.9	N/A	mid 2015	qtr 4 2014-15	N/A
East West Link - Stage 1 (metro various)	224.0	160.7	Variance was due to deferral of property acquisitions as a result of continued negotiations with property owners.	late 2019	qtr 2 2019-20	N/A

Project	Estimated expenditure in 2013-14 (2013-14 budget papers) (\$ million)	Actual expenditure in 2013-14 (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2013-14 budget papers	Estimated financial completion date in 2014-15 budget papers	Explanation for any changes to the estimated financial completion date
Princes Highway West - Stage 1 Waurm Ponds to Winchelsea (non-metro various)	17.7	0.0	Variance was due to alignment of State/Commonwealth funding.	mid 2014	qtr 4 2014-15	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-
Royal Exhibition Building (REB) Protection and Promotion Project (Melbourne)	4.0	4.0	N/A	mid 2017	qtr 4 2016-17	N/A
High Street Road improvement project (Wantirna South)	1.5	0.9	Variance was due to delays in project works.	mid 2018	qtr 3 2015-16	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-
Melbourne Exhibition Centre expansion project (Melbourne)	2.0	0.7	Variance was due to budget rephasing of \$1.35 million from 2013-14 to 2014-15. This is consistent with the 2014-15 Budget Paper 4 publication.	mid 2014	qtr 4 2014-15	As a result of project rephasing due to development of financing options.
Federation Square capital replacement and renewal works (Melbourne)	4.0	4.0	N/A	mid 2016	qtr 4 2015-16	N/A
Controlled environments for developing new crops - development (statewide)	5.1	0.5	Variance was a result of delays in the Horsham Glasshouse works due to difficulties in acquiring land for building.	mid 2013	qtr 4 2014-15	As a result of delays in the Horsham Glasshouse works.

Project	Estimated expenditure in 2013-14 (2013-14 budget papers) (\$ million)	Actual expenditure in 2013-14 (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2013-14 budget papers	Estimated financial completion date in 2014-15 budget papers	Explanation for any changes to the estimated financial completion date
Kilmore Wallan bypass (Kilmore)	10.0	3.1	Variance was due to planning delays. 2013-14 budget was subsequently revised to \$4 million. This is consistent with the 2014-15 Budget Paper 4 publication.	mid 2014	qtr 4 2014-15	As a result of the planning delays.
Managed motorway program - Monash Freeway between High Street and Warrigal Road (metro various)	1.0	0.9	N/A	mid 2016	qtr 2 2015-16	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-
Transport Solutions (statewide)	10.2	10.1	N/A	mid 2015	qtr 4 2014-15	N/A
Road Safety Strategy 2013-2022 (statewide)	50.0	58.7	Variance was due to acceleration of project works.	mid 2023	qtr 2 2022-23	N/A
East Werribee Employment Precinct preliminary infrastructure (East Werribee)	12.8	2.9	Variance was due to delays in project works.	late 2015	qtr 2 2015-16	N/A
Metro level crossing blitz program (metro various)	23.1	8.4	Variance was due to delays in preconstruction activities and deferral of the stabling facility decommissioning.	mid 2015	qtr 4 2014-15	N/A
Box Hill to Ringwood Bikeway (metro various)	tbc	0.8	Variance was due to estimated expenditure not being published, pending confirmation of funding requirements following stakeholder consultation.	mid 2016	tbc	Completion date changed to tbc in 2014-15 as the funding level and timing of works were still being confirmed.

Project	Estimated expenditure in 2013-14 (2013-14 budget papers) (\$ million)	Actual expenditure in 2013-14 (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2013-14 budget papers	Estimated financial completion date in 2014-15 budget papers	Explanation for any changes to the estimated financial completion date
Port of Hastings development (Hastings)	20.0	10.0	The cashflows for the project were updated following an extensive project start-up phase and funding was carried forward to 2014-15 to continue planning works.	Mid 2017	qtr 4 2016-17	N/A
Port capacity expansion project (Webb Dock/Swanson Dock) (Melbourne)	tbc	N/A	The project does not belong to the department. It is undertaken by Port of Melbourne Corporation.			Reported by the Port of Melbourne Corporation
Syndal Station multi-deck car park project (Glen Waverley)	5.0	0.4	Variance was due to extended contract evaluation period resulted in contract award being later than expected.	mid 2015	qtr 2 2014-15	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-
Grovedale Station (Grovedale)	10.2	11.6	Variance was due to construction works ahead of schedule.	mid 2015	qtr 2 2014-15	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-
Southland Station (Cheltenham)	tbc	1.0	Estimated expenditure was not reported at that time due to commercial sensitivities.	tbc	qtr 2 2016-17	Expected completion date was not reported at that time due to commercial sensitivities.
High capacity signalling (metro various)	3.0	2.2	Variance was due to the timing of business case studies & development.	mid 2015	qtr 4 2014-15	N/A

Project	Estimated expenditure in 2013-14 (2013-14 budget papers) (\$ million)	Actual expenditure in 2013-14 (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2013-14 budget papers	Estimated financial completion date in 2014-15 budget papers	Explanation for any changes to the estimated financial completion date
Protective Services Officers railway infrastructure (metro various)	41.0	17.2	Variance due to works schedule adjustments in 2013-14 reflecting the change of project scope that was announced in the 2014-15 State Budget which decreased the TEI by \$20.28 million.	mid 2015	qtr 4 2014-15	N/A
Bayside rail improvements (metro various)	10.0	9.0	N/A	mid 2016	qtr 4 2016-17	Completion date adjusted to bring in-line with the contract work schedule.
New trains for Melbourne commuters (metro various)	34.8	0.8	Contract payment of \$24.5m occurred early in June 2013 due to the early approval of contract, thus reducing expected 2013-14 expenditure. Balance of variance relates to agreed delivery time lines and carryover adjustment.	mid 2016	qtr 4 2015-16	N/A
Non-urban Train Radio renewal (non-metro various)	7.9	17.1	Variance was due timing of internally funded component of the project.	mid 2019	qtr 4 2018-19	N/A
Ringwood Station and interchange upgrade (Ringwood)	10.5	3.5	Project delivery was affected by delays in planning approval process.	mid 2016	qtr 4 2015-16	N/A
Metropolitan train safety communications system (metro various)	39.8	43.8	N/A	mid 2015	qtr 4 2014-15	N/A
myki (new ticketing solution - technology and installation) (statewide)	102.3	38.1	Variance primarily due to the timing of rollout of ticketing solution.	mid 2017	qtr 4 2016-17	N/A

Project	Estimated expenditure in 2013-14 (2013-14 budget papers) (\$ million)	Actual expenditure in 2013-14 (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2013-14 budget papers	Estimated financial completion date in 2014-15 budget papers	Explanation for any changes to the estimated financial completion date
40 New trains for Melbourne commuters - stage 1 (metro various)	54.1	32.6	Variance reflected the current work schedule for Calder park stabling works program. Delayed as a result of land issues.	mid 2016	qtr 4 2015-16	N/A
Accessible Public Transport in Victoria: Disability Discrimination Act (1992) (Cth) Compliance (statewide)	8.0	3.5	Variance reflected the current work schedule.	mid 2015	qtr 4 2014-15	N/A
Balaclava Station (Balaclava)	6.7	10.8	Variance was due to additional costs associated with soil contamination.	mid 2014	qtr 2 2014-15	N/A
Fix country level crossings, including Warragul Station precinct (non-metro various)	9.4	11.3	Variance was due to acceleration of works.	mid 2015	qtr 4 2014-15	N/A
Improving train operations - rail service efficiencies (statewide)	36.6	10.2	TEI decreased by \$18.99 million due to a change of project scope. This is consistent with the 2014-15 Budget Paper 4 publication.	mid 2014	qtr 4 2014-15	Change due to delays in Driver decentralisation program - Works schedule to be in-line with PSO Station upgrade requirements.
Warragul Station car park improvements (Warragul)	4.3	4.3	N/A	mid 2015	qtr 4 2014-15	N/A
Metropolitan rolling stock (metro various)	66.7	22.6	Variance was due to delays in the rollout of digital train radios on X'trapolis and reconfiguration of Comeng/Siemens trains.	mid 2014	qtr 4 2015-16	Delays in rollout of digital train radio fitment to X'Trapolis Trains.
Metropolitan rail infrastructure renewal program (metro various)	129.5	136.0	N/A	mid 2017	qtr 4 2017-18	This is a rolling program. Change reflects continuance of program.

Project	Estimated expenditure in 2013-14 (2013-14 budget papers) (\$ million)	Actual expenditure in 2013-14 (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2013-14 budget papers	Estimated financial completion date in 2014-15 budget papers	Explanation for any changes to the estimated financial completion date
New stations in growth areas (metro various)	9.8	1.3	Variance was due to timing of Caroline Spring Station works.	mid 2014	qtr 4 2014-15	Revised completion date reflects revised timeline for Caroline Springs Station works.
Railway crossing upgrades (statewide)	11.0	6.2	Variance was due to timing of upgrade works.	mid 2017	qtr 4 2017-18	This is a rolling program. Change reflects continuance of program.
Regional Rail Link (various)	1,240.5	1,255.7	N/A	mid 2017	qtr 4 2014-15	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-
Regional rolling stock (non-metro various)	19.8	2.8	Variance was due to timing of associated stabling infrastructure works program.	mid 2014	qtr 4 2014-15	Change due to delay in infrastructure works timing.
Tram procurement and supporting infrastructure (metro various)	154.3	110.7	Variance reflects a 7 month delay due to construction difficulties with tram prototype, and issues related to infrastructure. However, this does not impact the expected completion date.	mid 2018	qtr 4 2017-18	N/A
Regional rolling stock - new tranche (non-metro various)	59.6	50.4	Variance was due to the timing of train delivery.	mid 2018	qtr 2 2017-18	Delivery program was ahead of schedule.
Regional rail network major periodic maintenance (passenger and freight) (non-metro various)	46.1	46.6	N/A	mid 2016	qtr 4 2015-16	N/A
Metropolitan Park and Ride program - stage 2 (metro various)	2.0	1.9	N/A	mid 2014	qtr 2 2014-15	N/A

Project	Estimated expenditure in 2013-14 (2013-14 budget papers) (\$ million)	Actual expenditure in 2013-14 (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2013-14 budget papers	Estimated financial completion date in 2014-15 budget papers	Explanation for any changes to the estimated financial completion date
Cardinia Road upgrade (Cardinia Shire)	7.9	1.8	Variance was due to changes to work schedule. 2013-14 budget was subsequently revised to \$1.9 million. This is consistent with the 2014-15 Budget Paper 4 publication.	mid 2015	qtr 4 2014-15	N/A
Darebin Creek Bike Trail (metro various)	5.0	7.6	Variance was due to project acceleration.	late 2015	qtr 2 2015-16	N/A
Ballarat Western Link Road (Ballarat)	22.9	3.1	Variance was due to delays gaining project approvals.	mid 2015	qtr 4 2014-15	N/A
Frankston transit interchange improvement project (Frankston)	0.7	0.7	N/A	late 2017	qtr 4 2016-17	The 2013-14 Budget Paper date reflects financial completion, whereas the 2014-15 Budget Paper date reflects practical completion-

Project	Estimated expenditure in 2014-15 (2014-15 budget papers) (\$ million)	Actual expenditure in 2014-15 (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2014-15 budget papers	Estimated financial completion date in 2015-16 budget papers	Explanation for any changes to the estimated financial completion date
Doncaster Area Rapid Transit (DART) (metro various)	10.6	1.7	Variance was due to revised project scope (i.e. Hoddle Street bus priority lane works to be included as part of the East West Link project).	qtr 4 2014-15	qtr 3 2015-16	Hoddle Street Bus priority lane works were transferred to East West Link project. The project is affected by the cessation of the East West Link project.
Port-Rail shuttle (metropolitan intermodal system) (metro various)	3.8	2.3	The project was to be advanced through the Port lease transaction and therefore dependent on timing and outcome of that project.	qtr 2 2017-18	tbc	The project completion date is dependent on the outcome of the Port of Melbourne lease considerations.
Dingley Bypass between Warrigal Road to Westall Road (Dingley)	32.6	34.5	N/A	qtr 1 2016-17	qtr 1 2016-17	N/A
Controlled environments for developing new crops development (statewide)	1.5	0.5	Project was delayed due to difficulty in securing a suitable site on the La Trobe University campus to construct the facility.	qtr 4 2014-15	qtr 4 2015-16	As a result of project delays.
Consolidating accommodation metro and regional (Attwood)	10.1	7.8	Carryover was required into 2015-16 to complete the works relating to specialised facilities for biosecurity and fisheries, roadways, new office building, landscaping and associated infrastructure.	qtr 4 2014-15	qtr 2 2015-16	Due to the impact of MoG changes in 2013 following the merger of Department of Primary Industries (DPI) and Department of Sustainability and Environment (DSE)
Princes Highway West - Colac to Winchelsea - planning (non-metro various)	6.0	4.5	Variance was due to changes in timing of works.	qtr 3 2015-16	qtr 4 2015-16	Completion date has been revised to reflect the latest forecasts at the time.

Project	Estimated expenditure in 2014-15 (2014-15 budget papers) (\$ million)	Actual expenditure in 2014-15 (\$ million)	Explanation for any variances greater than ± 10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2014-15 budget papers	Estimated financial completion date in 2015-16 budget papers	Explanation for any changes to the estimated financial completion date
Princes Highway East - Traralgon to Sale duplication (non-metro various)	44.8	35.6	Variance was due to delays in contract award as a result of the investigation, development and implementation of the "High Speed Rural Road Roundabout Treatment Policy".	qtr 3 2015-16	qtr 4 2018-19	Due to changes in work scope, now including the duplication east of Traralgon, east of Rosedale and west of Fulham.
Parkville Gardens (Parkville)	1.2	0.8	The project has been rephased to reflect the agreed schedule and budget.	qtr 4 2017-18	qtr 4 2017-18	N/A
Calder Highway interchange Ravenswood (Ravenswood)	8.1	5.6	Variance was due to design issues and planning permit delays as a result of environmental issues.	qtr 4 2017-18	qtr 4 2017-18	N/A
Metro Level Crossing Blitz program - Blackburn Road level crossing removal (Blackburn)- Burke Road level crossing removal (Glen Iris)- North Road level crossing removal (Ormond)	34.4	15.8	Variance was due to changes in the timing of project delivery, following the awarding of contracts and works originally planned as early works now included in main alliance contract.	qtr 4 2017-18	qtr 4 2016-17	Change in the completion date was due to reprioritisation of works package.
Pioneer Road duplication (Grovedale)	5.0	1.7	Variance was due to extensive pre-construction activities which have delayed the commencement of works.	qtr 4 2015-16	qtr 4 2015-16	N/A
Transport solutions - regional roads package (non-metro various)	14.6	13.4	N/A	qtr 4 2016-17	qtr 4 2016-17	N/A
Relieving congestion on suburban roads (metro various)	4.7	5.8	Variance was due to acceleration of works within the program.	qtr 4 2016-17	qtr 4 2016-17	N/A

Project	Estimated expenditure in 2014-15 (2014-15 budget papers) (\$ million)	Actual expenditure in 2014-15 (\$ million)	Explanation for any variances greater than ± 10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2014-15 budget papers	Estimated financial completion date in 2015-16 budget papers	Explanation for any changes to the estimated financial completion date
Princes Highway East passing lanes (Hospital Creek, Dinner Creek, and Wombat Creek) (non-metro various)	2.5	4.5	Variance was due to acceleration of works as contract was awarded earlier than anticipated, allowing for the contractor to deliver ancillary works ahead of time.	qtr 4 2016-17	qtr 3 2015-16	Change in the completion date was due to acceleration of works and contractor being able to deliver ancillary works during the wet weather allowance period.
Princes Highway East (Sand Road interchange) (non-metro various)	1.0	2.1	Variance was due to service relocation works being delivered ahead of schedule.	qtr 4 2016-17	qtr 4 2016-17	N/A
Princes Highway duplication project - Winchelsea to Colac (non-metro various)	44.7	7.9	Variance was predominantly due to delays in land acquisition.	qtr 4 2018-19	qtr 4 2018-19	N/A
Melbourne Wholesale Markets - redevelopment (Epping)	78.0	35.1	The variance was due to delays in tenants procuring fit-outs for their stores.	qtr 4 2014-15	qtr 1 2015-16	The approved project completion date for the Melbourne Markets Relocation project has shifted from June 2015 to August 2015 due to project delays.
Kilmore Wallan bypass (Kilmore)	5.5	2.3	Variance was due to delays in pre-construction activities, pending the finalisation of preferred route alignment.	qtr 4 2014-15	qtr 4 2015-16	As a result of project delays.
Western Highway duplication - Ballarat to Stawell (non-metro various)	117.2	126.7	Variance was due to project acceleration.	qtr 3 2015-16	qtr 4 2017-18	As a result of changes in work scope, now including the duplication between Buangor and Ararat.

Project	Estimated expenditure in 2014-15 (2014-15 budget papers) (\$ million)	Actual expenditure in 2014-15 (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2014-15 budget papers	Estimated financial completion date in 2015-16 budget papers	Explanation for any changes to the estimated financial completion date
Ballarat West employment zone (Ballarat)	12.0	1.5	The variance was due to the delayed conclusion of Cultural Heritage Management Plans and the finalisation of the Expression of Interest process from prospective industry participants for the release of Stage 1 land.	qtr 4 2017-18	qtr 4 2017-18	N/A
Arts Centre Melbourne building services upgrade (Melbourne)	3.1	1.8	Variance was due to delays in the procurement of Central plant (Transformers, Boilers and Chilled Water).	qtr 4 2016-17	qtr 4 2016-17	N/A
Royal Exhibition Building Protection and Promotion Project (Melbourne)	14.4	0.0	Variance was due to project delays as a result of re-scoping and value management agreed with the Commonwealth.	qtr 4 2016-17	qtr 4 2016-17	N/A
Melbourne Exhibition Centre expansion project (Melbourne)	1.4	0.7	The majority of the funding has been used to submit a business case to the 2015-16 Budget. 2014-15 budget subsequently revised to \$0.9 million. This is consistent with the 2015-16 Budget Paper 4 publication.	qtr 4 2014-15	qtr 4 2015-16	The project was delayed slightly in 2014-15 and will be completed in 2015-16 as the project moves into the next phase.
Federation Square capital replacement and renewal works (Melbourne)	3.7	3.7	N/A	qtr 4 2015-16	qtr 4 2015-16	N/A
Box Hill to Ringwood Bikeway (metro various)	tbc	1.8	Variance was due to estimated expenditure not being published, pending confirmation of funding requirements.	tbc	qtr 4 2015-16	Completion date has changed following confirmation of funding level and timing of works.

Project	Estimated expenditure in 2014-15 (2014-15 budget papers) (\$ million)	Actual expenditure in 2014-15 (\$ million)	Explanation for any variances greater than ± 10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2014-15 budget papers	Estimated financial completion date in 2015-16 budget papers	Explanation for any changes to the estimated financial completion date
Koo Wee Rup Bypass (Koo Wee Rup)	23.8	24.6	N/A	qtr 2 2015-16	qtr 2 2015-16	N/A
Sneydes Road Interchange (Point Cook)	13.8	18.9	Variance was due to project acceleration.	qtr 2 2016-17	qtr 2 2016-17	N/A
Targeted road restoration (statewide)	30.0	60.6	Variance was due to the consolidation of the Arterial road restoration and Targeted road restoration projects.	qtr 4 2015-16	qtr 4 2015-16	N/A
High Street Road improvement project (Wantirna South)	6.9	7.4	N/A	qtr 3 2015-16	qtr 4 2015-16	Delay in planning permit approval resulted in a later start date than originally anticipated.
Managed motorway program - Monash Freeway between High Street and Warrigal Road (metro various)	5.9	5.9	N/A	qtr 2 2015-16	qtr 2 2015-16	N/A
Transport Solutions (statewide)	8.5	5.4	Variance was due to delays in the delivery of the Intelligent Transport System Facilities component of the program.	qtr 4 2014-15	qtr 1 2015-16	As a result of project delays.
Road Safety Strategy 2013-22 (statewide)	78.0	78.9	N/A	qtr 2 2022-23	qtr 2 2022-23	N/A
East Werribee Employment Precinct preliminary infrastructure (East Werribee)	19.9	9.1	Variance was due to changes in the treatment of the project following machinery of government changes, with the project transferring to VicRoads for delivery.	qtr 2 2015-16	qtr 2 2015-16	N/A

Project	Estimated expenditure in 2014-15 (2014-15 budget papers) (\$ million)	Actual expenditure in 2014-15 (\$ million)	Explanation for any variances greater than ± 10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2014-15 budget papers	Estimated financial completion date in 2015-16 budget papers	Explanation for any changes to the estimated financial completion date
Metro Level Crossing Blitz program (metro various)	37.9	19.3	Variance was due to pre-construction delays relating to various projects in this program (i.e. refinement of design and delays in selection of project options/sites).	qtr 4 2014-15	qtr 4 2016-17	2014-15 publication only reflects planning and development works for 4 sites of level crossing removal and the 2015-16 publication reflects additional planning works required for an additional 6 sites.
Western Highway upgrade - Stawell to South Australian border (non-metro various)	3.2	3.3	N/A	qtr 4 2014-15	qtr 4 2016-17	As a result of change in work scope, requiring the delivery of additional works.
Port Capacity Expansion project	326.9	N/A	The project does not belong to the department. It is undertaken by Port of Melbourne Corporation.			Reported by the Port of Melbourne Corporation
Protective Services Officers railway infrastructure (metro various)	17.8	18.0	N/A	qtr 4 2014-15	qtr 4 2015-16	Revised expected completion date reflects change of project scope.
Syndal Station multi-deck car park project (Glen Waverley)	5.2	6.7	The variance was due to works completed earlier than expected.	qtr 2 2014-15	qtr 2 2015-16	Revised expected completion date reflects change to project scope.
Murray Basin Rail Project (non-metro various)	11.0	13.8	Variance was due to acceleration of project works.	qtr 4 2017-18	qtr 4 2017-18	N/A
Metropolitan rail infrastructure renewal program (metro various)	126.9	121.8	N/A	qtr 4 2017-18	qtr 4 2019-20	This is a rolling program. Change reflects continuance of program.
Regional rail network major periodic maintenance (passenger and freight) (non-metro various)	47.3	51.4	N/A	qtr 4 2015-16	qtr 4 2015-16	N/A

Project	Estimated expenditure in 2014-15 (2014-15 budget papers) (\$ million)	Actual expenditure in 2014-15 (\$ million)	Explanation for any variances greater than ± 10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2014-15 budget papers	Estimated financial completion date in 2015-16 budget papers	Explanation for any changes to the estimated financial completion date
Regional rolling stock - new tranche (non-metro various)	39.8	60.3	Variance was due to acceleration of train delivery program.	qtr 2 2017-18	qtr 2 2017-18	N/A
City Loop fire and safety upgrade (Melbourne)	43.2	17.4	The variance was due to timing of contract award and to maximised utilisation of booked occupations of the City Loop tunnels of programmed works.	qtr 4 2014-15	qtr 3 2015-16	The extended completion date was based on the approved Metro Trains Melbourne program of works which maximises utilisation of booked occupations of the City Loop tunnels, in order to avoid passenger disruptions.
Ballan crossing loop and car park upgrade (Ballan)	8.0	1.5	Variance was due to timing of the passing loop work.	qtr 4 2015-16	qtr 4 2015-16	N/A
Non-urban train radio renewal (non-metro various)	6.5	6.0	N/A	qtr 4 2018-19	qtr 4 2018-19	N/A
Southland Station (Cheltenham)	2.8	1.0	Expenditure has been affected by delays in completing the community consultation.	qtr 2 2016-17	qtr 2 2016-17	N/A
Bayside rail improvements (metro various)	67.6	50.7	Project expenditure has been affected by delays in Rail Corridor Works, including response to tender for the Cheltenham sub-station and additional track works to accommodate raised board platforms.	qtr 4 2016-17	qtr 4 2016-17	N/A
myki (new ticketing solution - technology and installation) (statewide)	38.7	27.5	Variance was due to timing of station works and device rollout.	qtr 4 2016-17	qtr 4 2016-17	N/A

Project	Estimated expenditure in 2014-15 (2014-15 budget papers) (\$ million)	Actual expenditure in 2014-15 (\$ million)	Explanation for any variances greater than ± 10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2014-15 budget papers	Estimated financial completion date in 2015-16 budget papers	Explanation for any changes to the estimated financial completion date
Ringwood Station and interchange upgrade (Ringwood)	33.6	36.3	N/A	qtr 4 2015-16	qtr 4 2015-16	N/A
Tram procurement and supporting infrastructure (metro various)	234.9	199.4	The 2014-15 estimated expenditure was revised to \$188 million to reflect expected infrastructure delivery. Program delivery was improved during the year and is expected to achieve target completion date. This is consistent with the 2015-16 Budget Paper 4 publication.	qtr 4 2017-18	qtr 4 2017-18	N/A
Railway crossing upgrades (statewide)	6.4	3.4	Variance was due to timing of upgrade works.	qtr 4 2017-18	qtr 4 2019-20	This is a rolling program. Change reflects continuance of program.
New stations in growth areas (metro various)	23.7	6.7	Variance was due to timing of Caroline Springs station works.	qtr 4 2014-15	qtr 4 2015-16	Revised completion date reflects revised timeline for Caroline Springs Station works.
Metropolitan rolling stock (metro various)	40.8	24.3	Variance was due to delays in rollout of digital train radios on X'trapolis and reconfiguration of Comeng/Siemens trains. This has not impacted on the overall delivery of the project.	qtr 4 2015-16	qtr 4 2015-16	N/A
Improving train operations - rail service efficiencies (statewide)	25.5	25.6	N/A	qtr 4 2014-15	qtr 4 2015-16	Revised estimated completion date has been affected by delays in the updating of the telecommunications network.
40 New trains for Melbourne commuters - stage 1 (metro various)	60.7	55.8	N/A	qtr 4 2015-16	qtr 4 2015-16	N/A

Project	Estimated expenditure in 2014-15 (2014-15 budget papers) (\$ million)	Actual expenditure in 2014-15 (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million between estimated and actual expenditure	Estimated financial completion date in 2014-15 budget papers	Estimated financial completion date in 2015-16 budget papers	Explanation for any changes to the estimated financial completion date
New trains for Melbourne commuters (metro various)	97.2	84.6	Variance due delay in train delivery and to delays of Calder Park Stabling works due to from land issues. No change to target completion.	qtr 4 2015-16	qtr 4 2015-16	N/A
Melbourne Park Redevelopment - stage two (Melbourne)	30.8	16.7	2014-15 budget was subsequently revised to \$16.7m as the funds were not required as early as originally intended. The first year's funding was provided by the Melbourne and Olympic Parks Trust (MOPT). This is consistent with the 2015-16 Budget Paper 4 publication.	qtr 4 2019-20	qtr 4 2019-20	N/A
Doncaster Area Rapid Transit (DART) (metro various)	10.6	N/A	Duplicate project	qtr 4 2014-15	qtr 3 2015-16	N/A

Question 5

Please provide the following details for all of the asset projects listed below, which were expected to be completed in 2013-14 or 2014-15:

Project	TEI in the 2013-14 or 2014-15 budget papers (\$ million)	Total actual investment (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million	Impact of any variances	Estimated financial completion date	Actual financial completion date	Explanation for any variance in completion date
Docklands Studios Melbourne – Future Directions – Infrastructure enhancement (Docklands)	10	9.6	N/A	N/A	late 2013	late 2013	N/A
Yarra Glen truck bypass (Yarra Glen)	10.65	10.7	N/A	N/A	mid 2015	mid 2015	N/A
Kings Road duplication - Calder Freeway to Melton Highway (Brimbank)	12	7.2	Variance was due to project being completed with savings.	Nil	mid 2017	mid 2012	Variance was due to change in publication of financial completion date vs practical completion date.
Managed motorways - West Gate Freeway (Williamstown Road to M80 Ring Road) (metro various)	12.5	12.0	N/A	N/A	mid 2014	mid 2014	N/A
Managed motorways - West Gate Freeway (Williamstown Road to M80 Ring Road) (metro various) (Commonwealth funding)	12.5	12.1	N/A	N/A	mid 2014	mid 2014	N/A

Project	TEI in the 2013-14 or 2014-15 budget papers (\$ million)	Total actual investment (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million	Impact of any variances	Estimated financial completion date	Actual financial completion date	Explanation for any variance in completion date
Princes Highway West - overtaking lanes west of Colac - construction and planning (non metro various)	15	13.9	N/A	N/A	mid 2014	mid 2014	N/A
Better Roads - Regional Victoria Development (non metro various)	15.06	16.6	N/A	N/A	mid 2014	mid 2014	N/A
Cultural asset maintenance fund (statewide)	19.62	18.7	N/A	N/A	mid 2014	mid 2014	Resource and programming changes for some CAMF projects (Keith Haring Mural and Museum Victoria projects) have lengthened timelines for project completion.
Local ports critical infrastructure works (statewide)	22.93	19.1	The remaining funding was converted to operating funding, due to the nature of works.	Nil	mid 2014	N/A	The timing of works were delayed to enable further Ministerial consideration of options, with the remainder of the project being delivered as operating works.
Palmers Road/rail overpass (Williams Landing)	24	20.1	Variance was due to project being completed with savings.	Nil	mid 2017	early 2013	Updated project completion date. Project has reached practical completion.

Project	TEI in the 2013-14 or 2014-15 budget papers (\$ million)	Total actual investment (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million	Impact of any variances	Estimated financial completion date	Actual financial completion date	Explanation for any variance in completion date
Kings Road interchange - Calder Freeway (metro various) (Commonwealth funding)	25	21.6	Variance was due to project being completed with savings.	Nil	mid 2017	late 2011	Variance was due to change in publication of financial completion date vs practical completion date. However, the project was also completed six months ahead of schedule.
Road renewal and restoration boost (statewide)	25	25.0	N/A	N/A	mid 2014	mid 2014	N/A
Kings Road interchange - Calder Freeway (metro various)	25	20.7	Variance was due to project being completed with savings.	Nil	mid 2017	late 2011	Variance was due to change in publication of financial completion date vs practical completion date. However, the project was also completed six months ahead of schedule.
Clyde Road duplication - High Street to Kangan Drive (Berwick)	25.6	16.4	Variance was due to project being completed with savings.	Nil	mid 2015	late 2013	Variance was due to change in publication of financial completion date vs practical completion date. However, the project was also completed six months ahead of schedule.

Project	TEI in the 2013-14 or 2014-15 budget papers (\$ million)	Total actual investment (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million	Impact of any variances	Estimated financial completion date	Actual financial completion date	Explanation for any variance in completion date
Pound Road - South Gippsland Highway - South Gippsland Freeway intersection upgrade (Dandenong)	26.8	25.1	N/A	N/A	mid 2015	late 2011	Variance was due to change in publication of financial completion date vs practical completion date.
Clyde Road duplication - High Street to Kangan Drive (Berwick) (Commonwealth funding)	30	23.5	Variance was due to project being completed with savings.	Nil	mid 2015	late 2013	Variance was due to change in publication of financial completion date vs practical completion date. However, the project was also completed six months ahead of schedule.
Tram and bus priority program (metro various)	36.2	35.3	N/A	N/A	mid 2015	mid 2014	Change due to acceleration of works.
Hallam Road duplication - Pound Road to Ormond Road (Hampton Park)	38	38.8	N/A	N/A	mid 2015	late 2014	Project completed ahead of schedule.
Western Highway realignment - Anthony's Cutting (Melton to Bacchus Marsh) (non metro various)	40	18.8	Variance was due to project being completed with savings.	Nil	mid 2015	mid 2011	Variance was due to change in publication of financial completion date vs practical completion date.

Project	TEI in the 2013-14 or 2014-15 budget papers (\$ million)	Total actual investment (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million	Impact of any variances	Estimated financial completion date	Actual financial completion date	Explanation for any variance in completion date
Kororoit Creek Road duplication - Grieve Parade to Millers Road (Altona)	40	37.3	N/A	N/A	mid 2017	late 2011	Variance was due to change in publication of financial completion date vs practical completion date.
Bass Highway duplication stage 7 - Woolmer Road to Phillip Island Road (Bass/Anderson)	43.3	42.4	N/A	N/A	mid 2016	early 2014	Variance was due to change in publication of financial completion date vs practical completion date.
South Gippsland Highway upgrade - Sale to Longford (Cox's Bridge) (Sale/Longford)	43.9	42.1	N/A	N/A	mid 2016	early 2013	Variance was due to change in publication of financial completion date vs practical completion date.
Goulburn Valley Nagambie Bypass (Nagambie)	44.4	28.7	Variance was due to project being completed with savings.	Nil	mid 2017	early 2013	Variance was due to change in publication of financial completion date vs practical completion date.
M80 upgrade - stage 1B Western Highway to Sunshine Avenue (metro various)	59	59.0	N/A	N/A	mid 2015	mid 2013	Variance was due to change in publication of financial completion date vs practical completion date.
Peninsula Link (metro various)	60.4	60.4	N/A	N/A	mid 2014	early 2013	Variance was due to change in publication of financial completion date vs practical completion date.

Project	TEI in the 2013-14 or 2014-15 budget papers (\$ million)	Total actual investment (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million	Impact of any variances	Estimated financial completion date	Actual financial completion date	Explanation for any variance in completion date
Geelong Ring Road stage 4B - Anglesea Road to Princes Highway West (Geelong)	65	57.4	Project has reached practical completion and is open to traffic, however further funding is required to settle remaining contracts and claims.	Nil	mid 2015	mid 2015	N/A
Breakwater Road - upgrade (Geelong)	65.5	65.5	N/A	N/A	mid 2015	mid 2015	N/A
M80 upgrade - stage 1C Edgars Road to Plenty Road (metro various)	108.8	73.0	Variance was due to project being completed with savings.	Nil	mid 2015	mid 2015	N/A
M80 upgrade - stage 1A Sydney Road to Calder Freeway (metro various)	129.1	129.1	N/A	N/A	mid 2015	mid 2013	Variance was due to change in publication of financial completion date vs practical completion date.
Goulburn Valley Nagambie Bypass (Nagambie)	151.0	136.0	Variance was due to project being completed with savings.	Nil	mid 2017	early 2013	Variance was due to change in publication of financial completion date vs practical completion date.
Western Highway realignment - Anthony's Cutting (Melton to Bacchus Marsh) (non metro various)	160	152.4	N/A	N/A	mid 2014	mid 2011	Variance was due to change in publication of financial completion date vs practical completion date.

Project	TEI in the 2013-14 or 2014-15 budget papers (\$ million)	Total actual investment (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million	Impact of any variances	Estimated financial completion date	Actual financial completion date	Explanation for any variance in completion date
Metropolitan grade separations: Mitcham Road and Rooks Road grade separation project (Mitcham)	349.8	289.2	Variance was due to project funding for Box Hill to Ringwood Bikeway now being reported separately.	Nil	mid 2017	mid 2017	N/A
Melbourne and Olympic Park redevelopment – stage 2 scoping and initial design (Melbourne)	5.5	5.5	N/A	N/A	mid 2014	mid 2014	N/A
South West Victorian passing loop (non-metro various)	10	9.3	Variance was due to project savings was approved to be re-allocated to Maryvale Automated Points project in August 2015.	N/A	mid 2014	mid 2014	N/A
Protective Services Officers – railway station infrastructure – stage 1 (metro various)	17.7	17.7	N/A	N/A	mid 2014	mid 2014	N/A
Metropolitan train control reliability (metro various)	87.9	84.4	N/A	N/A	mid 2014	late 2016	Delays in delivery were due to ongoing issues with the contractor, Siemens, deprioritising this work.
South Morang rail extension (metro various)	543.8	526.8	N/A	N/A	mid 2014	mid 2014	N/A

Project	TEI in the 2013-14 or 2014-15 budget papers (\$ million)	Total actual investment (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million	Impact of any variances	Estimated financial completion date	Actual financial completion date	Explanation for any variance in completion date
Collingwood Contemporary Arts Precinct (Collingwood)		N/A	Part of the Circus Oz relocation (Collingwood)	N/A		N/A	N/A
East West Link - Western section (metro)	8,000.0 - 10,000.0	N/A	Project discontinued.	N/A	2022-23	N/A	Project discontinued.
East West Link - Eastern section (metro various)	6,000.0 - 8,000.0	N/A	Project discontinued.	N/A	qtr 2 2019-20	N/A	Project discontinued.
Cranbourne-Pakenham rail corridor project (metro various)	2,000.0 - 2,500.0	N/A	Project discontinued.	N/A	2018-19	N/A	Project discontinued.
E-Gate Precinct Redevelopment (West Melbourne)	4.1	4.1	N/A	N/A	qtr 4 2014-15	qtr 4 2014 15	N/A
Federation Square East (Melbourne)	5.2	5.2	N/A	N/A	qtr 4 2014-15	qtr 4 2014 15	N/A
Stud Road Improvement Project - Boronia Road to Mountain Highway (Bayswater)	12.7	13.2	N/A	N/A	qtr 1 2014-15	qtr 1 2014 15	N/A
Cycling package (statewide)	12.8	12.2	N/A	N/A	qtr 2 2014-15	qtr 2 2014 15	N/A

Project	TEI in the 2013-14 or 2014-15 budget papers (\$ million)	Total actual investment (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million	Impact of any variances	Estimated financial completion date	Actual financial completion date	Explanation for any variance in completion date
Systems for enhanced farm services - system development (statewide)	14.7	0.0	The program was funded via the 2010 Pre Election Budget Update (PEBU) but put on hold to conduct an evaluation of the project objectives before being relaunched in the former DEPI in September 2013. During this time approaches to delivering these technology enabled outcomes had changed and therefore a successful request to transfer \$14.4m of the TEI to operating in order to support the relaunched program was made. No capital expenditure was required.	Nil	qtr 4 2014-15	qtr 4 2014 15	N/A
Contribution to Circus Oz relocation (Collingwood)	14.9	14.5	N/A	N/A	qtr 3 2014-15	qtr 4 2014 15	Completion date variance due to project delays and value management activities that resulted in the re-purposing of \$2.3 million toward the Collingwood Contemporary Arts Precinct (the make safe and activation works for the balance of site).
Melbourne Exhibition Centre expansion - land acquisition (Melbourne)	17.7	17.6	N/A	N/A	qtr 4 2014-15	qtr 4 2014 15	N/A
Cardinia Road upgrade (Cardinia)	18.5	14.1	Variance was due to lower than expected construction costs.	Nil	qtr 4 2014-15	qtr 4 2014 15	N/A

Project	TEI in the 2013-14 or 2014-15 budget papers (\$ million)	Total actual investment (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million	Impact of any variances	Estimated financial completion date	Actual financial completion date	Explanation for any variance in completion date
Princes Pier Restoration - stage 2 (Port Melbourne)	20.0	20.0	N/A	N/A	qtr 4 2014-15	qtr 4 2014-15	N/A
Noise wall program (metro various)	20.1	17.4	Variance was due to change of projects within program of works.	Nil	qtr 4 2017-18	qtr 1 2014-15	Variance was due to change in publication of financial completion date vs practical completion date.
Better Roads - local projects (statewide)	22.9	21.0	N/A	N/A	qtr 4 2014-15	qtr 4 2014-15	N/A
SmartBus - yellow orbital stage 2 (metro various)	37.9	34.9	N/A	N/A	qtr 2 2014-15	qtr 4 2014-15	Project close out was delayed to allow finalisation of costs so that saving could be determined.
Narre Warren Cranbourne Road duplication between Pound Road and Thompson Road (Narre Warren South)	49.0	35.4	Variance was due to project being completed with savings.	Nil	qtr 2 2015-16	qtr 1 2015-16	Variance was due to change in publication of financial completion date vs practical completion date.
Geelong Ring Road stage 4C - Geelong Ring Road to Surf Coast Highway (Geelong)	90.4	83.5	N/A	N/A	qtr 4 2015-16	qtr 4 2015-16	N/A

Project	TEI in the 2013-14 or 2014-15 budget papers (\$ million)	Total actual investment (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million	Impact of any variances	Estimated financial completion date	Actual financial completion date	Explanation for any variance in completion date
VicRoads registration and licensing system (statewide)	143.5	97.1	Variance was due to project ceasing.	Nil	tbc	N/A	Project discontinued.
Princes Highway West - stage 1 Waurn Ponds to Winchelsea (non-metro various)	171.0	141.1	Project has reached practical completion, but not yet financial completion with further funding potentially required to settle final claims.	Nil	qtr 4 2014-15	qtr 4 2014 15	N/A
M80 Upgrade (metro various)	864.6	853.2	N/A	N/A	qtr 2 2014-15	qtr 4 2013-14	Works completed ahead of schedule
Melbourne Park Redevelopment - stage one (Melbourne)	363.0 (from 2010-11 BP3 p.338)	359.6	N/A	N/A		qtr 3 2014-15	N/A
Port of Hastings development (Hastings)	110.0	32.6	Relevant remaining components of the project have been transferred from capital to output funding	Nil	qtr 4 2016-17	N/A	Relevant remaining components of the project have been transferred from capital to output
Channels and waterways - capital projects (various)	26.0 (from 2014-15 BP4 p.108)	N/A	The project does not belong to the department. It is undertaken by Port of Melbourne Corporation.	N/A	qtr 1 2014-15 (from 2014-15 BP4 p.108)	N/A	Reported by Port of Melbourne Corporation
Wharf rehabilitation projects (various)	41.7 (from 2014-15 BP4 p.108)	N/A	The project does not belong to the department. It is undertaken by Port of Melbourne Corporation.	N/A	ongoing (from 2014-15 BP4 p.108)	N/A	N/A

Project	TEI in the 2013-14 or 2014-15 budget papers (\$ million)	Total actual investment (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million	Impact of any variances	Estimated financial completion date	Actual financial completion date	Explanation for any variance in completion date
Melbourne Rail Link (metro various)	8,500.0 - 11,000.0	N/A	Project discontinued	N/A	from 2023-24	N/A	N/A
High capacity signalling (metro various)	4.5	2.6	Variation reflects the timing of business case requirements	Nil	qtr 4 2014-15	qtr 1 2015 16	The change in completion date reflects the revised timing of business case requirements
Warragul Station car park improvements (Warragul)	10.7	10.7	N/A	N/A	qtr 4 2014-15	qtr 4 2014 15	N/A
Securing train radio spectrum (metro)	14.5	14.5	N/A	N/A	qtr 4 2014-15	qtr 2 2014-15	As a result of acceleration of project works.
Balaclava Station (Balaclava)	18.9	18.4	N/A	N/A	qtr 2 2014-15	qtr 2 2014 15	N/A
Accessible Public Transport in Victoria: Disability Discrimination Act (1992) (Cth) compliance (statewide)	20.0	17.4	Variance reflected timing of current work schedule.	Nil	qtr 4 2014-15	qtr 2 2015-16	The change in completion date reflects the revised work schedule.
Grovedale Station (Grovedale)	25.9	20.7	Project has reached practical completion, but not yet financial completion with further funding potentially required to settle finalisation of land and defect warranty costs.	N/A	qtr 2 2014-15	qtr 2 2014 15	N/A

Project	TEI in the 2013-14 or 2014-15 budget papers (\$ million)	Total actual investment (\$ million)	Explanation for any variances greater than ±10 per cent or \$100 million	Impact of any variances	Estimated financial completion date	Actual financial completion date	Explanation for any variance in completion date
Metropolitan Park and Ride program - stage 2 (metro various)	26.9	25.0	N/A	N/A	qtr 2 2014-15	qtr 4 2014 - 15	Due to delays in Watergardens Car Park which was awaiting lease of land to be finalised.
Fix country level crossings, including Warragul Station precinct (non-metro various)	35.3	35.3	N/A	N/A	qtr 4 2014-15	qtr 4 2014 15	N/A
Metropolitan train safety communications system (metro various)	191.9	187.0	N/A	N/A	qtr 4 2014-15	qtr 1 2015-16	The change in completion date was due the delay in finalisation of Digital Train Radio's acceptance. Rollout program has been completed in Qtr 1 2015-16.
Regional rolling stock (non-metro various)	315.2	275.6	The variance was due to timing of infrastructure program of works.	Nil	qtr 4 2014-15	qtr 4 2014 15	N/A
Regional Rail Link (various)	4,101.8	3,549.5	Variance is largely due to project savings, with remaining funding required to meet land acquisition activities yet to reach settlement and cover anticipated costs during the two-year defects period.	Nil	qtr 4 2014-15	qtr 4 2014 15	N/A

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	0	72.7
'Other operating expenses'	0	17.4
Other line items within expenses from transactions	0	26.8
<i>Cash flow statement</i>		
Payments to suppliers and employees	0	16.9
Interest and other costs of finance paid	0	71.4
Repayment of finance leases	0	24.8
Other line items in the cash flow statement	0	0
<i>Administered items statement</i>		
Expenses on behalf of the State	20.2	21.0
Interest and depreciation expense	40.7	40.7
- Repayment of finance leases	0.8	1.9

*On 1 January 2015, the department assumed responsibility for the Royal Melbourne Showgrounds and Biosciences Research Centre joint operations from the former Department of Environment and Primary Industries (DEPI).

Other PPP's in the DEDJTR portfolio are 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	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 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 Appropriation	438.1	712.2	Variance of \$273.5m largely relates to the administrative restructure announced by government in April 2013 which transferred functions and outputs to the former DSDBI.	Additional revenue was applied to the outputs that transferred-in, mainly Regional Development and Regional Cities (\$195m) and Energy and Resources (\$91m).
Interest	2.4	6.8	Variance of \$4.4m relates to interest earned by the Regional Growth Fund.	Additional income was applied to projects approved under the Regional Growth Fund
Grants	84.1	85.9	N/A	
Sale of Goods and Services		173.6	Variance relates to the CenITex business that transferred into the former DSDBI.	Equivalent increase in operational expenditure.
Assets Received Free of Charge	0.0	0.5	Once-off asset transfer of IT equipment from CenITex.	
Other Income	103.1	119.6	Variance of \$16.5m relates to increased land sales associated with the Kew Residential Development.	Additional revenue through lands sales was offset by an equivalent cost of land sold.
Total	627.8	1,098.6		

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 Appropriation	712.2	3,737.6	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	Additional revenue was applied to the outputs that transferred-in, namely transport, agriculture and creative industries outputs, (net of outputs transferred out namely, Local Government Inspectorate, Land Vic, Local Government, Local Infrastructure and Planning)
Interest	6.8	13.6	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	Additional revenue was applied to the outputs that transferred-in, namely transport, agriculture and creative industries outputs, (net of outputs transferred out namely, Local Government Inspectorate, Land Vic, Local Government, Local Infrastructure and Planning)
Sale of Goods and Services	173.6	399.8	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	Additional revenue was applied to the outputs that transferred-in, namely transport, agriculture and creative industries outputs, (net of outputs transferred out namely, Local Government Inspectorate, Land Vic, Local Government, Local Infrastructure and Planning)
Grants	85.9	249.5	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015 in addition to the release of major events funding	Additional revenue was applied to the outputs that transferred-in, namely transport, agriculture and creative industries outputs, (net of outputs transferred out namely, Local Government Inspectorate, Land Vic, Local Government, Local Infrastructure and Planning)
Fair value of assets and services received free of charge or for nominal consideration		0.5	Once-off asset transfer of IT equipment from CenITex.	

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
Assets Received Free of Charge	0.5	71.5	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015. The assets transferred are PTV's use of Myki equipment (owned by VicTrack) of approximately \$55m and roads transferred free of charge by local government to Vic Roads of approximately \$15m	
Other Income	119.6	201.9	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	Additional revenue was applied to the outputs that transferred-in, namely transport, agriculture and creative industries outputs, (net of outputs transferred out namely, Local Government Inspectorate, Land Vic, Local Government, Local Infrastructure and Planning)
Total	1,098.6	4,674.4		

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	787.3	712.2	N/A	N/A
Interest	10.2	6.8	Variation in Interest is due to lower interest received than initially budgeted in the Regional Growth Fund (RGF)	N/A
Sales of goods and services	60.8	173.6	Variance relates to the administrative restructure announced by government relating to the inclusion of CenITex as part of DSDBI during 2013-14.	N/A
Grants	11.6	85.9	Variation reflects the practice of progressively releasing major events funding throughout the year.	N/A
Fair value of assets and services received free of charge or for nominal consideration		0.5	Once-off asset transfer (relating to CenITex)	
Other income	189.7	119.6	Variation in other income is mainly due to lower receipts in relation to Kew Residential Services Redevelopment project due to the project being extended to the 2014-15 financial year.	

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	786.2	3,737.6	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	N/A
Interest	10.4	13.6	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	N/A
Sales of goods and services	188.3	399.8	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	N/A
Grants	3.0	249.5	Variation relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015 and the release of major events funding during the financial year.	N/A
Fair value of assets and services received free of charge or for nominal consideration		71.5	Variation relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	
Other income	71.5	201.9	Variation mainly reflects the impact of Machinery of Government changes	N/A

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	787.3	712.2	N/A
Special appropriations	0.0		
Trust funds	80.4	118.9	Variance is due to funds received post budget for Major Events and the Advanced Lignite Program. This is partly offset by the downward revision in cashflow in the CarbonNet program.
Funds received and held outside the Public Account	190.2	266.1	Variance relates to the administrative restructure announced by government (effective August 2013) relating to the inclusion of CenITex as part of DSDBI during 2013-14
Other - Fair Value of assets and services received free of charge		0.5	Once-off asset transfer of IT equipment from CenITex.
Other - Interest	1.7	0.8	Variation relates to lower interest earned by Film Victoria compared to the original budget
Total income from transactions	1,059.6	1,098.6	

	2014-15 initial budget estimate	2014-15 actual	Explanation for variances greater than ± 10 per cent
	(\$ million)	(\$ million)	
Output appropriations	786.2	3,736.8	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015
Special appropriations	0.0	0.9	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015
Trust funds	33.4	188.4	Variance is due to a combination of funds received post budget for Major Events, Lignite Program and other trust funds as well as the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015
Funds received and held outside the Public Account	237.9	671.0	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015
Other - Assets and Services received free of charge	0.0	71.5	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015
Other - Interest	2.0	5.4	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015
Total income from transactions	1,059.4	4,673.9	

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
PTV General Fund	0.0	195.4	Fare Box revenue to PTV (bus operations portion only) and public transport concessions funding received from Victorian departments (DHHS, Education). Introduction of changes to the Fare Box revenue system (effective 01/07/2014) to PTV (bus operations portion only).
Major Projects Victoria Account	100.9	88.7	Land sales (Kew residential services redevelopment)
CenITex Account	150.5	72.4	CenITex sale of IT support services to other Victorian government sector departments and agencies. Sale of IT support reduced as CenITex was transferred to DTF 1 January 2015.
VicRoads General Fund	0.0	197.5	Regulatory revenue to VicRoads (revenue from third party works and user charges associated with registration and licensing activities).
Arts Agencies - Various	0.0	59.9	Ticketing fees, donations and sale of goods.

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 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 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 (\$ 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	94.3	189.9	Variance largely relates to the administrative restructure announced by government which transferred functions and outputs to the former DSDBI.	
Depreciation and amortisation	4.4	31.3	Variance largely relates to CenITex assets that came into the portfolio as part of the administrative restructure.	
Interest expense	0.0	0.3	Variance relates to the administrative restructure announced by government which transferred functions and outputs of Regional Development Victoria to the former DSDBI. The transfer included a large number of motor vehicles due to the number of regional locations.	

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

Grants and other transfers	279.6	449.0	Variance relates to the administrative restructure announced by government which transferred functions and outputs to the former DSDBI.	
Capital asset charge	9.5	9.8	N/A	
Other operating expenses	235.4	383.7	Variance largely relates to the administrative restructure announced by government which transferred functions and outputs to the former DSDBI.	
Total	623.3	1,064.1		

Expenses category	2013-14 actual (\$ 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	189.9	510.5	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	
Depreciation and amortisation	31.3	386.5	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	
Interest expense	0.3	76.2	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015. Interest relates to the PPP's now included in the DEDJTR portfolio as outlined in question 6.	
Grants and other transfers	449.0	1,648.9	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	
Capital asset charge	9.8	115.2	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	

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
Other operating expenses	383.7	1,903.4	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	
Total	1,064.1	4,640.7		

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 community³ 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	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	134.6	189.9	Variance relates to the administrative restructure announced by government (effective August 2013) relating to the inclusion of CenITex as part of DSDBI during 2013-14	n/a

³ That is, the impact of service delivery on the community rather than a description of the services delivered.

Depreciation and amortisation	7.9	31.3	Variance relates to the administrative restructure announced by government (effective August 2013) relating to the inclusion of CenITex as part of DSDBI during 2013-14	n/a
Interest expense	0.0	0.3	Variance mainly relates to higher Finance Lease Interest - VicFleet MV Lease than budgeted at the start of the year.	N/A
Grants and other transfers	461.8	449.0	N/A	N/A
Capital asset charge	9.8	9.8	N/A	N/A
Other operating expenses	444.3	383.7	Variation in other operating expenses is mainly due to lower cost of goods sold in relation to Kew Residential Services Redevelopment project due to the project being extended to the 2014-15 financial year.	N/A

Expenses category	2014-15 budget estimate	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	198.0	510.5	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	
Depreciation and amortisation	36.2	386.5	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	
Interest expense	0	76.2	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	
Grants and other transfers	440.2	1,648.9	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	

Capital asset charge	10.6	115.2	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	
Other operating expenses	405.7	1903.5	Variance relates to the administrative restructure announced by government with the formation of DEDJTR on 1 January 2015	

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.⁴

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)	13.8	38.2	N/A	Savings are built into programs and activities.
Measures to offset the GST reduction (2011-12 Budget)	18.1	26.5	N/A	Savings are built into programs and activities.
Maintain a sustainable public service (2011-12 Budget Update)	13.4	41.7	N/A	Savings achieved through restructuring to more effectively deliver frontline services.

⁴ 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		
Capping departmental expenditure growth (2011-12 Budget Update)	10.5	85.8	N/A	Savings are built into programs and activities.
'Total savings' line item in 2012-13 Budget	19.9	52.1	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)	4.8	6.3	N/A	Reductions in contractors, consultants and procurement and in a number of grants programs and re-alignment of activities commenced during 2012-13.
Efficiency and expenditure reduction measures (2013-14 Budget)	N/A	17.0	N/A	Savings achieved through efficiencies derived through the implementation of the machinery of government changes.
Efficiency measures (2013-14 Budget Update)	N/A	39.0	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),⁵ 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	
Energy Technology Innovation initiatives (including CarbonNet, Advanced Lignite Demonstration Program and Energy Technology Innovation Strategy)	7.4	18.5	Due to energy technology innovation projects not proceeding for technical and commercial reasons, funds made available have been redirected to support other government policy priorities.
A range of programs for the independent arts sector including: Vic Rocks, Community Partnerships, Multi-year operations, International program and Arts development.	3.0	3.0	The reprioritisation funded new programs in the independent arts sector including the launch of VicArts (which encompasses contemporary musicians and international programming) and the Organisation Investment Program (operational funding for small to medium organisations) which provided an improved program model for allocation of grants, broadening access.
Regional Development Victoria (RDV) Initiatives	0.5	0.8	Internal reprioritisation RDV initiatives with no impact on the service delivery.
Recurrent departmental base funding and other manufacturing programs		2.1	Nil impact as funds were reprioritised from unspent program to fund Securing the Future Victoria's Defence and Security Strategy

⁵ That is, please provide this information for the Department on the same basis of consolidation as is used in the budget papers.

Area of expenditure originally funded	Value of funding reprioritised (\$ million)		Impact of reprioritisation of funding
Victorian International Engagement Strategy (Victorian Government Business Office's International Network) and Establish Office of State Development		0.3	The reprioritisation funded Victoria's International Engagement in the Republic of Korea, the engagement assists with the positioning of Victoria as an investment destination and aligns with the objectives of the Department and the objectives of the VGBO network.
Internal reprioritisation from lower priority or completed agriculture programs	1.1	1.1	Reprioritisation had minimal impact on service delivery
Internal reprioritisation from lower priority or completed agriculture programs		3.9	Reprioritisation had minimal impact on service delivery as funding aligned to priority activities to deliver on the "Food and Agriculture into Asia"
Internal reprioritisation from lower priority or completed programs		0.2	Reprioritisation to support establishment of new Game Management Authority, had minimal impact on service delivery
Internal reprioritisation from lower priority or completed biosecurity programs	2.3	2.4	Internal reprioritisation to enhance preparedness of animal health and welfare outbreaks
Internal reprioritisation from lower priority or completed biosecurity programs		0.5	Internal reprioritisation enabled the program to better support the community with the management of wild dogs.
Internal reprioritisation from lower priority or completed biosecurity programs		0.6	Internal reprioritisation to ensure resources were made available and redirected to support the regulation of the new poppy industry.

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 ECONOMIC DEVELOPMENT, JOBS, TRANSPORT & RESOURCES (DEDJTR)

Level	Total FTE (30 June 2013)	Total FTE (30 June 2014)	Total FTE (30 June 2015)	Explanation for changes
Entity	DSDBI	DSDBI	DEDJTR	
VPS Grades 1-3	93.1	139.0	527.5	Multiple Machinery of Government transfers in July 2013 and January 2015 have resulted in the year on year increases.
VPS Grade 4	104.9	177.0	427.6	Multiple Machinery of Government transfers in July 2013 and January 2015 have resulted in the year on year increases.
VPS Grades 5-6 and STS	341.7	592.0	1,101.5	Multiple Machinery of Government transfers in July 2013 and January 2015 have resulted in the year on year increases.
EO	36.0	58.0	109.9	Multiple Machinery of Government transfers in July 2013 and January 2015 have resulted in the year on year increases.
Other	8.0	37.0	723.4	The majority of the increase is Science and Fisheries Officers transferred into the department from the former Department of Environment and Primary Industries in January 2015 under machinery of government.
Total of all staff (including non-VPS grades)	583.7	1,003.0	2,889.9	Multiple Machinery of Government transfers in July 2013 and January 2015 have resulted in the year on year increases.

AUSTRALIAN CENTRE FOR THE MOVING IMAGE (ACMI)

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	70.0	70.2	
VPS Grade 4	N/A	29.8	28.3	
VPS Grades 5-6 and STS	N/A	20.0	22.0	
EO	N/A	3.0	3.0	
Other	N/A	0.0	0.0	
Total of all staff (including non-VPS grades)	N/A	122.8	123.5	

* On 1 January 2015, ACMI was transferred to the department's portfolio. 30 June 2014 figures are provided for reference only.

FILM VICTORIA

Level	Total FTE (30 June 2013)	Total FTE (30 June 2014)	Total FTE (30 June 2015)	Explanation for changes
VPS Grades 1-3	14.2	9.8	7.6	Reduction in FTE over the three years is due to: <ul style="list-style-type: none"> • Organisational restructures • Sustainable Government Initiative (SGI) • A review of program and service delivery processes • Fixed term contracts coming to an end • 2015 FTE excludes one vacant VPS3 position
VPS Grade 4	7.0	8.0	8.0	<ul style="list-style-type: none"> • An additional VPS4 position was introduced in November 2013 as a result of an organisational restructure

Level	Total FTE (30 June 2013)	Total FTE (30 June 2014)	Total FTE (30 June 2015)	Explanation for changes
VPS Grades 5-6 and STS	17.6	15.0	14.4	Reduction in FTE over the three years is due to: <ul style="list-style-type: none"> • Organisational restructures • SGI • A review of program and service delivery processes • Two staff working reduced hours as at 30/6/2014 and 30/6/2015 • 2015 FTE excludes one vacant VPS5 position
EO	2.0	3.0	3.0	<ul style="list-style-type: none"> • An additional Executive Officer position was introduced in July 2013 as a result of an organisational restructure
Other	0.0	0.0	0.0	
Total of all staff (including non-VPS grades)	40.8	35.8	33.0	<ul style="list-style-type: none"> • 2013 FTE includes five vacant positions included in above numbers • 2015 FTE excludes two vacant positions not included in above numbers

LEVEL CROSSING REMOVAL AUTHORITY (LXRA)

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	N/A	2.0	
VPS Grade 4	N/A	N/A	3.0	
VPS Grades 5-6 and STS	N/A	N/A	10.8	
EO	N/A	N/A	4.7	
Other	N/A	N/A	4.0	

Total of all staff (including non-VPS grades)	N/A	N/A	24.5	
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* LXRA commenced operations as Moving Victoria – Roads Office on 1 July 2014 and was renamed as LXRA on 7 May 2015.

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	N/A	N/A	0.0	
VPS Grade 4	N/A	N/A	1.0	
VPS Grades 5-6 and STS	N/A	N/A	4.0	
EO	N/A	N/A	1.0	
Other	N/A	N/A	0.0	
Total of all staff (including non-VPS grades)	N/A	N/A	6.0	Authority was in the process of being wound up at the end of June 2015.

* On 1 January 2015, LMA was transferred to the department's portfolio. FTE at 30 June 2013 and 2014 are reported as a part of the DTPLI questionnaire.

MELBOURNE METRO RAIL AUTHORITY (MMRA)

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	N/A	5.0	
VPS Grade 4	N/A	N/A	10.0	
VPS Grades 5-6 and STS	N/A	N/A	46.7	
EO	N/A	N/A	8.0	

Other	N/A	N/A	10.8	
Total of all staff (including non-VPS grades)	N/A	N/A	80.5	

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

MELBOURNE RECITAL CENTRE

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	28.8	37.2	Increased staffing requirements for events.
VPS Grade 4	N/A	7.0	8.0	
VPS Grades 5-6 and STS	N/A	3.7	5.6	
EO	N/A	4.8	4.0	
Other	N/A	0.0	0.0	
Total of all staff (including non-VPS grades)	N/A	44.3	54.8	

* On 1 January 2015, Melbourne Recital Centre was transferred to the department's portfolio. 30 June 2014 figures are provided for reference only.

MUSEUMS BOARD OF VICTORIA

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	315.0	306.0	Normal fluctuation based on staffing requirements for exhibitions held.
VPS Grade 4	N/A	90.0	85.0	Normal fluctuation based on staffing requirements for exhibitions held.

VPS Grades 5-6 and STS	N/A	81.5	82.0	
EO	N/A	4.0	4.0	
Other	N/A	0.0	0.0	
Total of all staff (including non-VPS grades)	N/A	490.5	477.0	

* On 1 January 2015, the Museums Board was transferred to the department's portfolio. 30 June 2014 figures are provided for reference only.

NATIONAL GALLERY OF VICTORIA (NGV)

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	159.0	148.7	Reduction in casual employees
VPS Grade 4	N/A	55.2	61.1	Vacancies filled
VPS Grades 5-6 and STS	N/A	49.8	50.6	
EO	N/A	2.0	3.0	Vacancy filled
Other	N/A	0.0	0.0	
Total of all staff (including non-VPS grades)	N/A	266.0	263.4	

* On 1 January 2015, NGV was transferred to the department's portfolio. 30 June 2014 figures are provided for reference only.

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	N/A	N/A	0.0	
VPS Grade 4	N/A	N/A	2.0	
VPS Grades 5-6 and STS	N/A	N/A	14.8	
EO	N/A	N/A	2.7	
Other	N/A	N/A	3.0	
Total of all staff (including non-VPS grades)	N/A	N/A	22.5	In the process of closing out project during 2014-15

* On 1 January 2015, RRLA was transferred to the department's portfolio. FTE at 30 June 2013 and 2014 are reported as a part of the DTPLI questionnaire.

STATE LIBRARY OF VICTORIA

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	184.3	169.9	Strong management of vacancies and fixed term positions in accordance with Corporate Plan.
VPS Grade 4	N/A	45.8	42.5	Strong management of vacancies and fixed term positions in accordance with Corporate Plan.
VPS Grades 5-6 and STS	N/A	77.7	72.6	Strong management of vacancies and fixed term positions in accordance with Corporate Plan.
EO	N/A	4.0	4.0	
Other	N/A	0.0	0.0	
Total of all staff (including non-VPS grades)	N/A	311.8	289.0	

* On 1 January 2015, the State Library was transferred to the department's portfolio. 30 June 2014 figures are provided for reference only.

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	N/A	60.2	
VPS Grade 4	N/A	N/A	38.2	
VPS Grades 5-6 and STS	N/A	N/A	45.1	
EO	N/A	N/A	4.0	
Other	N/A	N/A	0.00	
Total of all staff (including non-VPS grades)	N/A	N/A	147.5	

* On 1 January 2015, the Taxi Services Commission was transferred to the department's portfolio.

** FTE at 30 June 2014 are reported as a part of the DTPLI questionnaire.

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 ECONOMIC DEVELOPMENT, JOBS, TRANSPORT & RESOURCES (DEDJTR)

Employment category	Gross salary 2012-13 (\$ million) DSDBI	Gross salary 2013-14 (\$ million) DSDBI	Gross salary 2014-15 (\$ million) DEDJTR	Explanation for any year-on-year variances greater than ± 10 per cent or \$100 million
Ongoing	70.9	114.0	164.7	Multiple Machinery of Government transfers in July 2013 and January 2015 have resulted in the year on year increases.
Fixed-term	5.1	13.2	39.2	Multiple Machinery of Government transfers in July 2013 and January 2015 have resulted in the year on year increases.
Casual	0.1	0.1	0.2	Multiple Machinery of Government transfers in July 2013 and January 2015 have resulted in the year on year increases.
Total	76.1	127.3	204.0	Multiple Machinery of Government transfers in July 2013 and January 2015 have resulted in the year on year increases.

AUSTRALIAN CENTRE FOR THE MOVING IMAGE (ACMI)

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	8.4	8.2	
Fixed-term	N/A	1.2	1.3	Increase in fixed term employment and EBA pay rises.
Casual	N/A	1.1	1.4	Increase in casual employment and EBA pay rises.
Total	N/A	10.7	10.9	

* ACMI was transferred to the department's portfolio on 1 January 2015. 2013-14 figures are provided for reference.

FILM VICTORIA

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	3.0	3.0	2.5	Reduction is due to impacts of: <ul style="list-style-type: none"> • Restructures which occurred in 2012-2013 and 2013-14. Final payments were made in 2013-14 so savings realised in 2014-15. • Vacancies occurring in 2014-15
Fixed-term	0.8	0.8	0.8	
Casual	0.1	0.1	0.0	
Total	3.9	3.9	3.3	

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	0.8	
Casual	N/A	N/A	0.0	
Total	N/A	N/A	0.8	

* 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 January to 30 June 2015, with the 1 July to 31 December 2014 component reported in the DTPLI 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	N/A	N/A	0.5	
Fixed-term	N/A	N/A	1.4	
Casual	N/A	N/A	0.0	
Total	N/A	N/A	1.9	

* On 1 January 2015, LMA was transferred to the department's portfolio. 2012-13 and 2013-14 figures are reported as a part of the DTPLI questionnaire.

**Salaries for 2014-15 are reported for 1 January to 30 June 2015, with the 1 July to 31 December 2014 component reported in the DTPLI questionnaire.

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	0.2	
Fixed-term	N/A	N/A	2.7	
Casual	N/A	N/A	0.0	
Total	N/A	N/A	2.9	

* 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. Salaries for 2014-15 are reported as 1 January to 30 June 2015, with the 1 July to 31 December 2014 component reported in the DTPLI questionnaire.

MELBOURNE RECITAL CENTRE

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	2.4	3.0	Increase in financial year 2015 is due to the SummerSalt Outdoor Festival
Fixed-term	N/A	0.2	0.3	Increase in financial year 2015 is due to more working hours from fixed-term staff
Casual	N/A	1.0	0.8	Decrease in financial year 2015 is due to reduced working hours from casual staff
Total	N/A	3.6	4.1	

* On 1 January 2015, the Melbourne Recital Centre was transferred to the department's portfolio. 2013-14 figures are provided for reference only.

MUSEUMS BOARD OF VICTORIA

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	27.8	28.9	
Fixed-term	N/A	4.6	4.1	Normal fluctuation based on staffing requirements for exhibitions held.
Casual	N/A	1.7	2.1	Reduced use of casuals following Bond exhibition in 2013-14.
Total	N/A	34.1	35.1	

* On 1 January 2015, the Museums Board was transferred to the department's portfolio. 2013-14 figures are provided for reference only.

NATIONAL GALLERY OF VICTORIA (NGV)

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	14.6	14.7	
Fixed-term	N/A	6.9	7.1	
Casual	N/A			
Total	N/A	21.5	21.8	

* On 1 January 2015, NGV was transferred to the department's portfolio. 2013-14 figures are provided for reference only.

Note: Gross salary data could not be broken down into fixed term and casual employment categories when preparing this report.

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	N/A	N/A	0.0	
Fixed-term	N/A	N/A	2.7	
Casual	N/A	N/A	0.0	
Total	N/A	N/A	2.7	In the process of winding up operations during 2014-15

* On 1 January 2015, RRLA was transferred to department's portfolio. 2012-13 and 2013-14 figures are reported as a part of the DTPLI questionnaire.

**Salaries for 2014-15 are reported as 1 January to 30 June 2015, with the 1 July to 31 December 2014 component reported in the DTPLI questionnaire.

STATE LIBRARY OF VICTORIA

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	14.4	14.0	
Fixed-term	N/A	7.5	7.8	
Casual	N/A	1.6	1.6	
Total	N/A	23.5	23.4	

* On 1 January 2015, the State Library was transferred to the department's portfolio. 2013-14 figures are provided for reference only.

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	N/A	4.9	
Fixed-term	N/A	N/A	1.5	
Casual	N/A	N/A	0.00	
Total	N/A	N/A	6.4	

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

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

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 ECONOMIC DEVELOPMENT, JOBS, TRANSPORT & RESOURCES (DEDJTR)

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2013-14 DSDBI	Reasons for these increases
0-3 per cent	61	Annual adjustment to Executive remuneration
3-5 per cent	4	Annual adjustment to Executive remuneration Contract Renewal
5-10 per cent	6	Annual adjustment to Executive remuneration Contract Renewal
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 DEDJTR	Reasons for these increases
0-3 per cent	75	Annual adjustment to Executive remuneration Contract Renewal Promotion
3-5 per cent	2	Annual adjustment to Executive remuneration

Increase in base remuneration	Number of executives receiving increases in their base rate of remuneration of this amount in 2014-15 DEDJTR	Reasons for these increases
5-10 per cent	6	Annual adjustment to Executive remuneration Contract Renewal
10-15 per cent		
greater than 15 per cent		

AUSTRALIAN CENTRE FOR THE MOVING IMAGE (ACMI)

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, ACMI was transferred to the department's portfolio. Executive remuneration changes for 2014-15 occurred between 1 July and 31 December 2014.

FILM VICTORIA

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 and increase to superannuation guarantee
3-5 per cent	1	Annual adjustment to Executive remuneration and increase to superannuation guarantee
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		
10-15 per cent		
greater than 15 per cent		

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. 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 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 department's portfolio. 2013-2014 figures are reported as a part of the DTPLI questionnaire.

MELBOURNE METRO RAIL AUTHORITY (MMRA)

Not Applicable – MMRA commenced operations as Moving Victoria – Rail Office on 1 July 2014 and was renamed as MMRA on 7 May 2015. No remuneration reviews were undertaken during 2014-15.

MELBOURNE RECITAL CENTRE

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	4	Annual adjustment to Executive remuneration as per Remuneration Committee
3-5 per cent		
5-10 per cent		
10-15 per cent		
greater than 15 per cent		

On 1 January 2015, the Melbourne Recital Centre was transferred to the department's portfolio. Executive remuneration changes for 2014-15 occurred between 1 July and 31 December 2014.

MUSEUMS BOARD OF VICTORIA

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	4	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 Museums Board was transferred to the department's portfolio. Executive remuneration changes for 2014-15 occurred between 1 July and 31 December 2014.

NATIONAL GALLERY OF VICTORIA (NGV)

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	2	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, NGV was transferred to the department's 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 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, RRLA was transferred to department's portfolio. 2012-2013 and 2013-2014 figures are reported as a part of the DTPLI questionnaire. No remuneration reviews were undertaken between 1 January and 30 June 2015.

STATE LIBRARY OF VICTORIA

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	4	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 State Library was transferred to the department's 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 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, the Taxi Services Commission was transferred to the department's portfolio. 2012-2013 and 2013-2014 figures are reported as a part of the DTPLI questionnaire. No remuneration reviews were undertaken between 1 January and 30 June 2015.

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:

	(\$ million) *
Consultants and contractors (including legal advice)	0.058
Relocation	0.090
Telephony *	0.350
IT and records management *	0.359
Rebranding	0.107
Furniture and fit-out	0.210
Other	0.164

* Note that in July 2015, the Department provided the machinery-of-government costs up to May 2015 to the Parliamentary Inquiry into Machinery of Government changes. This information included \$0.124 million relating to CenITex charges incorrectly categorised as 'Telephony' instead of 'IT records and management'. These costs have been adjusted in the table above to reflect this reclassification.

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

Costs were met out of savings from administrative budgets and did not impact on any programs.

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

The DEDJTR was established by the Victorian Government to bring together many of the key levers and functions that drive economic development and job creation across Victoria: transport and ports, energy, investment attraction and facilitation, trade, innovation, regional development and small business, together with key services to sectors such as agriculture, the creative industries, resources and tourism. The consolidated Department creates better communication, coordination and alignment in relation to policy-making, service delivery and investment into the various industry sectors which the Department assists. The creation of the Department will open a range of improved service delivery possibilities through better coordination of government activities. The Department expects to realise efficiencies through scale, for example in relation to procurement and accommodation, which will be realised fully in future financial years.

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)
N/A				

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)
N/A				

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 DEDJTR 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 the 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 DEDJTR 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 the department’s service delivery or asset investment.

SECTION J: Previous recommendations

Question 38 (departments only)

This question does not apply to your department.