

## Jamie English

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**From:** [REDACTED]@news.com.au>  
**Sent:** Tuesday, 28 June 2016 2:35 PM  
**To:** Jamie English  
**Subject:** One more question...

Why weren't the "value capture and alternative funding mechanisms" details included in the version of the business case uploaded on the Building Queensland website?

[REDACTED]

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## Mark Bellaver

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**From:** Jamie English  
**Sent:** Wednesday, 29 June 2016 6:39 AM  
**To:** Matt Collins  
**Subject:** RE: Nicholls LNP scaremongering puts at risk federal funding for Cross River Rail.docx

Hi Matt,

I think it looks good, my only suggestion is to address why the full business case hasn't been uploaded at the bottom.

Are you happy for me to send this to DP? Prem's want a statement put out asap.

Thanks,

### Nicholls LNP scaremongering puts at risk federal funding for Cross River Rail

Reports today that Cross River Rail could be funded by a levy on motorists are not correct.

The Turnbull Government requires all major projects seeking infrastructure funding to assess value capture options as a condition for federal funding.

This is outlined in the Australian Government's *Smart Cities Plan* (May 2016), which states they "have a policy to explore value capture early in all business cases seeking Commonwealth funding for infrastructure" and also in their *Principles for Innovative Finance* (March 2016) which states "the suitability for innovative financing arrangements should be assessed for all projects before the amount of grant funding is determined."

In accordance with the Turnbull Government requirements, Building Queensland examined value capture options as part of their independently developed business case for Cross River Rail – but this does not mean they reflect Queensland Government policy.

If Tim Nicholls is opposed to Queensland undertaking value capture assessments as required by the Turnbull Government, he is not only out of step with his federal LNP colleagues but is willing to cut Queensland off from millions of dollars in federal infrastructure funding for major projects.

Following the Palaszczuk Government's commitment of \$800 million to this project, the new Cross River Rail Delivery Authority will now be responsible for developing a detailed funding model.

While this will include consideration of availability payments, value sharing (in accordance with Commonwealth requirements) and development rights, the Palaszczuk Government will not be levying motorists to pay for Cross River Rail.

The full report provided to Infrastructure Australia notes that "The Queensland Government has ruled out road pricing mechanisms as part of the options analysis (preliminary evaluation) phase as it is inconsistent with Queensland Government policy."

For the first time, the Queensland Government has committed to regularly publishing business case summaries for major projects which clearly detail the independent cost benefit analysis undertaken by Building Queensland.



This greater level of transparency, combined with the work of our independent infrastructure adviser – Building Queensland – means we will not have a repeat of the LNP's 1 William Street which was a complete disregard for taxpayer money.

**From:** Matt Collins

**Sent:** Tuesday, 28 June 2016 10:50 PM

**To:** Jamie English <Jamie.English@ministerial.qld.gov.au>

**Subject:** Nicholls LNP scaremongering puts at risk federal funding for Cross River Rail.docx

Sorry – use this as base. WE need to keep it short though....

Thanks

Matt

RTI Internal Review

## Mark Bellaver

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**From:** Jamie English  
**Sent:** Wednesday, 29 June 2016 2:00 PM  
**To:** Jackie Trad  
**Cc:** Matt Collins  
**Subject:** Press release  
**Attachments:** Palaszczuk Government appalled at LNP scaremongering over Cross River Ra....docx

Hi DP,

Can you let me know if you're okay for the attached to go out this afternoon?

Thanks,  
Jamie

Jamie English  
Senior Media Adviser  
Office of the Hon. Jackie Trad MP  
Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment

PO Box 15009 City East QLD 4002





## Palaszczuk Government appalled at LNP scaremongering over Cross River Rail

Deb Frecklington's misleading comments over the funding of Cross River Rail show the LNP are not only uncommitted to this project and at odds with their federal colleagues, but are also willing to scaremonger Queenslanders for blatantly political reasons.

Deputy Premier and Minister for Infrastructure Jackie Trad said Deb Frecklington had been out peddling her five fallacies today, but it was evident the LNP has very little grasp on the detail and complexity of this vital infrastructure project.

"The business case for Cross River Rail is not a 'secret business case' as the LNP would have Queenslanders believe. It has been developed independent of government, by our independent infrastructure adviser Building Queensland, and has been willingly provided in its entirety to Infrastructure Australia and the federal department for infrastructure," Ms Trad said.

"We committed at the election to releasing summaries of business cases for major projects, including the crucial Benefit-Cost Ratio, so Queenslanders can have confidence that our government will invest in projects that deliver value for money.

"The five-page summary was not 'heavily edited' as the LNP is claiming. It too was developed independent of government by our independent infrastructure adviser Building Queensland and not altered in any way by the Government.

"The LNP's attacks today are blatantly hypocritical, not only did they never publish business cases for the BaT Tunnel or their New Generation Rolling Stock, they never even developed a business case for the \$2.6 billion waste of taxpayer funds at 1 William Street.

"In fact, Scott Emerson is also on the record as saying he did not believe that government's should ever publish business cases as they are commercial in confidence.

"Labor's record of transparency will stack up over the LNP's any day of the week."

Ms Trad said the Turnbull Government required all major projects seeking infrastructure funding to assess value capture options as a condition for federal funding.

"By slamming the exploration of value capture options, as required by the Turnbull Government, the LNP are effectively at odds with their federal colleagues and are willing to shut the door to millions of dollars in federal funding for major projects," Ms Trad said.

"In accordance with the Turnbull Government requirements, Building Queensland examined value capture options as part of their independently developed business case for Cross River Rail – but this does not mean these options reflect Queensland Government policy or that they will be implemented.

"It is too early in the planning phase to rule other options for value capture in or out. Once established, the new Cross River Rail Delivery Authority will develop a detailed funding model and our Government will keep Queenslanders informed of our fair and transparent intentions every step of the way.



"While the funding model will consider availability payments, value sharing (in accordance with Commonwealth requirements) and development rights, the Palaszczuk Government will not be levying motorists to pay for Cross River Rail."

## ENDS

### Frecklington's Five Fallacies

**Claim:** Government will introduce a congestion charge to raise \$1.2bn

**Source:** LNP Media Release 29/06/16 "Hidden Business case includes the following new taxes to fund CRR: Congestion Tax paid for by motorists= \$1.2bn"

**Fact:** We have previously ruled out congestion charging and the business case notes this. The Federal LNP has made funding for infrastructure conditional on the exploration of value capture.

**Claim:** We said we would release business cases – we should release CRR Business Case in full.

**Source:** Deb Frecklington on ABC radio, 29/06/16 "They took to the election that they would release full business cases."

**Fact:** BQ policy document promises that it will release Cost Benefit Analysis summaries. Scott Emerson has previously said that Government Business Cases should not be released in full because of commercial in confidence considerations.

**Claim:** Cross River Rail doesn't cost \$5.4bn it costs almost \$10bn when you include operational costs.

**Source:** LNP Media Release 29/06/16 "...Cross River Rail which is set to cost almost \$10bn, not the \$5.4bn claimed by the government."

**Fact:** The business case written independently by BQ says Cross River Rail will cost \$5.4bn to build. Building Queensland estimates the yearly operational and maintenance costs of Cross River Rail will be \$47 million in real terms. Operational costs will be paid over a period of 30 years. Building Queensland's report states that operational and maintenance costs will not be incurred until 2023. Additionally, the LNP never counted operational costs when they spoke about the cost of BAT.

**Claim:** Labor has tried to hide these taxes by releasing a heavily edited version of the business case.

**Source:** LNP Media Release 29/06/16 "The premier tried to conceal the plans for the six secret taxes when she released an edited version of the business case on Monday that deliberately hid the new taxes to pay for the project"

**Fact:** Building Queensland is an independent organisation and released the cost benefit analysis summary that was endorsed by the Board as per the requirements under Legislation. The Cost benefit ratio for the project of 1.21 is not inclusive of any of the value capture options canvassed in the Business Case. That means not pursuing any of the value capture options would not impact on the BCR figure as reported.

**Claim:** Labor will introduce the six new taxes to fund CRR.

**Source:** LNP Media Release 29/06/16 "Hidden Business case includes the following new taxes to fund CRR..."

**Fact:** When added up all of the value capture options exceed the cost of Cross River Rail (\$7.38bn vs \$5.4bn). Exploring value capture is a conditional requirement from the Federal Government before funding will be considered. BQ has explored value capture options but these will not necessarily be implemented by Government. Delivery Authority will now be responsible for developing a detailed funding model.



While this will include consideration of availability payments, value sharing (in accordance with Commonwealth requirements) and development rights, the Palaszczuk Government will not be levying motorists to pay for Cross River Rail.

RTI Internal Review

## Mark Bellaver

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**From:** Mark Bellaver  
**Sent:** Wednesday, 29 June 2016 8:05 AM  
**To:** Jackie Trad; Matt Collins; Peter Power; Jamie English  
**Subject:** Federal Government on value capture  
**Attachments:** LNP on Value Capture.docx

The attached has quotes from the Federal Government on supporting value capture for reference.



Queensland  
Government

PO Box 15009 City East QLD 4002

**Mark Bellaver**

Senior Policy Advisor

**Office of the Hon. Jackie Trad MP**

Deputy Premier, Minister for Infrastructure, Local Government  
and Planning, Minister for Trade and Investment

Executive Building 100 George Street Brisbane QLD 4000



CRR Fact check.

**Claim:** Government will introduce a congestion charge to raise \$1.2bn

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RTI Internal Review



**Mark Bellaver**

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**From:** Jamie English  
**Sent:** Wednesday, 29 June 2016 11:53 AM  
**To:** Jackie Trad  
**Cc:** Matt Collins  
**Subject:** Speaking points  
**Attachments:** LNP incorrect claims V2.docx; Frecklington Claims.docx

Hi DP,

Speaking points attached. Prem's are happy for you to put out a release shutting down the incorrect claims. I've made a start and will finish off after the press conference.

See you soon,  
Jamie



Jamie English  
Senior Media Adviser  
Office of the Hon. Jackie Trad MP  
Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment  
[Redacted]  
PO Box 15009 City East QLD 4002

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## LNP incorrect claims

- Deb Frecklington is intentionally misleading Queenslanders and using scare tactics to alarm them for no substantiated reason.
- We are committed to being an open and transparent government, unlike the LNP.
- We committed at the election to releasing summaries of business cases for major projects, including the crucial Benefit-Cost Ratio, so Queenslanders can determine whether or not major projects are value for money.
- As promised, we have delivered this summary for the Cross River Rail business case.
- To be clear, the 5-page summary was not 'heavily edited' as the LNP is claiming. It too was developed independent of government by our independent infrastructure adviser, Building Queensland.
- It's important to note that the BCR included in the summary – a return of \$1.21 for every dollar spent – does not take into account any revenue from potential value capture options.
- After extensive technical analysis, Building Queensland, with advice from TMR, has estimated that Cross River Rail will cost approximately \$5.4 billion to be built.
- As with our current rail network, the new 10.2 kilometre alignment and stations will require ongoing costs to operate as well as ongoing maintenance costs to ensure the safety and reliability of the network.
- Claims that Cross River Rail will cost more than \$5.4 billion is not correct.
- Building Queensland estimates the yearly operational and maintenance costs of Cross River Rail will be \$47 million in real terms. Operational costs will be paid over a period of 30 years.
- Building Queensland's report states that operational and maintenance costs will not be incurred until 2023.



- Additionally, the LNP never counted operational costs when they spoke about the cost of BAT.
- It is not expected that maintenance will be required until 2023.
- Nowhere in the business case does Building Queensland suggest exploring a 'congestion tax paid for by motorists' which would raise '\$1.2 billion' in revenue.
- In fact, the full report provided to Infrastructure Australia notes that "The Queensland Government has ruled out road pricing mechanisms as part of the options analysis (preliminary evaluation) phase as it is inconsistent with Queensland Government policy."

### **LNP and business cases**

- It's hypocritical for the LNP to talk about business cases and transparency.
- Did the LNP release its business case for the BaT Tunnel? No.
- Did the LNP release its business case for New Generation Rollingstock? No.
- And the biggest disgrace of all – the LNP didn't even do a business case for 1 William St.
- A \$2.6 billion waste of taxpayer funds undertaken without a business case.
- Scott Emerson – the now Shadow Treasurer – is on record saying full business cases should not be released due to commercial considerations.
- We committed to releasing summaries of business cases for major projects, including the crucial Benefit-Cost Ratio, so Queenslanders can determine whether or not major projects are value for money.

- The fact that we will be undertaking a market sounding exercise directly with major banks and financiers means commercial in confidence elements of the business case must remain confidential.
- That's about getting the best deal possible for taxpayers.

**Emerson quote:**

- Queensland Transport Minister Scott Emerson said state-specific factors should be taken into account when running the ruler over infrastructure projects, such as weather resistance for projects in states prone to natural disasters. He said he supported more transparency in multibillion-dollar contracts but rejected the need for business cases to be made public.
- "I strongly support a common framework for assessment; that is a sensible approach to take," Mr Emerson said. "But I'm also very conscious there are issues of commercial confidence [with tenders] that have to be respected."

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Pages 15 through 18 redacted for the following reasons:

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Outside the scope of the application

RTI Internal Review

**Mark Bellaver**

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**From:** Isuru Neelagama  
**Sent:** Monday, 27 June 2016 3:04 PM  
**To:** Matt Collins  
**Subject:** FW: Cross River Rail Funding Announcement

**From:** Office of the Minister for Transport  
**Sent:** Monday, 27 June 2016 2:31 PM  
**To:** tmr\_dlo@tmr.qld.gov.au; Isuru Neelagama <Isuru.Neelagama@ministerial.qld.gov.au>  
**Subject:** FW: Cross River Rail Funding Announcement

**From:** Section 47(3)(b)  
**Sent:** Monday, 27 June 2016 2:24 PM  
**To:** Admin RAIL - Back On Track [REDACTED]  
**Subject:** Cross River Rail Funding Announcement

### **Cross River Rail Funding Announcement**

RAIL Back On Track (<http://backontrack.org>) a web based community support group for rail and public transport and an advocate for public transport passengers has welcomed the Queensland Government's commitment of \$800 million dollars towards Cross River Rail.

Cross River Rail is Queensland's highest priority project. After three separate incarnations of the project over seven years, we are all desperate to see Cross River Rail funded and built. Although the actual infrastructure is located within the Brisbane CBD, the benefits of Cross River Rail are truly regional. Cross River Rail will enable Gold Coast and Logan passengers a faster journey to and from work. It means more trains more often, particularly during peak hour. Cleveland line passengers also stand to benefit from freed up capacity on the Merivale Railway Bridge.

Cross River Rail is also an urban renewal project. Woolloongabba station should be intensively developed with very high density residential, commercial and dining possibilities. Woolloongabba ticks all the boxes for a green transit oriented development. To ensure absolute maximum exploitation of the Woolloongabba site, we ask the Queensland Government to put the site out to public tender, similar to what it has done with the Queens Wharf development. Under no circumstances should the site be given over to Brisbane City Council for Lord Mayor Graham Quirk's metro depot.

We also call on the Queensland Government to consider declaring a Priority Development Area (PDA) around the Park Road/Boggo Road station site. Regional and rural visitors undergoing medical treatment at the PA hospital and students need accommodation. The Park Road/Boggo Road site is a prime position for this purpose.

These developments will help pay for the construction of Cross River Rail stations. Although Land value capture has also been discussed to help pay for Cross River Rail, we think a better idea is for Brisbane City Council to contribute up to \$1BN for this project. The logic is simple - Cross River Rail will raise land values immediately around stations and within Brisbane generally. This land value uplift will be captured by Brisbane City Council in the form of higher rates revenue due to the simple fact that Brisbane City

Council's rates are based on land values. It seems unfair that Brisbane City Council will benefit handsomely from this project while contributing nothing to it.

Once again, we welcome the announcement of State funding for Cross River Rail and hope that this incarnation of the project will be the last one.

Contact:

[Redacted]  
Administration

Section 47(3)(b)

[Redacted]

RAIL Back On Track <http://backontrack.org>

Section 47(3)(b)

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Pages 21 through 26 redacted for the following reasons:

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RTI Internal Review

## Mark Bellaver

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**From:** Matt Collins  
**Sent:** Wednesday, 29 June 2016 6:41 AM  
**To:** Jamie English  
**Subject:** Re: Nicholls LNP scaremongering puts at risk federal funding for Cross River Rail.docx

Yep

Sent from my iPhone

On 29 Jun 2016, at 6:39 AM, Jamie English <[Jamie.English@ministerial.qld.gov.au](mailto:Jamie.English@ministerial.qld.gov.au)> wrote:

Hi Matt,

I think it looks good, my only suggestion is to address why the full business case hasn't been uploaded at the bottom.

Are you happy for me to send this to DP? Prem's want a statement put out asap.

Thanks,  
Jamie

### **Nicholls LNP scaremongering puts at risk federal funding for Cross River Rail**

Reports today that Cross River Rail could be funded by a levy on motorists are not correct.

The Turnbull Government requires all major projects seeking infrastructure funding to assess value capture options as a condition for federal funding.

This is outlined in the Australian Government's *Smart Cities Plan* (May 2016), which states they "have a policy to explore value capture early in all business cases seeking Commonwealth funding for infrastructure" and also in their *Principles for Innovative Finance* (March 2016) which states "the suitability for innovative financing arrangements should be assessed for all projects before the amount of grant funding is determined."

In accordance with the Turnbull Government requirements, Building Queensland examined value capture options as part of their independently developed business case for Cross River Rail – but this does not mean they reflect Queensland Government policy.

If Tim Nicholls is opposed to Queensland undertaking value capture assessments as required by the Turnbull Government, he is not only out of step with his federal LNP colleagues but is willing to cut Queensland off from millions of dollars in federal infrastructure funding for major projects.

Following the Palaszczuk Government's commitment of \$800 million to this project, the new Cross River Rail Delivery Authority will now be responsible for developing a detailed funding model.

While this will include consideration of availability payments, value sharing (in accordance with Commonwealth requirements) and development rights, the Palaszczuk Government will not be levying motorists to pay for Cross River Rail.

The full report provided to Infrastructure Australia notes that “The Queensland Government has ruled out road pricing mechanisms as part of the options analysis (preliminary evaluation) phase as it is inconsistent with Queensland Government policy.”

For the first time, the Queensland Government has committed to regularly publishing business case summaries for major projects which clearly detail the independent cost benefit analysis undertaken by Building Queensland.

This greater level of transparency, combined with the work of our independent infrastructure adviser – Building Queensland – means we will not have a repeat of the LNP’s 1 William Street which was a complete disregard for taxpayer money.

**From:** Matt Collins

**Sent:** Tuesday, 28 June 2016 10:50 PM

**To:** Jamie English <[Jamie.English@ministerial.qld.gov.au](mailto:Jamie.English@ministerial.qld.gov.au)>

**Subject:** Nicholls LNP scaremongering puts at risk federal funding for Cross River Rail.docx

Sorry – use this as base. WE need to keep it short though....

Thanks

Matt

RTI Internal Review



Page 29 redacted for the following reason:

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Outside the scope of the application

RTI Internal Review

## Mark Bellaver

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**From:** Jamie English  
**Sent:** Tuesday, 28 June 2016 3:03 PM  
**To:** Peter Power; Matt Collins; Mark Bellaver  
**Subject:** FW: [REDACTED] - CRR business case details  
**Attachments:** Motor vehicle levy; One more question...

Suggested response to first Q's but will need guidance on follow up Q.

The Palaszczuk Government has previously said we do not support congestion charging for commuters, and we stand by this.

The detailed business case for Cross River Rail was developed independent to government, by the state government's independent infrastructure adviser Building Queensland.

While the state government has endorsed the business case to be provided to Infrastructure Australia and the Federal Government for funding consideration, we have made it clear that opportunities for innovative funding models and private partnerships are yet to be explored.

Building Queensland's business case identifies a number of value capture and innovative funding options available for major infrastructure projects, and one of the first tasks of the Delivery Authority will be to ensure all of these options are thoroughly explored in the best interest of taxpayers.

**From:** Jamie English  
**Sent:** Tuesday, 28 June 2016 2:40 PM  
**To:** @Premiers Media <premiers.media@ministerial.qld.gov.au>  
**Cc:** Jessica Hill <Jessica.Hill@ministerial.qld.gov.au>  
**Subject:** [REDACTED] - CRR business case details

FYI – Wardill seems to have a copy of the detailed business case for CRR. Our office is unsure how.

He's come to us with the attached questions, which we'll pull together a response for shortly.



Queensland  
Government

Jamie English  
Senior Media Adviser  
Office of the Hon. Jackie Trad MP  
Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment

[REDACTED]  
PO Box 15009 City East QLD 4002

**Mark Bellaver**

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**From:** [REDACTED]@news.com.au>  
**Sent:** Tuesday, 28 June 2016 2:35 PM  
**To:** Jamie English  
**Subject:** One more question...

Why weren't the "value capture and alternative funding mechanisms" details included in the version of the business case uploaded on the Building Queensland website?

Sent from my iPad

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This message and its attachments may contain legally privileged or confidential information. It is intended solely for the named addressee. If you are not the addressee indicated in this message or responsible for delivery of the message to the addressee, you may not copy or deliver this message or its attachments to anyone. Rather, you should permanently delete this message and its attachments and kindly notify the sender by reply e-mail. Any content of this message and its attachments which does not relate to the official business of the sending company must be taken not to have been sent or endorsed by that company or any of its related entities. No warranty is made that the e-mail or attachments are free from computer virus or other defect.



Pages 32 through 34 redacted for the following reasons:

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RTI Internal Review

## Mark Bellaver

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**From:** Peter Power  
**Sent:** Wednesday, 29 June 2016 11:23 AM  
**To:** Jamie English; Mark Bellaver  
**Subject:** RE: For review  
**Attachments:** LNP incorrect claims\_PP.docx

**From:** Jamie English  
**Sent:** Wednesday, 29 June 2016 11:12 AM  
**To:** Peter Power <Peter.Power@ministerial.qld.gov.au>; Mark Bellaver <Mark.Bellaver@ministerial.qld.gov.au>  
**Subject:** For review



Queensland  
Government

Jamie English  
Senior Media Adviser  
Office of the Hon. Jackie Trad MP  
Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment  
[Redacted]  
PO Box 15009 City East QLD 4002

RTI Internal Review

## LNP incorrect claims

- Building Queensland has not suggested a congestion tax.
- Deb Frecklington is intentionally misleading Queenslanders and using scare tactics to alarm them for ~~no substantiated~~ blatently political reasons.
- We are committed to being an open and transparent government, unlike the LNP.
- We committed to releasing ~~independently created~~ summaries of business cases ~~the cost benefit analysis~~ for major projects, including the crucial Benefit-Cost Ratio, so Queenslanders can determine whether or not major projects are value for money.
- As promised, we have delivered this summary for the Cross River Rail business case.
- To be clear, the 5-page summary was not 'heavily edited' as the LNP is claiming. It too was developed independent of government by our independent infrastructure ~~adviser~~ authority, Building Queensland.
- It's important to note that the BCR included in the summary – a return of \$1.21 for every dollar spent – does not take into account any revenue from potential value capture options.
- After extensive technical analysis, Building Queensland, with advice from TMR, has estimated that Cross River Rail will cost approximately \$5.4 billion ~~to be built~~.
- As with our current rail network, the new 10.2 kilometre alignment and stations will require ongoing costs to operate as well as ongoing maintenance costs to ensure the safety and reliability of the network.
- But \$5 ~~million billion~~ maintenance and operational figure LNP is waving around is not correct.



- Building Queensland estimates the yearly operational and maintenance costs of Cross River Rail will be approximately \$47 million in real terms.

- Building Queensland's report states that operational and maintenance costs it is not expected that maintenance will be not required be incurred until 2023.

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- Nowhere in the business case does Building Queensland suggest exploring a 'congestion tax paid for by motorists' which would raise '\$1.2 billion' in revenue.
- In fact, the full report provided to Infrastructure Australia notes that "The Queensland Government has ruled out road pricing mechanisms as part of the options analysis (preliminary evaluation) phase as it is inconsistent with Queensland Government policy."

### **LNP and business cases**

- It's hypocritical for the LNP to talk about business cases and transparency.
- Did the LNP release its business case for the BaT Tunnel? No.
- Deb Frecklington, this morning on radio, did not even know that the LNP had not completed a business case for BaT.
- Did the LNP release its business case for New Generation Rollingstock? No.
- And the biggest disgrace of all – the LNP didn't even do a business case for 1 William St.
- A \$2.6 billion waste of taxpayer funds undertaken without a business case.
- Scott Emerson – the now Shadow Treasurer – is on record saying full business cases should not be released due to commercial considerations.

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- We committed to releasing summaries of business cases for major projects, including the crucial Benefit-Cost Ratio, so Queenslanders can determine whether or not major projects are value for money.
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**Emerson quote:**

- Queensland Transport Minister Scott Emerson said state-specific factors should be taken into account when running the ruler over infrastructure projects, such as weather resistance for projects in states prone to natural disasters. He said he supported more transparency in multibillion-dollar contracts but rejected the need for business cases to be made public.
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PO Box 15009 City East QLD 4002

### Mark Bellaver

Senior Policy Advisor

#### Office of the Hon. Jackie Trad MP

Deputy Premier, Minister for Infrastructure, Local Government  
and Planning, Minister for Trade and Investment

 MSection 47(3)(b)  
Executive Building 100 George Street Brisbane QLD 4000



## Federal LNP on Value Capture

### POLICY STATEMENTS

**Smart Cities Plan - May 2016** <https://cities.dpmc.gov.au/smart-cities-plan>

- “We have a policy to explore value capture early in all business cases seeking Commonwealth funding for infrastructure.”

**Principles for Innovative Financing, March 2016**

[http://investment.infrastructure.gov.au/whatis/Principles for Innovative Financing Mar2016.pdf](http://investment.infrastructure.gov.au/whatis/Principles%20for%20Innovative%20Financing%20Mar2016.pdf)

- “Assessment of proposals for public funding of transport projects should include consideration of what proportion of the project can be funded by the beneficiaries of the infrastructure through targeted contributions and what proportion of the project should be funded by the broader community.”
- “The funding shares from the Commonwealth and the state and territory governments should be determined after taking into account contributions made by the beneficiaries.”
- “The suitability for innovative financing arrangements should be assessed for all projects before the amount of grant funding is determined.”

### QUOTES

#### Turnbull

"So that's why we have allocated \$50 million to project development to support the work of a financing team, a specialist financing team that will assemble in the Federal Government to build the business cases and project delivery models applying innovative finance approaches and value capture."

- <http://www.malcolmturnbull.com.au/media/address-at-the-national-cities-summit-melbourne>

"In the future, we want to look at more innovative approaches; we want to look at arrangements where we can partner the state governments or city governments as shareholders, as investors.

"We also have to look creatively at how we capture the value that arises from the increase in property values and the improvement in the utility of adjacent land from the building of infrastructure like this," he said standing next to the Gold Coast light rail.

- <http://www.afr.com/news/policy/budget/turnbull-seeks-ways-of-tapping-into-landvalue-gains-from-new-rail-projects-20151011-gk68ct#ixzz4Crk7bEvI>

#### Fletcher

"The Turnbull Government has signalled a strong interest in value capture. In particular, we state that in our consideration of future joint projects, we will expect a greater level of disclosure from the States on potential value capture revenue streams."

- [http://minister.infrastructure.gov.au/pf/speeches/2016/pfs006\\_2016.aspx](http://minister.infrastructure.gov.au/pf/speeches/2016/pfs006_2016.aspx)

"We've issued what we call the principles for innovative financing which set out some of the things that the Turnbull Government will look at as we look at proposals from the state for the funding— from states for the funding of major infrastructure projects. Looking at things like, for example, the potential for value capture. So if you're building a new rail line, is there the capacity to have some of the capital costs of that new rail line contributed to out of the uplift in property values that typically occur when you get a major piece of infrastructure.



## Federal LNP on Value Capture

"The Prime Minister talked about that, for example, at the announcement of funding for the Gold Coast light rail in October last year and there's work going on with that and a number of other areas."

- [http://minister.infrastructure.gov.au/pf/interviews/2016/pfi012\\_2016.aspx](http://minister.infrastructure.gov.au/pf/interviews/2016/pfi012_2016.aspx)

"In the Principles the Turnbull Government has signalled a strong interest in value capture. In particular, we state that in our consideration of future joint projects, we will expect a greater level of disclosure from the States on potential value capture revenue streams."

"Typically it will be state and territory, or local, governments which are the ones using a value capture mechanism. Different governments may use different mechanisms. But the Commonwealth has an important role in encouraging the use of value capture – and indeed in requiring it to be used as a condition of us providing funding for projects."

- <http://paulfletcher.com.au/speeches/portfolio-speeches/item/1634-speech-to-the-australian-property-council.html>

"If the Commonwealth were requested to provide grant funding to a state government to support a particular project, we might make it conditional upon the state government demonstrating that the project was supported by a suitable value sharing strategy,"

"This approach seems likely to be particularly important when it comes to public transport projects, which typically do not generate revenues sufficient to even cover their operating costs, let alone contribute to the capital cost of the project," Mr Fletcher said.

- <http://www.afr.com/business/infrastructure/paul-fletchers-plan-to-capture-property-values-to-pay-for-infrastructure-20151201-glc9g3#ixzz4CriMlrs5>

### Angus Taylor

The Federal Government will consider innovative funding arrangements to deliver essential infrastructure and increase investment in high quality projects.

Australia has significant infrastructure needs and not all of those needs can be met through government grants.

Assistant Minister for Cities and Digital Transformation Angus Taylor said one potential source of funding was tapping into increased land value from major transport infrastructure.

"As the Turnbull Government engages with state and territory governments we are looking for opportunities where these principles can be applied.

"As the Prime Minister outlined last week, in relation to Victoria, smart investment in road and rail will help us transition from the mining construction boom to a more diverse economy.

"In reference to media speculation surrounding a high speed rail connection from Melbourne to Brisbane, there is no commitment from the Federal Government to fund this project as it stands. The only way that major projects can be progressed is through transforming the ways proposals are planned, financed and delivered.

"To invest more, the Commonwealth needs to start capturing some of the value our public infrastructure investments create and this requires all stakeholders to consider urban renewal and development opportunities at the onset, rather than just the transport objectives.

"There are a number of projects which may have the potential to be partly funded through value capture, such as Melbourne Metro and Brisbane Cross River Rail. This will be the priority for the Turnbull Government.

"There is a parliamentary committee looking at high speed rail, chaired by John Alexander, and the government looks forward to receiving its report in due course."

<https://ministers.dpmc.gov.au/taylor/2016/innovative-funding-will-deliver-essential-infrastructure>



## Peter Power

---

**From:** Peter Power  
**Sent:** Wednesday, 29 June 2016 1:54 PM  
**To:** Jamie English; Matt Collins (Matt.Collins@ministerial.qld.gov.au); Mark Bellaver; Jackie Trad (jatrads@ministerial.qld.gov.au)  
**Subject:** additional possible lines

Building Queensland identifies the biggest beneficiary of cross river rail in terms of cross river rail value capture is the Commonwealth government.

For example the outline of potential funding streams suggested by the independent Building Queensland suggests funding the proposal from the additional \$4.3 billion (NPV) in revenue from GST, income tax and other existing taxes that the federal government will get from the Cross River Rail project. According to Building Queensland this revenue alone would account for nearly 100% of the funding required to construct cross river rail.

The LNP in Queensland should be joining the Palaszczuk government in calling on Malcolm Turnbull to pay their share of cross river rail.

Building Queensland states that other levels of government will raise an additional \$903 million (NPV) as a result of cross river rail without increasing or altering any tax or charge. There are many funding options available without raising taxes or charges or privatising state assets as the LNP wish to do.



Queensland  
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**Peter Power**

Senior Economic Advisor

**Office of the Hon. Jackie Trad MP**

Deputy Premier, Minister for Infrastructure,  
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## Peter Power

---

**From:** Peter Power  
**Sent:** Wednesday, 29 June 2016 1:39 PM  
**To:** Jamie English; Mark Bellaver; Matt Collins (Matt.Collins@ministerial.qld.gov.au)  
**Subject:** The value capture

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For example the outline of potential funding streams suggested by the independent Building Queensland suggests funding the proposal from the additional \$4.3 billion (NPV) in revenue from GST, income tax and other existing taxes that the federal government will get from the Cross River Rail project. According to Building Queensland this revenue alone would account for nearly 100% of the funding required to construct cross river rail.

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## Peter Power

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**From:** Peter Power  
**Sent:** Tuesday, 28 June 2016 9:16 PM  
**To:** Mark Bellaver  
**Cc:** Matt Collins; Mark Bellaver  
**Subject:** Re: Fed endorsements of Value Capture

That's great.

We can argue presenting the options is a fed requirement that they crr is even assessed.

- The suitability for innovative financing arrangements should be assessed for all projects before the amount of grant funding is determined.

And the fletcher quote "But the Commonwealth has an important role in encouraging the use of value capture – and indeed in requiring it to be used as a condition of us providing funding for projects."



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Deputy Premier, Minister for Infrastructure, Local Government  
and Planning, Minister for Trade and Investment

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On 28 Jun 2016, at 7:46 PM, Mark Bellaver <[mbellaver@gmail.com](mailto:mbellaver@gmail.com)> wrote:

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## Peter Power

---

**From:** Peter Power  
**Sent:** Tuesday, 28 June 2016 3:15 PM  
**To:** Jamie English; Matt Collins; Mark Bellaver  
**Subject:** RE: [REDACTED] - CRR business case details

Some ideas

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**Sent:** Tuesday, 28 June 2016 3:03 PM  
**To:** Peter Power <Peter.Power@ministerial.qld.gov.au>; Matt Collins <Matt.Collins@ministerial.qld.gov.au>; Mark Bellaver <Mark.Bellaver@ministerial.qld.gov.au>  
**Subject:** FW: [REDACTED] - CRR business case details

Suggested response to first Q's but will need guidance on follow up Q.

The Palaszczuk Government has previously said we do not support congestion charging for commuters, and we stand by this.

The detailed business case for Cross River Rail was developed independent to government, by the state government's independent infrastructure adviser Building Queensland.

While the state government has endorsed the business case to be provided to Infrastructure Australia and the Federal Government for funding consideration, we have made it clear that opportunities for innovative funding models and private partnerships are yet to be explored.

Building Queensland's business case identifies a number of value capture and innovative funding options available for major infrastructure projects, and one of the first tasks of the Delivery Authority will be to ensure all of these options are thoroughly explored in the best interest of taxpayers.

**From:** Jamie English  
**Sent:** Tuesday, 28 June 2016 2:40 PM  
**To:** @Premiers Media <premiers.media@ministerial.qld.gov.au>  
**Cc:** Jessica Hill <jessica.hill@ministerial.qld.gov.au>  
**Subject:** Wardill - CRR business case details

FYI – Wardill seems to have a copy of the detailed business case for CRR. Our office is unsure how.

He's come to us with the attached questions, which we'll pull together a response for shortly.





**Queensland**  
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Jamie English  
Senior Media Adviser  
**Office of the Hon. Jackie Trad MP**  
Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment

[Redacted]  
PO Box 15009 City East QLD 4002

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Page 47 redacted for the following reason:

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Outside the scope of the application

RTI Internal Review

## Peter Power

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**From:** Peter Power  
**Sent:** Tuesday, 28 June 2016 12:36 PM  
**To:** Matt Collins (Matt.Collins@ministerial.qld.gov.au)  
**Subject:** Op ed draft  
**Attachments:** 160628 CRR Op Ed\_pp.docx

Hi,

Here's a draft- let me know if it's on the right track.

p.



**Queensland**  
Government

**Peter Power**

Senior Economic Advisor

**Office of the Hon. Jackie Trad MP**

Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment

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PO Box 15009 City East QLD 4002



## LNP incorrect claims

- Building Queensland has not suggested a congestion tax.
- Deb Frecklington is intentionally misleading Queenslanders and using scare tactics to alarm them for ~~no substantiated~~ blatently political reasons.
- We are committed to being an open and transparent government, unlike the LNP.
- We committed to releasing independently created summaries of ~~business cases~~ the cost benefit analysis for major projects, including the crucial Benefit-Cost Ratio, so Queenslanders can determine whether or not major projects are value for money.
- As promised, we have delivered this summary for the Cross River Rail business case.
- To be clear, the 5-page summary was not 'heavily edited' as the LNP is claiming. It too was developed independent of government by our independent infrastructure adviser authority, Building Queensland.
- It's important to note that the BCR included in the summary – a return of \$1.21 for every dollar spent – does not take into account any revenue from potential value capture options.
- After extensive technical analysis, Building Queensland, with advice from TMR, has estimated that Cross River Rail will cost approximately \$5.4 billion to be built.
- As with our current rail network, the new 10.2 kilometre alignment and stations will require ongoing costs to operate as well as ongoing maintenance costs to ensure the safety and reliability of the network.
- But \$5 ~~million-billion~~ maintenance and operational figure LNP is waving around is not correct.

- Building Queensland estimates the yearly operational and maintenance costs of Cross River Rail will be **approximately \$47 million in real terms.**
- **Building Queensland's report states that operational and maintenance costs. It is not expected that maintenance will be not required be incurred until 2023.**

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- Nowhere in the business case does Building Queensland suggest exploring a 'congestion tax paid for by motorists' which would raise '\$1.2 billion' in revenue.
- In fact, the full report provided to Infrastructure Australia notes that "The Queensland Government has ruled out road pricing mechanisms as part of the options analysis (preliminary evaluation) phase as it is inconsistent with Queensland Government policy."

### **LNP and business cases**

- It's hypocritical for the LNP to talk about business cases and transparency.
- **Did the LNP release its business case for the BaT Tunnel? No.**
- **Deb Frecklington, this morning on radio, did not even know that the LNP had not completed a business case for BaT**
- Did the LNP release its business case for New Generation Rollingstock? No.
- And the biggest disgrace of all – the LNP didn't even do a business case for 1 William St.
- A \$2.6 billion waste of taxpayer funds undertaken without a business case.
- Scott Emerson – the now Shadow Treasurer – is on record saying full business cases should not be released due to commercial considerations.

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- We committed to releasing summaries of business cases for major projects, including the crucial Benefit-Cost Ratio, so Queenslanders can determine whether or not major projects are value for money.
- The fact that we will be undertaking a market sounding exercise directly with major banks and financiers means commercial in confidence elements of the business case must remain confidential.
- That's about getting the best deal possible for taxpayers.

**Emerson quote:**

- Queensland Transport Minister Scott Emerson said state-specific factors should be taken into account when running the ruler over infrastructure projects, such as weather resistance for projects in states prone to natural disasters. He said he supported more transparency in multibillion-dollar contracts but rejected the need for business cases to be made public.
- "I strongly support a common framework for assessment, that is a sensible approach to take," Mr Emerson said. "But I'm also very conscious there are issues of commercial confidence [with tenders] that have to be respected."



Fundamentally, Cross River Rail is about improving Brisbane and South East Queensland transport links. We know that the Maryvale Street bridge is nearing capacity so we need an alternative crossing across the Brisbane River for heavy rail to allow a doubling of capacity by 2026. The benefits, as the business case revealed, are quite enormous for the city and for the region in terms of cutting the time for journeys and waiting, and offers an opportunity to reshape and re-build our city to create new economic centres. The direct returns are clear from 15 minute faster journeys from Beenleigh and on cold days like today, commuters will appreciate shorter waits on platforms across the network – 11,000 hours saved per day by 2036 – and more frequent trains will encourage more people to take the train. As public transport becomes more attractive car commuters will also benefit with higher average speeds across Brisbane. The case is clear – Cross River Rail provides greater direct and wider economic returns than any other large infrastructure project in Australia.

Our independent infrastructure assessment body, Building Queensland, has provided a detailed and costed long-term solution to Brisbane's transport needs that is ready to proceed. The business case for Cross River Rail is clear; even after a 7% annual discount rate the project will return benefits of \$1.21 for every dollar invested. These returns are substantially higher than the Melbourne and Sydney Metro projects and more than double the return from the Canberra light rail. However, a great business case is not enough in today's environment of fiscal constraint and the Palaszczuk Government has recognised we need to fund and finance this necessary infrastructure.

The first step in creating the right environment for funding and financing Cross River Rail is to provide certainty for the project. The Palaszczuk government has a clear strategy to deliver this certainty. Firstly, we have taken the politics out of infrastructure assessment and business case provision by setting up Building Queensland to independently develop and assess business cases and projects and set the state infrastructure priorities. This focus on rigorous assessment means that business and investors know that projects that get Building Queensland's approval are ready for funding and have benefits that will stack up over the long term. Our move to remove the politics out of Cross River Rail and provide certainty extends to delivery with \$50 million in the 2016-17 State Budget to establish the Cross River Rail Delivery Authority. The Authority will start the project and begin work necessary to begin the project.

The challenge to governments everywhere is how best to fund and finance these projects in this fiscally constrained environment. We must not be afraid to look outwards for ideas. Cross Rail in London is a huge project but its funding and financing model is providing the blueprint for large infrastructure projects going forward. One of the key lessons from the UK's Cross rail project is that a certainty of funding is key. The most important element of certainty behind our Cross River Rail project is the Palaszczuk government's in-principle commitment of \$800 million towards the project. The \$800 million contribution from the Palaszczuk government is the first block which will anchor the funding and financing of this project. The \$800 million is a statement that we aren't asking other levels of government or investors to make a commitment that we aren't willing to make ourselves.

Another lesson from the UK's Cross Rail is that a mix of upfront public money from all levels of government, value capture where appropriate and private financing provides the mix of risk and return that investors are looking for. Our government's work to reduce risks means Queensland can drive a hard bargain when negotiating funding and finance options. As with all significant infrastructure projects in Australia the Commonwealth Government has a major part to play in

contributing certainty for this project by at least matching our contribution and contributing funding going forward. Infrastructure Australia has recognized the importance of the project and it imperative that federal government comes to the party. UK's Cross Rail also showed that value unlocked by major infrastructure projects can make a contribution to funding these essential projects. Local government and value capture will have a part to play contributing to funding. Many of the financial gains that Cross River Rail bring will boost local government coffers in the years ahead and will improve amenity to residents and businesses. Finally, partnerships and finance from the private sector will provide the final proportion of funding.

Brexit and the uncertain times we are in mean that there is no better time to be attracting finance for this project. Super funds, overseas investors and mum and dad investors are looking for long-term stable returns in this economic climate and Queenslanders are looking to start the long term benefits of this and other economy building infrastructure as soon as possible.

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[from radio needs to be reworked] Fundamentally, Cross River Rail is about a second heavy rail crossing, across the river, for Brisbane, for the south-east Queensland corner. We know that the Maryvale Street bridge is nearing capacity so we need an alternative crossing across the Brisbane River for heavy rail, and that is fundamentally what it's about. But, its benefits, as the business case revealed, are quite enormous for the city and for the region in terms of cutting the time for journeys and waiting, in terms of opportunities to re-shape and re-build our city. So it is a project that is necessary, but it's a project if done well will have enormous benefits for our city and our region.

Our independent infrastructure assessment body, Building Queensland, has provided a detailed and costed long-term solution to Brisbane's transport needs that is ready to proceed. The business case for Cross River Rail is clear; even after a 7% annual discount rate the project will return benefits of \$1.21 for every dollar invested. These returns are substantially higher than the Melbourne and Sydney Metro projects and more than double the return from the Canberra light rail. However, a great business case is not enough in today's environment of fiscal constraint and the Palaszczuk Government has recognised we need to have a plan to fund and finance this necessary infrastructure.

The first step in the plan to fund and finance cross river rail is to provide certainty for the project. The Palaszczuk government has pursued a multi-pronged plan to deliver this certainty. Firstly, we have taken the politics out of infrastructure assessment and business case provision by setting up Building Queensland to independently develop and assess business cases and projects and set the state infrastructure priorities. This focus on rigorous assessment means that business and investors know that projects that get Building Queensland's approval are ready for funding and have benefits that stack up over the long term. Our move to remove the politics out of Cross River Rail and provide certainty extends to delivery with \$50 million in the 2016-17 State Budget to establish the Cross River Rail Delivery Authority.

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the years ahead and will improve amenity to residents and businesses. Finally, partnerships and finance from the private sector will provide the final proportion of funding.

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RTI Internal Review

## Mark Bellaver

---

**From:** Jamie English  
**Sent:** Tuesday, 28 June 2016 10:08 PM  
**To:** Matt Collins; Mark Bellaver  
**Subject:** RE: Updated statement

Another line for consideration.....

**From:** Jamie English  
**Sent:** Tuesday, 28 June 2016 10:01 PM  
**To:** Matt Collins <Matt.Collins@ministerial.qld.gov.au>; Mark Bellaver <Mark.Bellaver@ministerial.qld.gov.au>  
**Subject:** Updated statement

### **Deputy Premier Jackie Trad said:**

The Palaszczuk Government will not be levying motorists to pay for Cross River Rail.

We've stuck to our commitment of not introducing any new taxes fees or charges beyond the revenue policy settings we inherited from the LNP.

Cross River Rail is Queensland's number one project to uplift economic activity and productivity. While Labor is focused on getting on with the job of ensuring this crucial project is delivered, to grow our economy and deliver thousands of jobs, all the LNP can do is use scaremongering tactics to alarm Queenslanders for no substantiated reason.

The detailed business case for Cross River Rail was developed independently, by the state government's independent infrastructure adviser Building Queensland.

Building Queensland has put forward a range of funding options for government to consider, but this does not mean funding options will be progressed or are reflective of government policy.

In fact, the full report provided to Infrastructure Australia specifically notes that "The Queensland Government has ruled out road pricing mechanisms as part of the options analysis (preliminary evaluation) phase as it is inconsistent with Queensland Government policy."

Once established, the new Cross River Rail Delivery Authority will be responsible for developing a detailed funding model.

The Delivery Authority will explore availability payments, value capture opportunities and development rights as potential funding and financing sources.

The Turnbull Government has made it abundantly clear that Commonwealth funding for major infrastructure projects is contingent on state government consideration for value sharing options.

In fact Turnbull's 'Smart Cities Plan', released in April this year, specifically states "smart investment that enables partnerships between governments and the private sector will deliver better infrastructure sooner, and within budget constraints."

If Tim Nicholls is opposed to value capture and the economic benefits it could bring to our state, then he is clearly at odds with his federal counterpart.

Tim Nicholls is yet to explain to Queenslanders how he plans to fund infrastructure except to rely on selling our assets.

For the first time, the Queensland Government has committed to regularly publishing business case summaries for major projects which clearly detail the independent cost benefit analysis undertaken by Building Queensland.

This greater level of transparency, combined with the work of our independent infrastructure adviser – Building Queensland – means we will not have a repeat of the LNP’s 1 William Street which was a complete disregard for taxpayer money.



Jamie English  
Senior Media Adviser  
**Office of the Hon. Jackie Trad MP**  
Deputy Premier, Minister for Infrastructure,  
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[Redacted]  
PO Box 15009 City East QLD 4002

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Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment



PO Box 15009 City East QLD 4002

RTI Internal Review

## Mark Bellaver

---

**From:** Peter Power  
**Sent:** Tuesday, 28 June 2016 9:16 PM  
**To:** Mark Bellaver  
**Cc:** Matt Collins; Mark Bellaver  
**Subject:** Re: Fed endorsements of Value Capture

That's great.

We can argue presenting the options is a fed requirement that they crr is even assessed.

- The suitability for innovative financing arrangements should be assessed for all projects before the amount of grant funding is determined.

And the fletcher quote "But the Commonwealth has an important role in encouraging the use of value capture – and indeed in requiring it to be used as a condition of us providing funding for projects."



**Peter Power**

Senior Economic Advisor

**Office of the Hon. Jackie Trad MP**

Deputy Premier, Minister for Infrastructure, Local Government  
and Planning, Minister for Trade and Investment

---

Executive Building 100 George Street Brisbane QLD 4000  
PO Box 15009 City East QLD 4002

On 28 Jun 2016, at 7:46 PM, Mark Bellaver <[mbellaver@gmail.com](mailto:mbellaver@gmail.com)> wrote:

The suitability for innovative financing arrangements should be assessed for all projects before the amount of grant funding is determined.

## Emma L Robertson

---

**From:** Peter Power  
**Sent:** Wednesday, 29 June 2016 1:54 PM  
**To:** Jamie English; Matt Collins; Mark Bellaver; Jackie Trad  
**Subject:** additional possible lines

Building Queensland identifies the biggest beneficiary of cross river rail in terms of cross river rail value capture is the Commonwealth government.

For example the outline of potential funding streams suggested by the independent Building Queensland suggests funding the proposal from the additional \$4.3 billion (NPV) in revenue from GST, income tax and other existing taxes that the federal government will get from the Cross River Rail project. According to Building Queensland this revenue alone would account for nearly 100% of the funding required to construct cross river rail.

The LNP in Queensland should be joining the Palaszczuk government in calling on Malcolm Turnbull to pay their share of cross river rail.

Building Queensland states that other levels of government will raise an additional \$903 million (NPV) as a result of cross river rail without increasing or altering any tax or charge. There are many funding options available without raising taxes or charges or privatising state assets as the LNP wish to do.



**Peter Power**

Senior Economic Advisor

**Office of the Hon. Jackie Trad MP**

Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment

Executive Building, 100 George Street Brisbane QLD 4000  
PO Box 15009 City East QLD 4002



**Emma L Robertson**

---

**From:** Jamie English  
**Sent:** Wednesday, 29 June 2016 6:43 AM  
**To:** Jackie Trad  
**Subject:** Updated statement

Hi DP,

Given today's story, Prem's are keen for me to push our statement out proactively to everyone. Matt and I have updated it a bit to directly address the story – can you let me know if you're okay with this?

**Nicholls LNP scaremongering puts at risk federal funding for Cross River Rail**

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This is outlined in the Australian Government's *Smart Cities Plan* (May 2016), which states they "have a policy to explore value capture early in all business cases seeking Commonwealth funding for infrastructure" and also in their *Principles for Innovative Finance* (March 2016) which states "the suitability for innovative financing arrangements should be assessed for all projects before the amount of grant funding is determined."

In accordance with the Turnbull Government requirements, Building Queensland examined value capture options as part of their independently developed business case for Cross River Rail – but this does not mean they reflect Queensland Government policy.

If Tim Nicholls is opposed to Queensland undertaking value capture assessments as required by the Turnbull Government, he is not only out of step with his federal LNP colleagues but is willing to cut Queensland off from millions of dollars in federal infrastructure funding for major projects.

Following the Palaszczuk Government's commitment of \$800 million to this project, the new Cross River Rail Delivery Authority will now be responsible for developing a detailed funding model.

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For the first time, the Queensland Government has committed to regularly publishing business case summaries for major projects which clearly detail the independent cost benefit analysis undertaken by Building Queensland.

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Thanks,



Jamie English  
Senior Media Adviser  
**Office of the Hon. Jackie Trad MP**  
Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment

[Redacted]  
PO Box 15009 City East QLD 4002

RTI Internal Review



**Emma L Robertson**

---

**From:** Matt Collins  
**Sent:** Wednesday, 29 June 2016 11:56 AM  
**To:** Jackie Trad; Jamie English; Mark Bellaver  
**Subject:** Fwd: QUOTES | BRENDAN LYON, CEO IPA

See below

Sent from my iPhone

Begin forwarded message:

**From:** Isuru Neelagama <[Isuru.Neelagama@ministerial.qld.gov.au](mailto:Isuru.Neelagama@ministerial.qld.gov.au)>  
**Date:** 29 June 2016 at 11:49:39 AM AEST  
**To:** Matt Collins <[Matt.Collins@ministerial.qld.gov.au](mailto:Matt.Collins@ministerial.qld.gov.au)>  
**Subject:** Fwd: QUOTES | BRENDAN LYON, CEO IPA

Sent on the go with Vodafone

----- Original message -----

**From:** Brendan Lyon Section 47(3)(b)  
**Date:** 29/06/2016 11:46 AM (GMT+10:00)  
**To:** Isuru Neelagama <[Isuru.Neelagama@ministerial.qld.gov.au](mailto:Isuru.Neelagama@ministerial.qld.gov.au)>  
**Cc:** [REDACTED] <[\[REDACTED\]@infrastructure.org.au](mailto:[REDACTED]@infrastructure.org.au)>  
**Subject:** QUOTES | BRENDAN LYON, CEO IPA

Hi mate – here’s some quotes that you can put in to any government release you want – and we’ll put out something different at 1pm.

“Cross River is in it’s very embryonic stages and unfunded, so it would be a surprise if the business case didn’t look at options like user contributions, motorist levies or value capture models.

“The Cross River Rail project needs money, so it’s not in anyone’s interest that any funding sources are prematurely ruled out, because of public fears.

“After a decade of talk, funding has already proven very elusive so it’s important that the political debate doesn’t see Cross River Rail put out of reach again, because every option has been dismissed.

[REDACTED]  
**Infrastructure Partnerships Australia**  
Building Australia Together

mail PO Box R 1771, Royal Exchange, Sydney, NSW 1225  
address Suite 3.03 Level 3, 95 Pitt Street, Sydney, NSW 2000



switch



Section 47(3)(b)

web [www.infrastructure.org.au](http://www.infrastructure.org.au)

\* Please consider our environment before printing this email. \*

Infrastructure Partnerships Australia is the nation's peak infrastructure forum, comprising public and private sector CEO Members, advocating the public policy interests of Australia's infrastructure industry.

RTI Internal Review

**Emma L Robertson**

---

**From:** Jamie English  
**Sent:** Wednesday, 29 June 2016 2:00 PM  
**To:** Jackie Trad  
**Cc:** Matt Collins  
**Subject:** Press release  
**Attachments:** Palaszczuk Government appalled at LNP scaremongering over Cross River Ra....docx

Hi DP,

Can you let me know if you're okay for the attached to go out this afternoon?

Thanks,  
Jamie

Jamie English  
Senior Media Adviser  
**Office of the Hon. Jackie Trad MP**  
Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment

PO Box 15009 City East QLD 4002



## Palaszczuk Government appalled at LNP scaremongering over Cross River Rail

Deb Frecklington's misleading comments over the funding of Cross River Rail show the LNP are not only uncommitted to this project and at odds with their federal colleagues, but are also willing to scaremonger Queenslanders for blatantly political reasons.

Deputy Premier and Minister for Infrastructure Jackie Trad said Deb Frecklington had been out peddling her five fallacies today, but it was evident the LNP has very little grasp on the detail and complexity of this vital infrastructure project.

"The business case for Cross River Rail is not a 'secret business case' as the LNP would have Queenslanders believe. It has been developed independent of government, by our independent infrastructure adviser Building Queensland, and has been willingly provided in its entirety to Infrastructure Australia and the federal department for infrastructure," Ms Trad said.

"We committed at the election to releasing summaries of business cases for major projects, including the crucial Benefit-Cost Ratio, so Queenslanders can have confidence that our government will invest in projects that deliver value for money.

"The five-page summary was not 'heavily edited' as the LNP is claiming. It too was developed independent of government by our independent infrastructure adviser Building Queensland and not altered in any way by the Government.

"The LNP's attacks today are blatantly hypocritical, not only did they never publish business cases for the BaT Tunnel or their New Generation Rolling Stock, they never even developed a business case for the \$2.6 billion waste of taxpayer funds at 1 William Street.

"In fact, Scott Emerson is also on the record as saying he did not believe that government's should ever publish business cases as they are commercial in confidence.

"Labor's record of transparency will stack up over the LNP's any day of the week."

Ms Trad said the Turnbull Government required all major projects seeking infrastructure funding to assess value capture options as a condition for federal funding.

"By slamming the exploration of value capture options, as required by the Turnbull Government, the LNP are effectively at odds with their federal colleagues and are willing to shut the door to millions of dollars in federal funding for major projects," Ms Trad said.

"In accordance with the Turnbull Government requirements, Building Queensland examined value capture options as part of their independently developed business case for Cross River Rail – but this does not mean these options reflect Queensland Government policy or that they will be implemented.

"It is too early in the planning phase to rule other options for value capture in or out. Once established, the new Cross River Rail Delivery Authority will develop a detailed funding model and our Government will keep Queenslanders informed of our fair and transparent intentions every step of the way.



“While the funding model will consider availability payments, value sharing (in accordance with Commonwealth requirements) and development rights, the Palaszczuk Government will not be levying motorists to pay for Cross River Rail.”

**ENDS**

### **Frecklington’s Five Fallacies**

**Claim:** Government will introduce a congestion charge to raise \$1.2bn

**Source:** LNP Media Release 29/06/16 “Hidden Business case includes the following new taxes to fund CRR: Congestion Tax paid for by motorists= \$1.2bn”

**Fact:** We have previously ruled out congestion charging and the business case notes this. The Federal LNP has made funding for infrastructure conditional on the exploration of value capture.

**Claim:** We said we would release business cases – we should release CRR Business Case in full.

**Source:** Deb Frecklington on ABC radio, 29/06/16 “They took to the election that they would release full business cases.”

**Fact:** BQ policy document promises that it will release Cost Benefit Analysis summaries. Scott Emerson has previously said that Government Business Cases should not be released in full because of commercial in confidence considerations.

**Claim:** Cross River Rail doesn’t cost \$5.4bn it costs almost \$10bn when you include operational costs.

**Source:** LNP Media Release 29/06/16 “...Cross River Rail which is set to cost almost \$10bn, not the \$5.4bn claimed by the government.”

**Fact:** The business case written independently by BQ says Cross River Rail will cost \$5.4bn to build. Building Queensland estimates the yearly operational and maintenance costs of Cross River Rail will be \$47 million in real terms. Operational costs will be paid over a period of 30 years. Building Queensland’s report states that operational and maintenance costs will not be incurred until 2023. Additionally, the LNP never counted operational costs when they spoke about the cost of BAT.

**Claim:** Labor has tried to hide these taxes by releasing a heavily edited version of the business case.

**Source:** LNP Media Release 29/06/16 “The premier tried to conceal the plans for the six secret taxes when she released and edited version of the business case on Monday that deliberately hid the new taxes to pay for the project”

**Fact:** Building Queensland is an independent organisation and released the cost benefit analysis summary that was endorsed by the Board as per the requirements under Legislation. The Cost benefit ratio for the project of 1.21 is not inclusive of any of the value capture options canvassed in the Business Case. That means not pursuing any of the value capture options would not impact on the BCR figure as reported.

**Claim:** Labor will introduce the six new taxes to fund CRR.

**Source:** LNP Media Release 29/06/16 “Hidden Business case includes the following new taxes to fund CRR...”

**Fact:** When added up all of the value capture options exceed the cost of Cross River Rail (\$7.38bn vs \$5.4bn). Exploring value capture is a conditional requirement from the Federal Government before funding will be considered. BQ has explored value capture options but these will not necessarily be implemented by Government. Delivery Authority will now be responsible for developing a detailed funding model.

While this will include consideration of availability payments, value sharing (in accordance with Commonwealth requirements) and development rights, the Palaszczuk Government will not be levying motorists to pay for Cross River Rail.

RTI Internal Review



**Emma L Robertson**

---

**From:** Jamie English  
**Sent:** Wednesday, 29 June 2016 6:43 AM  
**To:** Jackie Trad  
**Subject:** Updated statement

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---

Thanks,





Jamie English  
Senior Media Adviser  
**Office of the Hon. Jackie Trad MP**  
Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment  
[Redacted]  
PO Box 15009 City East QLD 4002

RTI Internal Review

## Jamie English

---

**From:** Isuru Neelagama  
**Sent:** Monday, 27 June 2016 2:41 PM  
**To:** Jamie English  
**Subject:** FW: Cross River Rail Funding Announcement

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**From:** Office of the Minister for Transport  
**Sent:** Monday, 27 June 2016 2:31 PM  
**To:** tmr\_dlo@tmr.qld.gov.au; Isuru Neelagama <Isuru.Neelagama@ministerial.qld.gov.au>  
**Subject:** FW: Cross River Rail Funding Announcement

**From:** Section 47(3)(b) **On Behalf Of** Robert Dow  
**Sent:** Monday, 27 June 2016 2:24 PM  
**To:** Admin RAIL - Back On Track [REDACTED]  
**Subject:** Cross River Rail Funding Announcement

### Cross River Rail Funding Announcement

RAIL Back On Track (<http://backontrack.org>) a web-based community support group for rail and public transport and an advocate for public transport passengers has welcomed the Queensland Government's commitment of \$800 million dollars towards Cross River Rail.

Cross River Rail is Queensland's highest priority project. After three separate incarnations of the project over seven years, we are all desperate to see Cross River Rail funded and built. Although the actual infrastructure is located within the Brisbane CBD, the benefits of Cross River Rail are truly regional. Cross River Rail will enable Gold Coast and Logan passengers a faster journey to and from work. It means more trains more often, particularly during peak hour. Cleveland line passengers also stand to benefit from freed up capacity on the Merivale Railway Bridge.

Cross River Rail is also an urban renewal project. Woolloongabba station should be intensively developed with very high density residential, commercial and dining possibilities. Woolloongabba ticks all the boxes for a green transit oriented development. To ensure absolute maximum exploitation of the Woolloongabba site, we ask the Queensland Government to put the site out to public tender, similar to what it has done with the Queens Wharf development. Under no circumstances should the site be given over to Brisbane City Council for Lord Mayor Graham Quirk's metro depot.

We also call on the Queensland Government to consider declaring a Priority Development Area (PDA) around the Park Road/Boggo Road station site. Regional and rural visitors undergoing medical treatment at the PA hospital and students need accommodation. The Park Road/Boggo Road site is a prime position for this purpose.

These developments will help pay for the construction of Cross River Rail stations. Although Land value capture has also been discussed to help pay for Cross River Rail, we think a better idea is for Brisbane City

Council to contribute up to \$1BN for this project. The logic is simple - Cross River Rail will raise land values immediately around stations and within Brisbane generally. This land value uplift will be captured by Brisbane City Council in the form of higher rates revenue due to the simple fact that Brisbane City Council's rates are based on land values. It seems unfair that Brisbane City Council will benefit handsomely from this project while contributing nothing to it.

Once again, we welcome the announcement of State funding for Cross River Rail and hope that this incarnation of the project will be the last one.

Contact:

[Redacted]

Administration

Section 47(3)(b)

[Redacted]

RAIL Back On Track <http://backontrack.org>

Section 47(3)(b)

RTI Internal Review



## Jamie English

---

**From:** Kerryn Manifold  
**Sent:** Wednesday, 29 June 2016 7:40 AM  
**To:** Jamie English  
**Subject:** FW: Claims a motor vehicle levy will help fund Cross River Rail are incorrect

Thanks for your work on this this morning. Great job in getting the DP on for the 7.45 bulletin. Looks like a typo found its way into the headline but just letting know I've corrected it, like the many of my own I've had to correct.



**Kerryn Manifold**  
Deputy Director-Government Media Unit  
**Office of the Hon. Anastacia Palaszczuk MP**  
Premier of Queensland and Minister for the Arts

Section 47(3)(b)  
Executive Building 100 George Street, Brisbane QLD 4000  
PO Box 15185 City East QLD 4002

**From:** Media Statements QLD [mailto:statements@qld.gov.au]  
**Sent:** Wednesday, 29 June 2016 7:35 AM  
**To:** Section 47(3)(b)  
**Subject:** Claims a motor vehicle levy will help fund Cross River Rail are incorrect

## Media release



Deputy Premier, Minister for Infrastructure, Local Government and Planning and Minister for Trade and Investment  
The Honourable Jackie Trad

## Claims a motor vehicle levy will help fund Cross River Rail are incorrect

Reports today that Cross River Rail could be funded by a levy on motorists are not correct.

The Turnbull Government requires all major projects seeking infrastructure funding to assess value capture options as a condition for federal funding.

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**ENDS**

Media contact: 0421 387 129

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## Jamie English

---

**From:** Matt Collins  
**Sent:** Wednesday, 29 June 2016 7:49 AM  
**To:** Jamie English  
**Subject:** Fwd: Claims a motor vehicle levy will help fund Cross River Rail are incorrect

We really need to push the Turnbull / Chester quotes out -- can you please send to gallery ASAP.

Sent from my iPhone

Begin forwarded message:

**From:** Media Statements QLD <statements@qld.gov.au>  
**Date:** 29 June 2016 at 7:40:53 AM AEST  
**To:** <matt.collins@ministerial.qld.gov.au>  
**Subject:** Claims a motor vehicle levy will help fund Cross River Rail are incorrect

### Media release



Deputy Premier, Minister for Infrastructure, Local Government and Planning and Minister for Trade and Investment  
The Honourable Jackie Trad

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**ENDS**

Media contact: 0421 387 129

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RTI Internal Review

**From:** Kirby Anderson  
**Sent:** Wednesday, 29 June 2016 8:37 AM  
**To:** Jamie English  
**Subject:** FW: Claims a motor vehicle levy will help fund Cross River Rail are incorrect

Just amend headline to say "vehicle"

## Media release



Deputy Premier, Minister for Infrastructure, Local Government and Planning and Minister for Trade and Investment  
The Honourable Jackie Trad

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**ENDS**

Media contact: 0421 387 129

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RTI Internal Review



## Jamie English

---

**From:** Section 47(3)(b)  
**Sent:** Wednesday, 29 June 2016 9:09 AM  
**To:** Jamie English  
**Subject:** Re: Claims a motor vehicle levy will help fund Cross River Rail are incorrect

Thanks mate

Sent from my iPhone

On 29 Jun 2016, at 08:18, Jamie English <[Jamie.English@ministerial.qld.gov.au](mailto:Jamie.English@ministerial.qld.gov.au)> wrote:

Morning,

In addition to the below statement we've just put out, please see attached some examples of the Federal Government's support for value capture which more clearly explains the need for Building Queensland to explore this option in order to secure Commonwealth funding.

Cheers,  
Jamie

<image003.png> Jamie English  
Senior Media Adviser  
Office of the Hon. Jackie Trad MP  
Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment

PO Box 15009 City East QLD 4002

**From:** Media Statements QLD [<mailto:statements@qld.gov.au>]  
**Sent:** Wednesday, 29 June 2016 7:43 AM  
**To:** Jamie English <[Jamie.English@ministerial.qld.gov.au](mailto:Jamie.English@ministerial.qld.gov.au)>  
**Subject:** Claims a motor vehicle levy will help fund Cross River Rail are incorrect

Deputy Premier, Minister for Infrastructure, Local Government  
and Planning and Minister for Trade and Investment  
The Honourable Jackie Trad

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## **ENDS**

Media contact: 0421 387 129

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Please consider the environment before printing this email.

<Federal Government on value capture.docx>

RTI Internal Review



## Jamie English

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**From:** Clare Manton  
**Sent:** Wednesday, 29 June 2016 12:49 PM  
**To:** Jamie English  
**Subject:** Release CRR

Hey Jamie, release below – Matt has ok'd.

Also is there a source on the Scott Emerson quote?

### **Palaszczuk Government appalled at LNP scaremongering over Cross River Rail**

The Palaszczuk Government is appalled by the comments of Deb Frecklington and the LNP today, who are intentionally misleading Queenslanders over the funding of Cross River Rail for blatantly political reasons.

Deputy Premier and Minister for Infrastructure Jackie Trad said that, unlike the LNP, the Government was committed to being open and transparent, and had categorically rejected reports that Cross River Rail could be funded by a levy on motorists.

“Deb Frecklington has been out peddling her five fallacies today, but it is evident that she has very little grasp on the detail and complexity of this vital infrastructure project,” Ms Trad said.

“The business case for Cross River Rail is not a ‘secret business case’ as the LNP would have Queenslanders believe. It has been developed independent of government, by our independent infrastructure adviser Building Queensland.

“The 5-page summary was not ‘heavily edited’ as the LNP is claiming. It too was developed independent of government by our independent infrastructure adviser and not altered in any way by the Government.

“We committed at the election to releasing summaries of business cases for major projects, including the crucial Benefit-Cost Ratio, so Queenslanders can determine whether or not major projects are value for money and we have fulfilled this commitment.

“This is the most transparent any Queensland Government has ever been with respect to major infrastructure projects, an approach that we believe is essential in the wake of the LNP’s 1 William Street debacle.

“The LNP’s attacks today are blatantly hypocritical, not only did they never publish business cases for the BaT Tunnel or their New Generation Rolling Stock, they never even developed a business case for the \$2.6 billion waste of taxpayer funds at 1 William Street.

“In fact, Scott Emerson is also on the record as saying he did not believe that Government’s should ever publish business cases as they are commercial in confidence.

“Labor’s record of transparency will stack up over the LNP’s any day of the week.

“We have provided the full business case to Infrastructure Australia and the Federal Department of Infrastructure, and we have offered both the Federal LNP Government and the Labor opposition briefings on the project.”

**ENDS**

**Media Contact:**

**Frecklington’s Five Fallacies**

**Claim:** Government will introduce a congestion charge to raise \$1.2bn



**Source:** LNP Media Release 29/06/16 "Hidden Business case includes the following new taxes to fund CRR: Congestion Tax paid for by motorists= \$1.2bn"

**Fact:** We have previously ruled out congestion charging and the business case notes this. The Federal LNP has made funding for infrastructure conditional on the exploration of value capture.

**Claim:** We said we would release business cases – we should release CRR Business Case in full.

**Source:** Deb Frecklington on ABC radio, 29/06/16 "They took to the election that they would release full business cases."

**Fact:** BQ policy document promises that it will release Cost Benefit Analysis summaries. Scott Emerson has previously said that Government Business Cases should not be released in full because of commercial in confidence considerations.

**Claim:** Cross River Rail doesn't cost \$5.4bn it costs almost \$10bn when you include operational costs.

**Source:** LNP Media Release 29/06/16 "...Cross River Rail which is set to cost almost \$10bn, not the \$5.4bn claimed by the government."

**Fact:** The business case written independently by BQ says Cross River Rail will cost \$5.4bn to build. Building Queensland estimates the yearly operational and maintenance costs of Cross River Rail will be \$47 million in real terms. Operational costs will be paid over a period of 30 years. Building Queensland's report states that operational and maintenance costs will not be incurred until 2023. Additionally, the LNP never counted operational costs when they spoke about the cost of BAT.

**Claim:** Labor has tried to hide these taxes by releasing a heavily edited version of the business case.

**Source:** LNP Media Release 29/06/16 "The premier tried to conceal the plans for the six secret taxes when she released and edited version of the business case on Monday that deliberately hid the new taxes to pay for the project"

**Fact:** Building Queensland is an independent organisation and released the cost benefit analysis summary that was endorsed by the Board as per the requirements under Legislation. The Cost benefit ratio for the project of 1.21 is not inclusive of any of the value capture options canvassed in the Business Case. That means not pursuing any of the value capture options would not impact on the BCR figure as reported.

**Claim:** Labor will introduce the six new taxes to fund CRR.

**Source:** LNP Media Release 29/06/16 "Hidden Business case includes the following new taxes to fund CRR..."

**Fact:** When added up all of the value capture options exceed the cost of Cross River Rail (\$7.38bn vs \$5.4bn). Exploring value capture is a conditional requirement from the Federal Government before funding will be considered. BQ has explored value capture options but these will not necessarily be implemented by Government. Delivery Authority will now be responsible for developing a detailed funding model.

While this will include consideration of availability payments, value sharing (in accordance with Commonwealth requirements) and development rights, the Palaszczuk Government will not be levying motorists to pay for Cross River Rail.



**Clare Manton**

Assistant Media Advisor

**Office of the Hon. Jackie Trad MP**

Deputy Premier, Minister for Infrastructure,  
Local Government and Planning and Minister for Trade and Investment

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Executive Building 100 George Street Brisbane QLD 4000  
PO Box 15009 City East QLD 4002

## Jamie English

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**From:** Peter Power  
**Sent:** Wednesday, 29 June 2016 1:39 PM  
**To:** Jamie English; Mark Bellaver; Matt Collins  
**Subject:** The value capture

The LNP political attack ignores the reality of value capture.

Building Queensland identifies the biggest beneficiary of cross river rail in terms of cross river rail value capture is the Commonwealth government.

For example the outline of potential funding streams suggested by the independent Building Queensland suggests funding the proposal from the additional \$4.3 billion (NPV) in revenue from GST, income tax and other existing taxes that the federal government will get from the Cross River Rail project. According to Building Queensland this revenue alone would account for nearly 100% of the funding required to construct cross river rail.

The LNP in Queensland should be joining the Palaszczuk government in calling on Malcolm Turnbull to pay their share of cross river rail.



**Peter Power**

Senior Economic Advisor

**Office of the Hon. Jackie Trad MP**

Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment

Executive Building 100 George Street Brisbane QLD 4000  
PO Box 15009 City East QLD 4002



## Jamie English

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**From:** Peter Power  
**Sent:** Wednesday, 29 June 2016 1:54 PM  
**To:** Jamie English; Matt Collins; Mark Bellaver; Jackie Trad  
**Subject:** additional possible lines

Building Queensland identifies the biggest beneficiary of cross river rail in terms of cross river rail value capture is the Commonwealth government.

For example the outline of potential funding streams suggested by the independent Building Queensland suggests funding the proposal from the additional \$4.3 billion (NPV) in revenue from GST, income tax and other existing taxes that the federal government will get from the Cross River Rail project. According to Building Queensland this revenue alone would account for nearly 100% of the funding required to construct cross river rail.

The LNP in Queensland should be joining the Palaszczuk government in calling on Malcolm Turnbull to pay their share of cross river rail.

Building Queensland states that other levels of government will raise an additional \$903 million (NPV) as a result of cross river rail without increasing or altering any tax or charge. There are many funding options available without raising taxes or charges or privatising state assets as the LNP wish to do.



**Peter Power**

Senior Economic Advisor

**Office of the Hon. Jackie Trad MP**

Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment

Executive Building 100 George Street Brisbane QLD 4000  
PO Box 15009 City East QLD 4002

## Jamie English

---

**From:** Jamie English  
**Sent:** Tuesday, 28 June 2016 4:44 PM  
**To:** [REDACTED]@news.com.au'  
**Subject:** Statement

Hi [REDACTED]

**Deputy Premier Jackie Trad said:**

The detailed business case for Cross River Rail was developed independently, by the state government's independent infrastructure adviser Building Queensland.

The Turnbull Government has made it abundantly clear that Commonwealth funding for major infrastructure projects is contingent on state government consideration of value sharing opportunities.

The new Cross River Rail Delivery Authority will be responsible for developing a detailed funding model, including consideration of availability payments, value sharing and development rights. However, the Palaszczuk Government will not be levying motorists to pay for Cross River Rail.

The full report provided to Infrastructure Australia notes that "The Queensland Government has ruled out road pricing mechanisms as part of the options analysis (preliminary evaluation) phase as it is inconsistent with Queensland Government policy."

For the first time, the Queensland Government has committed to regularly publishing business case summaries for major projects which clearly detail the independent cost benefit analysis undertaken by Building Queensland.

This greater level of transparency, combined with the work of our independent infrastructure adviser – Building Queensland – means we will not have a repeat of the LNP's 1 William Street which was a complete disregard for taxpayer money.

**ENDS**

Cheers,  
Jamie



Queensland  
Government

Jamie English  
Senior Media Adviser  
Office of the Hon. Jackie Trad MP  
Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment

[REDACTED]  
PO Box 15009 City East QLD 4002



## Jamie English

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**From:** Jamie English  
**Sent:** Tuesday, 28 June 2016 10:08 PM  
**To:** Matt Collins; Mark Bellaver  
**Subject:** RE: Updated statement

Another line for consideration.....

**From:** Jamie English  
**Sent:** Tuesday, 28 June 2016 10:01 PM  
**To:** Matt Collins <Matt.Collins@ministerial.qld.gov.au>; Mark Bellaver <Mark.Bellaver@ministerial.qld.gov.au>  
**Subject:** Updated statement

### **Deputy Premier Jackie Trad said:**

The Palaszczuk Government will not be levying motorists to pay for Cross River Rail.

We've stuck to our commitment of not introducing any new taxes fees or charges beyond the revenue policy settings we inherited from the LNP.

Cross River Rail is Queensland's number one project to uplift economic activity and productivity. While Labor is focused on getting on with the job of ensuring this crucial project is delivered, to grow our economy and deliver thousands of jobs, all the LNP can do is use scaremongering tactics to alarm Queenslanders for no substantiated reason.

The detailed business case for Cross River Rail was developed independently, by the state government's independent infrastructure adviser Building Queensland.

Building Queensland has put forward a range of funding options for government to consider, but this does not mean funding options will be progressed or are reflective of government policy.

In fact, the full report provided to Infrastructure Australia specifically notes that "The Queensland Government has ruled out road pricing mechanisms as part of the options analysis (preliminary evaluation) phase as it is inconsistent with Queensland Government policy."

Once established, the new Cross River Rail Delivery Authority will be responsible for developing a detailed funding model.

The Delivery Authority will explore availability payments, value capture opportunities and development rights as potential funding and financing sources.

The Turnbull Government has made it abundantly clear that Commonwealth funding for major infrastructure projects is contingent on state government consideration for value sharing options.

In fact Turnbull's 'Smart Cities Plan', released in April this year, specifically states "smart investment that enables partnerships between governments and the private sector will deliver better infrastructure sooner, and within budget constraints."

If Tim Nicholls is opposed to value capture and the economic benefits it could bring to our state, then he is clearly at odds with his federal counterpart.

Tim Nicholls is yet to explain to Queenslanders how he plans to fund infrastructure except to rely on selling our assets.



For the first time, the Queensland Government has committed to regularly publishing business case summaries for major projects which clearly detail the independent cost benefit analysis undertaken by Building Queensland.

This greater level of transparency, combined with the work of our independent infrastructure adviser – Building Queensland – means we will not have a repeat of the LNP's 1 William Street which was a complete disregard for taxpayer money.



**Queensland**  
Government

Jamie English  
Senior Media Adviser  
**Office of the Hon. Jackie Trad MP**  
Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment

[Redacted]  
PO Box 15009 City East QLD 4002

RTI Internal Review

## Jamie English

---

**From:** Jamie English  
**Sent:** Wednesday, 29 June 2016 6:43 AM  
**To:** Jackie Trad  
**Subject:** Updated statement

Hi DP,

Given today's story, Prem's are keen for me to push our statement out proactively to everyone. Matt and I have updated it a bit to directly address the story – can you let me know if you're okay with this?

### **Nicholls LNP scaremongering puts at risk federal funding for Cross River Rail**

Reports today that Cross River Rail could be funded by a levy on motorists are not correct.

The Turnbull Government requires all major projects seeking infrastructure funding to assess value capture options as a condition for federal funding.

This is outlined in the Australian Government's *Smart Cities Plan* (May 2016), which states they "have a policy to explore value capture early in all business cases seeking Commonwealth funding for infrastructure" and also in their *Principles for Innovative Finance* (March 2016) which states "the suitability for innovative financing arrangements should be assessed for all projects before the amount of grant funding is determined."

In accordance with the Turnbull Government requirements, Building Queensland examined value capture options as part of their independently developed business case for Cross River Rail – but this does not mean they reflect Queensland Government policy.

If Tim Nicholls is opposed to Queensland undertaking value capture assessments as required by the Turnbull Government, he is not only out of step with his federal LNP colleagues but is willing to cut Queensland off from millions of dollars in federal infrastructure funding for major projects.

Following the Palaszczuk Government's commitment of \$800 million to this project, the new Cross River Rail Delivery Authority will now be responsible for developing a detailed funding model.

While this will include consideration of availability payments, value sharing (in accordance with Commonwealth requirements) and development rights, the Palaszczuk Government will not be levying motorists to pay for Cross River Rail.

The full report provided to Infrastructure Australia notes that "The Queensland Government has ruled out road pricing mechanisms as part of the options analysis (preliminary evaluation) phase as it is inconsistent with Queensland Government policy."

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---

Thanks,



Queensland  
Government

Jamie English  
Senior Media Adviser  
**Office of the Hon. Jackie Trad MP**  
Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment

[Redacted]  
PO Box 15009 City East QLD 4002

RTI Internal Review



## Jamie English

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**From:** Jamie English  
**Sent:** Wednesday, 29 June 2016 8:18 AM  
**Subject:** RE: Claims a motor vehicle levy will help fund Cross River Rail are incorrect  
**Attachments:** Federal Government on value capture.docx

Morning,

In addition to the below statement we've just put out, please see attached some examples of the Federal Government's support for value capture which more clearly explains the need for Building Queensland to explore this option in order to secure Commonwealth funding.

Cheers,  
Jamie



Jamie English  
Senior Media Adviser  
Office of the Hon. Jackie Trad MP  
Deputy Premier, Minister for Infrastructure,  
Local Government and Planning, Minister for Trade and Investment  
[Redacted]  
PO Box 15009 City East QLD 4002

**From:** Media Statements QLD [mailto:statements@qld.gov.au]  
**Sent:** Wednesday, 29 June 2016 7:43 AM  
**To:** Jamie English <Jamie.English@ministerial.qld.gov.au>  
**Subject:** Claims a motor vehicle levy will help fund Cross River Rail are incorrect

## Media release



Deputy Premier, Minister for Infrastructure, Local  
Government and Planning and Minister for Trade and  
Investment  
The Honourable Jackie Trad

## Claims a motor vehicle levy will help fund Cross River Rail are incorrect

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**ENDS**

Media contact: 0421 387 129

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