

Minister for Housing and Planning  
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Minister for Local Government

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13 June 2026

Helen Burnet MP  
Chair  
House of Assembly Estimates Committee A

ben.foxe@parliament.tas.gov.au

Dear Chair

I am pleased to provide the following answers to questions taken on notice during the committee's scrutiny of the Housing and Planning ministerial portfolio on 2 June 2026. I apologise this letter is arriving beyond the deadline.

Information has been sought from Homes Tasmania.

*1. What was done to maintain the 3 properties in the Rapid Rehousing Program, noting those 3 have been lost and the 43 properties are down to 40? Of the 40 remaining properties how many properties are subject to the lease ending within the next 6 months?*

The affordable private rental programs, including Family Violence Rapid Rehousing, were redesigned in 2025 to better align program settings with market conditions and maintain affordable rent for tenants. The revised policy provides a consistent framework for owner payments across both the Rapid Rehousing and Private Rental Incentives programs.

As leases in the program approach expiry, the tenancy manager (Loreto Community Housing) contacts property owners to offer a further lease term. The new model was developed to support property retention however, ongoing participation remains subject to individual owner circumstances, including decisions to sell, occupy, or otherwise withdraw the property from the rental market.

Of the 40 remaining properties currently in the Family Violence Rapid Rehousing portfolio, seven have leases ending within the next six months and will be offered lease renewals.

**2. Please provide the program of debt servicing and paying down the Homes Tasmania debt.**

	Current Loans Balance (Principal)	Debt Servicing Costs on current balance	Year of Principal Maturity
	\$'000	\$'000	\$'000
<b>Current</b>	546,000		
<b>FY27</b>		29,543	
<b>FY28</b>		29,543	
<b>FY29</b>		29,543	
<b>FY30</b>		29,543	
<b>FY31</b>		29,543	
<b>FY32</b>		29,543	
<b>FY33</b>		29,543	
<b>FY34</b>		29,543	160,000
<b>FY35</b>		21,446	176,000
<b>FY36</b>		12,131	140,000
<b>FY37</b>		4,109	70,000

**3. How many General Repair Orders have been received by Homes Tasmania from the Tenancy Commissioner?**

Homes Tasmania has been issued seven Order for Repairs by the Residential Tenancy Commissioner since 1 July 2025.

**4. What is the ratio of gender in construction?**

Data from the 2021 Census shows the ratio of construction workforce jobs is 89% male to 11% female.

**5. How many complaints on the condition of public houses are currently outstanding with Homes Tasmania**

There are seven outstanding complaints on the condition of public houses, with due dates for response between 15 June and 3 July.

**6. Provide information on the [private rental] incentive program by region and amount.**

The table below summarises the property locations and funding allocation for the revised affordable private rental programs, since their commencement in April 2025.

	South	North	North-West	Total
<b>Number of properties</b>	<b>156</b>	<b>32</b>	<b>29</b>	<b>217</b>
<b>Expenditure</b>				
Incentive payment	\$513,000	\$94,500	\$94,500	\$702,000
Rental gap	\$798,216	\$189,696	\$116,881	\$1,104,793
Furnishings	\$1,008	\$0	\$0	\$1,008
<b>Total property-based expenditure</b>	<b>\$1,312,224</b>	<b>\$284,196</b>	<b>\$211,381</b>	<b>\$1,807,801</b>

The rental gap figures are indicative and have been calculated by applying the current tenant contribution from the commencement date of the relevant head lease. Actual expenditure may vary where there have been vacancies or changes in tenant rent contributions.

**7. How many properties were vacant and awaiting re-tenanting at the most recent reporting period, and what is the total number of 'lost tenancy days' this represents annually?**

Data is only readily available for homes managed by Homes Tasmania. At any given time, around one per cent of Tasmania's housing managed by Homes Tasmania is unoccupied. As at 30 April 2026, there were 216 vacant homes including 43 normal vacancies and 173 offline vacancies, including fire damage, major repairs, insurance claims or redevelopments.

The total days vacant for these properties were:

- normal vacancies:
  - 1,053 days (not including offline days) – average 24 days
  - 3,729 days (including offline days) – average 87 days
- offline vacancies:
  - 3,925 days (not including offline days) – average 23 days
  - 63,472 days (including offline days) – average 367 days.

**8. What is Tasmania's share of the National Housing Accord target?**

Tasmania's committed target under the National Housing Accord is 1,420 social and affordable homes by 30 June 2029, comprising 220 affordable homes allocated under the National Housing Accord Implementation Schedule and a minimum allocation of 1,200 social and affordable homes through the Housing Australia Future Fund.

The Accord also includes an aspirational national target of 1.2 million new homes, of which Tasmania's population-based share is 26,000 homes by 30 June 2029.

**9. Please provide data on WH&S, workers compensation and other HR measures with regards to the trauma experienced by Homes Tasmania front line workers such as Tenancy Services Staff?**

Homes Tasmania currently has two open workers compensation claims which were received following incidents involving Tenancy Officers undertaking frontline duties (performing property inspections).

**10. What is the current backlog of maintenance by region and type?**

<b>Building Class</b>	<b>North</b>	<b>South</b>
1A - Detached or group attached houses	268	48
1B - Boarding or guest house, hostel	21	2
2 - Building containing two or more units	1	-
3 - Residential long-term or transient accommodation	18	4
7B - Building used for storage	2	-
9B - Assembly building such as a school or similar	4	4
Unknown	38	4
NA - Land	2	9
NA - Land Group	10	3
<b>Total Overdue as of 31 May 2026</b>	<b>364</b>	<b>74</b>
Total Workorders	1946	1583
Percentage overdue	18.7%	4.7%

**11. What conversation have been had between the Minister, Homes Tasmania and the Department of Health and MPDC regarding key worker accommodation at the Macquarie Point site? What are the proposed ownership or lease arrangements for the 15 key worker units identified as part of the development?**

The delivery of urban renewal, including housing, at Macquarie Point is the responsibility of the Minister for Macquarie Point Urban Renewal.

The Minister for Housing and Planning is a member of the Macquarie Point Urban Renewal Cabinet Committee and receives regular updates on project progress.

**12.** How many HAFF funded homes are completed, under construction, and in the pipeline?

Status	Homes
Completed	1
Under construction	395
Pipeline	222
<b>TOTAL</b>	<b>618</b>

*Where are the homes? Breakdown by region?*

Region	Homes
North	315
North West	138
South	165
<b>TOTAL</b>	<b>618</b>

*What is the Tasmanian Government co-funding arrangement with the HAFF program?*

The Tasmanian Government's co-funding arrangement with community housing provider partners is \$18.6 million (round one) and \$52.1 million (round two).

**13.** Please provide as much detail as you have available regarding the numbers of Tasmanians that sit behind the (April 26) 5507 applicants on the housing register.

*The number of people (not applicants) in total, as well as the number of children on the register, broken down by region.*

As of 30 April 2026, there were 9,504 people on the Housing Register, including the following number children by region:

	Number of children
North	748
North West	782
South	1,381
<b>TOTAL</b>	<b>2,911</b>

*How many families by number of children and region?*

	North	North West	South
1 child	179	210	319
2 children	120	130	214
3 children	68	51	116
4+ children	30	36	66

**14. How much is in the budget for the Tasmanian Government co-funding towards HAFF projects?**

	HAFF 1	HAFF 2	HAFF 3
Loan advance to CHP	\$18.6 M	\$52.1 M	
Homes Tasmania development costs		\$42.8 M	
Projected Homes Tasmania development costs			\$240.3 M

*How will Homes Tasmania absorb ongoing maintenance costs? What budget is allocated to this?*

The maintenance costs for the public housing properties delivered under HAFF will be funded from the additional rent revenue from these properties. Budget will be provided in FY30 as properties are completed. Latest estimates of total costs are \$2.2 million per annum (indexed).

**15. How much Commonwealth funding is included in the Government's \$900 million housing figure?**

*Please provide a breakdown of the different funding streams that make up the \$900 million.*

	\$'000
<b>State Government Funding</b>	
Operational (State Gov)	403,592
Revenue from rental dwellings	225,924
Recovery of property charges (Rates, water, insurance)	97,572
Other operating recoveries	10,360
<b>Total State Government Funding</b>	<b>737,448</b>
<b>Australian Government Funding</b>	
Operational (Aust)	160,560
Capital (Aust)	21,384
<b>Total Australian Government Funding</b>	<b>181,944</b>
<b>TOTAL</b>	<b>919,392</b>

**16.** Please provide, by region, numbers and details of properties subject to energy efficiency and/or solar/battery installation upgrades by year for the last 5 years.

Energy Efficiency Expenditures By Financial Year					
Financial Year	\$ Value	Number of Properties			Funding
		North	South	State-wide	
21-22	\$7,872,864.58	913	686	1599	EE – Stimulus Package
22-23	\$8,421,887.29	803	684	1487	EE – Stimulus Package
23-24	\$4,130,510.10	785	842	1627	EE – Stimulus Package + SHEPI
24-25	\$8,181,105.16	995	979	1974	SHEPI
25-26	\$7,795,373.15	866	884	1750	SHEPI

Activities incorporated in the numbers above include:

- Heat Pump Heating Replacement/Installation
- Hot Water Heat Pump Replacement/Serviceing
- Carpet Replacement
- LED Residential Lighting Replacement
- Double Glazing Window Replacement
- Cladding
- Insulation
- Roof and Roof Blanket
- Ventilation Upgrades
- Draught Proofing
- Heat Transfer System
- Curtains and Blinds

**17.** What information do you have available through your agency for those people with languages other than English? What larger homes (more than 2-3 bedrooms) do you have available to meet their requirements?

Due to the wide range of diversity of language of applicants and tenants, Homes Tasmania and Housing Connect do not use translated documents but choose to engage translating and interpreting services when required to ensure coverage of language groups.

There are 478 homes owned or have an interest from Homes Tasmania with four-or-more bedrooms as at 30 April 2026, with more in the pipeline.

**18.** How many crisis accommodation beds are currently available in Tasmania? What is the breakdown by region?

Homes Tasmania does not maintain a statewide count of individual crisis accommodation beds, as accommodation is provided through a mix of single rooms, family rooms and self-contained units. Capacity is therefore reported by crisis accommodation units and emergency beds.

Region	Crisis accommodation units	Emergency beds	Total places
South	243	6	249
North	133	2	135
North-West	112	2	114
<b>Total</b>	<b>488</b>	<b>10</b>	<b>498</b>

**19. How many people are staying in crisis accommodation longer because there is no permanent housing available?**

Year	Individual assisted clients‡	Support periods*	Av length of support period (days)
2024-25	1948	2609	36.6
2023-24	2098	2982	31.1
2022-23	2184	3138	31.9

‡ Individual clients are counted, rather than households or families, and includes children (ie. a family of three is counted as three clients)

\*Some clients have multiple support periods

The most recent annual data available is 2024-25, and specific data regarding the reason for length of stay is not available.

**20. What is the funding allocated in the budget to youth housing services in each of the years of the forward estimates (i.e. 2026-27, 2027-28, 2028-29, 2029-30)?**

Financial Year	Funding allocated
2026-27	\$14.6 million
2027-28	\$15.0 million
2028-29	\$15.3 million
2029-30	\$15.6 million
<b>Total</b>	<b>\$60.5 million</b>

**21. How many women and children escaping family violence sought housing or homelessness support in 2025 to 2026, broken down by region?**

July 2025 to March 2026

Region	Individual assisted clients‡	Support periods	Total places
South	503	571	249
North	617	738	135
North-West	359	437	114
<b>Total</b>	<b>1362*</b>	<b>1746</b>	<b>498</b>

‡ Individual clients are counted, rather than households or families, and includes children (ie. a family of three is counted as three clients). Individual clients may have more than one reason for seeking assistance.

\* Some clients received support in more than one region, hence the total number of assisted clients being less than the sum of the regions.

**22.** *What is the current backlog of modification requests from NDIS participants in Homes Tasmania properties, and what is the average wait time?*

Between 1 July 2025 and 31 March 2026, Homes Tasmania had made reasonable adjustments to 147 properties following the provision of Occupational Therapist reports, with the average completion time for works being 52 days. There are four ongoing Work Orders for disability modifications.

It is not possible to confirm what proportion of these related to requests by NDIS participants, as Homes Tasmania does not retain this information.

**23.** *What data does the Department hold on the number of Homes Tasmania properties currently affected by damp, condensation or mould? How has that number trended over the past three years?*

Homes Tasmania does not collect specific data relating to damp, condensation or mould, but can identify these keywords within the summary and descriptions for Work Orders raised.

The following table outlines 401 unique Work Orders with 'damp', 'mould' or 'condensation' included in the summary or description from 1 July 2023 to 31 March 2026 (noting some work orders may contain more than one of these words). It also contains the number of insurance claims relating to mould in the same period (noting these insurance claims are likely to have resulted from a work order, and as such should not be considered in addition to the work order counts).

Period	Work Orders			Insurance claims relating to mould
	Damp	Mould	Condensation	
Jul-23 to Jun-24	33	133	12	73
Jul-24 to Jun-25	35	87	15	68
Jul-25 to Mar-26	31	55	12	51

**24.** *Given that the Homes Tasmania fact sheet acknowledges mould can make tenants sick, what is the government's clinical or health-based threshold that would trigger Homes Tasmania to take responsibility for remediation, rather than leaving it to the tenant?*

*How many tenants have contacted Homes Tasmania in the past financial year specifically about mould or damp conditions? Of those, how many resulted in a maintenance or remediation response by Homes Tasmania, and what was the average response time?*

As per the previous answer, Homes Tasmania does not collect specific data relating to damp, condensation or mould, but can identify these keywords within the summary and descriptions for Work Orders raised. The data relating to the last three years is contained in the answer above.

The most recent period listed contains 95 unique Work Orders. Of these, 90 are complete and five are underway.

**25. What was the original budgeted cost for the Housing Connect portal and platform?**

*What is the current estimated total cost, and how much of this increase can be attributed to project delays?*

The original budget allocation for the Housing Connect Portal was \$2.148 million.

In November 2022, the scope of the project was expanded to include development of a back-end Platform for specialist homelessness services. An initial allocation of \$1.325 million was approved for Platform delivery, with additional detailed development costs to be determined through subsequent design and scoping work.

The current estimated total cost for delivery of the Portal and Platform is \$6.117 million.

Implementation of the Portal and Platform was rescheduled to allow sufficient time for system development, testing, data migration, user training and change management activities. This approach was taken to ensure the systems are fit for purpose and to support a successful transition for specialist homelessness services and Housing Connect providers.

The increase in project costs reflects a combination of expanded scope, detailed system design and development requirements identified during delivery, and the extended implementation timeframe required to support testing, training and transition activities.

**26. What criteria was used to choose which homes were first given energy efficiency upgrades?**

Energy efficiency upgrades are largely funded through the Commonwealth's Social Housing Energy Performance Initiative. Under this program, candidate properties are identified through three main pathways:

1. Void maintenance - Where a property is undergoing void works, and items being replaced are also eligible under the SHEPI program, upgrades are included and claimed under the program. This has included heat pumps (space and hot water), carpet and underlay, ventilation upgrades, LED lighting, draught proofing, and ceiling insulation.

2. Responsive maintenance - Where responsive maintenance involves items are eligible under the SHEPI program, those upgrades are incorporated as part of the works.

3. Known condition of the property - Properties with known condition issue, particularly where SHEPI upgrades will help address deferred maintenance liability are prioritised. This commonly includes electrification of old gas systems, replacement of failing cladding or window systems with more energy efficient options, and significant insulation upgrades.

**27. How many Homes Tasmania properties currently lack functioning extractor fans in kitchens or bathrooms - and is funding allocated in this budget to address that gap?**

All fixtures and appliances fitted to Homes Tasmania properties are tested at the commencement of a tenure to ensure they are operational. There are currently 34 Work Orders in progress for ineffective or inoperable ceiling or exhaust fans statewide.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Kerry Vincent', written over a horizontal line.

Hon Kerry Vincent MLC  
**Minister for Housing and Planning**

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13 June 2026

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Dear Chair

I am pleased to provide the following answers to questions taken on notice during the committee's scrutiny of the Infrastructure and Transport ministerial portfolio on 3 June 2026. I apologise this letter is arriving beyond the deadline.

Information has been sought from the Department of State Growth, TT-Line and TasPorts. The Tasmanian Government vehicle fleet (question 13) is managed by the Department of Treasury and Finance, and while outside my portfolio responsibilities I have sought an answer from them.

## **DEPARTMENT OF STATE GROWTH**

### **Output Group 2 – Infrastructure and Transport Services**

*1. When will the manual process of changing lane barriers on the Tasman Bridge be resolved?*

The upgrade of the Tasman Bridge Lane use management system, which automates the switchover of the central lane of the Bridge, will commence following the completion of the safety barrier upgrade project. The Tasman Bridge LUMS upgrade is expected to take 18 months, and with the safety barrier upgrade project expected to be completed in mid-to-late 2027 the current manual process of changing lane barriers would be expected to cease in early 2029.

*2. What is the total projected taxpayer exposure associated with the TT-Line replacement project, including port remediation, delay costs, financing costs, and any future contingent liabilities?*

The taxpayer exposure to the TT-Line Spirits Replacement Project is the \$580.5 million in equity the state has and has committed to provide the company. This comprises \$74.5 million in equity the State contributed to TT-Line in 2025 and the \$506 million equity package to be phased in over four years, as announced in this year's State budget.

**3. Table the defects resister for the Bridgewater Bridge?**

Table of defects for Bridgewater Bridge is attached.

**4. What are the costs:**

*a. To the contractor;*

100% of the costs of defect repairs are incurred by the contractor.

*b. To the State of remediating defects and design flaws of the Bridgewater Bridge?*

0% of the costs of defect repairs are incurred by the State.

**5. How many logging trucks have booked a place on the Spirit of Tasmania over 2023-24, 2024-25 and 2025-26 year to date, and can you table a list of all freight bookings for logging contractors?**

<b>Period</b>	<b>Number of trucks</b>
2023-24	105
2024-25	19
2025-26	7

Bookings for the above transport movement were made by BWT Tasmania on behalf of ANC Forestry Group Pty Ltd.

**6. Is timber only transported on the Spirits on open backed logging trucks, or in closed containers or covered trucks – or all of the above?**

Logs have been transported exclusively in open-backed logging trucks. To the best of TT-Line's knowledge, it has not shipped logs in closed containers, tautliners, or tarped semi-trailers.

TT-Line also transports other wood-based and engineered wood products.

**7. Can you confirm that no native hardwood logs are being shipped to Victoria from the Spirit or any shipping line?**

Shipping manifests supplied to TasPorts report forestry export as 'timber products', and as such no greater detail is held by TasPorts.

Similarly, TT-Line records forestry freight as 'timber products' and does not hold any greater detail. While TT-Line's sole-forestry-customer ANC Forestry Group Pty Ltd has verbally advised it does not deal with old-growth Tasmanian logs, further information is being sought regarding native hardwood logs.

**8. Please table, for the last four financial years, and YTD for this year, the Tasmanian sawmilling companies that have received subsidies from the Federal Government under the Tasmanian Freight Equalisation Scheme? Of this what is for the transport of native forest-sourced whole logs?**

The Tasmanian Freight Equalisation Scheme is funded and administered by the Australian Government. The Tasmanian Government does not hold information relating to users of the program. Information regarding the top 20 TFES claimants each year is published at [www.infrastructure.gov.au](http://www.infrastructure.gov.au).

The responsible Australian Government Minister is Hon Catherine King MP, the Minister for Infrastructure, Transport, Regional Development and Local Government.

**9. Please provide the volume data for native forest wood products that pass through TasPorts facilities including:**

- Woodchips
- Sawn timber
- Whole logs.

TasPorts does not track the volume of native forest product passing through TasPorts' facilities, instead recording total tonnage across all forestry products.

As at 31 March 2026, a total of 2,932,102 tonnes of forestry product had transited Tasmanian ports in FY2026.

**10. Minister, I wrote to Kinetic asking if they would put on additional services to meet increased demand, to ensure no one would be left behind and they said they have offered this to State Growth but those offers had been declined. Minister, why aren't you allowing State Growth to put on additional services to meet the needs of the population?**

Kinetic has not advised the Department of State Growth additional services are required. It has, however, indicated that should additional services be required it has capacity to deliver them.

State Growth is working closely with all operators, including Kinetic, to monitor free-fare stimulated demand and respond appropriately, including the potential of adding services if required.

**11.**

**a. Of the total number of truck movements into TasPorts Hobart Port facility, how many will access the port via:**

- i. Evans Street; and**
- ii. North Access Road?**

- b. *Of these, how many are unable to access the Port via the North Access Road because they are 'over mass' and unable to pass through the Tasman Highway underpass because of swept paths or height or weight constraints?*
- c. *Of these, how many are constrained by height, length/turning ability or weight?*

Anticipated proportionate split of traffic volumes between Evans Street and Northern Access Road:

	<b>Approx movements per day</b>	<b>Evans Street</b>	<b>Northern Access Road</b>
<b>Cruise buses</b>	15 movements per morning (7am-10am) 15 movements per evening (3pm-5pm)	100% It is assumed cruise buses will continue to use Evans Street to provide access to the cruise terminal	0%
<b>General port heavy vehicle traffic</b>	120 movements per day (campaign cargo)	10% Occasional use based on destination	90% Northern Access Road intended as main access route into the Port.
<b>Oversize overmass</b> (factors include height, length, mass, sweep path, axel loads and road gradients)	Ad hoc and unpredictable movements of high value and critical cargo	100% All OSOM vehicles will need to use Evans St due to height restrictions on the Northern Access Road	0%

**12.** *When were you first made aware that TT-Line needed another bail out in the budget?*

The TT-Line shareholders were briefed by TT-Line and its expert advisers on the required equity on 2 March 2026.

**13.**

- a. *What percentage of the government fleet is electrified (report both the Plug-in Hybrid and Battery electric vehicles separately) and are you on track to meet your target?*

As at 30 April 2026, the government fleet comprised 2,808 vehicles including 38 plug-in hybrid vehicles (1.4 per cent of the fleet) and 39 battery electric vehicles (1.4 per cent of the fleet).

The number of electric vehicles in the fleet has increased by over 95 per cent since 30 June 2022.

- b. *A total of \$4.55 million has been allocated to transition the government vehicle fleet to electric by 2030. How much has been spent and how much of the funding is left?*

Funding of \$2.3 million over three years was allocated to the Climate Change Office in the 2020-21 Budget. Further funding of \$2.25 million was allocated to the Department of Treasury and Finance in the 2022-23 Budget.

Of the total \$4.55 million allocated, \$1.6 million is unspent across both the Climate Change Office and Department of Treasury and Finance.

- c. *Why haven't you set any other targets to electrify our other transport – isn't now the time to be setting those targets, as our reliance on oil leaves Tasmanian drivers hopelessly exposed to the international oil price volatility?*

The Tasmanian Government approach is to deliver against a whole of economy emissions reduction target (net zero or lower by 2030), allowing abatement to occur where it is most effective, lowest cost, and achievable.

In the transport sector, the Tasmanian Government is focusing on practical, targeted measures rather than prescriptive targets. This approach includes the rollout of charging infrastructure, enabling the conditions for increased uptake of new and second-hand low and zero emissions vehicles, delivering education resources and awareness programs, and providing incentives.

Transport decarbonisation is influenced by many factors such as vehicle supply, purchase cost, infrastructure availability, and energy system capacity. The Tasmanian Government is focused on removing barriers and supporting a sustainable transition over time.

- 14.** *Will the Minister outline the full forward estimates funding required to deliver all 6 [Derwent Ferry] terminals and indicate when the remaining 3 locations will receive funding?*

The Australian Government has committed \$20 million to Greater Hobart Councils to construct new ferry terminals at Lindisfarne, Wilkinsons Point and Sandy Bay. The State is not party to this agreement.

The Tasmanian Government has committed \$25 million over five years to support the expansion of the River Derwent Ferry Service. Accordingly, the Tasmanian Government is prioritising expanding the ferry service to Lindisfarne, Wilkinsons Point and Sandy Bay in the first instance.

Work to expand the ferry service to the three other priority locations identified in the draft *River Derwent Ferry Service Masterplan* - Regatta Point, Howrah and Kingston Beach - will be progressed under a future expansion stage.

*15. According to the Infrastructure Tas website – the Better Active Transport in Tasmania website, \$17.5 million was committed by your government for the Better Active Transport in Tasmania and Better Active Transport in Greater Hobart. Only two rounds of those grant programs have been offered. The most recent closed in 2024. The total amount disbursed through these grants was only \$9 million, or around half the amount. Minister, why isn't your government delivering on the funding you committed to this important program?*

Since 2015 the Tasmanian Government has made a total commitment of \$17.5 million to improve cycling safety and infrastructure across Tasmania.

Of this total, \$6.7 million was used to deliver active transport improvements in Devonport, Huonville, Ranelagh, Goodwood, Bonnet Hill and along the West Tamar Highway.

Of the remaining \$10.8 million, \$8.9 million was allocated through two Better Active Transport Grant Programs (one statewide and one for greater Hobart) and \$1.9 million was allocated as a contribution towards a pedestrian overpass associated with the Kingston Bypass and Algona Roundabout duplication project. The overpass element of the project has not received Australian Government funding and as such has been fully funded by the Tasmanian Government.

Yours sincerely



Hon Kerry Vincent MLC  
**Minister for Infrastructure and Transport**

# New Bridgewater Bridge

Bridgewater Bridge Replacement Project



Wed, Jun 3, 2026

## Summary (6)

■ Open **6**
■ In Dispute **0**
■ Ready to Inspect **0**
■ Work Done **0**
■ Closed **0**

No.	Location	Type - Description	Assigned to	Due	Status
3134	Bridgewater Bridge Replacement Project	<b>Punchlist with IV</b> - Adele hole in deck - P18-L-05D	GHD		Open
<p>Issue Description</p> <p>The Right-Downstream Adele hole in segment P18-L-05D is leaking</p>					
No.	Location	Type - Description	Assigned to	Due	Status
3132	Bridgewater Bridge Replacement Project	<b>Punchlist with IV</b> - Filled manholes in deck	GHD		Open
<p>Issue Description</p> <p>Leaks through many manholes are still active. Leaks observed at the following locations:</p> <ul style="list-style-type: none"> <li>P16-R-01U</li> <li>P16-R-01D</li> <li>P15-R-01U</li> <li>P14-R-01U</li> <li>P14-R-01D</li> <li>P12-R-01D</li> <li>P11-R-01D</li> <li>P11-R-01U</li> <li>P10-R-01U</li> <li>P9-R-01U</li> <li>P7-R-01U</li> <li>P5-R-01D</li> <li>P4-R-01D</li> <li>P1-L-01U</li> </ul>					
No.	Location	Type - Description	Assigned to	Due	Status
3130	Bridgewater Bridge Replacement Project	<b>Punchlist with IV</b> - Unistrut supporting pipe hangers inside box girder	GHD		Open
<p>Issue Description</p> <p>Various - Many instances where pipe hangers were placed on sections of Unistrut that were not supported in accordance with the drawings.</p> <p>Below are some examples:</p> <ul style="list-style-type: none"> <li>P21-R-07D – Pipe hanger installed on a section of Unistrut with approximately 1100mm between Unistrut support bolts.</li> <li>P20-R-08D - Pipe hanger installed approximately 200mm beyond the last Unistrut support bolt.</li> <li>P18-R-12U - Pipe hanger installed approximately 200mm beyond the last</li> </ul>					

Unistrut support bolt.  
P18-R-02U - Pipe hanger installed approximately 400mm beyond the last Unistrut support bolt.  
P18-R-02D - Pipe hanger installed approximately 500mm beyond the last Unistrut support bolt.  
The IV only noted down issues in the first few spans, so this is not an exhaustive list and MCD needs to investigate.

No.	Location	Type - Description	Assigned to	Due	Status
3072	Bridgewater Bridge Replacement Project  Road Control Line Shared Use Path (MF31)	<b>Punchlist with IV - CIV001-048</b> - SUP directional signage required in accordance with PSTR App 21.2.2(b)(i)C Cycle Route Directional Signage Resource Manual. All SUPs. Transferred from 2024-GHD-0000-RCO-RSA-00001	McConnell Dowell Constructors (Aust) Pty Ltd		Open
No.	Location	Type - Description	Assigned to	Due	Status
2182	Bridgewater Bridge Replacement Project  Road Control Line Brooker Highway SB (MC02)  Punchlist Item Batter	<b>Punchlist with IV - CIV040-074</b> - Over-steep batter between ITS pits C050, E063 and RSS wing wall to be stabilised appropriately, eg concrete paved  Chainage From 2700	GHD	Chainage To 2700	Open
No.	Location	Type - Description	Assigned to	Due	Status
767	Bridgewater Bridge Replacement Project (4000-Super&Superstructure)  Punchlist Item Barrier-concrete barrier	<b>Punchlist with IV - STR050-008</b> - Some sections of safety screen mesh feels loose. Mesh appears to be in compression in vertical direction in some locations.  Issue Description Row A Barriers	Department of State Growth	Fri, Aug 29, 2025	Open

Minister for Housing and Planning  
Minister for Infrastructure and Transport  
Minister for Local Government

Level 10, 15 Murray Street, HOBART TAS 7000 Australia  
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13 June 2026

Helen Burnet MP  
Chair  
House of Assembly Estimates Committee A

ben.foxe@parliament.tas.gov.au

Dear Chair

I am pleased to provide the following answers to questions taken on notice during the committee's scrutiny of the Local Government ministerial portfolio on 3 June 2026. I apologise this letter is arriving beyond the deadline.

**DEPARTMENT OF PREMIER AND CABINET**

**Output Group 1.9 – Local Government**

*1. Could you identify how many codes of conduct complaints, suspensions etc have been considered each year since the last general council elections?*

**Code of Conduct Complaints – 1 November 2022 to 9 June 2026**

	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>2025-26</b>	<b>Total</b>
Complaints received	18	54	40	12	<b>124</b>
Upheld	2	7	5	1	<b>15</b>
Upheld in part	3	22	12	0	<b>37</b>
Suspensions issued and determination report tabled	0	1	4	0	<b>5</b>

Yours sincerely

A handwritten signature in black ink, appearing to be "Kerry Vincent", written over a horizontal line.

Hon Kerry Vincent MLC  
**Minister for Local Government**