

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

Level 10, 15 Murray Street, HOBART TAS 7000 Australia  
GPO Box 123 HOBART TAS 7001 Australia  
Email: Minister.Vincent@dpac.tas.gov.au



28 NOV 2025

Hon Ruth Forrest MLC  
Chair  
Legislative Council Select Committee – Estimates A  
  
c/- jenny.mannering@parliament.tas.gov.au

Dear Chair

**APPROPRIATION BILL (NO. 1) 2025**

Thank you for your letter dated 21 November 2025 requesting additional information following the recent Estimates examination. Please see the following advice.

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

**2.1 Infrastructure Strategy and Delivery**

**1. Please provide a breakdown of the Tasman Highway upgrades funds spending to date.**

Please find following breakdown of the Tasman Highway SETS Upgrades expenditure to date.

<b>Tasman Highway SETS Program - ALL PROJECTS</b>	<b>Program Spend to Date</b>
Consultants - Engineering Investigations and Design, Community Engagement, Environmental Investigations and Land Use Planning	\$ 22,271,917.00
Department of State Growth Project Management, Approval Fees and Sundry Client Costs	\$ 9,082,905.00
Service Authorities Asset Relocation	\$ 2,271,080.00
Property Acquisition	\$ 7,670,910.00
Consultants - Construction Contract Administration	\$ 274,796.00
Road and Bridge Construction Contract	\$ 82,778,767.00
<b>TOTAL</b>	<b>\$ 124,350,375.00</b>

<b>Hobart Airport to Midway Point Causeway Duplication Design and Environmental Consultant</b>	<b>Project Spend to Date</b>
Design, Engineering Investigations, Land Use Planning and Community Engagement	\$ 2,098,448.00
Environmental Investigations, Assessments, Field Trials and Regulator Assessment and Approvals Fees	\$ 505,000.00
<b>TOTAL</b>	<b>\$ 2,603,448.00</b>
<b>Midway Point Causeway, McGees Bridge and Sorell Causeway Duplication Design and Environmental Consultant</b>	<b>Project Spend to Date</b>
Design, Engineering Investigations, Land Use Planning and Community Engagement	\$ 8,419,672.93
Environmental Investigations, Assessments, Field Trials and Regulator Assessment and Approvals Fees	\$ 5,021,227.55
<b>TOTAL</b>	<b>\$ 13,440,900.48</b>

## **2. What other works, if any, contained within the Stadium Order and within the Macquarie Point Precinct, will come before the Public Works Committee**

The Minister's Statement of Reasons<sup>1</sup> dated 13 October 2025 includes the following statement:

### ***Part C – Matters not included in or covered by the Order***

*There are some aspects of the broader stadium project for which planning approval will be sought through separate approvals processes to this Order. These are:*

- *Development of Northern Access Road and/or improvements to McVilly Drive*
- *Bus Plaza for events*
- *Off-site footpath improvements*
- *Urban renewal housing project (near Regatta ground foreshore) and*
- *The relocation of sewerage treatment plant currently located at the northern end of Macquarie Wharf near the regatta grounds.*

The Northern Access Road Project (inclusive of Bus Plaza and adjacent footpaths) is scheduled to be considered at the Executive Council meeting on 1 December 2025, at which time consideration will be given to scheduling an associated Public Works Committee hearing in the first half of 2026.

The Macquarie Point Development Corporation is currently responsible for undertaking the proposed '*urban renewal housing project (near Regatta ground foreshore)*' and is not required to refer the project to the Public Works Committee.

TasWater is responsible for '*the relocation of sewerage treatment plant currently located at the northern end of Macquarie Wharf near the regatta grounds*' and is not required to refer the project to the Public Works Committee.

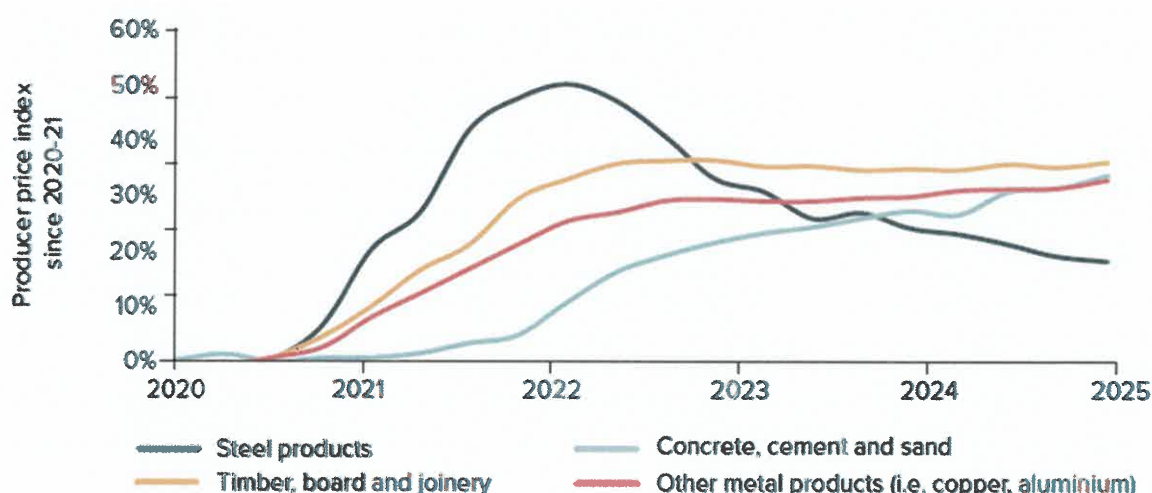
<sup>1</sup> [www.tas.gov.au/dpac/macquarie-point-multipurpose-stadium](http://www.tas.gov.au/dpac/macquarie-point-multipurpose-stadium)

### 3. Confirm the Tasmanian percentage of average infrastructure cost increases.

#### Infrastructure Australia Report

- The 2024 Infrastructure Australia Market Capacity report indicated that on a national basis material costs grew by almost 30 per cent between 2021-22 and 2023-24 inclusive (11 per cent in 2021-22, 12 per cent in 2022-23 and 4.3 per cent in 2023-24). This cost growth occurred as economies and industries sought to recover from the impacts of the pandemic.
- The 2025 Market Capacity Report was released on 13 November 2025 and indicated that nationally materials costs have now stabilised to around inflation levels for most inputs including cement and timber, while steel prices have continued to fall from a peak in 2022. (see Chart 1)
- Infrastructure Australia does not provide cost growth estimations at a jurisdictional level.

**Chart 1. Increase in price in selected materials – past 12 months and trend since 2020 -21**



#### WT Partnerships Report

- Jurisdictional cost estimates are provided by WT Partnerships in its twice yearly Australian Construction Market Conditions report<sup>2</sup> which combine labour and non-labour cost escalation for all Australian capital cities.
  - The latest Hobart cost estimates were released by WT Partnerships on 18 November 2025 which indicate that infrastructure cost escalation is expected to be around 3.5 per cent in 2025 and 2026 and increasing to 4.0 per cent in 2027 and 6.0 per cent in 2028.
- WT Partnerships considers the pipeline of projects remains strong, job vacancies remain elevated and inter-regional competition in Tasmania will place additional constraint on materials and labour.

<sup>2</sup> [wtpartnership.com.au/insights/australian-construction-market-conditions-report-november-2025](https://wtpartnership.com.au/insights/australian-construction-market-conditions-report-november-2025)

## **2.2 Road User Services**

### **1. How many claims for compensation due to vehicle damage from damaged roads have been lodged in financial year 2024-2025? How many of those have been paid and what is the total value of those claims?**

The Department of State Growth received 274 claims for damage in 2024-25 for incidents on the State Road Network.

The department's contractors have provided the following information in relation to payment of claims:

91 claims paid 2024-25: total value \$83,415

### **2. How many potholes/instances of road damage have been reported through the portal in financial year 2024-2025?**

The State Roads Network online enquiry form was launched on 1 July 2025 so no potholes/instances of road damage were reported through the portal in the 2024-25 financial year. Since 1 July 2025 to the 20 November 2025, 67 pothole enquiries have been received through the online portal.

### **3. How many requests for work to roads submitted by contractors have been rejected in financial year 2024-2025?**

The department does not have a breakdown of the total number of requests for minor works submitted by contractors and those not supported in 2024-25, as the requests for minor works often contain multiple entries (sometimes hundreds) and may be partially accepted/rejected, or returned for clarification or further information and/or resubmitted.

The following information is provided on pavement defects minor works requests:

- Southern Region – Of the estimated 1362 pavement defects minor works requests received in 2024-25, 892 were rejected.
- Northern Region – Of the estimated 1700 pavement defects minor works requests received in 2024-25, 769 defects were rejected.
- North-West Region – Of the estimated 685 pavement defects minor works requests received in 2024-25, an estimated 400 defects were rejected.

The pavement defect minor works were rejected for various reasons including that they were already part of a resurfacing or construction site, did not meet the intervention level for the treatment, works had already been completed, or were not suitable to be conducted at that time of year.

### **4. What is the average time taken for those requested to be processed and approved/rejected?**

The time taken to process requests for minor works varies from hours to weeks, depending on the quality of information provided in the request, the priority of the request and the reconciliation of the location with other contracted road works.

### **5. Please provide the design regarding the Huon Highway**

The design is still to be finalised and remains subject to further consultation with Huon Valley Council and adjoining landowners prior to final design approval and public release.

## **Output Group 6 – Subsidies and Concessions**

### **6.1 Shipping and Ferry Subsidies**

#### **1. Please confirm the recipient of additional funds to support the drought effort on Bass Islands, and which line item did the funding come from.**

In 2025-26, the following entities received funding to support the drought effort on Bass Strait Islands:

- Bass Island Line- \$196,218 (ex-GST) for the underwrite of additional sailings and
- Need For Feed- \$40,575.64 (ex-GST) for assistance for fodder relief and associated costs.

Funding was provided through Output 6.1 Shipping and Ferry Subsidies, utilising the \$1.5 million committed in the 2024-25 budget to *Drought Support - Bass Strait Islands and the Mainland of Tasmania Additional Sailings*.

### **6.2 General Access Services**

#### **1. Please provide a breakdown of what is funded out of passenger transport line item.**

The following activities funded through Output 2.3 - Passenger Transport in 2025-26 are:

- Additional Bus Capacity - \$4.0 million
- Common Ticketing - \$11.1 million
- Derwent Ferry Service (Bellerive Upgrade) - \$6.5 million
- Keep Hobart Moving (Derwent River Ferry) - \$3.3 million
- Launceston Transit centre relocation - \$125,000

### **6.3 School Bus Services**

#### **1. How many and which services have children standing or three to a seat?**

The *Passenger Transport Services Regulations 2023* (Tas) (Regulations) stipulate the operational standing capacity of a vehicle being used to provide a passenger transport service as “the same as the number of holding devices fitted to the vehicle but is not in any case greater than one person for each 1 600cm<sup>2</sup> of unobstructed floor space”.

The Regulations also stipulate that the operational seating capacity is “equal to [the vehicle’s] adult seating capacity” however “any three children being carried on that passenger transport service are to be counted as two passengers if none of those children has attained the age of 10 years and the seating positions on the vehicle are not fitted with seatbelts; or are fitted with compliant seatbelts that are designed specifically to convert from 2 adult seating positions to 3 child seating positions”.

State Growth is unable to advise the frequency of children sitting three to a seat or standing, noting these are permitted under the Regulations and are not contractually reportable events.

In our Passenger Service Contracts, standing on school buses is a contractually reportable event if a vehicle used to operate a trip reaches 90 per cent of its operational capacity, which may be based on seating only or seating and standing capacity, for three consecutive trips.

## **2. How does the Department define overcrowding on buses?**

Public transport services contracted by the Department of State Growth are subject to the *Passenger Transport Services Act 2011* (Tas) (the Act) and the *Passenger Transport Services Regulations 2023* (Tas) (the Regulations).

The Regulations provide:

- the operational capacity of a bus is the sum of its seated capacity and standing capacity (Schedule 1 Clause 1)
- to have standing capacity, a bus must meet certain size requirements:
  - the distance between the roof and floor of the vehicle must be at least 1.8m at each point where a passenger may stand upright
  - the width of the aisle must be at least 380mm (Schedule 1 Clause 3)
- if the above size requirements are met, standing capacity is calculated as
  - equal to the number of holding devices (approved strap, handgrip or other device) fitted to the vehicle
  - but not greater than one person for each 1600cm<sup>2</sup> of unobstructed floor space (Schedule 1 Clause 3)
- an operator cannot legally operate a service if it would exceed the operational capacity (i.e. it was overcrowded), and must prominently display the seating and standing capacity on each bus (Clause 15)
- drivers have a duty not to permit a standing passenger to obstruct any entrance or exit, or to stand in a position that could endanger or cause discomfort to other passengers or the driver (Clause 18)

## **3. What is the definition of ‘crush capacity’? What is the acceptable threshold for numbers of children on a school bus (measured against the capacity of the bus)?**

‘Crush capacity/loading’ is a term used in some jurisdictions to generally refer to the maximum standing passenger load in a particular passenger transport vehicle or rail carriage without serious discomfort to passengers.

As is noted above in the response to question 1 under this heading, the *Passenger Transport Services Regulations 2023* (Tas) (Regulations) stipulate Tasmania’s operational standing capacity as “the same as the number of holding devices fitted to the vehicle but is not in any case greater than one person for each 1 600cm<sup>2</sup> of unobstructed floor space”.

The Regulations also stipulate that the operational seating capacity is “equal to [the vehicle’s] adult seating capacity” however “any three children being carried on that passenger transport service are to be counted as two passengers if none of those children has attained the age of 10 years and the seating positions on the vehicle are not fitted with seatbelts; or are fitted with compliant seatbelts that are designed specifically to convert from 2 adult seating positions to 3 child seating positions”.

The operational capacity of a vehicle being used to provide a passenger transport service is the sum of its operational seating capacity and its operational standing capacity, as determined by the Regulations.

#### **4. How many buses are older than 14 years, and where were those buses located**

Of 669 buses contracted to deliver general access and school services in Tasmania, 292 are aged over 14 years (43.6 per cent).

<b>Service type</b>	<b>Total # buses</b>	<b>Average age (years)</b>	<b># of buses over 14 years</b>
General access*	292	10.14	86
School	377	14.62	206

\*Note Metro Tasmania student only services are delivered with buses counted as general access.

Of 86 buses aged over 14 years contracted to deliver general access services, 83 are operated by Metro Tasmania and Tassielink and the depot location of these buses is Moonah. Of the remaining three general access buses aged over 14 years, the depot location of two is Beaconsfield and one is East Devonport.

The depot location of the 206 buses aged over 14 years contracted to deliver school bus services is as follows:

<b>Suburb</b>	<b>Number of vehicles</b>
Beaconsfield	10
Berriedale	1
Boomer Bay	1
Carrick	1
Collinsvale	1
Cressy	1
Currie	2
Cygnet	9
Deloraine	3
Derby	1
Dover	1
Dunalley	1
East Devonport	17
Exeter	2
Geeveston	1
Highclere	7
Hobart	3
Huonville	5
Karoola	1
King Island	1
Kingston	1
Launceston	17
Lawitta	1
Legana	3
Lietinna	1
Lilydale	2
Longford	5
Lune River	1

<b>Suburb</b>	<b>Number of vehicles</b>
Molesworth	1
New Norfolk	9
New Town	1
North Hobart	1
Oatlands	1
Oyster Cove	14
Penguin	1
Perth	3
Richmond	7
Ringarooma	1
Riverside	1
Saltwater River	4
Scottsdale	5
Smithton	17
Sorell	4
South Riana	15
St Helens	13
Triabunna	2
Wynyard	6
<b>Total</b>	<b>206</b>

Should the Committee require further detail, please don't hesitate to contact my office.

Yours sincerely



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