

## Infrastructure Tasmania

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The Plan to make Tasmania attractive  
for investment, to create jobs

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### Fixing Tasmania's crumbling infrastructure

A majority Hodgman Liberal government will establish a new, independent body, **Infrastructure Tasmania**, to provide a coordinated approach to the planning and delivery of all major infrastructure in Tasmania, including rail, major roads, energy, ports, and water and sewerage.

Under Labor and the Greens, critical infrastructure across the State has been woefully neglected.

Infrastructure development has been ad-hoc and poorly planned, and Tasmanians are now paying the price for an incompetent maintenance program with many key infrastructure assets, such as our roads, in a state of disrepair.

And the establishment of the Tasmanian Infrastructure Advisory Council, which was launched with much fanfare back in 2010, has been dominated by Government bodies and failed to deliver — or even come close to delivering — any long-term solution to Tasmania's freight problems.

While several parties, including Government and private businesses, are responsible for managing Tasmania's infrastructure assets, stronger leadership is needed to ensure a long-term and coordinated approach is undertaken across the asset classes.

A Hodgman Liberal government will ensure that decisions about Tasmania's future infrastructure needs are properly understood and driven in the context of the best interests of the State's long-term future.

**Infrastructure Tasmania** will be established to:

- provide independent advice to government on the infrastructure priorities of the State;
- develop statewide infrastructure and freight strategies, deliver regular progress reports and maintain the schedules of major projects;
- identify specific projects and programs (including funding options) for priority consideration by government to properly plan for responsible maintenance and growth and development;
- guide the investment in the Midland Highway to be facilitated by the \$400 million funding from the Australian Government;
- oversee the Structured Infrastructure Investment Review Process;
- work with the local government sector to ensure key council infrastructure assets benefit from the same strategic planning frameworks as State-owned assets; and
- manage infrastructure funding submissions to Infrastructure Australia and the Australian Government.

Infrastructure Tasmania will work closely with Infrastructure Australia and adopt a similar strategic approach to infrastructure planning and prioritisation.

The creation of Infrastructure Tasmania will take the politics out of infrastructure development decisions, and ensure that the right, evidence-based decisions are made for Tasmania's long-term future.

Infrastructure Tasmania will have a Chief Executive Officer, who will report to Cabinet through the Secretary of the Department of Treasury and Finance and the Secretary of the Department of State Growth. In addition to the CEO, its two other staff members will have appropriate expertise and experience in infrastructure strategy, engineering and cost-benefit analysis. Infrastructure Tasmania will be supported by a small secretariat drawn from the Department of State Growth.

The existing Tasmanian Infrastructure Advisory Council will be abolished.

## Integrated Freight Strategy

**Infrastructure Tasmania will be tasked with developing an Integrated Freight Strategy in the first 18 months of a majority Hodgman Liberal government.**

An increase in freight movements across the State, coupled with a lack of any forward-thinking strategy to effectively manage this growth, has placed significant additional costs on Tasmanian businesses, putting jobs and investment at risk, and is impacting upon the competitiveness of Tasmanian industry.

Infrastructure Tasmania will work with relevant agencies, local government and the business community, as well as key infrastructure interest groups, to develop the Tasmanian Integrated Freight Strategy addressing system bottlenecks and barriers to efficiency and productivity. This strategy will also inform government policy, regulation and investment in this area.

It will take into account the review of Bass Strait transport being undertaken by the Productivity Commission, and will help develop long-term solutions to Tasmania's international shipping to be implemented at the conclusion of our three-year, \$33 million commitment.

The Tasmanian Integrated Freight Strategy will be aligned with long-term infrastructure and corridor planning, which will all be overseen by Infrastructure Tasmania, leading to smoother freight flows within Tasmania and improve its links to domestic and international markets. Critically, this will drive economic growth and job creation.

## State Roads Audit

The State's roads, from our highways to major arterial roads and suburban streets, are one of our biggest infrastructure assets, linking our major population centres and moving people and freight.

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Under the Labor-Green Government, however, our roads have been left to deteriorate, with many requiring major upgrades to bring them back up to scratch.

The Labor-Green Government recognised that many of our roads are not up to scratch, but rather than investing in them properly, wasted money policy pursuing a flawed policy of lower speed limits until they were forced to drop it with an election looming.

**Within nine months of forming a majority Hodgman Liberal government, Infrastructure Tasmania will undertake an audit of the State's roads and maintenance arrangements.**

This audit will:

- assess the condition of major State roads that our people and freight use every day for moving around the State;
- review planned and projected maintenance programs for these State roads;
- ensure road maintenance contractors are meeting their obligations and have appropriate management systems in place;
- review local council processes for managing road and bridge maintenance programs and identify any systemic infrastructure planning issues that impede regional development; and
- identify priority areas that require further investment by the State and local councils.

The audit will ensure our roads and bridges are kept in an appropriate condition, are reliable and safe, and managed at the lowest achievable cost.

It will also be the important first step to developing a formal Asset Management Plan for the State's road assets.

### Costings

\$3.2 million over four years.