



Better transport and telecommunications infrastructure	
Party:	The Coalition
<p>Summary of proposal:</p> <p>The proposal would provide \$1.3 billion in grants over 4 years for better transport and telecommunications infrastructure. A list of proposed projects is at Attachment B.</p> <p>The funding profile would be \$72.1 million in 2025-26, \$360.5 million in 2026-27, \$518.1 million in 2027-28 and \$333.9 million in 2028-29.<sup>1</sup></p> <p>The proposal would be non-ongoing and start on 1 July 2025.</p>	
<p>Additional information (based on further advice provided):</p> <p>The proposal would also provide additional funding to bring the total to \$1.7 billion over 8 years.</p> <p>The additional funding profile would be: \$52 million in 2025-26, \$47 million in 2026-27, \$117 million in 2029-30, \$80 million in 2030-31, \$69 million in 2031-32 and \$8.4 million in 2032-33.</p>	

## Costing overview

The proposal would be expected to decrease the fiscal and underlying cash balances by around \$1.4 billion over the 2025-26 Budget forward estimates period (see Table 1). This impact reflects an increase in administered and departmental expenses.

The proposal would be expected to have an impact beyond the 2025-26 Budget forward estimates period. A breakdown of the financial implications (including separate public debt interest (PDI) tables) over the period to 2035-36 is provided at Attachment A.

The Parliamentary Budget Office (PBO) has not made any assessment as to whether the specified funding would be sufficient to meet the objectives of the proposal.

A breakdown of projects is provided in Attachment B.

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<sup>1</sup> The financial impacts included in the Coalition's [Our Plan for a Sustainable Budget](#) contained an offset relating to 2025 PEFO measure *Tasmanian Freight Equalisation Scheme*. This offset has been included in the costing *Tasmanian Freight Equalisation Scheme – resourcing* (ECR-2025-2781).

**Table 1: Better transport and telecommunications infrastructure – Financial implications (\$m)<sup>(a)(b)</sup>**

	2025-26	2026-27	2027-28	2028-29	Total to 2028-29
Fiscal balance	-130.2	-418.2	-531.0	-342.3	<b>-1,421.7</b>
Underlying cash balance	-130.2	-418.2	-531.0	-342.3	<b>-1,421.7</b>

(a) A positive number represents an increase in the relevant budget balance; a negative number represents a decrease.

(b) PDI impacts are not included in the totals.

## Key assumptions and methodology

The proposal is capped at a fixed amount, distributed over 8 years from the commencement date as specified. Departmental expenses were estimated based on the cost of administering similar programs and are assumed to be in addition to the capped funding amount. Administered expenses are as specified in the proposal. We assume that no funds allocated to a given year are left unspent.

Financial implications were rounded consistent with the PBO's rounding rules.<sup>2</sup>

## Data sources

Commonwealth of Australia (2025) *Pre-election Economic and Fiscal Outlook 2025*, Commonwealth of Australia.

Departmental expenses were informed by similar measures in the Commonwealth budgets from 2015-16 to 2021-22.

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<sup>2</sup> <https://www.pbo.gov.au/for-parliamentarians/how-we-analyse/pbo-rounding-rules>

## Attachment A – Better transport and telecommunications infrastructure – Financial implications

**Table A1: Better transport and telecommunications infrastructure – Fiscal and underlying cash balances (\$m)<sup>(a)</sup>**

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	Total to 2028-29	Total to 2035-36
<b>Expenses</b>													
<i>Total – administered</i>	-124.0	-408.0	-518.0	-334.0	-177.0	-80.0	-69.0	-8.0	-	-	-	-1,384.0	-1,718.0
<i>Total – departmental</i>	-6.2	-10.2	-13.0	-8.3	-4.4	-2.0	-1.7	-0.4	-	-	-	-37.7	-46.2
<b>Total (excluding PDI)</b>	<b>-130.2</b>	<b>-418.2</b>	<b>-531.0</b>	<b>-342.3</b>	<b>-181.4</b>	<b>-82.0</b>	<b>-70.7</b>	<b>-8.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-1,421.7</b>	<b>-1,764.2</b>

- (a) A positive number for the fiscal balance indicates an increase in revenue or a decrease in expenses or net capital investment in accrual terms. A negative number for the fiscal balance indicates a decrease in revenue or an increase in expenses or net capital investment in accrual terms. A positive number for the underlying cash balance indicates an increase in receipts or a decrease in payments or net capital investment in cash terms. A negative number for the underlying cash balance indicates a decrease in receipts or an increase in payments or net capital investment in cash terms.
- Indicates nil.

**Table A2: Better transport and telecommunications infrastructure – Memorandum item: Public Debt Interest (PDI) impacts – Fiscal and underlying cash balances (\$m)<sup>(a)(b)</sup>**

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	Total to 2028-29	Total to 2035-36
<i>Fiscal balance</i>	-3.0	-15.0	-37.0	-58.0	-72.0	-81.0	-88.0	-94.0	-98.0	-103.0	-108.0	-113.0	-757.0
<i>Underlying cash balance</i>	-2.0	-12.0	-31.0	-53.0	-68.0	-79.0	-86.0	-92.0	-97.0	-102.0	-106.0	-98.0	-728.0

- (a) As this table is presented as a memorandum item, these figures are not reflected in the totals above. This is consistent with the approach taken in the budget where the budget impact of most measures is presented excluding the impact on PDI. If the reader would like a complete picture of the total aggregate, then these figures would need to be added to the figures above. For further information on government borrowing and financing please refer to the PBO's online budget glossary<sup>3</sup>.
- (b) A positive number for the fiscal balance indicates an increase in revenue or a decrease in expenses or net capital investment in accrual terms. A negative number for the fiscal balance indicates a decrease in revenue or an increase in expenses or net capital investment in accrual terms. A positive number for the underlying cash balance indicates an increase in receipts or a decrease in payments or net capital investment in cash terms. A negative number for the underlying cash balance indicates a decrease in receipts or an increase in payments or net capital investment in cash terms.

<sup>3</sup> [Online budget glossary – Parliamentary Budget Office \(pbo.gov.au\)](https://pbo.gov.au)

## Attachment B – Better transport and telecommunications infrastructure – Projects list

**Table B1: Better transport and telecommunications infrastructure projects list<sup>(a)(b)</sup>**

Better transport and telecommunications infrastructure projects
<b>Transport infrastructure projects</b>
Amberley Interchange
Ash Road upgrade, Prestons
Bartley Street, Hadsphen roundabout
Bass Highway duplication Launceston to Deloraine
Bathurst Multi-Story Carpark
Blackwood & Glenalta level crossing removal - business case
Breakfast Creek Road & Edmondstone Road blackspot
Buchanan Road Upgrade Stage 1 - Kirkcaldy St to Morayfield Road
Cross Road and Waite Street
Donnybrook Road interchange and duplication
Dorset Road Extension
Eastern & Western Melbourne Transport Studies
Ferndale & Kennedy Street intersection upgrade (Panania / Picnic Point)
FF - Gilmore - The Wool Road upgrade (Shoalhaven)
FF - Greater Adelaide Freight Bypass (additional commitment)
Frankston to Baxter Rail
Georges Bay multi user foreshore track extension
Glenferrie, Cotham-Whitehorse & Balwyn Roads, Barker St pedestrian crossing
Greater Adelaide Freight Bypass - Truro Bypass
Griffith Street Duplication, Bacchus Marsh
Hill Road upgrade - Wentworth Point
James Street & Doggett Street & Robertson Street blackspot
Jervis Bay Road Upgrade - stage 1
Kenmore Roundabout / Moggill Road Upgrade
Kingsway Revitalisation Stage 1 - Kingsway Central
Kirwans Bridge Restoration
Krauatungalung Walk, Lakes Entrance
Lemon Tree Passage Road, Salt Ash
Lorne Road stage 2 & 3
Main Road & Laffers Road intersection
Marion Road and Sturt Road intersection upgrade
Mildura Bypass Feasibility Study
Moss Vale Bypass
Mount Peter Southern Development Area - Roads
Nioka Avenue, Point Clare upgrade
Roads for the Community - restore Cardinia & Yarra Ranges shires program
Roberts Avenue roundabout, Mortdale
Samford Road and Osborne Road Intersection upgrade, Keperra
Scott Street & Great Eastern Hwy, Greenmount road safety
Seaborne Street & Great Eastern Hwy, Parkerville road safety

<b>Better transport and telecommunications infrastructure projects</b>
<i>Seacrest Drive and Marmion Avenue intersection</i>
<i>Sewering Coastal Villages Phase 3 - Raleigh and Repton</i>
<i>Shelley Bridge Duplication</i>
<i>Technical traffic study for North Epping and Epping Town Centre</i>
<i>Tortice Drive &amp; Warrandyte Road intersection upgrade, Ringwood</i>
<i>Weebar Road roundabout, Druoin</i>
<i>Whitsunday Superyacht &amp; Tug Terminal Feasibility Study</i>
<i>Wondai Industrial Estate - Stage 2</i>
<i>Western Sydney Infrastructure Program - Edmondson Avenue duplication</i>
<i>Western Sydney Infrastructure Program - Fifteenth Avenue (West)</i>
<i>Western Sydney Infrastructure Program - Kissing Point Road &amp; Quarry Street intersection upgrade</i>
<i>Western Sydney Infrastructure Program - Luddenham Road</i>
<i>Western Sydney Infrastructure Program - Mulgoa Road - Stages 5A &amp; 5B</i>
<i>Western Sydney Infrastructure Program - Pennant Hills Road &amp; Evans Road intersection upgrade</i>
<i>Western Sydney Infrastructure Program - Pennant Hills Road &amp; Moseley Street intersection upgrade</i>
<i>Western Sydney Infrastructure Program - Pitt Street (West)</i>
<i>Western Sydney Infrastructure Program - Werrington Arterial Stage 2 - Planning</i>
<b>Telecommunications infrastructure projects</b>
<i>Improve mobile coverage for the Bellarine and Armstrong Creek</i>
<i>Improve mobile reception in Somerville</i>
<i>Fix Whittlesea's mobile black spots</i>
<i>Improve mobile coverage in the Bundaberg region</i>
<i>Improve mobile coverage in the Yarra Ranges</i>
<i>Improve mobile coverage in Upper Hunter and Yetman districts</i>

- (a) This list may not be exhaustive.
- (b) Project grant value breakdown is not provided as some project funding was incorporated in the 2025 Pre-election Economic and Fiscal Outlook (PEFO). This costing reflects funding not included in PEFO.