

## Election Costing Request Form

Details of request	
Party:	Liberals & Nationals Government
Name of Policy:	Accelerating Sydney Metro West
Date of request:	28 February 2019

Description of policy	
Summary of policy (please attach copies of relevant policy documents and include information on what the policy aims to achieve):	<p>The NSW Liberals &amp; Nationals will provide \$6.4 billion over the forward estimates for the project:</p> <ul style="list-style-type: none"><li>- \$3.2 billion immediate additional funding reservation.</li><li>- \$3 billion existing Restart NSW reservation.</li><li>- \$238 million already provisioned in the Transport budget.</li></ul> <p>Construction on the new Sydney Metro West rail line will be accelerated to begin next year. Metro West is expected to take around eight years to complete from the start of construction.</p> <p>The final investment decision on this project will be confirmed on completion of the final business case.</p>
Has the policy been publicly released yet?	No

	2018/19 \$'000	2019/20 \$'000	2020/21 \$'000	2021/22 \$'000	Total \$'000
Impact on GGS expenses					
Impact on GGS revenue					
Impact on General Government Sector (GGS) net operating result <sup>1</sup>					
Impact on GGS capital expenditure <sup>2</sup>					
Impact on GGS net lending/borrowing					

**Note:** Has the policy been costed by a third party?  
If yes, can you provide a copy of this costing and its assumptions?

<b>Key assumptions made in the policy</b>	
Does the policy relate to a previous announcement? If yes, which announcement?	Yes, in the 2018/19 Budget, the Government announced a \$3 billion Restart NSW reservation for Metro West.
What assumptions have been made in deriving the financial impacts in your estimated costing? <i>(See checklist)</i>	The additional funding being reserved, in addition to the amounts already reserved for this project means that works that will commence in the next term of Government will be fully funded; subject to completion of the final business case. \$238 million is provisioned already in the Transport Capital Plan as follows: 2020/21: \$53m 2021/22: \$185m
Is there a range for the costing or any sensitivity analysis that you have undertaken?	No.
Are there associated savings, offsets or, in the case of a revenue proposal, offsetting expenses? If yes, please provide details.	No.

<sup>1</sup> Negative for a saving that reduces expenditure

<sup>2</sup> Negative for a reduction in capital expenditure.

Are there significant costs or savings <b>outside</b> the forward estimates period which should be considered in costing this policy? <sup>3</sup>	<p>Not as part of this announcement.</p> <p>The final cost for Sydney Metro West will be confirmed as part of the final business case. As yet there are still a number of stations outstanding (specifically between Parramatta and Olympic Park, and at Pymont).</p> <p>This announcement commits a further \$3.2 billion, and confirms the \$238 million that is in the Transport Capital Plan.</p>
--	---

<b>Administration of policy</b>	
Intended date of implementation:	2019
Intended duration of policy <sup>4</sup> :	N/A
Who will administer the policy (e.g. Government entity, non-government organisation, etc.)?	Sydney Metro
Are there any specific administrative arrangements for the policy that need to be taken into account (e.g. agreements between different levels of government)?	No.
Are there transitional arrangements associated with policy implementation?	No.

<b>If the policy is mainly an expenditure<sup>5</sup> commitment</b>	
Demand driven or a capped amount:	N/A
Eligibility criteria or thresholds:	N/A

<b>If the policy is mainly a revenue commitment</b>	
Transaction based or capped:	N/A
Thresholds and/or exemptions:	N/A
Collection method:	N/A
Additional expenditure associated with collection:	N/A

<sup>3</sup> Particularly important for large projects with long lead times, policies with a delayed timetable for implementation, or policies where up-front investment is required to achieve long term savings.

<sup>4</sup> Where a policy is intended to be ongoing, please indicate "ongoing" in the space to the right

<sup>5</sup> Expenditure is operating expenses, e.g. salaries, interest cost and grants. Expenditures are fully included in the impact on operating balance.

<b>If the policy is mainly a capital costs<sup>6</sup> commitment</b>	
<b>Nature of Capital Spending</b>	
Type of work, size and capacity:	Additional \$3.2 billion to fully fund the forward estimates requirements for the project. At a minimum, this this will enabling demolition and site preparation works to begin by 2020.
Proposed start and completion date of work:	2020
Intended construction schedule/cashflow:	
Associated asset sell off (if any):	None.
<b>Recurrent Impacts</b>	
Offsetting expenditure savings:	N/A
On-going maintenance, depreciation and operational expenses:	N/A
Third party funding involvement:	N/A
Delivery model <sup>7</sup>	To be confirmed. Likely to be based on a similar model to existing Sydney Metro projects, with multiple separate packages of works.

**Checklist for key assumptions** (please be comprehensive and include all relevant assumptions).

Assumptions could include, but are not limited to, questions such as:

- What is the expected community impact?
- How many people will be affected by the policy?
- What is the likely take up or other behavioural response you expect?
- Is there a cap on total spending proposed, a funding formula, resource agreement or other mechanism of this nature associated with the policy?
- Will third parties have a role in funding or delivering the policy (e.g. Commonwealth Government)?
- Will funding/program cost require indexation?
  - If yes, do you have any assumptions about the index that should be applied?
- What assumptions have you made about costs of administering the policy?
- Will additional staff be needed in the agency responsible for the policy?
  - How many and at what approximate levels?

<sup>6</sup> Capital costs differ from expenditure in that only depreciation will be included in the impact on operating balance.

<sup>7</sup> There is a range of possible delivery models, e.g. built, owned and operated by a NSW government agency; built and transferred to a private operator; privately built for public operation; privately built and operated with government assuming risk or providing a guarantee in relation to future income (often applicable to public/private partnership arrangements), and so on. The policy should provide assumptions about the proposed delivery model.

- Are there other resources required?
- Are you assuming administrative costs will be absorbed within the agency?

**Please note that:**

- The costing will be on the basis of information provided in this costing request.
- The PBO is not bound to accept the assumptions provided by the requester. If there is a material difference in the assumptions used by the PBO, the PBO will consult with the requester in advance of the costing being completed.
- Where the details of the policy costing request differ from the announced policy, the costing will be on the basis of the information provided in the costing request.
- These guidelines are intended to facilitate requests for costing election policies. Persons preparing such requests who wish further assistance are invited to contact the staff of the Parliamentary Budget Office.