

High Speed Rail Authority

Entity resources and planned performance

High Speed Rail Authority

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High Speed Rail Authority

Section 1: Entity overview and resources

1.1 Strategic direction statement

The *High Speed Rail Authority Act 2022* (the HSRA Act) established the High Speed Rail Authority (the HSRA) to oversee the planning, development and construction of a high speed rail network in Australia.

The HSRA is an independent body (statutory agency) which provides advice to the Australian Government on Australia's current and future high speed rail needs. The first priority of the HSRA is planning and corridor works for the Sydney to Newcastle section of the high speed rail network, backed by a \$500 million commitment from the Australian Government.

The Accountable Authority of the HSRA is its five-member Board. The HSRA's purpose and strategic goals are available in the HSRA's 2023–24 to 2026–27 Corporate Plan, published on the HSRA's website.

1.2 Entity resource statement

Table 1.1 shows the total resourcing from all sources available to the HSRA for its operations and to deliver programs and services on behalf of the Government.

The table summarises how resources will be applied by outcome (government strategic policy objectives) and by departmental (for the HSRA’s operations) classification.

Information in this table is presented on a resourcing (that is, appropriations/cash available) basis, whilst the ‘Budgeted expenses by Outcome 1’ tables in Section 2 and the financial statements in Section 3 are presented on an accrual basis. Amounts presented below are consistent with amounts presented in the Appropriation Bills themselves.

Table 1.1: HSRA resource statement – Budget estimates for 2024–25 as at Budget May 2024

| | 2023-24 Estimated actual \$'000 | 2024-25 Estimate \$'000 |
|---|--|-------------------------------|
| Opening balance/cash reserves at 1 July | - | 4,385 |
| Funds from Government | | |
| Annual appropriations - ordinary annual services ^(a) | | |
| Outcome 1 | 29,231 | 55,102 |
| Total annual appropriations | 29,231 | 55,102 |
| Total funds from Government | 29,231 | 55,102 |
| Funds from other sources | | |
| Other ^(b) | 4,447 | |
| Total funds from other sources | 4,447 | - |
| Total net resourcing for HSRA | 33,678 | 59,487 |
| | 2023-24 | 2024-25 |
| Average staffing level (number) | 21 | 28 |

Prepared on a resourcing (that is, appropriations available) basis.

All figures shown above are GST exclusive – these may not match figures in the cash flow statement.

(a) Appropriation Bill (No. 1) 2024–2025.

(b) Funds from other sources relates to external revenue received from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts on establishment of the HSRA in June 2023.

HSRA is not directly appropriated as it is a Corporate Commonwealth Entity. Appropriations are made to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (a Non-Corporate Commonwealth Entity), which are then paid to HSRA and are considered ‘departmental’ for all purposes.

1.3 Budget measures

Budget measures in Part 1 relating to the HSRA are detailed in the Budget Paper No. 2 and are summarised below.

Table 1.2: HSRA 2024–25 Budget measures

Part 1: Measures announced since the 2023–24 Mid-Year Economic and Fiscal Outlook

| | Program | 2023-24 \$'000 | 2024-25 \$'000 | 2025-26 \$'000 | 2026-27 \$'000 | 2027-28 \$'000 |
|---|---------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Payment measures | | | | | | |
| Savings from External Labour - extension ^(a) | 1.1 | | | | | |
| Departmental payments | | - | (306) | (14) | - | - |
| Total | | - | (306) | (14) | - | - |
| Supporting Transport Priorities ^(b) | 1.1 | | | | | |
| Departmental payments | | 23,807 | 51,398 | 3,557 | - | - |
| Total | | 23,807 | 51,398 | 3,557 | - | - |
| Total payment measures | | | | | | |
| Departmental | | - | 51,092 | 3,543 | - | - |
| Total | | - | 51,092 | 3,543 | - | - |

Prepared on a Government Finance Statistics (Underlying Cash) basis. Figures displayed as a negative (-) represent a decrease in funds and a positive (+) represent an increase in funds.

- (a) This is a cross portfolio measure. The full measure description and package details appear in the Budget Paper No. 2 as 'various agencies' under the cross portfolio section.
- (b) HSRA's component of this measure was previously published in the Infrastructure, Transport, Regional Development, Communications and the Arts 2023-24 Portfolio Additional Estimates Statements.

Section 2: Outcomes and planned performance

Government outcomes are the intended results, impacts or consequences of actions by the Government on the Australian community. Commonwealth programs are the primary vehicle by which government entities achieve the intended results of their outcome statements. Entities are required to identify the programs which contribute to government outcomes over the Budget and forward years.

Each outcome is described below together with its related programs. The following provides detailed information on expenses for each outcome and program, further broken down by funding source.

Note:

Performance reporting requirements in the Portfolio Budget Statements are part of the Commonwealth performance framework established by the *Public Governance, Performance and Accountability Act 2013*. It is anticipated that the performance measure described in Portfolio Budget Statements will be read with broader information provided in an entity's corporate plans and annual performance statements – included in Annual Reports – to provide a complete picture of an entity's planned and actual performance.

The most recent corporate plan for the HSRA can be found at:

https://www.hsra.gov.au/sites/default/files/documents/hsra-corporate-plan-2023-27_fa_acc.pdf

The annual performance statement will be published in the HSRA's first annual report.

2.1 Budgeted expenses and performance for Outcome 1

Outcome 1: Developing a high speed rail network between capital cities and key regional centres through policy development and planning, national coordination and strategic advice to enhance Australia’s long term rail investment

Budgeted expenses for Outcome 1

This table shows how much the HSRA intends to spend (on an accrual basis) on achieving the outcome, broken down by program.

Table 2.1.1 Budgeted expenses for Outcome 1

| | 2023-24 Estimated actual \$'000 | 2024-25 Budget \$'000 | 2025-26 Forward estimate \$'000 | 2026-27 Forward estimate \$'000 | 2027-28 Forward estimate \$'000 |
|--|--|-----------------------------|--|--|--|
| Program 1.1: High Speed Rail Authority^{(a)(b)} | | | | | |
| Revenue from Government | | | | | |
| Ordinary annual services (Appropriation Bill No. 1) | 29,231 | 55,102 | 7,620 | - | - |
| Revenues from other independent sources ^(c) | 105 | - | - | - | - |
| Total expenses for Program 1.1 | 29,336 | 55,102 | 7,620 | - | - |
| Outcome 1 Totals by resource type | | | | | |
| Revenue from Government | | | | | |
| Ordinary annual services (Appropriation Bill No. 1) | 29,231 | 55,102 | 7,620 | - | - |
| Revenues from other independent sources ^(c) | 105 | - | - | - | - |
| Total expenses for Outcome 1 | 29,336 | 55,102 | 7,620 | - | - |
| | 2023-24 | 2024-25 | | | |
| Average staffing level (number) | 21 | 28 | | | |

Figures displayed as a negative (-) represent a decrease in funds and a positive (+) represent an increase in funds.

- (a) The HSRA was established as an independent body (statutory agency) on 12 June 2023 and formally commenced operation on 13 June 2023 as a corporate Commonwealth entity under the *High Speed Rail Authority Act 2022*.
- (b) Ongoing funding from 2026-27 will be subject to future Government considerations.
- (c) Funds from other independent sources relates to external revenue received from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts on establishment of the HSRA in June 2023.

Table 2.1.2: Performance measures for Outcome 1

Table 2.1.2 details the performance measures for each program associated with Outcome 1. It is used by entities to describe the results they plan to achieve and the related key activities, as detailed in the current corporate plan, the context in which these activities are delivered, and how the performance of these activities will be measured. Where relevant, details of the 2024–25 Budget measures that have created new programs or materially changed existing programs are provided.

| | | |
|--|---|---|
| Outcome 1 – Developing a high speed rail network between capital cities and key regional centres through policy development and planning, national coordination and strategic advice to enhance Australia’s long term rail investment | | |
| Program 1.1 – Advice supports the Australian Government’s objectives for high speed rail. | | |
| Key Activities | <p>The HSRA Board has set activities of the HSRA for the reporting period, taking into account the Statement of Expectations issued by the Minister upon its establishment:</p> <ul style="list-style-type: none"> • Set out a clear strategic plan on how to develop and deliver the Australian Government’s high speed rail priorities. • Develop an organisational strategy to ensure the HSRA has the capability and resources required, including the appointment of a permanent Chief Executive Officer to head the HSRA. • Develop a communications strategy that includes identifying relevant stakeholders and defining suitable timing of engagement with them. • Undertake evaluations, research and gather information to provide robust advice to the Australian Government on planning and delivery of high speed rail. • Consult, liaise and negotiate with States and Territories and other relevant parties to identify rail corridors, obtain necessary environmental assessments and planning approvals and set up agreements where necessary. • Lead and coordinate high speed rail related policy development and planning. • Provide informed and evidence based advice and recommendations to the Minister and other relevant parties on high speed rail matters (including advice and recommendations on opportunities to enhance environmental and sustainability outcomes and interconnectedness). | |
| Year | Performance measures | Expected Performance Results |
| Current Year 2023–24 | Develop a risk management policy and framework | Target: By the end of 2023, a risk management policy and framework will be developed that will govern how the HSRA identifies, manages and communicates risk Target result: Achieved December 2023 |
| | Develop an organisational strategy which includes capability building | Target: By the end of 2023, an organisational strategy will be developed that provides a road map for developing the organisation and its workforce capability and resource needs to deliver the outcome Target result: Achieved December 2023 |

| Year | Performance measures | Expected Performance Results |
|-------------------------------|---|---|
| Current Year 2023–24 cont. | Develop a communications and stakeholder engagement strategy | Target: By early 2024, a communications and stakeholder engagement strategy will outline a framework, including objectives and timeframes, for the HSRA to engage with key stakeholders on key initiatives and actions the HSRA will take. Target results: Achieved February 2024 |
| | Appoint a permanent HSRA Chief Executive | Target: By early 2024, a Chief Executive Officer will have been permanently appointed. Target result: Achieved December 2023 |
| | Build on the 2013 High Speed Rail Phase 2 Report to support strategic planning for an east coast high speed network and development of business cases | Target: A review of the 2013 High Speed Rail Study Phase 2 Report for an east coast high speed rail network and business case for high speed rail on the Sydney to Newcastle corridor are commissioned and work is underway in partnership with relevant states and the ACT Target result: Achieved April 2024 |
| Year | Performance measures | Planned Performance Results |
| Budget Year 2024–25 | Develop a business case for the Sydney to Newcastle section of a high speed rail network | By the end of 2024, deliver the business case and determine the proposed alignment, station locations, the type of train to be used, the estimated cost and timeframe for construction for the Sydney to Newcastle section |
| | Develop an updated high speed rail product definition | By the end of 2024–25, develop a high speed rail product definition that updates assumptions from previous studies and outlines options for route alignments, corridor protection and staged delivery of entire east coast network from Melbourne to Brisbane |
| | Develop a strategy to progress state and federal environmental approvals | By the end of 2024, a strategy to progress state and federal environmental approvals, including a stocktake of the existing frameworks and options for addressing any challenges associated with location-specific issues |
| | Develop a strategy to progress state and local agreements necessary to progress construction | By the end of 2024, a governance strategy to progress state and local agreements to support construction of the network |
| Forward Estimates 2025–28 | Support the development of a high speed rail network | Provide advice to the Australian Government to support its objectives for high speed rail |

Section 3: Budgeted financial statements

Section 3 presents budgeted financial statements which provide a comprehensive snapshot of the HSRA's finances for the 2024–25 budget year, including the impact of budget measures and resourcing on financial statements.

3.1 Budgeted financial statements

3.1.1 Explanatory notes and analysis of budgeted financial statements

Revenue from Government over budget and forward years has been adjusted to take account of indexation and efficiency dividends.

The increase in revenue from Government from \$33.7 million in 2023–24 reflects the funding profile for the work associated with the development of the business case for the Sydney to Newcastle section of a high-speed rail network. Total budgeted expenses for the HSRA in 2024–25 are \$55.1 million, including \$5.4 million in employee benefit expenses and \$49.7 million in supplier expenses. Supplier expenses includes contracted services, consultancy, travel and other administrative costs.

The HSRA's major assets include cash and receivables (\$4.4 million). The HSRA's major liabilities include supplier payables and employee provisions (\$0.7 million).

3.2 Budgeted financial statements tables**Table 3.1: Comprehensive income statement (showing net cost of services) for the period ended 30 June**

| | 2023-24 Estimated actual \$'000 | 2024-25 Budget \$'000 | 2025-26 Forward estimate \$'000 | 2026-27 Forward estimate \$'000 | 2027-28 Forward estimate \$'000 |
|--|--|-----------------------------|--|--|--|
| EXPENSES | | | | | |
| Employee benefits | 3,974 | 5,426 | 5,488 | - | - |
| Suppliers | 25,362 | 49,676 | 2,132 | - | - |
| Total expenses | 29,336 | 55,102 | 7,620 | - | - |
| LESS: | | | | | |
| OWN-SOURCE INCOME | | | | | |
| Own-source revenue | | | | | |
| Other | 4,447 | - | - | - | - |
| Total gains | 4,447 | - | - | - | - |
| Total own-source income | 4,447 | - | - | - | - |
| Net (cost of)/contribution by services | (24,889) | (55,102) | (7,620) | - | - |
| Revenue from Government | 29,231 | 55,102 | 7,620 | - | - |
| Surplus/(deficit) attributable to the Australian Government | 4,342 | - | - | - | - |
| Total comprehensive income/(loss) | 4,342 | - | - | - | - |
| Total comprehensive income/(loss) attributable to the Australian Government | 4,342 | - | - | - | - |

Prepared on Australian Accounting Standards basis.

Table 3.2: Budgeted departmental balance sheet (as at 30 June)

| | 2023-24 Estimated actual \$'000 | 2024-25 Budget \$'000 | 2025-26 Forward estimate \$'000 | 2026-27 Forward estimate \$'000 | 2027-28 Forward estimate \$'000 |
|--|--|-----------------------------|--|--|--|
| ASSETS | | | | | |
| Financial assets | | | | | |
| Cash and cash equivalents | 4,385 | 4,385 | 4,385 | 4,385 | 4,385 |
| Trade and other receivables | 4 | 4 | 4 | 4 | 4 |
| Total financial assets | 4,389 | 4,389 | 4,389 | 4,389 | 4,389 |
| Total assets | 4,389 | 4,389 | 4,389 | 4,389 | 4,389 |
| LIABILITIES | | | | | |
| Payables | | | | | |
| Suppliers | 95 | 95 | 95 | 95 | 95 |
| Other payables | 303 | 303 | 303 | 303 | 303 |
| Total payables | 398 | 398 | 398 | 398 | 398 |
| Provisions | | | | | |
| Employee provisions | 324 | 324 | 324 | 324 | 324 |
| Total provisions | 324 | 324 | 324 | 324 | 324 |
| Total liabilities | 722 | 722 | 722 | 722 | 722 |
| Net assets | 3,667 | 3,667 | 3,667 | 3,667 | 3,667 |
| EQUITY | | | | | |
| Parent entity interest | | | | | |
| Retained surplus (accumulated deficit) | 3,667 | 3,667 | 3,667 | 3,667 | 3,667 |
| Total parent entity interest | 3,667 | 3,667 | 3,667 | 3,667 | 3,667 |
| Total equity | 3,667 | 3,667 | 3,667 | 3,667 | 3,667 |

Prepared on Australian Accounting Standards basis.

Table 3.3: Departmental statement of changes in equity – summary of movement (Budget year 2024–25)

| | Retained earnings \$'000 | Total equity \$'000 |
|--|--------------------------------|---------------------------|
| Opening balance as at 1 July 2024 | | |
| Balance carried forward from previous period | 3,667 | 3,667 |
| Adjusted opening balance | 3,667 | 3,667 |
| Estimated closing balance as at 30 June 2025 | 3,667 | 3,667 |
| Closing balance attributable to the Australian Government | 3,667 | 3,667 |

Prepared on Australian Accounting Standards basis.

Table 3.4: Budgeted departmental statement of cash flows (for the period ended 30 June)

| | 2023-24 Estimated actual \$'000 | 2024-25 Budget \$'000 | 2025-26 Forward estimate \$'000 | 2026-27 Forward estimate \$'000 | 2027-28 Forward estimate \$'000 |
|---|--|-----------------------------|--|--|--|
| OPERATING ACTIVITIES | | | | | |
| Cash received | | | | | |
| Receipts from Government | 29,231 | 55,102 | 7,620 | - | - |
| Other | 4,447 | - | - | - | - |
| Total cash received | 33,678 | 55,102 | 7,620 | - | - |
| Cash used | | | | | |
| Employees | 3,931 | 5,426 | 5,488 | - | - |
| Suppliers | 25,362 | 49,676 | 2,132 | - | - |
| Total cash used | 29,293 | 55,102 | 7,620 | - | - |
| Net cash from/(used by) operating activities | 4,385 | - | - | - | - |
| Net increase/(decrease) in cash held | 4,385 | - | - | - | - |
| Cash and cash equivalents at the beginning of the reporting period | - | 4,385 | 4,385 | 4,385 | 4,385 |
| Cash and cash equivalents at the end of the reporting period | 4,385 | 4,385 | 4,385 | 4,385 | 4,385 |

Prepared on Australian Accounting Standards basis.

Table 3.5: Departmental capital budget statement (for the period ended 30 June)

This table is not presented as HSRA does not receive capital funds.

Table 3.6: Statement of departmental asset movements (Budget year 2024–25)

This table is not presented as HSRA does not hold non-financial assets.

