

# **High Speed Rail Authority**

## **Entity resources and planned performance**



# High Speed Rail Authority

<b>SECTION 1: ENTITY OVERVIEW AND RESOURCES .....</b>	<b>259</b>
1.1 Strategic direction statement .....	259
1.2 Entity resource statement .....	262
1.3 Budget measures.....	263
<b>SECTION 2: OUTCOMES AND PLANNED PERFORMANCE .....</b>	<b>264</b>
2.1 Budgeted expenses and performance for Outcome 1.....	265
<b>SECTION 3: BUDGETED FINANCIAL STATEMENTS.....</b>	<b>269</b>
3.1 Budgeted financial statements.....	269
3.2 Budgeted financial statements tables .....	271



# High Speed Rail Authority

## Section 1: Entity overview and resources

### 1.1 Strategic direction statement

On 8 September 2022, the Australian Government introduced the High Speed Rail Authority Bill 2022 into the House of Representatives and the Bill passed both houses on 24 November 2022. The *High Speed Rail Authority Act 2022* (the *HSRA Act*) establishes the High Speed Rail Authority (the HSRA) to oversee the planning, development and construction of a high speed rail network in Australia.

The HSRA will be established as an independent body (statutory agency) on 13 June 2023. Once established, the HSRA will provide advice to the Australian Government on Australia's current and future high speed rail needs. The first priority of the Authority will be 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 existing National Faster Rail Agency (NFRA), established in 2019 to lead development of a faster rail network, will be ceased upon establishment of the HSRA. Functions of NFRA will be transferred to either the HSRA or the Department of Infrastructure, Transport, Regional Development, Communications and the Arts.

The Accountable Authority of the HSRA will be its five-member Board which will be in place from 13 June 2023. The HSRA's purpose and strategic goals will be available in the HSRA's 2023-24 to 2025-26 Corporate Plan once finalised by the Board.

## 1.2 Entity resource statement

Table 1.1 shows the total funding from all sources available to 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 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.

**Table 1.1: HSRA resource statement — Budget estimates for 2023-24 as at Budget May 2023**

	2022-23 Estimated actual \$'000	2023-24 Estimate \$'000
<b>Opening balance/cash reserves at 1 July</b>	-	-
<b>Funds from Government</b>		
Annual appropriations - ordinary annual services <sup>(a)</sup>		
Outcome 1	-	5,424
Total annual appropriations	-	5,424
<b>Total funds from Government</b>	-	<b>5,424</b>
<b>Funds from other sources</b>		
Other <sup>(b)</sup>	4,447	-
<b>Total funds from other sources</b>	<b>4,447</b>	-
<b>Total net resourcing for HSRA<sup>(c)</sup></b>	<b>4,447</b>	<b>5,424</b>
	2022-23	2023-24
<b>Average staffing level(number)<sup>(d)</sup></b>	-	-

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) 2023-24.
- (b) Estimated actual spend for 2022-23 will likely be significantly lower than set out and will be revised by the Accountable Authority once they are in place post 13 June 2023.
- (c) The HSRA will be established as an independent body (statutory agency) on 13 June 2023. Appropriation will be transferred from NFRA to HSRA upon establishment.
- (d) For the purposes of this Budget, ASL are reported against NFRA for 2022-23 and against the Department for 2023-24. Once established, HSRA will have an ASL of 13 in 2023-24 and this will be reflected in future reporting.

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, which are then paid to HSRA and are considered 'departmental' for all purposes.

## 1.3 Budget measures

There are no measures relating to HSRA for the 2023-24 Budget.

## 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 measures 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.

Once the Board of the HSRA is in place (after 13 June 2023) it will prepare the corporate plan and develop performance measures for High Speed Rail Authority.

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

## 2.1 Budgeted expenses and performance for Outcome 1

**Outcome 1: Developing a high speed rail network between 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 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**

	2022-23 Estimated actual \$'000	2023-24 Budget \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000	2026-27 Forward estimate \$'000
<b>Program 1.1: High Speed Rail Authority</b> <sup>(a)(b)(c)</sup>					
Revenue from Government					
Ordinary annual services (Appropriation Bill No. 1)	-	5,424	4,060	4,095	-
Revenue from other independent sources	4,447	-	-	-	-
<b>Total expenses for program 1.1</b>	<b>4,447</b>	<b>5,424</b>	<b>4,060</b>	<b>4,095</b>	<b>-</b>
<b>Outcome 1 Totals by Appropriation Type</b>					
Revenue from Government					
Ordinary annual services (Appropriation Bill No. 1)	-	5,424	4,060	4,095	-
Revenue from other independent sources	4,447	-	-	-	-
<b>Total expenses for Outcome 1</b>	<b>4,447</b>	<b>5,424</b>	<b>4,060</b>	<b>4,095</b>	<b>-</b>
	2022-23	2023-24			
<b>Average staffing level (number)</b> <sup>(d)</sup>	-	-			

- (a) The HSRA will be established as an independent body (statutory agency) on 13 June 2023.
- (b) Ongoing funding from 2026-27 will be subject to future Government considerations.
- (c) Estimated actual spend for 2022-23 will likely be significantly lower than set out and will be revised by the Accountable Authority once they are in place post 13 June 2023.
- (d) For the purposes of this Budget, ASL are reported against NFRA for 2022-23 and against the Department for 2023-24. Once established, HSRA will have an ASL of 13 in 2023-24 and this will be reflected in future reporting.

**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 also provides the related key activities as expressed in the current corporate plan where further detail is provided about the delivery of the activities related to the program, the context in which these activities are delivered and how the performance of these activities will be measured. Where relevant, details of 2023-24 Budget measures that have created new programs or materially changed existing programs are provided.

<b>Outcome 1</b> – 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.		
<b>Program 1.1</b> – Advice supports the Australian Governments objectives for high speed rail.		
<b>Key Activities</b>	The HSRA Board, as the Accountable Authority, will be responsible for ensuring the effective performance of the HSRA in accordance with section 14 of the <i>High Speed Rail Authority Act 2022</i> . The Board will set activities of the HSRA for the reporting period, taking into account any Statement of Expectations issued by the Minister upon its establishment.	
<b>Year</b>	<b>Performance measures</b>	<b>Expected Performance Results</b>
Current year 2022-23	N/A	N/A.
<b>Year</b>	<b>Performance measures</b>	<b>Expected Performance Results</b>
Budget year 2023-24	To be finalised by the Board as the Accountable Authority, taking into account any Statement of Expectations issued by the Minister upon establishment, and the main functions of the HSRA set by the High Speed Rail Authority Act 2022	To be finalised by the Board as the Accountable Authority, taking into account the performance measures it sets following its establishment.
Forward Estimates 2024-27	As per 2023-24	As per 2023-24.

## **Section 3: Budgeted financial statements**

Section 3 presents budgeted financial statements which provide a comprehensive snapshot of HSRA’s finances for the 2023-24 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**

##### **Budgeted Departmental income statement**

Total budgeted expenses for the HSRA in 2023-24 are \$5.4 million, including \$2.4 million in employee benefit expenses and \$3.0 million in supplier expenses. Supplier expenses include contracted services, consultancy, travel and other administration costs.

2022-23 figures are estimated as at the October 2022-23 Budget. The *High Speed Rail Authority Act 2022* established the HSRA, which will commence on 13 June 2023.

Assets and liabilities of the NFRA will be transferred to the HSRA.

### 3.2 Budgeted financial statements tables

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

	2022-23 Estimated actual \$'000	2023-24 Budget \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000	2026-27 Forward estimate \$'000
<b>EXPENSES</b>					
Employee benefits	1,589	2,412	2,433	2,454	-
Suppliers	2,858	3,012	1,627	1,641	-
<b>Total expenses<sup>(a)</sup></b>	<b>4,447</b>	<b>5,424</b>	<b>4,060</b>	<b>4,095</b>	<b>-</b>
<b>LESS:</b>					
<b>Gains</b>					
Other	4,447	-	-	-	-
<b>Total gains</b>	<b>4,447</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total own-source income</b>	<b>4,447</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Net (cost of)/contribution by services</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Revenue from Government <sup>(b)</sup>	-	5,424	4,060	4,095	-
<b>Total comprehensive income/(loss) attributable to the Australian Government</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

Prepared on Australian Accounting Standards basis.

(a) Estimated actual spend for 2022-23 will likely be significantly lower than set out and will be revised by the Accountable Authority once they are in place post 13 June 2023.

(b) Ongoing funding from 2026-27 will be subject to future Government considerations.

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

This table is not presented as HSRA has no assets or liabilities to report as at the 2023-24 Budget.

**Table 3.3: Departmental statement of changes in equity — summary of movement (Budget year 2023-24)**

This table is not presented as HSRA has had no change in equity.

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

	2022-23 Estimated actual \$'000	2023-24 Budget \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000	2026-27 Forward estimate \$'000
<b>OPERATING ACTIVITIES</b>					
<b>Cash received</b>					
Other	4,447	5,424	4,060	4,095	-
<b>Total cash received</b>	<b>4,447</b>	<b>5,424</b>	<b>4,060</b>	<b>4,095</b>	<b>-</b>
<b>Cash used</b>					
Employees	1,589	2,412	2,433	2,454	-
Suppliers	2,858	3,012	1,627	1,641	-
<b>Total cash used<sup>(a)</sup></b>	<b>4,447</b>	<b>5,424</b>	<b>4,060</b>	<b>4,095</b>	<b>-</b>
<b>Net cash from/(used by) operating activities</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Net increase/(decrease) in cash held</b>					
Cash and cash equivalents at the beginning of the reporting period	-	-	-	-	-
<b>Cash and cash equivalents at the end of the reporting period</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

Prepared on Australian Accounting Standards basis.

(a) Estimated actual spend for 2022-23 will likely be significantly lower than set out and will be revised by the Accountable Authority once they are in place post 13 June 2023.

**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 2023-24)**

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