

National Faster Rail Agency

Entity resources and planned performance

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National Faster Rail Agency

Section 1: Entity overview and resources

1.1 Strategic direction statement

The National Faster Rail Agency (NFRA) was established in 2019 to lead the development of a faster rail network, focussed on achieving faster journey times along corridors between major capital cities and key regional centres.

In the forward years, the existing scope and functions of the NFRA will be partially absorbed into the High Speed Rail Authority (HSRA) which will be established on 13 June 2023, with remaining functions absorbed into the Department of Infrastructure, Transport, Regional Development, Communications and the Arts. The *High Speed Rail Authority Act 2022* to establish the HSRA received Royal Assent on 12 December 2022. The HSRA will oversee the development of a High Speed Rail (HSR) network and advise the Australian Government on Australia's current and future HSR needs.

The delivery of an east coast HSR system between Brisbane and Melbourne is a key election commitment of the Australian Government. This will initially be supported by a \$500 million investment to begin planning and secure a corridor for a high speed rail corridor between Sydney and Newcastle. Drawing on the capabilities, skills, experience and knowledge built up by NFRA, resources will be transferred to the HSRA to assist the Government to deliver on these commitments. The funding for the HSRA will be offset by the cessation of the NFRA.

1.2 Entity resource statement

Table 1.1 shows the total funding from all sources available to the NFRA 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 NFRA'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: NFRA resource statement - Budget estimates for 2023-24 as at Budget May 2023

	2022-23 Estimated actual \$'000	2023-24 Estimate \$'000
Departmental		
Annual appropriations - ordinary annual services ^(a)		
Prior year appropriations available	2,521	2,521
Departmental appropriation	2,251	-
Total Departmental annual appropriations	4,772	2,521
Total Departmental resourcing	4,772	2,521
<hr/>		
Average staffing level (number)^(b)	2022-23 9	2023-24 -

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) From 13 June 2023 onwards, the existing scope and functions of the NFRA will be absorbed into the High Speed Rail Authority (HSRA) which will be established on 13 June 2023 and the Department.
- (b) Reduction in ASL for 2023-24 reflects the transfer of functions to HSRA upon creation.

1.3 Budget measures

There are no measures relating to NFRA 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 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 and annual performance statement for the NFRA can be found at: <https://www.nfra.gov.au/reports/corporate-information>

2.1 Budgeted expenses and performance for Outcome 1

Outcome 1 — Faster rail services between capital cities and key regional centres by providing coordination, strategic advice and the identification of investments that reduce travel times

Budgeted expenses for Outcome 1

This table shows how much the NFRA 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
Program 1.1: (National Faster Rail Agency)					
Departmental expenses					
Departmental appropriation ^(a)	2,251	-	-	-	-
Departmental total	2,251	-	-	-	-
Total expenses for program 1.1	2,251	-	-	-	-
<hr/>					
	2022-23	2023-24			
Average staffing level (number)^(b)	9	-			

(a) From 13 June 2023 onwards, the existing scope and functions of the NFRA will be absorbed into the High Speed Rail Authority (HSRA) which will be established on 13 June 2023 and the Department.

(b) Reduction in ASL for 2023-24 reflects the transfer of functions to HSRA upon creation.

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.

Outcome 1 – Faster rail services between capital cities and key regional centres by providing national coordination, strategic advice and the identification of project investments that reduce travel times.		
Program 1 – Advice supports the Australian Government’s objectives for faster rail.		
Key Activities ^(a)	The following activities will contribute to the National Faster Rail Agency achieving this: <ul style="list-style-type: none"> • Lead development and implementation of faster rail investment projects • Oversee the development of faster rail business cases and corridor investigations • Identify any further rail corridors that would benefit from faster rail services • Consider opportunities for fast rail and high speed rail, particularly where sections of new corridor can become available • Deliver faster rail construction projects (with states and territories) • Work in partnership with other Commonwealth agencies to explore alternative funding and financing options. • Consider options to future-proof corridors for high speed rail. 	
Year	Performance measures	Expected Performance Results
Current year 2022-23	Oversee the state government’s delivery of jointly funded faster rail construction projects Progress projects to improve rail reliability and travel speeds on selected routes	Target: Develop business cases for selected corridors. Target achieved. Target: Management of funding and oversight of project delivery for corridors selected for investment. Target achieved.
Year	Performance measures	Planned Performance Results
Budget year 2023-24	N/A	N/A
Forward Estimates 2024-27	N/A	N/A

(a) From 2023-24 onwards, the existing scope and functions of the NFRA will be partially absorbed into the High Speed Rail Authority (HSRA) which will be established on 13 June 2023.

Section 3: Budgeted financial statements

Section 3 presents budgeted financial statements which provide a comprehensive snapshot of NFRA's finances for the 2023-24 Budget year. Once established, financial statements will be transferred and reflected against the HSRA agency.

3.1 Budgeted financial statements

3.1.1 Explanatory notes and analysis of budgeted financial statements

Financial statements for NFRA show zeros from 2023-24 reflecting the transfer of its functions and funding to the new entity, HSRA, from 13 June 2023.

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 ^(a) \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000	2026-27 Forward estimate \$'000
EXPENSES					
Employee benefits	1,067	-	-	-	-
Suppliers	1,184	-	-	-	-
Total expenses	2,251	-	-	-	-
Net (cost of)/contribution by services	(2,251)	-	-	-	-
Revenue from Government	2,251	-	-	-	-
Surplus/(deficit) attributable to the Australian Government	-	-	-	-	-
Total comprehensive income/(loss) attributable to the Australian Government	-	-	-	-	-

Prepared on Australian Accounting Standards basis.

(a) From 13 June 2023 onwards, the existing scope and functions of the NFRA will be absorbed into the High Speed Rail Authority (HSRA) which will be established on 13 June 2023 and the Department.

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

	2022-23 Estimated actual \$'000	2023-24 Budget ^(a) \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000	2026-27 Forward estimate \$'000
ASSETS					
Financial assets					
Cash and cash equivalents	20	-	-	-	-
Trade and other receivables	2,510	-	-	-	-
Total financial assets	2,530	-	-	-	-
Non-financial assets					
Prepayment	2	-	-	-	-
Total non-financial assets	2	-	-	-	-
Total assets	2,532	-	-	-	-
LIABILITIES					
Payables					
Suppliers	59	-	-	-	-
Other payables	36	-	-	-	-
Total payables	95	-	-	-	-
Provisions					
Employee provisions	424	-	-	-	-
Total provisions	424	-	-	-	-
Total liabilities	519	-	-	-	-
Net assets	2,013	-	-	-	-
EQUITY					
Parent entity interest					
Retained surplus (accumulated deficit)	2,013	-	-	-	-
Total parent entity interest	2,013	-	-	-	-
Total equity	2,013	-	-	-	-

Prepared on Australian Accounting Standards basis.

(a) From 13 June 2023 onwards, the existing scope and functions of the NFRA will be absorbed into the High Speed Rail Authority (HSRA) which will be established on 13 June 2023 and the Department.

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

	Retained earnings \$'000	Total equity \$'000
Opening balance as at 1 July 2023		
Balance carried forward from previous period	2,013	2,013
Adjusted opening balance	2,013	2,013
Comprehensive income		
Surplus/(deficit) for the period	-	-
Total comprehensive income	-	-
Estimated closing balance as at 30 June 2024	2,013	2,013
Closing balance attributable to the Australian Government	2,013	2,013

Prepared on Australian Accounting Standards basis.

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

	2022-23 Estimated actual \$'000	2023-24 Budget ^(a) \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000	2026-27 Forward estimate \$'000
OPERATING ACTIVITIES					
Cash received					
Appropriations	2,251	-	-	-	-
Total cash received	2,251	-	-	-	-
Cash used					
Employees	1,067	-	-	-	-
Suppliers	1,184	-	-	-	-
Total cash used	2,251	-	-	-	-
Net cash from/(used by) operating activities	-	-	-	-	-
Net increase/(decrease) in cash held	-	-	-	-	-
Cash and cash equivalents at the beginning of the reporting period	20	-	-	-	-
Cash and cash equivalents at the end of the reporting period	20	-	-	-	-

Prepared on Australian Accounting Standards basis.

(a) From 13 June 2023 onwards, the existing scope and functions of the NFRA will be absorbed into the High Speed Rail Authority (HSRA) which will be established on 13 June 2023 and the Department.

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

This table is not presented as the NFRA does not receive capital funds.

Table 3.6: Statement of departmental asset movements (Budget year 2023-24)

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