**6th reason - No state or territory is immune from irresponsible planning of major infrastructure projects during recent years to the detriment of the *Public Purse*:**News.com article[**Taxpayers pick up tab for billions wasted on megaproject blowout bungles**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5Cnews%2Ccom%5Ctaxpayers_pick_up_tab_for_billions_wasted.htm)(May 2021) evidences that no state or territory has displayed responsible planning of major infrastructure projects.

**NSW**
I[**n Nov 2013 the NSW Government announced the business case details for a Central Business District and South East Light Rail**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CEastSydneyLightRail%5CLeglislativeCouncil_SydneySW_light_rail_investigation.htm) **("[CLSER"), with an estimated cost of $1.6 billion, and purportedly almost $4 billion worth of benefits](file:///F%3A%5C%5CDocuments%5C%5CMy%20Web%20Sites%5C%5CMuggaccinos%5C%5CStateGovtRailInfrastructure%5C%5CEastSydneyLightRail%5C%5CLeglislativeCouncil_SydneySW_light_rail_investigation.htm)**.  [**The NSW Auditor-General Report dated 11 June 2020 estimated total cost to be $3.147 billion - virtually double the original cost forecast**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CEastSydneyLightRail%5CAuditor_General_Report_June-2020.htm) as in [**Nov 2013, the project business case summary estimated the CSELR would cost $1.6 billion**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CEastSydneyLightRail%5CAuditor_General_Report_Nov-2016.htm).[**Legal battles cost NSW Govt to settle with the Spanish contractor, Acciona, an additional $576 million**](https://www.smh.com.au/link/follow-20170101-p4zlz0). [**CSELR was completed a year late**](https://www.smh.com.au/link/follow-20170101-gwhumf) causing [**significant traffic disruption to businesses and residents**](https://www.smh.com.au/link/follow-20170101-p507fv).  [**$60 million was paid out for the small business assistance package due to extended disruption**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CEastSydneyLightRail%5CAuditor_General_Report_June-2020.htm).  Refer [**History of CSELR** **cost increases and construction delays**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CDefined_Terms%5Chistory_of_CSELR_cost_increases.htm)**.**[**Creative accounting hides $4b WestConnex blowout**](https://www.governmentnews.com.au/creative-accounting-hides-4b-westconnex-blowout/) **- NSW Auditor General reveals.**

**Victoria**
[**Ballooning costs for Melbourne’s West Gate tunnel**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CVictorianLiberalParty%5CLabors_West_Gate_Tunnel.htm) that could have been resolved before contracts were signed. [**Melbourne’s West Gate Tunnel project was awarded to Transurban after the firm approached the Victorian Government with a proposal. However an Auditor-General's report questioned whether the project should have been put out to tender. The project is now running late and costs are rising.**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CVictorianLiberalParty%5CLabors_West_Gate_Tunnel.htm)

[**LABOR’S WEST GATE TUNNEL CHAOS CONTINUES WITH LATEST BLOWOUT.**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CVictorianLiberalParty%5CLabors_West_Gate_Tunnel.htm)
[**Former CEO of V/Line, James Pinder, charged with four allegations of misconduct in public office, four charges of receiving secret commissions, and one charge of conspiracy to solicit secret commissions, the Independent Broad-based Anti-Corruption Commission’s (IBAC) says. Mr Pinder and a former manager at Metro Trains are among seven people charged following an investigation by IBACC into serious corrupt conduct in V/Line and Metro’s tendering and procurement processes**](https://www.governmentnews.com.au/former-head-of-v-line-charged-after-corruption-probe/).

**Queensland**

"Queensland’s “New Generation Rolling stock” debacle was due to rushing to market; a stunning display of ineptitude.  Qld's fancy [**new trains were ordered to a specification determined by the Queensland Government that breached Queensland’s own laws**](https://www.news.com.au/technology/innovation/design/queensland-rail-facing-legal-action-because-its-new-44bn-trains-are-basically-illegal/news-story/6a5bff8cf7706833b0eb41d6f81d06d2)**,** as they did not meet disability access legislation with the ludicrous result that a wheelchair user might not be able to squeeze between the seats to get to the supposedly disabled loos, which were in fact inaccessible for some disabled passengers.  The $4.4bn trains were essentially illegal with the state paying $361m to rectify the bodge job."

**South Australia**

"[**South Australia's largest infrastructure project, North-South Corridor project, with planning underway for the section between Torrens and Darlington, has suffered delays and cost blow outs with the completion date pushed backed to 2031.  "It was $9.9 billion prior to the state election which the Labor Party won.  $15 billion is now being spruiked.**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CABC_News%5CSouth_Australian_Opposition_calls_on_Govt_to_release_review.htm)"

**Western Australia**

**"**[**WA’s Auditor General uncovered nearly $600 million worth of cost blowouts in selected state government projects — with the completion date for nearly half the works pushed back by a year or more**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CTheWestAustralian%5Cmcgowan_government_slammed_in_AuditorGeneral.htm)**.** [**For the second time in two years the McGowan Government was also whacked over its lack of transparency over major infrastructure projects, with Auditor General, Caroline Spencer, again appealing for more regular publicly released progress updates.  The Office of the Auditor General examined 17 major projects and found their combined budgets had ballooned from $5.11 billion when originally approved to $5.67 billion, an increase of 11 per cent**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CTheWestAustralian%5Cmcgowan_government_slammed_in_AuditorGeneral.htm)**.** [**Of 14 active projects audited, seven had their completion dates extended by a year or more — including the Forrestfield-Airport Link and Geraldton Health Campus redevelopment, neither of which is expected to open until two and a half years beyond its original completion date**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CTheWestAustralian%5Cmcgowan_government_slammed_in_AuditorGeneral.htm)**."**

**Tasmania**

[**Fourfold budget blowout for promised Greencard overhaul**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CTheMercury%2CTasmania%5CFourfold_budget_blowout_for_promised_Greencard_overhaul.htm)**.**

**Northern Territory**

[**NT Government reveals $7 million budget blowout for underground car park in State Square**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CTheMercury%2CTasmania%5Cnt_government_reveals_7_million.htm)

**Australian Capital Territory**

[**Inland Rail probed for budget blowout (ACT)**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CAAP%5Cinland_rail_probed_for_budget_blowouy.htm)

**7th reason -  [governmentnews.com.au](https://www.governmentnews.com.au/author/jskatssoon/) article** [**'State agencies warned about over-reliance on consultants' (6 Jan 2023) cautioned/alerted about the pitfalls of over reliance upon potentially conflicted consultants**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CGovernment%2Cnews%5Cstate_agencies_warned_about_over.htm)

"Between 2018 and 2022 the NSW government agencies spent $672 million on consultants with the ‘*Big 4*’ of KPMG, Ernst and Young, Pricewaterhouse Coopers and Deloitte the highest paid."

The very essence of the afore-supported[**Productivity Commission's**](https://www.pc.gov.au/inquiries/completed/infrastructure/report)2009 cautionary publication '[**THE SOCIAL LOSSES FROM INEFFICIENT INFRASTRUCTURE PROJECTS: RECENT AUSTRALIAN EXPERIENCE**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CProductivityComm%5CSSRN-id1465226.pdf)**'** explained that Australia's State and territory Govts were no longer equipped (due to out-sourcing) to adequately identify cost-effective robust infrastructure projects with a positive [**NPV**](https://medium.com/swlh/npv-the-gold-standard-of-financial-decision-making-tools-6a7d41f1470b)and an [**Internal Rate of Return**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CDefined_Terms%5CInternal_Rate_of_Return.htm)is greater than the project's [**cost of capital**](http://en.wikipedia.org/wiki/Cost_of_capital) ([***hurdle rate***](https://corporatefinanceinstitute.com/resources/knowledge/finance/hurdle-rate-definition/#:~:text=The hurdle rate is often,benchmark or cut-off rate.)*)* that will add value and not waste taxpayer dollars.

**8th reason - an ageing population with an increased health care burden on the economy:**

[**Australia's 'Centre For Population'  2022 POPULATION STATEMENT predicts a shrinking employment base and an ageing population that will live longer due to advances in medical science, but with an associated increased health care burden on the economy that must be provided for**.](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CPopulation%2Cgov-2022Statement%5C2022_population_statement__summary.htm)

**9th reason - *Fail to prepare, and prepare to fail***

Preparing a [**Conforming Cost-Benefit Analysis**](https://muggaccinos.com/StateGovtRailInfrastructure/Defined_Terms/Conforming_Cost-Benefit_Analysis.htm)[(**on the Prime Minister's website since 2020**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CCBA%5CCost-Benefit_Analysis_March-2020.htm)) for a sought-after major State or Territory infrastructure project requires a high level of skill, experience and expertise to identify and quantify all the tangible and intangible 'costs' and 'benefits' over a reasonable construction period (say 2 or 3 years) followed by operations/patronage revenue period (around 20 or 30 years) to calculate the [**Net Present Value**](https://www.investopedia.com/terms/n/npv.asp)and [**Internal Rate of Return**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CDefined_Terms%5CInternal_Rate_of_Return.htm).  Whilst necessary preparation can require hundreds of hours of collaborative work, it is time exceedingly well spent because during preparation of a [**Conforming C-BA**](https://muggaccinos.com/StateGovtRailInfrastructure/Defined_Terms/Conforming_Cost-Benefit_Analysis.htm), a host of problems will be identified and often determined/resolved at materially cheaper time/cost saving than if relying upon a flimsy C-BA and charging into earth moving works at substantially greater dollar cost and reputation damage.  The message is that skilled infrastructure experts preparing a [**Conforming Cost-Benefit Analysis**](https://muggaccinos.com/StateGovtRailInfrastructure/Defined_Terms/Conforming_Cost-Benefit_Analysis.htm)is infinitely cheaper and safer than the too often pursued *chest-beating, pork-barrelling* alternative.

The 'Concluding remarks' of [**The Impact of R&D Investment on Economic Performance: A Review of the Econometric Evidence**](file:///F%3A%5CDocuments%5CMy%20Web%20Sites%5CMuggaccinos%5CStateGovtRailInfrastructure%5CR%26D%5CDSTI-EAS-STP-NESTI%282015%298.en.pdf) noted "..... researchers generally find **a positive and statistically significant impact of R&D on productivity and economic growth**." (pg 31).   A lot of R&D goes into creating a [**Conforming C-BA**.](https://muggaccinos.com/StateGovtRailInfrastructure/Defined_Terms/Conforming_Cost-Benefit_Analysis.htm)

**10th reason -** [**Infrastructure Australia**](https://www.infrastructureaustralia.gov.au/) **is not equipped to appraise/measure/audit** [**Conforming Cost-Benefit Analyses**](https://muggaccinos.com/StateGovtRailInfrastructure/Defined_Terms/Conforming_Cost-Benefit_Analysis.htm). **But capable of assisting States/Territories prepare a** [**Conforming Cost-Benefit Analysis**](https://muggaccinos.com/StateGovtRailInfrastructure/Defined_Terms/Conforming_Cost-Benefit_Analysis.htm) **for appraisal *at arm's length* by the** [**Productivity Commission**](https://www.pc.gov.au/inquiries/completed/infrastructure/report)