

2012 Policy Commitment - ACT Greens

Election Commitment:

Name of Commitment: Hybrid/Electric Bus Trial

Reference No: GRN083

Cost Request Submitted by:¹ Meredith Hunter MLA, ACT Greens Parliamentary Leader

Date Request Received: 10-Oct-12

Date of Public Release: 20-Aug-12

Additional Information Requested (including date): Additional information about the length of the trial was requested on 10-Oct-12

Additional Information Received (including date): 10-Oct-12

Financial Implications:

Impact On:	2012-13 \$'000	2013-14 \$'000	2014-15 \$'000	2015-16 \$'000	2016-17 \$'000	TOTAL \$'000
Revenues ^(a)	0.0	0.0	0.0	0.0	0.0	0.0
Expenses ^(a)	0.0	-69.5	-170.3	-312.4	-278.3	-830.4
Net Operating Balance	0.0	-69.5	-170.3	-312.4	-278.3	-830.4
Capital Requirement	0.0	-1,164.0	-291.0	0.0	0.0	-1,455.0
Cash Surplus/Deficit	0.0	-1,233.5	-424.9	-239.6	-205.5	-2,103.6

(a) A negative number indicates a decrease in revenue or an increase in expenses

Other Information:

Caveats or qualifications to the costing:

That the commitment only relates to item 4 of the ACT Greens' *Public Transport: Bus Boost* policy.

Treasury notes that the Territory has not purchased buses of this type before and therefore there are no economies of scale and an uncertainty about the cost and implementation of the commitment.

Other Comments:

Treasury has assumed the buses will operate out of one depot, and that the buses will be used on routes that have lower average speeds and high idle times. Treasury has also assumed the new buses will replace existing buses in the fleet, therefore no additional drivers will be required.

Costing Methodology Used:

- Costing Technique:

Treasury's costing above differs from that submitted due to variances in bus costs and the timing of commencement of the trial.

Treasury notes that the commitment is dollar limited.

Treasury has assumed that the two hybrid/electric buses will require a purchasing lead time of 18 months similar to the existing bus replacement program. The capital profile reflects the payment of a portion of funding upfront and the remaining funding upon delivery.

Treasury has costed a hybrid bus at \$727,272 (excluding GST) to purchase. This cost includes the fit-out of the bus, therefore Treasury has not included additional bus fit-out costs.

Treasury has assumed that the buses will be fully operational by 1 January 2015, and the bus trial reviewed in 2015-16.

- Policy Parameters:

n/a

Statistical Data Used:

n/a



Megan Smithies
Director-General