

TUGGERANONG COMMUNITY COUNCIL INC.
Preliminary Draft Minutes General Meeting - 4 November 2014

Present :

See attendance record of 4 November 2014.

Opening:

President Eric Traise welcomed everyone and opened the meeting at 7.30 pm.

On behalf of the TCC members, he passed condolences to Vice President Glenys Patulny whose mother had recently passed away.

Apologies :

Terry Lee Reynolds, Robyn and Jeff Chapman, Beverley and Max Flint.(others to be added after the audio recorder is available)

Minutes from October 2014 Meeting :

The draft minutes had been circulated. Acceptance moved:

Seconded:

Business Arising from Minutes :

Nil.

President's Report :

Attached.

Treasurer's Report :

In Max Flint's absence, the Treasurer's Report was delivered by Eric Traise. Copy attached.

Current account balance is

Moved :

Seconded :

Sub-Committee Reports :

To be completed when audio recorder is available.

Police Report :

To be completed when audio recorder is available.

Update from MLA s

To be completed when audio recorder is available.

South Quay D.A.

Matt Meyer from Purdon Planning briefed the meeting on Geocon's plans to develop residential units at South Quay on Anketell Street. Unlike the earlier two developers, Geocon proposes a two stage development. The Development Application is expected to be lodged early in 2015.

Guest Speaker :

The President welcomed our guest speaker and reminded all present of TCC's Code of Conduct. Shane Rattenbury MLA, Minister for TAMS, Corrections, Housing, Aboriginal and Torres Strait Islander Affairs and Sport & Recreation.

Shane briefed the meeting on some of his areas of portfolio responsibility in Tuggeranong. This included roadworks and changes in bus stops at Erindale Shopping Centre, the Town Centre Park upgrade planned to start in early 2015.

Concerning the light rail project, he asked is it the right time? He believes it is. In support of his belief, he mentioned the growth in the number of cars registered in the ACT is twice the rate of population increase. Also, there are 2.3 cars per residence in the ACT. The growth in the car population is causing traffic congestion and is a significant source of pollution.

Can we afford it? He believes we can. The Govt will pay the CCC contractor quarterly for 20 years with first payment starting in 2020. He also referred to the President's letter that was in today's Canberra Times that asked for the Govt to tell us how much the annual availability payment to the CCC contractor would be. He said the Govt couldn't tell us because they didn't know yet themselves. This wouldn't be known until tenders were submitted some time later in 2015.

He then invited questions from the floor.

The President thanked him for the information on the light rail project but since the Govt didn't currently know what the annual availability payment was, would they tell the public when they did know and would this be before or after the construction contract is signed. The Minister undertook to find out and advise.

There were many other questions covering a wide range of topics. (to be completed after the audio recorder is available)

Closure :

The President closed the meeting at 10.00 pm. This is the final meeting for 2014. He thanked all members and visitors for attending the meetings during 2014. Next meeting is 3rd February 2015.

TCC PRESIDENT'S REPORT - NOVEMBER 2014 - GENERAL MEETING

What's happened since the October meeting?

1. The long-awaited public release of the updated light rail business case took place last Friday, 31/10/14 with much fanfare. It concluded that light rail would provide a cost/benefit ratio of 1:1.2. That is, for every \$1 spent, ACT would get \$1.20 of benefits. The Govt thinks this is a good deal. BUT, the devil is in the detail. \$222 million of benefit results from a productivity increase. The reasoning is that light rail will reduce peak congestion in Northbourne Ave. This will enable car drivers to get to work, say, 10 minutes earlier and so be more productive. This supposed benefit is very 'airy fairy'. Does Canberra get any benefit if these drivers work for the Fed. Govt? Some of the other 'claimed' benefits are similarly 'airy fairy'. (Go to Capital Metro's website if you want to read it).

There doesn't have to be much of a budget blowout in terms of cost increases before that \$1.20 benefit becomes \$1.00. Our Govt. has a poor track record in delivering major infrastructure projects on budget and this is the most expensive ever proposed by any ACT Government.

The earlier business case which was rejected by Infrastructure Australia and more recently by the Productivity Commission at least had a comparison of light rail versus buses. The cost/benefit clearly favoured the bus solution but the Govt ignored this and pushed on with light rail. In this latest business case, there are no alternative solutions examined. It only looks at the light rail case. You have to wonder if the Govt is deliberately keeping us in the dark about the cost/benefit of other solutions because they are only interested in a light rail solution.

The Govt claimed that, in publicly releasing the business case, they are honouring their undertaking to be 'transparent'. The problem is that they are holding back THE most important relevant financial information which the TCC has been asking them for months to reveal. That is, how much does the Govt expect to have to pay the PPP Contractor each year for 20-30 years? (Explain that Govt doesn't pay during construction. Only after trams start rolling). This money has to come out of the Govt's annual budget each year and so directly affects all of us.

The Govt claims that if they divulge this figure, it would give tenderers an unfair advantage. While this sounds sensible, it doesn't really stack up because anyone with basic maths and business skills can calculate a ballpark figure. I think it will be about \$100 million. Others have figures ranging from \$70-\$150 million. Mine is about in the middle so I'll use it for further calculations.

So where is the Govt going to get this money? If they recover it from ratepayers, it will add about \$700 each year to your rates. Alternatively, they could just increase the annual budget deficit - this means putting it on the credit card. The budget is already in deficit by about \$350 million this year. It would increase the deficit by about 30%.

Ratings Agency Standard & Poors have recently issued a report that estimated ACT Govt debt would reach \$7 billion by 2017, up from \$1.7 billion in 2011. That's about

TUGGERANONG COMMUNITY COUNCIL (TCC)		
TREASURER'S REPORT		
GENERAL MEETING		
	4/11/14	S Cross Club
ACCOUNTS FOR PERIOD ENDING		
	October 2014	
	Date	Balance
Operating Account		
Start of Period	1/10/14	4,399.54
Income		-
Expenses		- 1,228.07
Cheques not yet presented		100.85
Cheques paid from last month		-
Transfers TO Investment Acct		-
Transfers FROM Investment Acct		-
Transfers TO Petty Cash		-
Transfers FROM Petty Cash		-
End of Period	31/10/14	3,272.32
Net Change for Period		- 1,127.22
Investment Account		
Start of Period	1/10/14	18,455.98
In		-
Out		-
End of Period	31/10/14	18,455.98
Net change for Period		-
Petty Cash		
Start of Period	1/10/14	3.60
In		-
Out		-
End of Period	31/10/14	3.60
Net change for Period		-
Total Accounts		
Start of Period	1/10/14	22,859.12
End of Period	31/10/14	21,731.90
Net change for Period		- 1,127.22
INCOME FOR PERIOD	Date	Sum
Total Income (excluding transfers)		-
EXPENDITURES FOR Period	Date	Sum
Optus-Phone	8/10/14	43.98
FCB- Badges	11/10/14	270.37
W. King - Expenses	11/10/14	109.87
E. Traise - Expenses	11/10/14	50.00
S Cross Club- Room	12/10/14	125.00
Sozo - Bus cards	13/10/14	396.00
FCB - Badges	14/10/14	100.85
Total Expenses (excluding transfers)		1,228.07
NOTES:		
1. Committee expenses are those incurred by Committee Members, while performing Committee duties.		