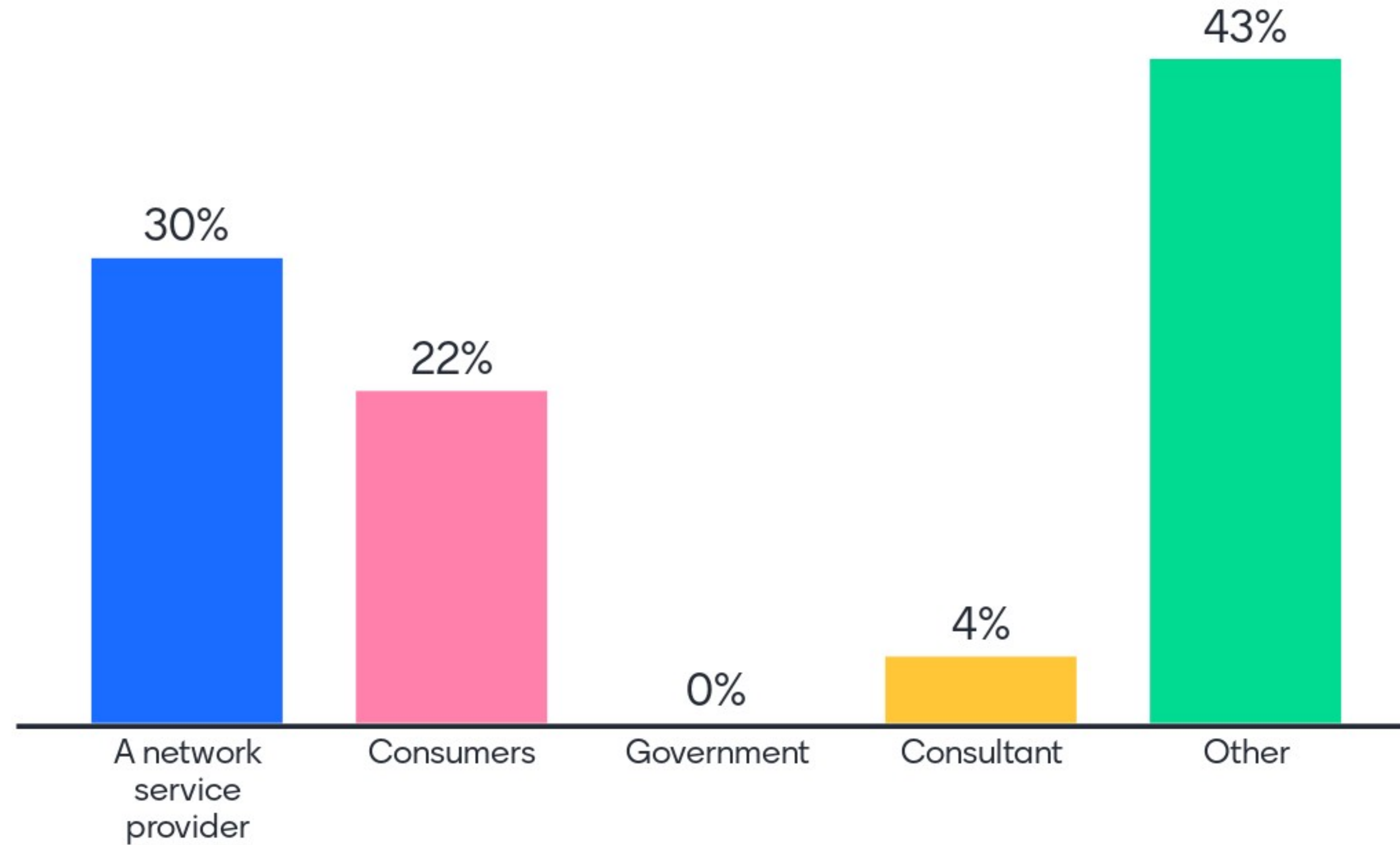
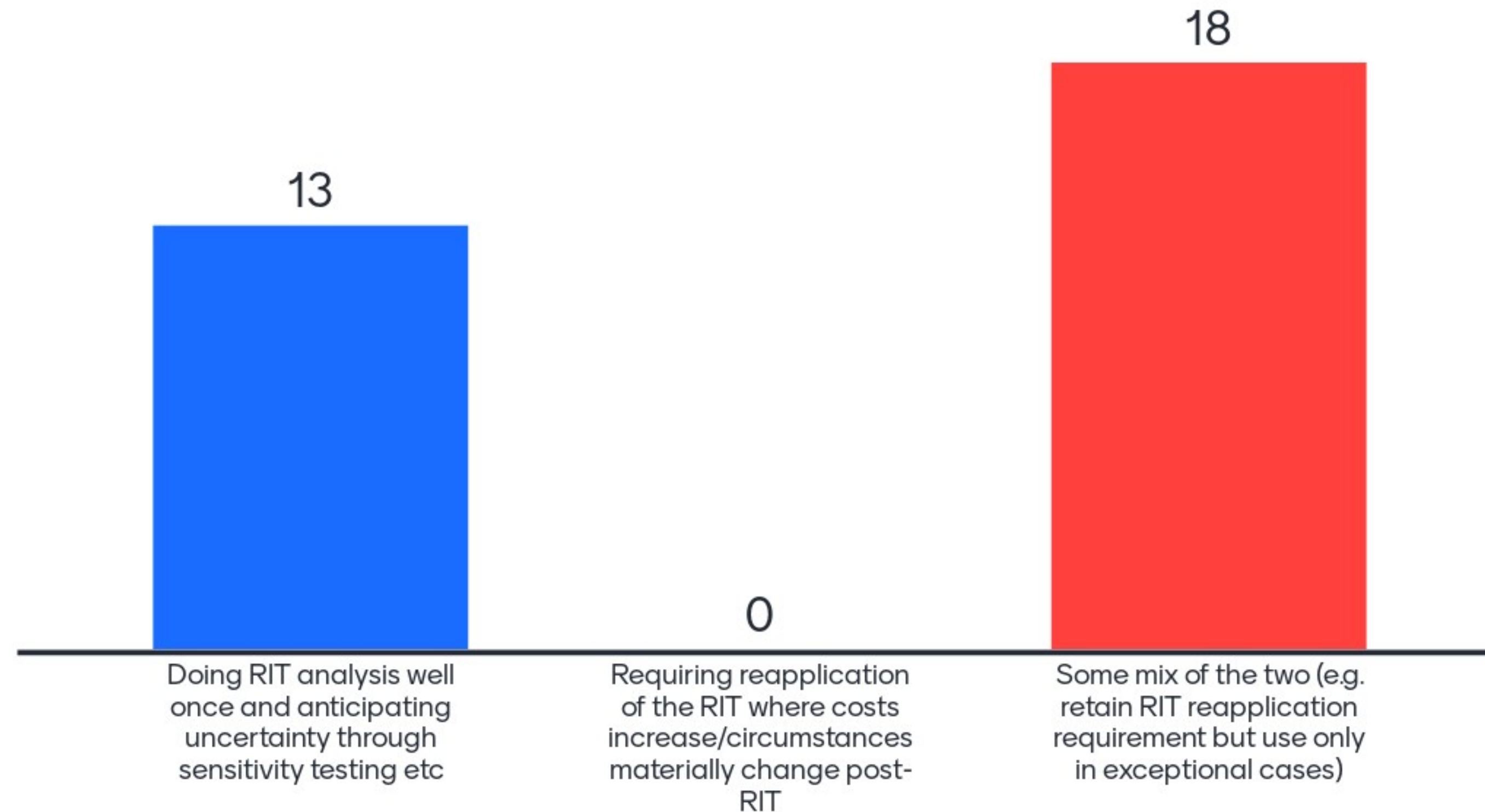


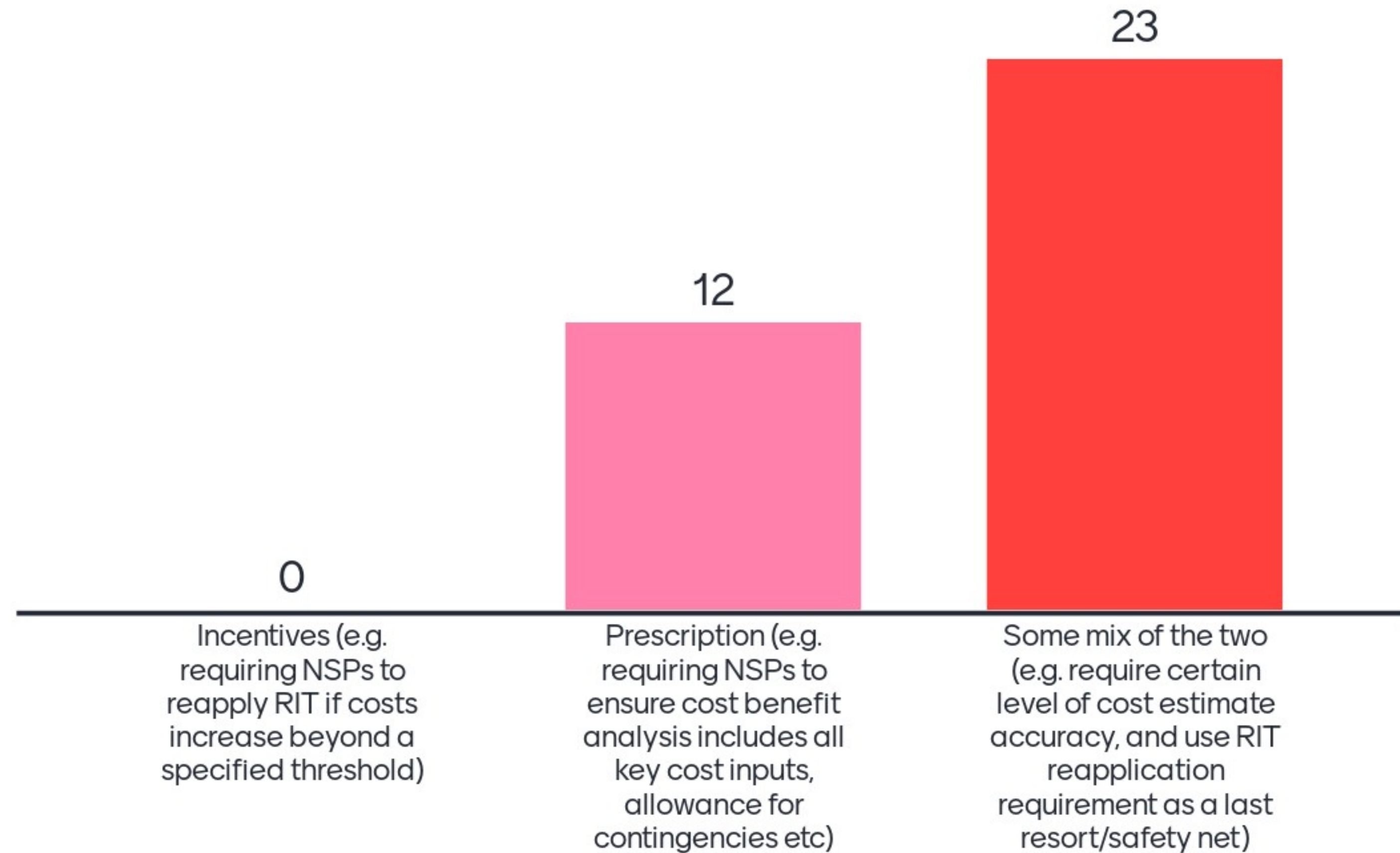
# To allow us to use anonymised poll data, do you represent



# Do you think the regulatory framework should prioritise

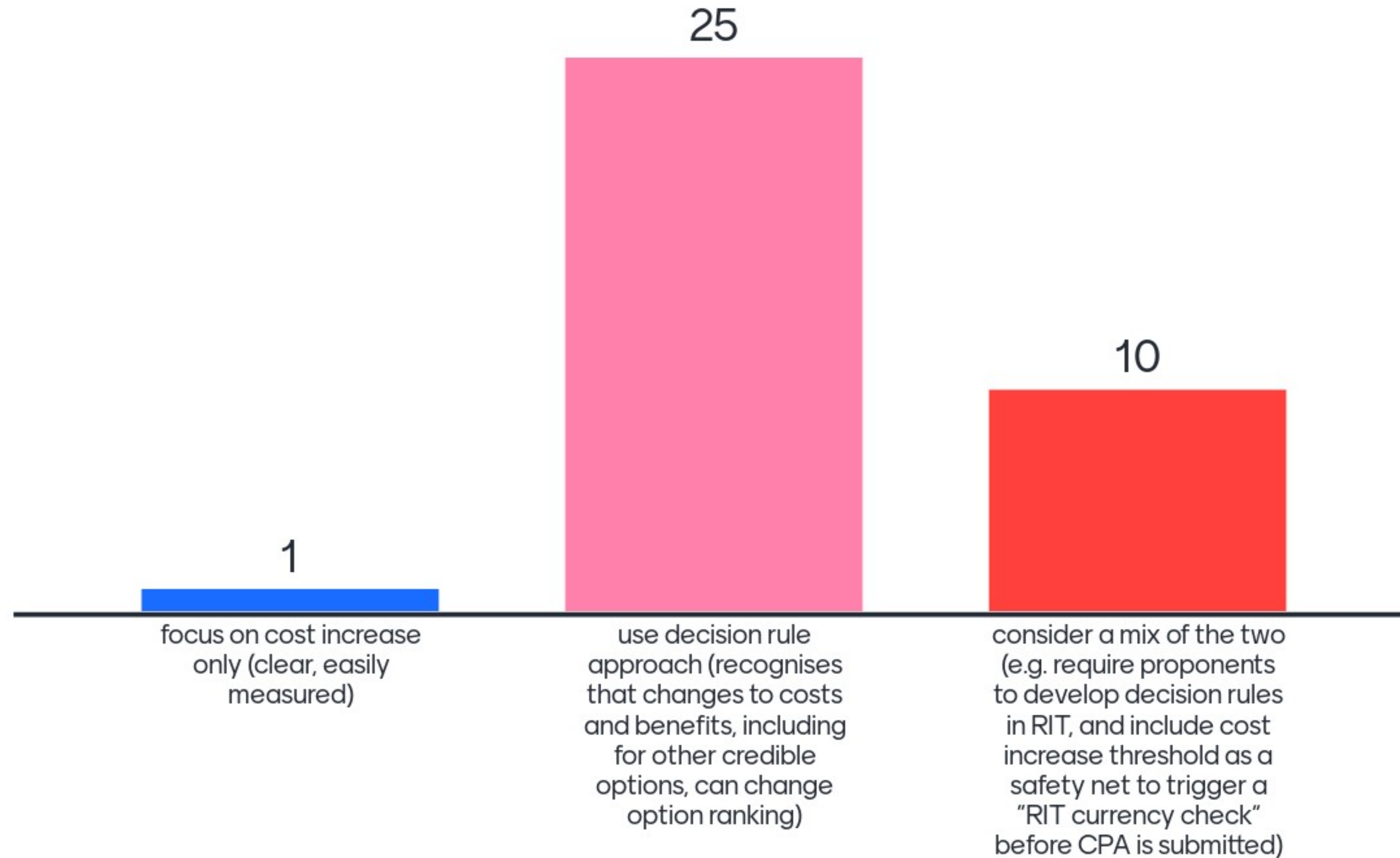


# Do you think cost estimate accuracy should be improved through

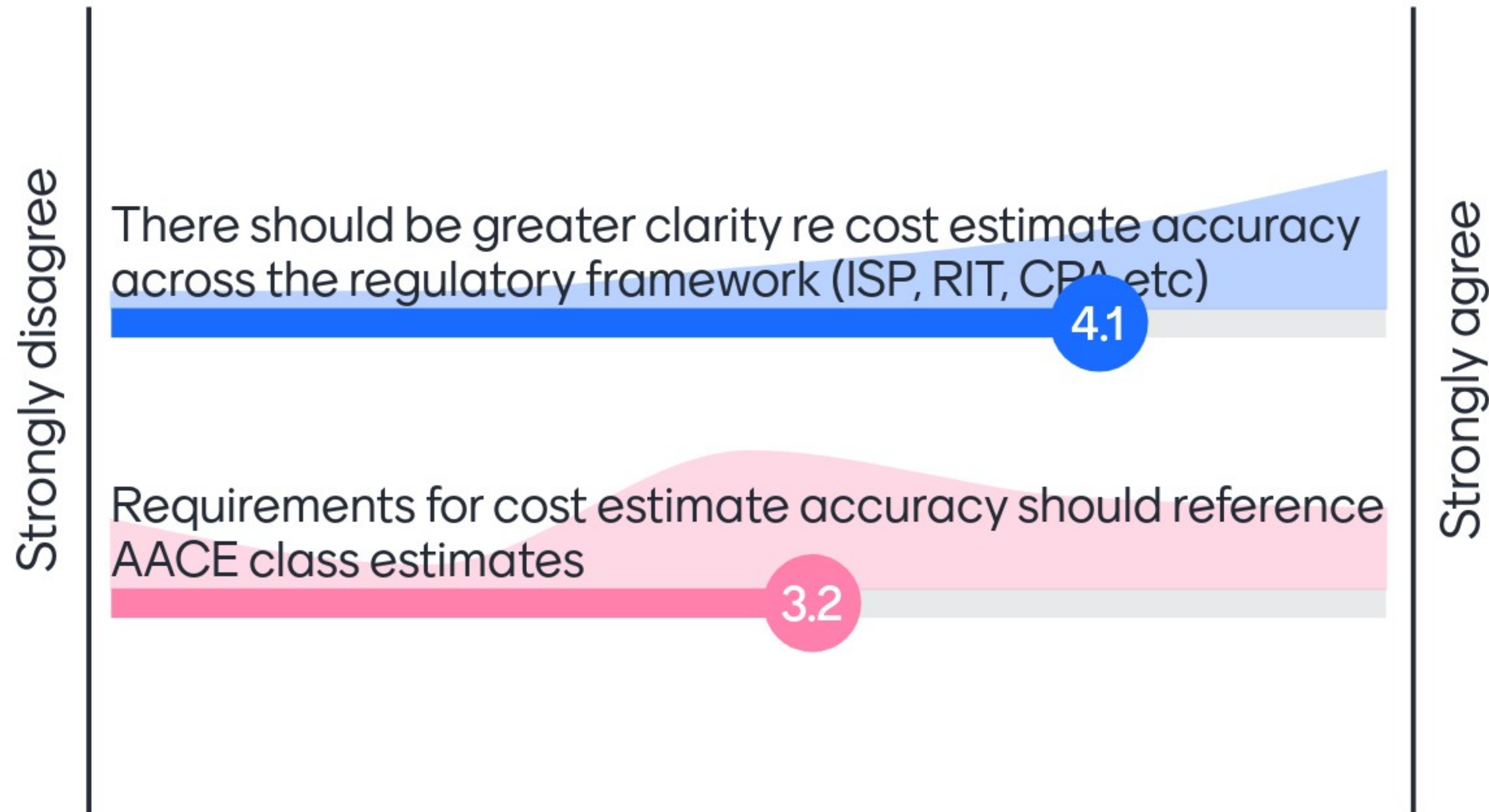




# Should we focus on increased cost as a key metric, or would a decision rule approach be preferable?



# Please indicate how strongly you agree/disagree with the following statements:





# If you support the use of AACE estimates, what class of estimate do you think should be used in the ISP, RIT, CPA etc? (free text)

The classes that are used currently as set out by Eli.

Class 5 ISPClass 4 Rit TClass 3 CPA

Yep, agree with AEMO's proposed approach

Sensitivity should be informed by class rather than stipulate required class

5, 4, 3

Depends. Sensitivity should be based on class if estimate and accuracy range ...

It depends on the cost of estimating. I would prefer something more rigorous than what the ISP currently uses.

CPA - class 2; cpa class 2

ISP Class 4, RIT Class 4/3 for PADR and 3/2 for PACR, for CPA Class 2/1



# If you support the use of AACE estimates, what class of estimate do you think should be used in the ISP, RIT, CPA etc? (free text)

ISP - class 5; RIT - class 4; CPA - Class 3

RIT - class 4 or potentially class 3 for options if they have similar net benefits

ISP=5 (conceptual), RIT-T=4 (feasibility), CPA=3 (budget approval).

More rigorous for larger projects

It should depend on specific scope so sensitive analysis can be based upon the class of estimate instead of directing a particular class type

Depends on the type of project, eg more accurate estimates for actionable ISP projects vs future projects, or for preferred option in a RIT-T vs other options

5 for the ISP, 4 for the RIT, 3 for the CPA

class 2

If cost increases are used to trigger RIT reapplication (routine, not safety net), what threshold would be appropriate?

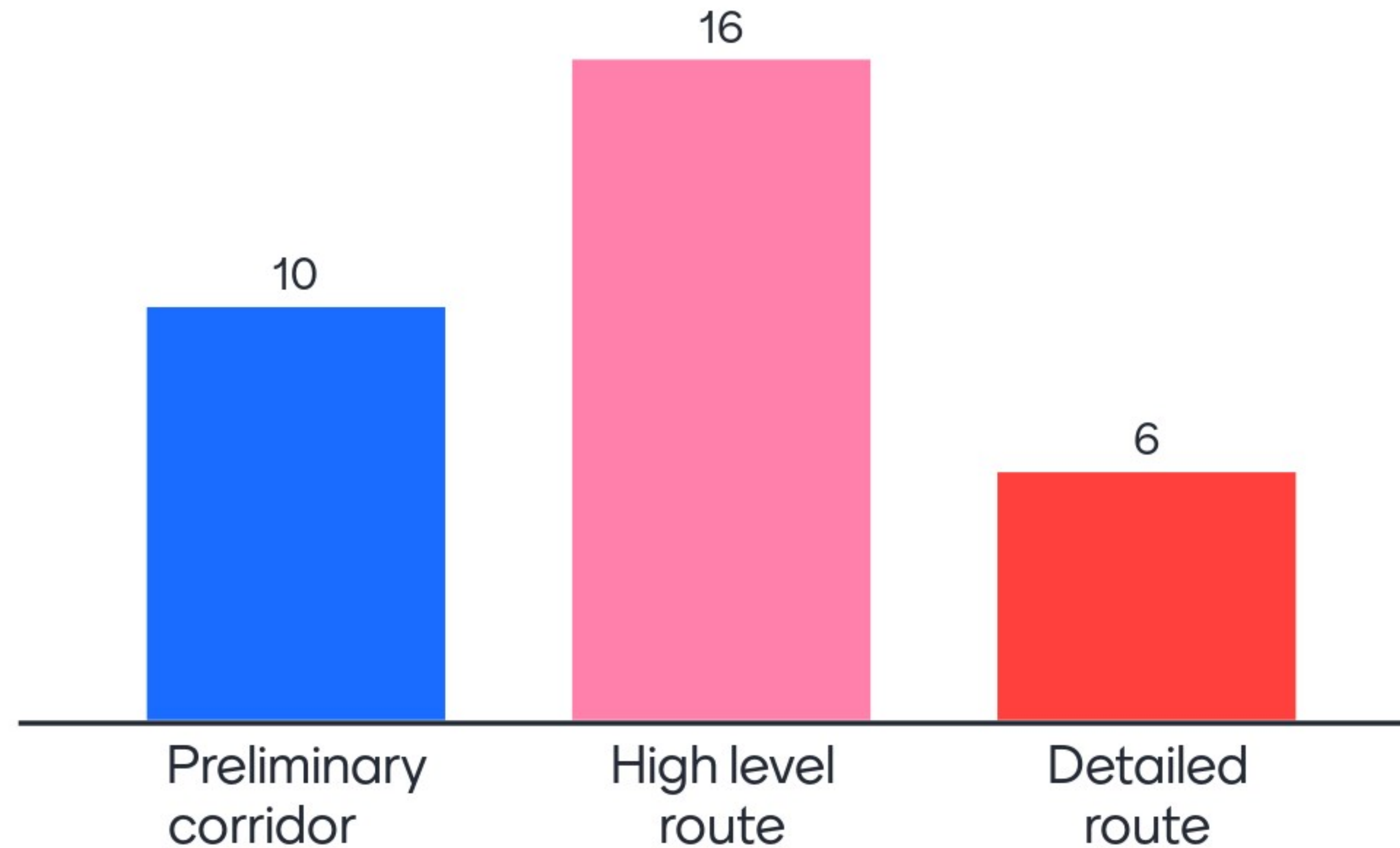




If cost increases are used as a “safety net” RIT currency check trigger (not routine), what threshold would be appropriate?

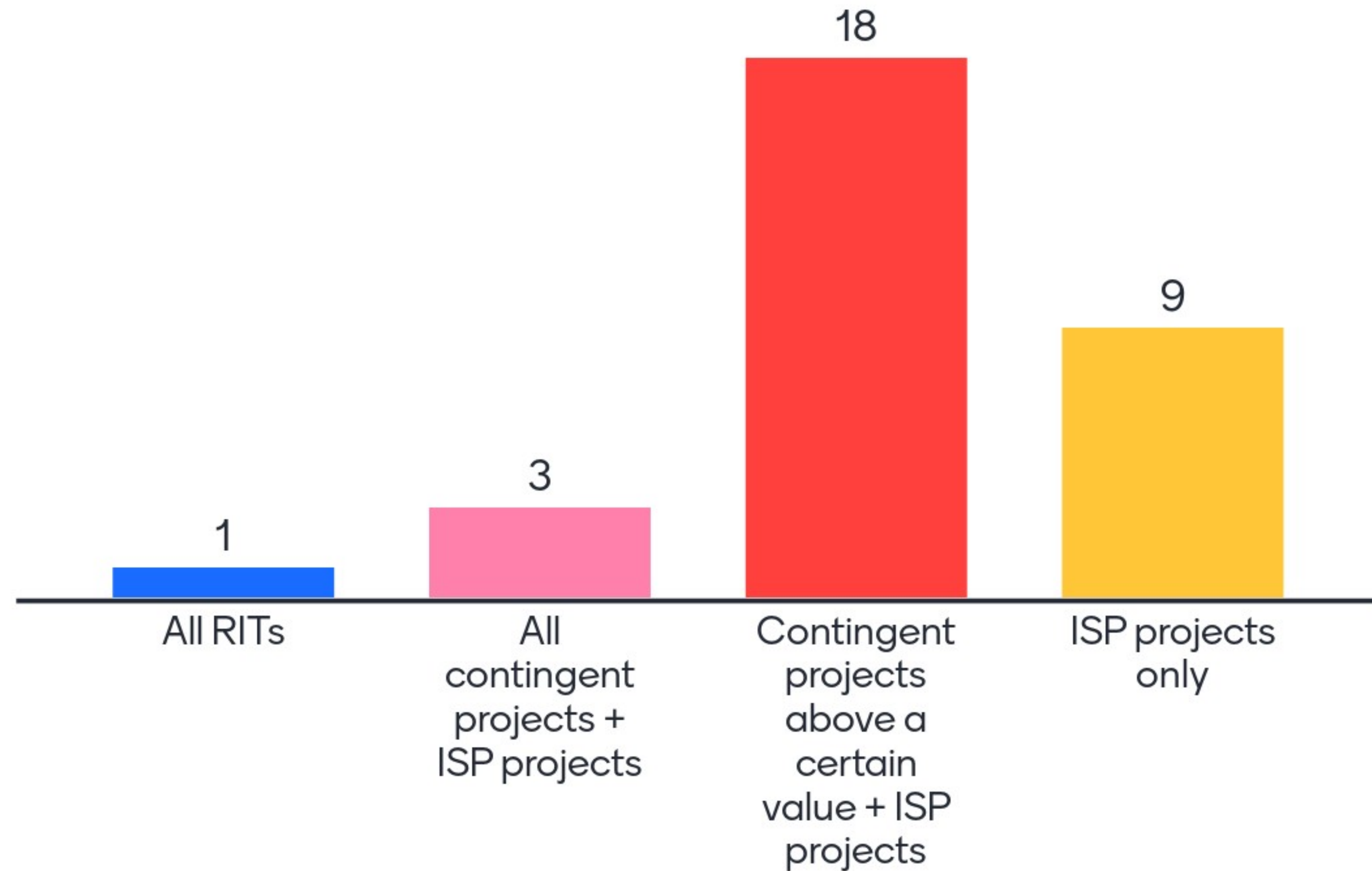


Given that land related costs have strong potential to increase project costs, what level of detail re line routes should be required at RIT stage?





# What projects should be subject to any strengthened requirements?



If answer to previous Q was (c) "contingent projects" what \$ value projects (e.g. >\$100m) should be subject to stronger requirements? (free text)

500M

\$100M

\$444m

\$250m

250M

\$500 million

500

\$100m

\$1b



If answer to previous Q was (c) "contingent projects" what \$ value projects (e.g. >\$100m) should be subject to stronger requirements? (free text)

Projects above \$100m

\$100M

\$200M

\$0, why not

Per proposal - >\$50m dist and  
>\$150m trans

100million

>150 million for Tx

100

\$10m

If answer to previous Q was (c) "contingent projects" what \$ value projects (e.g. >\$100m) should be subject to stronger requirements? (free text)

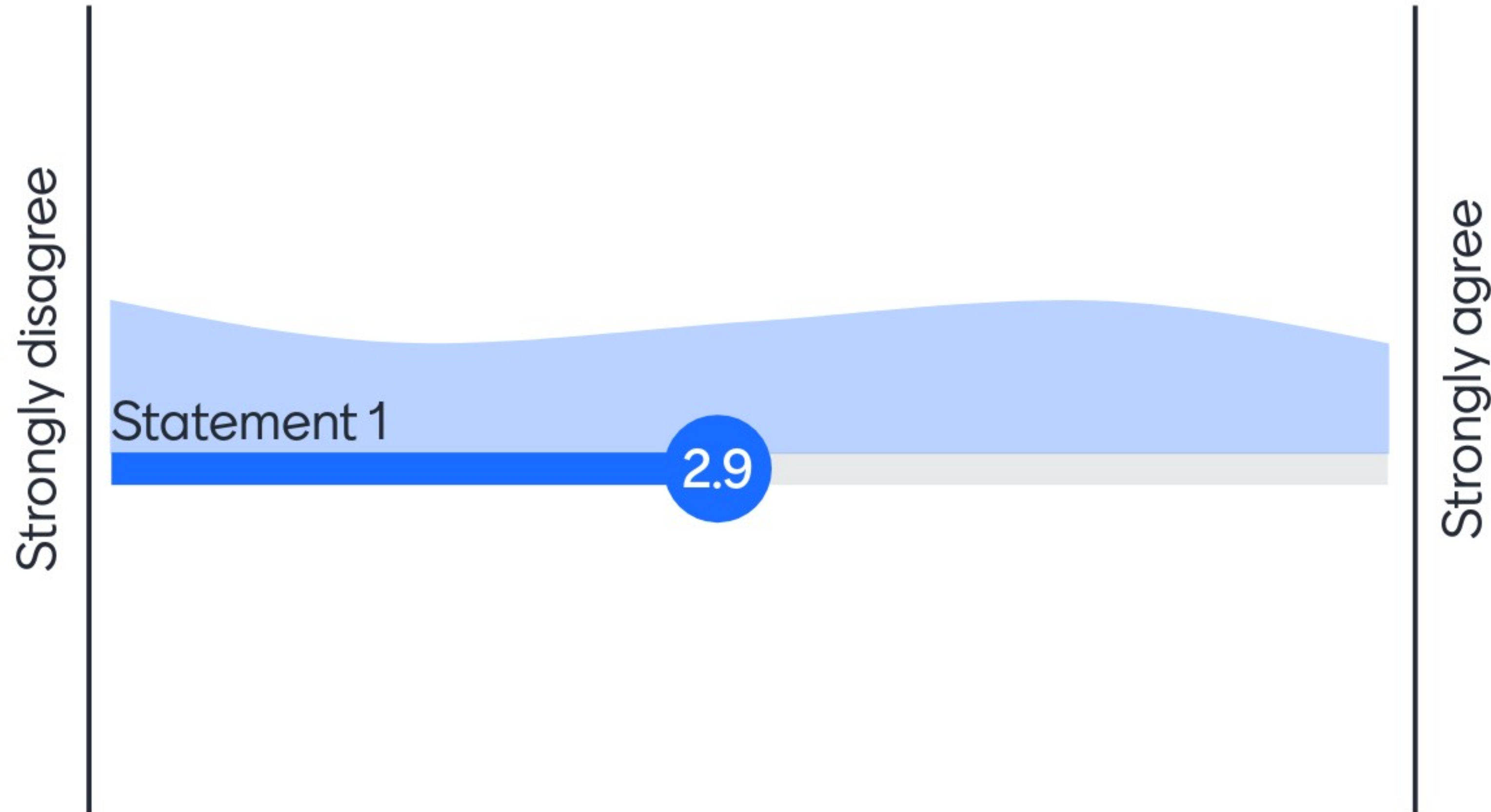
Over \$150m for Tx

>\$250m

500m



# The current stakeholder engagement during the RIT is adequate



# If engagement during the RIT is not adequate, how should stakeholder engagement be strengthened? (open question/free text)

Consumer panel is a good idea

Require evidence of engagement and stakeholder influence

Consumer panel + more time.

See recommendations in the RE-Alliance report on "Building Trust for Transmission - Earning the social licence needed to plug in Australia's REZs".

Some networks have excellent engagement on RITs and BAU

Better consideration of social licence issues and associated costs

Greater transparency of input assumptions and earlier publication of modelling results

Use the consumer panel model used by aemo for the isp and network resets under AER better resets initiative; this would operate through the ritt

Tx companies should engage further with effected landholders earlier.



# If engagement during the RIT is not adequate, how should stakeholder engagement be strengthened? (open question/free text)

Consumer panels, more meaningful engagement by TNSPs, more use of early works and staging to break down the issues for easier consultation

Confidence in the process, not necessarily longer or more consultation

More discussion around the economics across options and their timing.. and inclusion of competition benefits..

more modelling details and assumptions

Improved governance and independence in modelling

More robust analysis undertaken by NSP

Better engagement on drivers of costs especially risks

Stakeholder engagement should consider all stakeholders. Not only those who serve to benefit from the project. Social license across the country is non existent and communities need to be considered stakeholders, rather than an annoyance.

Some network already have customer panel

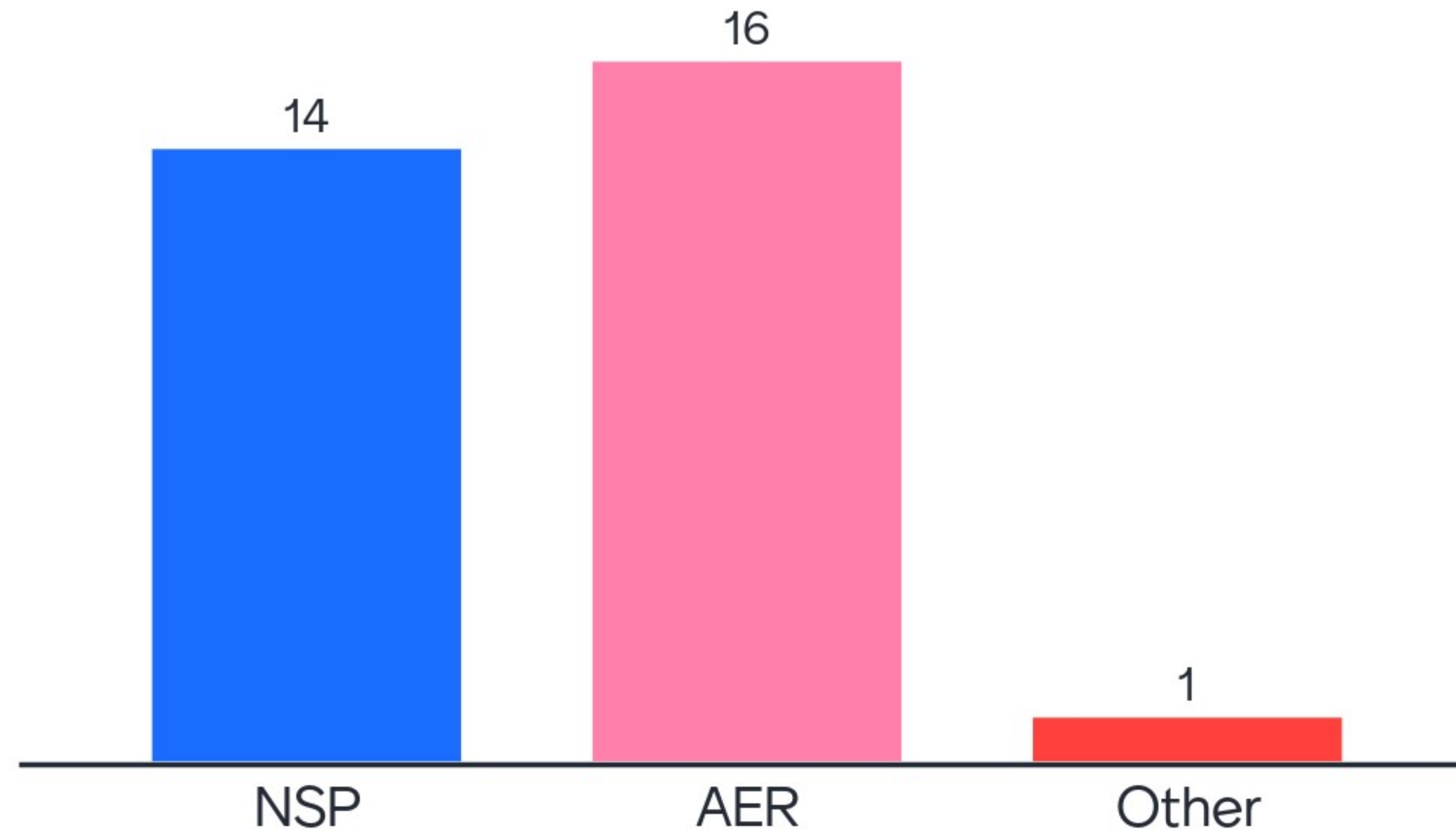
# If engagement during the RIT is not adequate, how should stakeholder engagement be strengthened? (open question/free text)

ISP projects don't get to the ritt stage without a lot of consultation already having occurred

Nit just for 6 weeks formal consultation period by Alistair by with past and continue to cpa



Who should be responsible for determining whether there has been a material change in circumstances (that changes ranking of options in RIT)?



# If you answered "other" to the previous question, then what would you propose? (free text)

Na

The AER can already enforce the TNSP's compliance with that rule.

For isp, aemo

Issue with aer is it's belated

None

NSP should consider in consultation with stakeholders

The cost and time associated with more accurate class requirements for all options

Whilst briefly discussed, regular post implementation reviews of benefits claimed under the original RIT to see if they are actually realised

If investors want more certainty, then perhaps they would be happy to fund



# What other issues need to be considered? (free text)

Instead of trigger review based on a percentage increase, you could do it as an absolute \$\$ figure (adjusted for inflation)

greater transparency, more robust analysis, more pre RIT engagement and work in firming up costs etc

Clarify who pays

More use of sensitivities in the ISP and RIT-T can go a long way to addressing these issues. Staging and early works can also do a lot to help for v large projects, ie use early works to firm up route design and costs through a staged RIT-T

Regarding the RIT-T reapplication requirement trigger. Surely the project cost 'not exceeding' the net market benefit will help ensure NSPs do not dis-proportionally inflate anticipated project costs

Maybe revisit thoughts in how commercial businesses as opposed to monopolies deal with these investment risks..

Threat of more leaving the NEM

More certainty for investors relying on network upgrades

Treatment of risks is still a problematic area

# What other issues need to be considered? (free text)

Should trigger for reapplication be by reference to quantified benefits, rather than arbitrary %?

Consider the purpose of each element of the process. I.e. ISP to identify the need so there is little value in estimating costs or proposing a preferred option. Consider why material change in circumstances hasn't been utilised (i.e. no definition).

The focus should remain on improving cap ex estimates so the AER assess the most likely cost which leads to a net benefits story that can be believed by consumers. we can't continue to have nasty surprises sprung on us.