

EDUCATION, SCIENCE AND TRAINING

SENATE LEGISLATION COMMITTEE – QUESTIONS ON NOTICE 2003-2004 BUDGET ESTIMATES HEARING

Outcome: CSIRO
Output Group: CSIRO

DEST Question No. E257_04

Senator Campbell asked on 4 June 2003, EWRE Hansard pages 338 and 339.

Question:

Do you have a corporate policy, Dr Garrett, about the use of chauffeur driven cars?

What about the use of charter planes or helicopters?

But over the past two years who, in the executive team, has used chauffeur-driven cars, and how often; charter planes or helicopters, and how often; and, when charter planes or helicopters were used, were there or were there not commercial flights available to be used by the executive team?

Answer:

CSIRO has provided the following response.

Chauffer driven cars, charter planes and helicopters

CSIRO Policy

CSIRO Financial Directions (Part 4 Travel - Non-Air Travel Costs - Issued July 1998) notes:

“4.6.2 - Chauffeur driven hire car services should not be used for general travel where taxis are readily available, unless it can be justified as the most cost effective option.”

The use of chartered planes and helicopters is not excluded by CSIRO policy. However, the procurement of all transport services is subject to the CSIRO Financial Directions on the Procurement of Goods and Services. Value for Money is the core principle governing CSIRO procurement. Staff buying goods and services need to be satisfied that the best possible outcome has been achieved, taking into account all relevant costs and benefits on a whole-of-life basis of the goods or services being procured.

Use of chauffeur-driven cars

From 4 June 2001 to 4 June 2003, 13 members of the CSIRO Executive Team (the team comprises 10 members but there have been changes over this period) used chauffeur-driven cars, namely:

| Name of Officer | Number of times used Chauffeur-driven cars |
|--------------------|---|
| Dr Geoff Garrett | 196 |
| Dr Ted Cain | 3 |
| Dr Ron Sandland | 112 |
| Dr Paul Wellings | 46 |
| Dr Bruce Hobbs | 8 |
| Dr Michael Barber | 3 |
| Mr Mike Whelan | 1 |
| Mr Mehrdad Baghai | 48 |
| Mr Peter O'Keefe | 8 |
| Dr Steve Morton | 1 |
| Dr Jim Peacock | 24 |
| Dr Adrian Williams | 15 |
| Dr Graeme Pearman | 23 |

On a case-by-case basis, this service is utilised on the basis of optimising use of time, and enhanced flexibility and reliability.

Use of chartered planes and helicopters

From 4 June 2001 to 4 June 2003, five members of the CSIRO Executive Team travelled on a chartered plane, namely:

| Name of Officer | Number of times used Chartered Plane | Destination | Where commercial flights available? |
|-------------------|---|------------------------------|--|
| Dr Geoff Garrett | 1 | Canberra – Albury (return) | Yes |
| Dr Jim Peacock | 1 | Canberra – Narrabri (return) | No |
| Mr Mike Whelan | 1 | Canberra – Temora (return) | No |
| Ms Di Jay | 1 | Canberra – Temora (return) | No |
| Mr Mehrdad Baghai | 1 | Sydney – Narrabri (return) | Yes |

All of these chartered flights were with other staff members and, as a package, were considered to be cost effective and more convenient and less time consuming than using a commercial flight (where available) or using a motor vehicle.

From 4 June 2001 to 4 June 2003, two members of the CSIRO Executive Team were passengers on a chartered helicopter. Drs Garrett and Cain travelled between Rockhampton and Gladstone in August 2001 on a helicopter being used by the CSIRO Board when visiting laboratories and industrial installations in Queensland.

During the Senate Legislation Committee hearing on 4 June, Dr Garrett noted that he had been taken on a helicopter flight in the Northern Territory. This flight was in March 2001.