

Rural Affairs and Transport Legislation Committee

Questions on Notice Additional Estimates 2010-2011, Tuesday 22 February 2011

Infrastructure and Transport Portfolio

Q no.	Program/ Division or Agency	Senator	Broad topic	Question	Proof Hansard page & hearing date or Written Q	Date rec'd	Date tabled
1	CORP	Nash	Departmental publications	<p>Senator NASH—How many publications would the department do a year in terms of reports?</p> <p>Mr Mrdak—I would have had to check. We do quite a number. The BITRE, for instance, produces a large number of reports.</p> <p>Senator NASH—Could you, if you wouldn't mind, take that on notice. It would just seem, with the amount of publications that the department does, that consideration of having a permanent small group to do all this stuff rather than panels and outsourcing—obviously, as you say, there might not be enough work there to sustain them for—</p> <p>Mr Mrdak—Certainly.</p>	16-17 22/02/11		
2	CORP	Nash	Hospitality expenditure	<p>Senator NASH—...Can I just move on to a question that Senator Colbeck asked on notice. It was regarding the department's hospitality spend since budget estimates 2010 and was, in part: Please detail date, location, purpose and cost of all events. I think that is a very good question that Senator Colbeck has probably asked a number of departments. The answer was a hospitality spend total of \$32,000, but then it went on to say: The Department of Infrastructure and Transport does not record this level of detail in its financial management information system. Why not? Why can't we have a breakdown of where the hospitality was spent?</p> <p>...</p> <p>Senator NASH—So what you are saying is you cannot give me</p>	17-18 22/02/11		

				<p>something similar to the Department of Agriculture’s list, which says, ‘Date of event, 21 May 2010; purpose, Office of Horticultural Market Access Lunch; location, Canberra; cost, \$107’. You cannot do that for me?</p> <p>Mr Banham—Not directly from our system, no.</p> <p>Senator NASH—How do you keep track of individually what you spend on things? Or do you just spend the money and chuck it in a bucket?</p> <p>Mr Mrdak—I think what Mr Banham is highlighting is that we have extracted details from our financial system, which does not record that level of detail, Senator. But I am happy to go back and see if I can give you a more detailed breakdown from individual divisions’ reporting. What Mr Banham is indicating is that our financial system just gives you the aggregate spend across the cost code without the details. Let me go back and see if we can get you a more detailed breakdown by location and event and come back to you.</p> <p>Senator NASH—That would be good. If it exists somewhere but just has not been collated and needs to be garnered individually—</p> <p>Mr Mrdak—That is right. Mr Banham is giving you the answer in respect to our financial transactions system and what that reports. But let us go back and see what additional level of detail we can provide you.</p>			
3	CORP	Nash	Grants approval	<p>Senator NASH—...Just very briefly, the answer to question on notice CORP 14, again by Senator Colbeck—if I can just get you to go to that it might be easier—was about a list of all discretionary grants, including ad hoc and one-off grants since budget estimates last year and details of recipients. The third point in the question was:</p> <p>Did the Minister approve each of these grants? The answer was no. I am interested in knowing which grants the minister did not approve and what the normal process is for grants being granted without ministerial approval.</p> <p>Mr Mrdak—I am just looking at the list, Senator. Some of them are ones for which there has been approval in the past under a program spend but the individual grant payment is then done</p>	18 22/02/11		

				<p>under a delegation by the department. I think it is referring to that. We have made a number of payments. They range from, clearly, grants which are agreed to by the minister, such as programs such as seatbelts on school buses.</p> <p>Senator NASH—The ones approved by the minister are not the ones I want; it was just that the answer was no.</p> <p>Mr Mrdak—They are ones where we have subscriptions to the Australian Road Research Board and those types of grants which are part of a program payment agreed to by the minister but for which individual payments are then authorised by senior officers in the department.</p> <p>Senator NASH—Would you mind taking it on notice to give me a list of those.</p> <p>Mr Mrdak—Certainly.</p>			
4	1.1 IA	Macdonald	Building the Education Revolution projects	<p>Senator IAN MACDONALD—That is in relation to BER. The Cairns Base Hospital: was your department or Infrastructure Australia involved in the funding of that?</p> <p>Mr Mrdak—No, Senator.</p> <p>Senator IAN MACDONALD—Was Infrastructure Australia or the department involved in any building work at all in those electorates that I mentioned, the cyclone electorates, that you can recall?</p> <p>Mr Deegan—We are not involved in any particular projects in a construction phase. The department may have some—</p> <p>Senator IAN MACDONALD—No, not the construction phase, because you do not do construction, but in the looking-at and advice phase.</p> <p>Mr Deegan—I am not aware of any.</p> <p>Senator IAN MACDONALD—Could you take it on notice?</p> <p>Mr Deegan—Yes, I will take it on notice.</p>	35 22/02/11		
5	1.1 IA	Milne	National Land Freight Strategy – Climate change issues	<p>Senator MILNE—I do welcome the fact that you have incorporated those. If we can go to the draft freight strategy that is out today, which you just mentioned. Can you tell me how you brought the climate change issues to bear on your policy recommendations?</p> <p>Mr Deegan—Senator, because there will be a fair bit of detail in</p>	37 22/02/11		

				the response, can I take that on notice and come back to you? I do not have the document in front of me at the moment.			
6	1.1 IA	Milne	Regional Infrastructure Fund	<p>Senator MILNE—They are currently before you in consideration of a priority list. Can you tell me if, in the list of requirements for Infrastructure Australia, you are also asked to perform any functions that the minister, by writing, directs Infrastructure Australia to perform? Have you had any directives from any minister about what you should or should not consider in relation to restricting the scope of your work?</p> <p>Mr Deegan—No. I think I am accurate in saying we have had two directions from the minister. One was in relation to the Moorebank intermodal terminal in New South Wales, on the outskirts of Sydney, and the second, more recently, was to consider some projects that may be funded through the Regional Infrastructure Fund.</p> <p>Senator MILNE—When you say to consider some projects through that particular fund, wouldn't they have been considered anyway in terms of projects that had come up through nominations from the states or otherwise?</p> <p>Mr Deegan—Not necessarily.</p> <p>Senator MILNE—So these are projects that the federal government wants to initiate and have you consider?</p> <p>Mr Deegan—I think there are six projects: two of them have been proposed by the states; the four others are projects that the Commonwealth want to have a look at. I am happy to provide you with the details of those six.</p>	38 22/02/11		
7	1.1 IA	Ludlam	Infrastructure Australia Fund	<p>Senator LUDLAM—Mr Deegan, thank you for coming back in. When Infrastructure Australia was announced, or a short time after it was announced, it was announced as a \$20 billion Infrastructure Australia fund. About a quarter of that was quarantined for version 1 of the NBN project. Open source reporting is indicating that there is about \$800 million left in the fund. I am trying to work this out. Are you only dealing with that amount of money, or are you just setting up your pipeline of projects and letting government take care of funding decisions?</p> <p>Mr Deegan—Essentially the latter point. We are providing</p>	45 22/02/11		

				<p>advice on a range of individual projects that have been proposed by Commonwealth, state or other bodies, but we are also, in the strategic work, looking at other major funding requirements in the long term.</p> <p>Senator LUDLAM—Is the \$800 million figure correct? I just read that in a newspaper. Can you confirm it?</p> <p>Mr Deegan—I would have to take that on notice. I do not know off the top of my head.</p> <p>Senator LUDLAM—You do not know how much money you have left?</p> <p>Mr Deegan—No, principally they are decisions that the Commonwealth take in their budget, but I will establish that for you.</p>			
8	1.1 IA	Ludlam	Building Australia Fund	<p>Senator LUDLAM—Whatever happened to the Building Australia Fund? Did it just quietly get shifted back in—</p> <p>Mr Deegan—The model is still there, and I will check for you the current balance.</p> <p>Senator LUDLAM—Thank you.</p>	46 22/02/11		
9	1.1 IA	Ludlam	High Speed Rail Study	<p>Senator LUDLAM—Thank you. I will probably have to leave it there if I am out of time. My last question on notice then would be about whether you have any involvement in the high-speed rail study that is under way, because I presume they will be looking at many of the same corridors as your study and as are outlined in the freight strategy.</p> <p>Mr Deegan—In part, yes. But I will take that on notice.</p> <p>Senator LUDLAM—Yes, if you could—just the degree of the involvement that you have had. Thanks very much, Mr Deegan.</p>	49 22/02/11		
10	1.1 IA	Colbeck	Main highway between Launceston and Hobart	<p>Senator COLBECK—I mentioned before, when I was talking to Infrastructure Australia, policy on the main highway between Launceston and Hobart. Has the government had any discussions with the Tasmanian government on delivering funding for a four-lane highway between Launceston and Hobart as part of the—</p> <p>Mr Mrdak—It is not in current program, and I am not aware of</p>	51 22/02/11		

				<p>any such discussions.</p> <p>Ms O’Connell—Other than that perhaps, I think, there has been a submission to Infrastructure Australia.</p> <p>There may have been a submission to Infrastructure Australia on—</p> <p>CHAIR—So we have just let the relevant person escape on us?</p> <p>Mr Jagers—Senator, we have not been involved in discussions at departmental level on it.</p> <p>Mr Mrdak—No, not at departmental level.</p> <p>Ms O’Connell—We can check if there has been a submission to Infrastructure Australia.</p> <p>Senator COLBECK—If you could find that out for me on notice, that would be fine, thanks.</p> <p>Ms O’Connell—Yes.</p>			
11	1.1 IA	Williams	Split Rock Dam and Barraba – funding	<ol style="list-style-type: none"> 1) Has there been any application for funding for a pipeline between Split Rock Dam and Barraba in northern NSW? 2) Is Infrastructure Australia the only body to which an application can be made for funding for a project such as this? 	Written		
12	1.1 IA	Nash	Financing for Infrastructure Australia	Has a decision been made on Infrastructure Australia’s financing beyond the end of the financial year?	Written		
13	1.1 IA	Nash	Funding for Infrastructure Australia	<p>In the Treasury’s incoming government brief it was said that the expiration of Infrastructure Australia’s funding would provide an "opportunity to consider ways to enhance its role".</p> <p>What changes are being considered?</p>	Written		
14	1.1 IA	Nash	Infrastructure Australia Council membership	<ol style="list-style-type: none"> 1. Is Dr Ken Henry still a member of Infrastructure Australia, and if so, will he be stepping down when he finishes as Secretary to the Treasury? 2. If so, will he be replaced? 	Written		
15	1.1 IA	Nash	Proposal for a new or expanded dam	<ol style="list-style-type: none"> 1. Has Infrastructure Australia ever assessed a proposal for a new or expanded dam? 2. If so, could the agency please provide details? 	Written		

16	1.1 IA	Nash	Secure water supply options	What is infrastructure Australia's view on the worth of any policy bans which in effect rules out consideration of particular options to secure water supplies, such as building new dams?	Written		
17	1.1 IA	Nash	Bans on rural-urban water trading	Given that a PriceWaterhouseCoopers study recommended that institutional and legislative bans on rural-urban water trading be removed; why did the report not consider 'political constraints' on the construction of new dams?	Written		
18	1.1 IA	Nash	Urban water studies	Given that both the National Water Commission and the Productivity Commission are undertaking urban water studies, what arrangements are in place to coordinate the work across government?	Written		
19	1.1 IA	Ludlam	Projects in WA	<ol style="list-style-type: none"> 1) Can you update us on the status of the six bids we understand the Western Australian government has made to IA, lodged in November 2009? 2) Can you update us particularly the status of the submission it made to establish a port near Point Torment (40km from Derby)? 3) Is IA aware this proposal involves a state government budget of \$42 million for road upgrades and construction that will be required for a port – to support and facilitate a marine supply base for the highly controversial Inpex Browse LNG gas hub? 4) What is the view of IA on providing infrastructure funding for highly wealthy multinational oil and gas industries? 5) Is IA aware of the planning, environmental and native title issues to be overcome in relation to building a port at the remote location? 	Written		
20	1.1 MCU	Macdonald	Major Cities Unit work plan for 2011-12	<p>Senator IAN MACDONALD—Finally, just to come back to where I started, are you allocating your relatively scarce resources, so many per cent, to capital cities and so much effort to regional cities? How are you thinking of dividing your work between major capital cities, minor capital cities—if there are such things—and regional cities?</p> <p>Ms Ekelund—It is not via a scientific formula.</p>	27 22/02/11		

				<p>Senator IAN MACDONALD—Or a mathematical one either.</p> <p>Ms Ekelund—No. It is based on our work program and collaborations, so we have done more work, indeed, in the capitals and we try to work closely with the Council of Capital City Lord Mayors, but we also recognise the importance of regional cities and are ramping up our work in regional cities. We will be featuring regional cities in the 2011 <i>State of Australian cities</i> report, so we are progressing—</p> <p>Senator IAN MACDONALD—Have they not been mentioned today?</p> <p>Ms Ekelund—The <i>State of Australian cities</i> report 2010 covered the 17 cities which were over 100,000 in the 2006 census. Post the 2006 census, Albury-Wodonga has also reached in excess of 100,000, so it is 18 cities we are working in.</p> <p>Senator IAN MACDONALD—Sorry, you said you were going to focus on the regional cities in the next report.</p> <p>Ms Ekelund—Yes, that is right.</p> <p>Senator IAN MACDONALD—My question was: you did not focus on them in the earlier one?</p> <p>Ms Ekelund—We did have data and information about them in the other report, but we want to do a special feature on regional cities in the upcoming report.</p> <p>Senator IAN MACDONALD—You mentioned that in your work plan you had set out certain things. Is your work plan a document that I could ask to be produced to the committee?</p> <p>Mr Mrdak—We can certainly provide on notice details of what the work program is, yes.</p> <p>Senator IAN MACDONALD—Thank you.</p>			
21	1.1 NB-II	Colbeck	Stimulus Plan construction projects – slippage	<p>Senator COLBECK—In the context of that reporting process, what slippage is there? Is everything going to be finished by 30 June this year? What is running behind schedule; what particular projects or programs are running behind and will not be completed within that time frame?</p> <p>Ms O’Connell—Certainly, as part of the overall stimulus plan, there are almost 50,000 major construction projects, and 97 per cent of those have commenced and are well underway; so there are very few, less than three per cent, of major construction</p>	4 22/02/11		

				<p>projects that are yet to have commenced as part of the economic stimulus.</p> <p>Senator NASH—Could we have a list of the three per cent put through? I am happy for you to take that on notice.</p> <p>Ms O’Connell—Yes. We can certainly provide that on notice.</p>			
22	1.1 NB-II	Colbeck	Stimulus Plan construction projects – value	<p>Senator COLBECK—What is the value of the projects not commenced as of your latest report?</p> <p>Ms O’Connell—I have taken the earlier question on notice, which is to provide you the break-up of what is in that three per cent that had not commenced at the end of December. I can also provide you information on the value of that on notice, and I can provide a more up-to-date figure with an additional month’s data at that time.</p>	5 22/02/11		
23	1.1 NB-II	Colbeck	Stimulus Plan construction projects – completion timeframes	<p>Senator COLBECK—What is the likelihood of these projects being completed within the time frame of the program?</p> <p>Ms O’Connell—The additional projects have been scheduled and I can certainly come back to you with information about when they are scheduled for.</p>	5 22/02/11		
24	1.1 NB-II	Colbeck	Stimulus Plan construction projects – update	<p>Senator COLBECK—So the three per cent of the economic stimulus projects that are not commenced are primary school projects and social housing projects. There is nothing else? There is no other category of project?</p> <p>Mr Jagers—I think we agreed to take on notice and to provide you the details of that three per cent.</p> <p>Senator COLBECK—I am just trying to make the numbers add up. You have said that there is 97 per cent commenced; that leaves three per cent not commenced. You have mentioned to me that 99 per cent of primary schools are commenced, and social housing is in the high 90s—98 or 99 per cent. I am struggling to find three per cent of the overall—is that by number or is it by value?</p> <p>Mr Jagers—That is by number.</p> <p>Senator COLBECK—I am just trying to get a perspective on how 98 or 99 per cent of the two categories, if they are</p>	6 22/02/11		

				<p>completed, relates to 97 per cent commenced under the broader picture.</p> <p>Mr Jagers—In relation to social housing, I said I think the number is in the high 90s, but I will have to confirm that and get back to you.</p> <p>Senator COLBECK—Can you tell me where those projects are?</p> <p>Ms O’Connell—We don’t have that information with us. We can provide that information.</p>			
25	1.1 NB-II	Colbeck	Eden Port Feasibility Study – project milestone dates	<p>Senator COLBECK—Does that have any relationship with the National Ports Strategy?</p> <p>Ms O’Connell—In a sense, it forms part of Australia’s port network, so—</p> <p>Senator COLBECK—I understand that.</p> <p>Ms O’Connell—Broadly, it does.</p> <p>Senator COLBECK—So it will be done with an eye to that?</p> <p>Ms O’Connell—Yes.</p> <p>Senator COLBECK—Fine. If you can give me the project milestone dates on that, I am happy to take that on notice.</p> <p>Ms O’Connell—Okay.</p>	11 22/02/11		
26	1.1 NB-II	Macdonald	Nation Building Program – Port of Townsville project funding	<p>Senator IAN MACDONALD—Mr Pittar, are you sure of that, or should you take on notice whether the Commonwealth’s contribution is conditional upon a certain amount by the Queensland Government and by the Townsville Port Authority and, if so, what are they? You may be sure—</p> <p>Mr Pittar—I am happy to confirm that on notice, Senator.</p>	14 22/02/11		
27	1.1 NB-II	Nash	Major Cities Program – project slippages	<p>Senator NASH—Are you aware of any project slippages, cost overruns and project delivery issues surrounding the Major Cities Program, or do you want me to actually ask in Major Cities? I just did not want to ask it there and then have it come back to corporate.</p> <p>Mr Mrdak—Certainly. As to the Major Cities Program, the government funded a number of initiatives in the 2009 budget. There has been one initiative which has been cancelled recently by the government. That is the O-Bahn project in Adelaide. Of</p>	18-19 22/02/11		

				<p>the other projects that are proceeding, there is the Northbridge project in Perth and there is a third one—I will come back to you. The only change to the announced program at this stage that is not proceeding to schedule is the O-Bahn project in Adelaide. The government announced its cancellation as part of its response to the flood budget requirements.</p> <p>Senator NASH—If you could just take it on notice for me and give me some further detail and background on reasons for any of the changes.</p> <p>Mr Mrdak—Certainly.</p> <p>Senator NASH—That would be very useful.</p>			
28	1.1 NB-II	Macdonald	Effect of floods on Nation Building projects	<p>Senator IAN MACDONALD—Mr Mrdak, bearing in mind that a couple of those projects, at least, were intended to mitigate future flood damage, can you indicate, or is this perhaps a question for the minister, the rationale for the cutting of those solemn promises?</p> <p>Mr Mrdak—No promises have been cut. The government has deferred expenditure in the program to out years. All of the projects remain as commitments by the government, both the Australian and the Queensland government. Obviously, the flood situation in Queensland, as the Prime Minister has outlined, has been an unprecedented natural disaster. The Commonwealth and the Queensland government took decisions to look at the existing Nation Building Program in Queensland, to identify those projects that were at the early stages of planning and that were not scheduled for starts of construction for another year or two, to see whether those projects could be deferred for a period, to allow those funds to be reallocated. That is the process we have been undertaking. To identify those savings, we looked at the existing Nation Building Program, we identified—with the Queensland government—projects that were at that stage and agreed with them that these six projects that you have outlined were able to be deferred for a period, given the scheduling of them, and that the commitment would be—</p> <p>Senator IAN MACDONALD—You are starting to repeat yourself. Thank you, Mr Mrdak. Can you give me, perhaps on</p>	33-34 22/02/11		

				<p>notice, when they are deferred to, the extent of the deferment? If you could, on notice, give me a schedule showing when they were going to be done and when it is now anticipated they will?</p> <p>Mr Mrdak—Certainly.</p>			
29	1.1 NB-II	Macdonald	Mackay Ring Road	<p>Senator IAN MACDONALD—Would they? All right. Could I just refer the secretary or the minister to an answer given by the minister for regional Australia, question 128, to the Member for Dawson, Mr Christensen, on a date—looks like 16 February—where Mr Christensen asked on notice where the funding for various projects in the Mackay area, or in the Dawson electorate, was to come from, and he also asked: ‘When will funding for the above election commitments become available and how will recipients access it as soon as possible?’ The answer has been: <i>Funding is available from the financial year 2010-11 and the department is working with proponents to finalise necessary details.</i> I appreciate this is a different department but it is related to the grants that I think would be in this section that we are dealing with. Can anyone tell me in relation to—perhaps on notice—the Mackay ring road, the Mackay Basketball Stadium, the Airlie Beach main street proposal, the Mackay junior soccer grounds and the water park on the Bowen foreshore, what funds are being expended during 2010-11 and what funds will be spent in the subsequent year?</p> <p>Mr Mrdak—The only one of those projects that falls within this portfolio is the Mackay ring road study. That is a commitment of \$10 million under the Regional Infrastructure Fund. Arrangements for that fund are yet to be settled by the government. That is being considered as part of the current budget process, and, obviously, the Regional Infrastructure Fund is also contingent on the resource tax.</p> <p>Sorry, we have one other project, I am advised: the Mackay Stadium project, which is under the Infrastructure Employment program, which is with this portfolio. I am happy to get you some details on that.</p> <p>Senator IAN MACDONALD—According to the answer in writing given by the Minister for Regional Australia, Regional Development and Local Government, (b) is the community</p>	34-35 22/02/11		

				<p>cultural development grants program. But the point is that he has answered them and I assume he therefore had some input from your department. I am wondering if you could take on notice those that are relative to this department as to what funding is being spent in the year 2010-11, which the minister indicated it was—I am just interested in the detail—</p> <p>Mr Mrdak—Certainly, Senator.</p>			
30	1.1 NB-II	Macdonald	Building the Education Revolution – building codes	<p>Senator IAN MACDONALD—in your department, and what the projections are for future funding. Can I move on now to the electorate of Leichhardt, and Cairns, regarding evacuation centres built to category 5 standard. As I understand it, in all of the cyclone areas—that is, putting it in representative terms, the electorates of Dawson, Herbert, Kennedy and Leichhardt—none of the projects under the Building the Education Revolution or any other program through this department have been built to category 5 level. Is that right, do you know?</p> <p>Ms O’Connell—Senator, I am not aware off the top of my head. Obviously, we comply with all the requirements in terms of building codes, but we would need to take that on notice and ask the department of education.</p>	35 22/02/11		
31	1.1 NB-II	Williams	Black Spot funding requests	<p>Senator WILLIAMS—Just moving on to black spot funding, Mr Mrdak, what percentage of applications for black spot funding comes from authorities in regional areas? Have you any idea?</p> <p>Mr Foulds—I believe it is of the order of half. There is no specific rule in the notes on administration for it, but it is roughly that.</p> <p>Senator WILLIAMS—Roughly what percent?</p> <p>Mr Foulds—Roughly 50 per cent.</p> <p>Senator WILLIAMS—About 50?</p> <p>Mr Foulds—Yes.</p> <p>Senator WILLIAMS—And what percentage of projects are approved for funding in regional New South Wales? Have you any idea of that percentage?</p> <p>Mr Foulds—No, I do not have that information with me, but I</p>	53 22/02/11		

				could— Senator WILLIAMS —Take it on notice and perhaps file it? Mr Foulds —Yes.			
32	1.1 NB-II	Siewert	Fitzgerald River National Park Road upgrade and walk trail	With reference to the \$20 million allocated (from federal stimulus funds) to match \$20million WA Premier Colin Barnett earmarked for road works in Fitzgerald River National Park: 1) Has the \$20 million allocated to this project by the Federal Government been expended? 2) If not, how much longer will the Federal funding be available? 3) Was there an economic analysis undertaken that indicated if this expenditure would stimulate the economy, find jobs for displaced mine workers, or be the most economically efficient way to improve tourism? 4) Why has this federally funded project in one of the most ecologically sensitive parts of Australia not been assessed under EPBC Act? 5) What does the Department do to ensure that federally funded projects such as this do not damage the environment?	Written		
33	1.1 NB-II	Heffernan	North-east rail corridor between Melbourne and Albury/Wodonga	I refer to the North East Rail Revitalisation Project. I understand this is a \$501 million project, being run by the ARTC to upgrade the rail corridor between Melbourne and Albury. Specifically, the project involves replacing old timber sleepers with concrete sleepers and converting the 208 kilometres of broad gauge rail line to standard gauge between Seymour and Albury. The ARTC is also upgrading the standard gauge line between Melbourne and Seymour by building four new passing loops. The ARTC will take up the ongoing operation of track between Seymour and Albury on a 45 year lease. 1) I understand the project is being jointly funded. The Commonwealth is contributing \$45 million via the Nation Building Program, the Victorian Government \$171 million and the Australian Rail Track Corporation \$285 million. Is this correct? 2) Can you please provide this Committee with an update of this project?	Written		

				<p>3) Has the project been completed? a) When will it be completed?</p> <p>4) Has the ARTC taken up the lease over the standard gauge between Seymour to Albury? When will that occur?</p> <p>5) What will be the savings in terms of passenger and freight commute times between Melbourne to Sydney, as a result of this project? a) Will it be able to carry more freight rail traffic?</p> <p>6) Are all Sydney to Melbourne XPT services running as normal now? Is CountryLink now running trains between the two cities?</p> <p>7) Are there any speed restrictions in force between Albury and Melbourne?</p> <p>8) There have been various media reports that mud holes continue to degrade the track and present safety issues. I understand the problem is mud holes under the sleepers that breaks up the ballast and leaves the rail tracker and sleepers exposed. Is that correct?</p> <p>9) How many mud holes have appeared on the track?</p> <p>10) How many kilometres of track have been affected by this problem?</p> <p>11) How is the repair program going?</p> <p>12) Have all the mud holes been filled in?</p> <p>13) When will this matter be resolved?</p>			
34	1.1 NB-II	Heffernan	Northern Sydney rail freight corridor	<p>The Labor Party promised during the 2007 election campaign and press release dated 19 November 2007 that Labor will provide \$840 million towards a dedicated freight rail track from North Strathfield to Gosford (Media Release ALP Website 19 November 2007). Now I notice on the department's website that this \$840 million commitment has turned into a \$15 million study:</p> <p><i>The Australian Government is providing \$15 million to undertake planning for the Northern Sydney Rail Freight Corridor. The planning involves developing a concept design, environmental assessment and development approval for infrastructure improvements along the rail corridor between North Strathfield and Broadmeadow (a suburb of</i></p>	Written		

Newcastle). The focus of the planning work is to provide additional capacity for freight rail services, segregate passenger and freight services and to reduce peak-period restrictions on freight services. The planning work is being undertaken by the Transport Infrastructure Development Corporation (TIDC), a NSW Government corporation.

- 1) I refer to the answer the department provided to this Committee in response to a Question on Notice (NB-II 19 dated February 2010). You stated that the study was due to be finished in 2010. I further note that according to the Minister's website, the study is now scheduled to be finished in early 2011.
 - a) So, has the study slipped?
 - b) When will it be finished?
 - c) It is now late 2010. Is the study finished?
- 2) In terms of the Northern Sydney Freight Line, the NSW Transport Construction Authority (TCA) website states that:

TCA has commenced feasibility studies for the program, including options development and assessment. These studies will identify the scope of works for the concept design and environmental assessment for the program. Further information on the options development and environmental assessment will be placed on this site as it becomes available.

The website was last updated 20 July 2010. Do you have the details of the feasibility studies? What progress has been made?
- 3) Has the \$15 million been spent? What are its conclusions?
- 4) I notice that according to media reports dated 29 January 2011, the NSW Premier Kristina Keneally has claimed that the Federal Government is planning to delay spending \$100 million on the Northern Sydney Rail Freight Line, as part of its attempts to find \$675 million in savings to pay for the flood levy. Is it correct that the Northern Sydney Freight Line is on the Federal Government's hit list?
- 5) Is \$100 million being ripped out of this project?
- 6) When will the Federal Government honour its 2007 election

				<p>promise and build the Northern Sydney Freight Line?</p> <p>7) When will the \$840 million be spent?</p> <p>8) What is the expected date of completion?</p> <p>9) How many years will pass before the Federal Government meets its 2007 promise?</p>			
35	1.1 NB-II	Nash	Projects deferred due to floods	Can the agency provide a list of projects that have been deferred to aid flood reconstruction?	Written		
36	1.1 NB-II	Nash	Projects deferred due to floods	Is the agency considering any other projects for deferral to aid flood reconstruction?	Written		
37	1.1 NB-II	Nash	Projects deferred due to floods	Given that the Treasurer has indicated that the \$5.6 billion cost of the floods is only a first estimate, likely to rise; does the agency expect that more infrastructure projects will be deferred to find savings for flood reconstruction?	Written		
38	1.1 NB-II	Nash	Nation Building projects deferred due to floods	<p>With respect to the following projects in North Queensland:</p> <ul style="list-style-type: none"> - Duplication of the highway from Vantassel Street to Flinders Highway - Alternate project arising from Herbert River floodplain study - Realign the highway from sandy corner to Colinsons Lagoon <p>When are these projects due to be completed and what is their adjusted completion date following the deferrals in spending?</p>	Written		
39	1.1 NB-II	Nash	Nation Building projects deferred due to floods	<p>With respect to the following projects in North Queensland:</p> <ul style="list-style-type: none"> - Duplication of the highway from Vantassel Street to Flinders Highway - Alternate project arising from Herbert River floodplain study - Realign the highway from sandy corner to Colinsons Lagoon <p>Can the agency briefly describe the works involved and the expected benefits to North Queensland?</p>	Written		
40	1.1	Nash	Nation Building	Has the agency performed any risk assessment on whether	Written		

	NB-II		projects deferred due to floods	deferring projects at flood mitigation posed a risk in the next few years, given that it would appear that Australia is entering into a La Nina phase which is likely to bring with it increased risk of cyclonic activity in North Queensland?			
41	1.1 NB-II	Nash	O-Bahn expenditure	1) Had the Australian government spent any money on the O-Bahn project before the decision was made to stop it? 2) Is there any other money due to be paid to this project?	Written		
42	1.1 NB-II	Nash	O-Bahn expenditure and use of funds	Given that the government initially announced that the Adelaide O-Bahn project would receive \$61 million in funding, and the announcement of its cancellation would net a saving of \$56 million; what explains the difference, and what was the money spent on?	Written		
43	1.1 NB-II	Nash	Road investment between Townsville and Cairns	At the last estimates Mr Pittar referred to \$220 million of road investment between Townsville and Cairns that was going to deal with some 'flood issues'. 1) What part of these works have been delayed and how long will it be before the road improvements are delivered? 2) What is the practical effect of not making these investments, and how often and for what duration are towns likely to be cut off during a flooding event?	Written		
44	1.1 NB-II	Nash	Queensland flood and cyclone damage	Has the agency any information on the total damage that has occurred to main roads and railway lines in Queensland as a result of the recent floods and cyclones?	Written		
45	1.1 NB-II	Ludlam	WA grain freight haulage	This question relates to the recent decision by CBH to award the WA grain freight haulage by rail in all areas by American company <i>Watco</i> . They have advised all that they are investing \$175 million in rolling stock. 1) Can you confirm that under the current arrangement with ARG they did not need to invest in the rolling stock but could have spent the money on improving current loading facilities instead which would speed up process of loading on trains and negating the need to use excessive road transport, or use some of that money to invest in line maintenance?	Written		

				2) Can you provide further information on the terms of the arrangement being reached?			
46	1.1 NB-II	Ludlam	Grain rail lines in wheat belt areas	<p>These questions relate to the recent decision by the WA government to mothball certain lines in the Wheat belt areas, regardless of certain Federal funding being provided:</p> <p>1) What effect will this have if next year's harvest – as forecasts will be significant?</p> <p>2) Will roads will be the only option for cartage?</p>	Written		
47	2.3 STP	Joyce	Pedestrian safety	<p>Senator JOYCE—I will leave a question on the record then and we will move on. I appreciate, Chair, that you too, as a person who has done a lot of driving, will understand it. We need to know this on the record. I do not know what they call them in Europe. I imagine they call them bullbars there. We certainly call them bullbars or roo bars here. What is the differentiation between the European standard and what is currently the practice in Australia as fitted to a whole range of sedans that are driving our roads and will this European standard have the capacity for which we attach a bullbar—that is, to protect the occupants from the impact with wildlife?</p> <p>Senator Carr—We will take that on notice and get you a descriptor in technical terms of what the differences are.</p>	59 22/02/11		
48	2.3 STP	Abetz	Pedestrian safety	<p>Senator ABETZ—There is a 127-page regulation impact statement dealing with the issue of pedestrian safety. Does that document deal with occupant safety?</p> <p>Mr Hogan—The document is particularly focused on the application of the pedestrian safety standard. There are many Australian design rules which go to the issue of occupant safety. If you are asking whether—</p> <p>Senator ABETZ—I am asking about this statement. Does it deal with occupant safety?</p> <p>Mr Hogan—The intent of the document is that there should be no degradation of occupant safety.</p> <p>Senator ABETZ—That is the intent. Can you take on notice whereabouts in the document that is indicated to us, please?</p> <p>Mr Hogan—Yes.</p>	60 22/02/11		

				<p>Senator ABETZ—Thank you. Can I also ask: does this proposal deal with the issue of winches and driving lights on the front of motor vehicles as well, besides bullbars?</p> <p>Ms O’Connell—We will take that on notice.</p>			
49	2.2 STP	Colbeck	Vehicles carried on TT Line for July-December 2010	<p>Senator COLBECK—Yes, just a couple of quick ones. You provided to Senator Abetz answers to some questions that he asked on my behalf last estimates about vehicle numbers from Tasmania over the last five years, and the latest figures were 2009-10, so I presume they are calendar year numbers. Do you have any figures more up to date than that for the last six months—say, up to the end of December?</p> <p>Ms Gosling—I would have to take that on notice. I do not have those figures with me, and—</p> <p>Senator COLBECK—Okay.</p> <p>Ms Gosling—I am not even sure whether we will be able to get them, but we will certainly try.</p>	62 22/02/11		
50	2.2 STP	Colbeck	Vehicles carried on TT Line during 2009/10, by month	<p>Senator COLBECK—Okay. The other thing that I would be interested in is if I could get some month-on-month trend lines to work out where the peaks and the troughs are in the claims for passenger vehicles under the Bass Strait Passenger Vehicle Equalisation Scheme.</p> <p>Ms Gosling—I will take it on notice and we will see whether that is possible, I guess.</p> <p>Senator COLBECK—Okay.</p> <p>Ms O’Connell—Is it just restricted to passenger vehicles? There are a number of—</p> <p>Senator COLBECK—The document that you give me, ST04 attachment A, is quite a comprehensive one, and I have to say I am pretty pleased with it.</p> <p>Ms O’Connell—So it is the same break-up.</p> <p>Senator COLBECK—If you could break it up based on that, that would really be very helpful. There is a bit of concern at the moment about capacity for passenger vehicles on those vessels, as I think Senator Abetz might have alluded to last time, and I am just trying to get a sense of where that is heading to. I think the effects are probably post the numbers that you have been</p>	62 22/02/11		

				<p>able to give me. That is why I am trying to get something post June last year.</p> <p>Ms O’Connell—Okay, June last year.</p> <p>Senator COLBECK—So I am just trying to get a bit of a sense. But, of course, I recognise that there are seasonal impacts to those numbers as well, so, if I can get some reflection of that, that gives me the capacity to have a bit of a look at what is actually happening in the system. It has dropped from 188,000 vehicles in 2005-06 down to 163,000—this is cars—in 2009-10. There may be a number of reasons for that, but one of the concerns that have been raised is that there is additional freight being placed on the vessels to the extent of about 100 cars per sailing. So I am just trying to get a sense of what the impacts were, and I think those things were instigated during the year last year, so they would not show up in these figures specifically.</p> <p>Ms O’Connell—Okay.</p>			
51	2.3 STP	Nash	National Road Safety Strategy benchmarking	<p>Senator NASH—Do these come out annually—the NRSS?</p> <p>Ms O’Connell—The National Road Safety Strategy?</p> <p>Senator NASH—Yes.</p> <p>Ms O’Connell—The National Road Safety Strategy is a decade-long strategy. It is the international Road Safety Decade of Action, and most countries are looking at a decade of road safety initiatives. It looks at a systems-based approach, so it is not just one single initiative but looks at—</p> <p>Senator NASH—At the whole lot.</p> <p>Ms O’Connell—the whole lot.</p> <p>Senator NASH—Is there any measurement on the way through of how it is tracking, or do you wait until you get to 2020 before you do that?</p> <p>Ms O’Connell—No, there is measurement all the way through in terms of—</p> <p>Senator NASH—Okay. When did it start? Has it only just—</p> <p>Ms Gosling—The draft strategy has just closed. The submissions have just closed, so it will be considered by the Australian Transport Council in May.</p> <p>Senator NASH—Can you, if you would not mind—and I am</p>	63 22/02/11		

				very happy for you to take this on notice— just say what that benchmarking will be over the next 10 years as you are measuring whether or not you are getting towards it or how that is all going to work, thanks...			
52	2.2 STP	Nash	Heavy vehicle rest areas	<p>Senator NASH—..... I have just one last very quick question on the vehicle rest stops. In answer to some very good questions from Senator Williams on notice, basically about the rest stops and the optimum number, one of the answers says: ‘The audit did not quantify an optimal number of rest areas for this network. The audit did, however, identify that there was a deficiency of rest opportunities on 60 per cent of this network, as well as deficiencies in site facilities at existing rest areas.’ It is STP03. How can you know if there is a deficiency if you do not know what the optimal number of rest stops is?</p> <p>Ms O’Connell—I think, in terms of rest stops, when Senator Williams was asking some questions earlier, we did cover the process of the rounds for the heavy vehicle safety package 1, and the second round of heavy vehicle safety package—so that process of how the rest stops are prioritised and then selected. I think this is reflecting that the demands for rest stops are clearly high. The more rest stops, I think, the better, in terms of the process that people are allowed to put forward in submissions.</p> <p>Senator NASH—But you see my point. It is difficult to find out how you can see what is not good enough when you do not know what is good.</p> <p>Ms O’Connell—I think it is probably fair to reflect that there is not a sort of national standard for number of rest stops.</p> <p>Senator NASH—I will go back and read the <i>Hansard</i>, sorry. I do not think I was in the room when Senator Williams was doing that. Perhaps I might put something on notice. I just find it very difficult to see how you can identify what the deficiency is if you do not actually know what the optimum number of rest stops is. Perhaps you could take that on notice for me anyway and come back with more of a thorough answer, thanks.</p>	63-64 22/02/11		
53	2.3 STP	Joyce	Pedestrian safety	<p>Senator JOYCE—I can think of a number of people who have been killed by reason of not having a bull bar and I want to</p>	73 22/02/11		

				<p>know—without being trite about it—how many people are we going to compromise and how many people are actually going to die because they have got the wrong bull bar?</p> <p>Mr Hogan—Senator, there is some work quoted in the regulation impact statement undertaken by the Australian Transport Safety Bureau back in 2000 which showed that this was a very difficult issue to quantify. What the figures in the RIS are about are: if you had the pedestrian safety standard applied to all new vehicles—only new vehicles—from 2013—</p> <p>Senator JOYCE—We are all going to own one of those new vehicles one day, Mr Hogan.</p> <p>Mr Hogan—You would achieve savings of 65 lives and 3000 serious injuries averted.</p> <p>Senator JOYCE—But I can think of one right off the top of my head where, of all things, a sheep got jammed into the steering mechanism and the car flipped. If he had had a bull bar it would not have. The person is dead. The trouble is, I can think of a number who have been killed because they do not have bull bars but I cannot think of one person who has ever been killed by reason of a bull bar.</p> <p>Mr Hogan—We are not suggesting that people are going to be killed by reason of bull bars, Senator. What we are suggesting is implementation of a standard that makes the front of vehicles friendlier to pedestrians. It therefore makes sense that you do what you reasonably can to ensure—</p> <p>CHAIR—Mr Hogan, I am sorry to cut you off. We are going around in circles. Senator Joyce, with your blessing, let's not let it go. Can we get the department to agree to take that on notice and come back to us with something, please?</p> <p>Mr Mrdak—I am happy to try to. We will get some further analysis of those figures.</p>			
54	2.3 STP	Nash	Pedestrian safety	<p>Senator NASH—Within the context of taking that on notice—I think it was the 200 deaths—could you provide for the committee how many of those deaths occurred with a vehicle with a bull bar and how many of those deaths would have occurred with contact with that vehicle anyway even without a bull bar, to determine what can be attributed to a bull bar and</p>	73-74 22/02/11		

				<p>what is just attributed to the accident.</p> <p>Mr Mrdak—I am happy to do that. We will see what the data can tell us.</p> <p>Senator NASH—I think you touched on this, Mr Mrdak, but can you tell us about any work that has been done on rural road fatalities in vehicles that have not been fitted with a bull bar.</p> <p>CHAIR—That makes sense.</p> <p>Mr Mrdak—They are valid points and we will see if the data actually provides that sort of detail.</p>			
55	2.3 STP	Joyce	Pedestrian safety	<p>Senator JOYCE—I hoped to if you did not interrupt. What consultation have you had—this was the end of my question—with the bull bar industry?</p> <p>Ms Gosling—Senator, the RIS is out for comment now until mid-April. There are quite a number of industry organisations that we have forwarded the RIS directly to and that we are in consultation with. I am happy to go through that list or provide that on notice in terms of quite a range of different industry groups that are being consulted and that will obviously make comment on the RIS.</p>	74 22/02/11		
56	2.3 STP	O'Brien	Pedestrian safety	<p>Senator O'BRIEN—That is not what the document on your website says. I have it on the screen now. I have just looked it up at 'Summary of proposed requirements for vehicles and VFPS (bull bars)' under the Australian Department of Infrastructure and Transport, Pedestrian Safety. It says 'where VFPS (bull bars) are fitted, the following would apply' and it says to see table 2. There is 'for vehicles not specifically designed for off-road use' and then it goes through a number of those, and you have got the European standard. It says 'for vehicles specifically designed for off-road use, such as four-wheel drive passenger cars, eg Subaru Forester'. Then it goes on through four-wheel drive light commercial vehicles and four-wheel drive sports utility vehicles and says under a 'standard already established in Australia, Australian Standard 4876.1-2002'. So we are getting mixed messages here. As I said, that specifically names the Subaru Forester as a four-wheel drive passenger car which would</p>	77 22/02/11		

				<p>qualify for the existing Australian standard.</p> <p>Mr Mrdak—What is on the website is what is with the proposal.</p> <p>Mr Hogan—I will have to take that on notice, Senator, and clarify that.</p> <p>Senator O'BRIEN—Sure. I will be interested in that clarification. What is the document you are quoting from?</p> <p>Mr Hogan—I am quoting from the fact sheet. There is a website for Australian design rules and on that website currently sit the draft regulation impact statement, a little bit of explanatory material and a link through to a fact sheet.</p> <p>Senator O'BRIEN—Just in case I cannot find it, could you supply that on notice as well?</p> <p>Mr Hogan—Absolutely.</p> <p>Mr Mrdak—We will provide those, Senator.</p>			
57	2.3 STP	Nash	Pedestrian safety	<p>Senator NASH—How many vehicles are there with bull bars in Australia?</p> <p>Mr Hogan—The figure is somewhere in the regulation impact statement, but I would have to take it on notice.</p>	79 22/02/11		
58	AMSA	Joyce	National Plan Review costings	<p>Senator JOYCE—And do you, Mr Peachey, have a weekly briefing as to where they are or a monthly briefing as to where they are? What is your engagement with them?</p> <p>Mr Peachey—It is routine within the organisation. Our executive team meets each week and if things come up that relate to the national plan review they are raised at that time. I report to our board periodically on these things, as you would expect.</p> <p>Senator JOYCE—How much is it costing?</p> <p>Mr Peachey—Senator, I do not have the figures here, but providing there are no commercial-in-confidence issues, I am more than happy to give you the details.</p>	69 22/02/11		
59	AMSA	Nash	Tender for IT system upgrades	<p>Senator NASH—I understand you are currently calling to tenders to upgrade and install the Oracle Solaris, I think it is, tender operating system?</p>	69 22/02/11		

				<p>Mr Kinley—We may have to hand over to Mr John Young here.</p> <p>Mr Young—I am aware that AMSA has tendered for upgrades to Oracle and Solaris. As I understand it, they are predominantly hardware upgrades because our equipment is reaching end of life, but that whole issue is actually managed by AMSA’s IT section, and I think you have exhausted my knowledge of the subject.</p> <p>Senator NASH—That is a bit tricky. I understand that it is obviously not your area. What do I do, Mr Secretary?</p> <p>Mr Mrdak—We will take it on notice and get you some details.</p>			
60	AMSA	Nash	Tender for IT system upgrades	<p>Senator NASH—So it is a mix of both. Then perhaps, Mr Mrdak, you might want to take this on notice for me. I have got a few questions, which I would have preferred to have dealt with today, on what the system actually does. I understand from reading that it is a rescue system. Obviously it has two components from the point of view of AMSA: the hardware itself and then the software that obviously runs it. I read a report that said the tender calls for a company to be based in the ACT, which seemed a little unusual. So I was interested to know why there was a specific requirement for the company to be from the ACT. Obviously it is going to be a company with particular expertise, and from my research that I have done there only seemed to be one in the ACT, and that was Oracle. So, putting those two things together—and I may be completely wrong, but not being able to get the answers, I am just going to have to do this all on the run for you—if Oracle is the only company that can provide you with this in the ACT, and yet you have required specifically from ACT in the tender, that would seem unusual, to say the least. What would be the point of doing a tender if there is only one company that can do it? If that is the case, why go through the tender process and why is there a requirement for a company based in the ACT?</p> <p>Mr Peachey—Senator, we would be happy to take that on notice.</p>	69-70 22/02/11		
61	AMSA	Nash	Tender for IT system upgrades	<p>Senator NASH—Can I just flag that it is a little unfortunate that we have not got anybody here who can be of assistance. The</p>	70 22/02/11		

				<p>whole point of Senate estimates is actually to ask questions, preferably with an answer on the day. I understand there is no-one here, but—</p> <p>Mr Weng Ho—The requirement that you mentioned is normally put in as one of the service requirements as people are able to turn up and address those issues as and when they arise. Normally what we have in the tender document is that we require the sort of service required. It was implied that it would be good to ACT presence but not necessary. If a company can come back with a response and say, ‘We can facilitate that but by another means,’ we will consider those.</p> <p>Senator NASH—So why ACT in the first place? Why request it jurisdiction-specific?</p> <p>Mr Weng Ho—I think the proximity of service is required because it is, as you say, emergency equipment and, at distance, if a company has not got the service capability within the ACT and it is about the emergency equipment, we have the potential where we might have down time.</p> <p>Senator NASH—Is it correct that there is only the one company in the ACT that can provide this service for you?</p> <p>Mr Weng Ho—I am not sure. I have to take that on notice.</p>			
62	2.2 P&R	Milne	Oil price projections	<p>Senator MILNE—I note from the agency’s overview that the statement of intent is that the department contributes to the wellbeing of all Australians and one of the outcomes is improved infrastructure across Australia and an efficient, sustainable, competitive, safe and secure transport system for all transport users. What is the assumption built into all of the transport planning that you are doing about oil and oil availability into the future?</p> <p>Mr Mrdak—I think, as Dr Dolman has indicated in past estimates, when we do look at future forecasts for transport growth we do factor in available estimates of oil price, as is done with best practice in transport forecasting.</p> <p>Senator MILNE—I am glad to hear that you take it into account, but there is no evidence that we can see at all in the plans that you release that it is taken into account. So what is the assumption that you have made behind the release today of the</p>	19 22/02/11		

				<p>draft national freight strategy, for example? What is the assumption about oil?</p> <p>Mr Mrdak—All of the projections that are produced by our bureau, as well as other transport forecasters, make projections of what is the likely scenario for oil prices. I can get you the details of that specifically, but all of the transport projections that are produced indicate substantial growth in Australian land transport and marine and aviation transport over the forecast period. The presumption sitting behind the Infrastructure Australia discussion paper, which is being released today, is that that growth needs to be catered for and needs to be met, particularly the growth in freight. As you would be aware, it has been long said that the doubling of the freight task by 2020 has been a planning parameter to which we have been working.</p> <p>Senator MILNE—I accept that you are projecting increased demand and I note that in the national draft freight strategy a lot has been said about provision of roads, et cetera, and road user charges. But if you are charged with providing advice to government about a sustainable transport system into the future then the community needs to know what the assumptions are behind this draft national freight strategy about the availability and price of oil into the future. What are you assuming: that oil will always be available to use to support the Australian transport system? Or do we have an assumption that we are aiming to reduce our dependence on imported oil by moving to other forms of energy? Or are we assuming we are getting people off the roads and onto rail? What are we assuming about the future and oil?</p> <p>Mr Mrdak—I will come back to you with the specifics of the oil price that is factored into our transport projections.</p>			
63	2.2 P&R	Coonan	Value of the contract for phase 1 of the high-speed rail study	<p>Senator COONAN—On announcing the terms of reference: can somebody confirm if the tender has now been let, the date of it and to whom it was awarded?</p> <p>Mr Mrdak—Yes, certainly, Senator. The first phase contract has been let. It is a consortium led by AECOM and that consortium includes KPMG, Sinclair Knight Merz and Grimshaw Architects in the AECOM consortium. That contract</p>	50 22/02/11		

				<p>was awarded in January and that contract is now underway.</p> <p>Senator COONAN—Dated 20 January; would that be right?</p> <p>Ms O’Connell—That could be the announcement date. It was announced at the time.</p> <p>Senator COONAN—It was the only one I could find. So I have assumed—</p> <p>Ms O’Connell—It was announced at the time, Senator, in January.</p> <p>Senator COONAN—What amount is that one?</p> <p>Mr Mrdak—The contract I would have to take on notice, I think the work is around \$4.3 million for this initial contract.</p>			
64	2.2 P&R	Coonan	Members of the high-speed rail reference group	<p>Senator COONAN—I have a couple of other questions. The formal reference group: has that been established, and who is on it?</p> <p>Mr Mrdak—Yes, the reference group has been established. It is chaired by me. It includes representatives from Infrastructure Partnerships Australia, the Australasian Railway Association—</p> <p>Senator COONAN—Can we have their names?</p> <p>Mr Mrdak—Certainly.</p> <p>Ms O’Connell—Brendan Lyon from Infrastructure Partnerships Australia.</p> <p>Mr Mrdak—Brendan Lyon from Infrastructure Partnerships Australia.</p> <p>Ms O’Connell—Bryan Nye from the Australasian Railway Association. My colleague might have to help me with the person’s name, but from the CRC for Rail Innovation there is—</p> <p>Mr Mrdak—We will get you a list of names today.</p> <p>Senator COONAN—You will take that on notice—</p> <p>Ms O’Connell—We can tell you the organisations.</p> <p>Senator COONAN—given the time.</p> <p>Mr Mrdak—We have the head of the ACT Minister’s Department; the Department of Infrastructure and Planning in Queensland; Transport New South Wales, Les Wielinga; the Australian Local Government Association, Mr Beresford-Wylie; and the Department of Premier and Cabinet in Victoria represented on that reference group. I will get you the names.</p>	50-51 22/02/11		

65	2.2 P&R	Nash	Port Botany – landside improvements	<p>Senator NASH—You say we are sort of middle of the pack in terms of other country comparison. You have certainly done the work to identify where we are at and what we are doing. Do you do work, though, on how we could improve, or is it really just the retrospective where we are at, how we are going and that sort of benchmarking?</p> <p>Mr Dolman—Essentially, this comes out of our statistics area, so it is largely recording what is happening. What we are looking to do is improve the quality of the statistics that we collect, but also get a deeper understanding of what is happening. And to some extent that is why we are working with the policy areas both from our department and the Australian Maritime Group to give them an understanding of how Australian ports are performing and how they can improve. And that information, as I said, showing that the wharf side is actually working quite productively, but the problems are on the land side, is then feeding into the port strategy that Infrastructure Australia is developing and the development of policy to address those problems.</p> <p>Mr Mrdak—The port strategy which Infrastructure Australia has developed has got quite a bit of focus on setting performance indicators going forward, which is really designed to get around that issue, as you are saying, as to where we want to position ourselves. Therefore, the industry starts to work towards much more defined targets. Clearly, the issue that has been identified is the port land interface where we think the greatest opportunity is for productivity improvements on the Australian waterfront.</p> <p>Senator NASH—How do you encourage that to happen? You can have targets here, but how do you ensure that all of those factors come together to reach your targets?</p> <p>Mr Mrdak—In many ways the work that has been done around a number of ports already gives us a pointer. One is additional investment into some of the transport linkages on the waterfront. The other part of it is better coordination between the parties. We have seen, for instance, in Port Botany attempts to lift the movement rate by alternative opening hours, alternative pricing arrangements and those sorts of things which actually provide incentives. That is the way it has been dealt with and that is</p>	82 22/02/11		
----	------------	------	---	---	----------------	--	--

				<p>consistent with what is being done offshore as well and also investment in new systems.</p> <p>Senator NASH—Would you take on notice for me, just as an example on Port Botany, what they have done to improve that level?</p> <p>Mr Mrdak—Certainly.</p>			
66	2.3 P&R	Nash	Road deaths in Australia	<p>Senator NASH—That would be really useful. Finally, on road deaths what is the average road death per year over the last few years?</p> <p>Ms O’Connell—In Australia?</p> <p>Senator NASH—Yes, in Australia.</p> <p>Mr Dolman—The most recent publication we have is for January 2010 and during the 12 months up to the end of January 2010 there were a total of 1,329 deaths.</p> <p>Senator NASH—Have you got the year before as well?</p> <p>Mr Dolman—It does include the year before. It is actually an 11½ per cent decrease on the 12-month period.</p> <p>Senator NASH—Would you take it on notice to give me those figures annually for the previous 10 years as well. I find it extraordinary that if a thousand people died in one place in Sydney, the country would be in absolute uproar, but we have become almost immune to road deaths in the way they happen sporadically. It is an issue we certainly need to spend some more time on.</p> <p>Mr Dolman—On the positive side, though, this is the lowest monthly fatality rate on record.</p>	82 22/02/11		
67	2.1 OTS	Heffernan	Offences precluding MSIC applications	<p>Senator HEFFERNAN—Thank you. I want to go into regional security in a minute, but just quickly, in response to some questions that I asked at an earlier Estimates in October, I just want to clarify a couple of matters; thank you for the answers you have given. In terms of the Maritime Security Identification Cards, what types of offences are classified as disclosable criminal offences? Maybe you would like to table it if it is a complicated document.</p> <p>Mr Retter—Mr Dreezer will answer that, Senator, if you are</p>	86 22/02/11		

			<p>happy with that.</p> <p>Mr Dreezer—Disclosable criminal offences basically relate to those offences which are part of your criminal history, so it is any particular offence which, as I understand it, is an offence that you would have that would arise out of a background check. That is a disclosable offence.</p> <p>Senator HEFFERNAN—When I apply for a security clearance card, I do not own up to you; you investigate me. If I am Joe Bloggs, I may have—which I have had plenty of—speeding tickets et cetera, but I have not threatened anyone with bloody murder or something. But, for the public to get a sense of where is the cut-off point, that would be a judgment that is made on the side by the government?</p> <p>Mr Dreezer—CrimTrac conduct the background-checking process. It is not up to the applicant to advise the issuing body of their criminal offences, and those offences that are identified by CrimTrac are subsequently reviewed by AusCheck, which conducts the background-checking process to confirm whether or not they are offences that are within the offence categories within either the Aviation Security Identification Card regulations or the Maritime Security Identification Card regulations. Separate to that, there are also offences that need to be disclosed by either an ASIC or an MSIC holder. In respect of ASICs, they are aviation-security-relevant offences, and the categories of those offences are outlined in the regulations as well. Similarly, MSCI holders also have to report to their issuing body on whether or not they have been convicted of a maritime-security-relevant offence after the background checking process has occurred.</p> <p>Senator HEFFERNAN—So, as I understand it from the answer, of 963 people who applied for an MSIC, only 30 had disclosable criminal offences and only 30 of these people were refused a pass. What specific offences precluded the 30 applicants but let the 933 people through?</p> <p>Mr Dreezer—I would have to take that on notice, because I do not have those figures in front of me.</p> <p>Senator HEFFERNAN—That would be good if you could.</p> <p>Mr Dreezer—Are you referring to the application statistics that</p>			
--	--	--	--	--	--	--

				<p>we provided you for ASICs or MSICs?</p> <p>Senator HEFFERNAN—I am referring to the question I asked about how many applicants for your Maritime Security Identification Card had previous criminal convictions, and it was the Office of Transport Security 04, question 2.</p> <p>Mr Dreezer—I will take that one on notice, if I could.</p>			
68	2.1 OTS	Heffernan	Regional airport passenger numbers	<p>Senator HEFFERNAN—... Can you provide information on the number of passengers that pass through regional airports annually and the airlines that service them? Can you take that on notice?</p> <p>Mr Robertson—Yes, we can.</p>	87 22/02/11		
69	2.1 OTS	Heffernan	Body scanners	<p>I refer to the 2010-11 Budget that provides \$28.5 million to help the industry introduce a range of new technologies at passenger screening points, including the latest body scanners. I understand that from early 2011 body scanners will be introduced progressively at screening points servicing international departure passengers.</p> <ol style="list-style-type: none"> 1) How is this initiative going? Do you have any updates to the Committee on this issue? 2) Have you developed any thoughts regarding which airports will receive these machines first? 3) Obviously there are major concerns regarding privacy. How is your consultation going regarding this matter? <ol style="list-style-type: none"> a) Who has the Office of Transport Security consulted about the application of such screening devices? 4) Is the Dept in liaison with the office of the Privacy Commissioner? <ol style="list-style-type: none"> a) If not, why not? b) If your answer is you don't comment about other agencies, when will OTS see their report and will their comments/views be taking into consideration? 5) Can you now advise if you have talked to the members of the Privacy Authorities Australia forum? 6) Has the Australian Radiation Protection and Nuclear Safety 	Written		

				<p>Agency given assurance that there is no risk of excessive radiation exposure to screened passengers and to the operators of such scanning machines?</p> <p>7) What sort of delays do you imagine will take place at international departure gates as a result of implementing full body scanners? What will be the total number of passengers scanned in one typical day in Sydney airport? How long will it take per passenger?</p> <p>8) Can you give an absolute assurance to this committee that no inappropriate pictures of passengers, particularly celebrities, will end up on the internet? What is the basis of your confidence?</p> <p>9) What other jurisdictions have applied this technology? How have these concerns been addressed?</p> <p>10) Are scanners fail-safe? Will they be able to deal with binary explosives?</p> <p>11) I understand that in the United States it is mandatory to present photo identification prior to passing a screening point at an airport. In Australia, it is possible to purchase an online ticket to travel domestically, with no checked baggage, without presenting photo identification. Is that correct?</p> <p>12) Does that mean in Australia it is theoretically possible to swap boarding passes prior to boarding a flight? In other words, it is possible not to be sure of the identity of passengers on domestic commercial flights in Australia. Is that correct?</p> <p>13) Does the Government propose to address this?</p>			
70	2.1 OTS	Heffernan	Aviation White Paper	<p>I refer to the Aviation White Paper – <i>Flight Path to the Future</i> – released in December last year. Specifically, the White Paper flags a change to the mandatory passenger and baggage screening requirements. The White Paper notes that from 1 July 2010 the trigger for compulsory passenger and baggage screening for Regular Public Transport and open charter aircraft will be applied to aircraft with a Maximum Takeoff Weight of 30,000 kilograms, regardless as to whether the aircraft is jet or turbo propelled.</p>	Written		

			<p>I further understand that according to the White Paper, the trigger for compulsory passenger and baggage screening for aircraft conducting Regular Public Transport and open charter will be lowered to those aircraft with a Maximum Takeoff Weight of 20,000 kilograms by 1 July 2014. And I further note that in Minister Albanese's press conference on 9 February 2010, it has been brought forward to 2012.</p> <ol style="list-style-type: none">1) So by 1 July 2012 all aircraft with a Maximum Takeoff Weight of 20,000kg will require compulsory passenger and baggage screening. Is that correct?2) I refer to the Government's new so-called <i>Strengthening Aviation Security</i> initiative. This \$200 million package includes \$32 million to bring forward screening at a number of additional regional airports that are currently served by larger passenger turbo-prop aircraft. I further understand that this commitment has been confirmed in the 2010-11 Budget. I also note that the White Paper states, on page 141 that <i>The Government will work closely with industry to ensure an effective transition to these new requirements.</i> Does this \$32 million fund apply to these transition arrangements?3) What will be the upfront construction cost to upgrade regional airports that do not have the required screening facilities that are being serviced by the Dash 8 400 series?4) What will be the upfront construction cost to upgrade the listed regional airports that are serviced by the Dash 8 series 200 and 300 aircraft, to be able to operate the Dash 8 400 series?5) What will be the additional annual security running costs upon the regional airports that do not have the required screening facilities that are being serviced by the Dash 8 400 series?6) Should the regional airports that are currently serviced by the Dash 8 series 200 and 300 be upgraded to operate the Dash 8 400 series, what would be the additional security running costs?7) I assume, in order to be compliant with the new security requirements, the total capital and additional annual running			
--	--	--	---	--	--	--

				<p>cost upon affected regional airports will be in the league of \$100 million. Is that your understanding?</p> <p>8) What do you think is the correct figure?</p> <p>9) The \$32 million falls rather short doesn't it?</p> <p>10) Where will the balance come from – ie the \$68 million?</p> <p>11) What do you think is the shortfall?</p> <p>12) Which regional airports will receive the benefit of this \$32 million to pay for screening measures?</p> <p>13) Will the Government promise to provide assistance to the long-suffering regional aviation commuter so they are not slugged by additional fare increases?</p>			
71	2.1 OTS	Nash	Maritime Security Identification Cards	<p>1) Can the agency please report on enhancements that were made to the Maritime Security Identification Card (MSIC) in December 2010?</p> <p>2) Why were the MSIC obligations enhanced?</p> <p>3) Was this done in response to specific threats or risks?</p> <p>4) Why were the MSIC amendments not made in early 2010?</p> <p>5) Is any consideration being given to further strengthening the MSIC arrangements?</p>	Written		
72	2.4 AAA	Ryan	Melbourne Airport runway overlay	<p>Runway works at Melbourne Airport – temporary closure of the east-west runway:</p> <p>1) What consultation was undertaken with local community consultative groups about the temporary runway closure and its impact on aircraft noise in the local community?</p> <p>2) Why was there no information conveyed to residents impacted by post or other household delivery means?</p>	Written		
73	2.4 AAA	Heffernan	Airservices Australia – en route payment scheme	<p>1) The Government said in the Aviation White Paper that it was going to replace the en route scheme for regional air services with a new scheme on 1 July 2010. So far no new scheme has been introduced. When is the Government going to introduce a new scheme?</p> <p>2) Has there been any consultation with industry or representative bodies like the RAAA on the type of replacement scheme that would be effective? If not, will there be any?</p>	Written		

				<p>3) Has the Government/department undertaken any research or consultation with industry on what will be the effect of cancelling the existing scheme?</p> <p>4) Does the Government have any evidence that the old scheme has failed to provide an effective subsidy for regional air services? Has there been any research done on this?</p> <p>5) Is the Government/department aware of the vital nature of regional air services to the smaller centres and that they often provide the only access to specialist doctors and medical services?</p> <p>a) Are they aware of the consequences of losing such services for some regional centres? What is the Government going to do as an alternative?</p> <p>b) Will the new scheme as proposed in the White Paper address these issues for regional centres that are not in the Australian Standard Geographical Classification for Remote Areas (as per the map in the White Paper)?</p> <p>c) If not how does the Government justify the possible loss of these routes?</p> <p>6) Is the Government aware of whether the cancellation of the old scheme would lead to any regional routes being cancelled?</p> <p>a) Has industry given any feedback that this could be a likely outcome?</p> <p>7) Will the benefits of the new scheme outweigh the disadvantages of cancelling the old scheme?</p> <p>8) Given that there is an obvious negative impact to regional communities if the old scheme is cancelled, what empirical evidence would the Government be collecting to demonstrate that the new scheme will be more cost effective?</p> <p>a) Has the Government set up any benchmarks and KPIs for measuring the success of the new scheme? In other words, how will the Government/department ensure that any new scheme will be as effective as the existing scheme?</p> <p>9) What will be the cost of the new scheme and how will that compare to the cost of the existing scheme?</p> <p>10) In previous discussions on the future of the en route scheme there has been sentiment expressed by the Dept that it should</p>			
--	--	--	--	--	--	--	--

				be stopped because most of it went to Rex. Is that still the sentiment? Is that an appropriate sentiment?			
74	2.4 AAA	Nash	Policy changes since release of the Aviation White Paper	Given that it has been more than a year since the release of the white paper on National Aviation Policy, what are some of the main policy changes brought about from the white paper?	Written		
75	2.4 AAA	Nash	Planning Coordination Forums (PCFs)	One of the reforms within the white paper included forums for each primary capital city airport to enable more effective engagement; Have these forums ever taken place?	Written		
76	2.4 AAA	Nash	Aviation Strategic Plan	The white paper says that the government will be working with the NSW government to develop a strategic plan for the Sydney region; has this been completed?	Written		
77	AA	Heffernan	Long term pricing agreement	<p>Senator HEFFERNAN—Air Services Australia says its next long-term pricing proposal will provide an overall real reduction in charges averaging six per cent a year when inflationary pressures are factored in. Can you please explain this proposal?</p> <p>Mr Russell—The five-year pricing agreement that we had in place until this stage expired in December 2009. Due to the global financial situation at that time and the impact on the aviation industry, the board of Air Services decided that we would freeze our prices for two years from the middle of 2009 until what we expect to be a new pricing agreement around the middle of this year. We have been in consultation, we have issued a draft pricing proposal, as we normally do, we have been in consultation with all elements of the industry throughout Australia and we are just in the process of finalising our proposal that will go to the ACCC. The question is, in view of the fact that we have had a price increase for the last two years, over the life of the coming five-year proposal, if it is agreed by the ACCC, there will be a modest increase in the order of seven per cent. We fundamentally are managing our costs, which are rising through better productivity within our organisation.</p> <p>Senator HEFFERNAN—It has been indicated that regional airports will also be capped with the shortfall recovered from en</p>	108 22/02/11		

				<p>route services. Can you provide detail or a list of the regional airports which will be capped?</p> <p>Mr Russell—I am happy to take that detail on notice, if you do not mind, and come back to you.</p>			
78	AA	Nash	Long term pricing agreement	<ol style="list-style-type: none"> 1) Has the agency's long term pricing agreement been put on hold until July 2011? 2) If so, what effect does this have on the agency's revenue raising activity? 3) What are the agency's projected price increases with the establishment of the new Long Term Pricing Agreement? 	Written		
79	CASA	Back	PBN trial figures	<p>Senator BACK—I want to turn again, if I may, to the new technologies. I wonder if you could give us an update on the performance based navigation system trial which I understand is being trialled in Brisbane.</p> <p>Mr McCormick—Perhaps Mr Peter Cromarty, who is the executive manager of the Airspace Regulation group, can give you the technical details.</p> <p>Senator BACK—Fortunately, I have got Senator Heffernan here who can interpret those technical details for me.</p> <p>Mr Cromarty—The trial to which you refer has completed a large number of approaches. It is called the 'green approach', which takes the traffic down the river. I do not have the exact figures in front of me but I can certainly supply those to you. For a period of about two years up until the end of last year, there were several thousand approaches flown and several tens of thousands of tonnes of fuel and carbon emissions were saved. I cannot give you the exact numbers now, but I can supply those to you if I can take those on notice.</p>	97 22/02/11		
80	CASA	Xenophon	Overseas pilots	<p>Senator XENOPHON—Sure. And on notice, for those overseas pilots that come into the country, how many instances have there been in the last 12 months where you have undertaken checks and the like; if you could just take that on notice.</p>	100 22/02/11		

81	CASA	Xenophon	Cabin crew fatigue	<p>Senator XENOPHON—That is right. But also, if you are on a plane for 16 hours on duty, you get tired. So there is no jurisdiction for you at this stage?</p> <p>Mr McCormick—Well, I think, following on from Dr Aleck, the safety management system that airlines are required to have should address these issues. Actual specifics on what is in there around cabin crew, I can take on notice and let you know what we have at the moment.</p>	101 22/02/11		
82	CASA	Xenophon	Pilot rest	<p>Senator XENOPHON—Okay. I will just move on. It has been put to me that some airlines are selling half the rest seats on flights for pilots, which means that pilots and crew have to share a seat with a passenger. I think sometimes they just have a curtain. I have had complaints that that is not a satisfactory way to look after pilots who are supposed to rest and might be nudged by a passenger next to them. Is there an issue there that CASA can look at? Is that within your purview?</p> <p>Mr McCormick—To my knowledge, we have not had any of those complaints brought to us. We will check to see what there is.</p>	101 22/02/11		
83	CASA	Abetz	Hart resignation	<p>Senator ABETZ—This was a very serious matter. Did you make a file note as to when that conversation with Mr Hart took place?</p> <p>Mr McCormick—I can check that. I would have to take that on notice.</p> <p>Senator ABETZ—Is there a file note?</p> <p>Senator CARR—He has already indicated that—</p> <p>Senator ABETZ—No, is there a file note?</p> <p>Mr McCormick—I do not know, Senator, so I will take it on notice.</p>	105 22/02/11		
84	CASA	Abetz	Complaint by Mr van de Wiel	<p>Senator ABETZ—...There is a very longstanding complaint by a captain or former captain, Stan Van de Wiel—V-a-n d-e W-i-e-l, a three-word surname. I do not want to canvas this in great detail, other than to note that he alleges that on 15 August he wrote to the then minister, the Hon. Mark Vale, requesting assistance with the issues that had been before CASA, and I do</p>	106 22/02/11		

				<p>not want to canvas what those issues were. The minister's response, reference 08170 of 2007, was to request Mr Bruce Byron, CEO of CASA: <i>... to provide me with a detailed response so that these longstanding issues may be resolved.</i></p> <p>I am advised that as of November 2010, there is still no response to any of his directed questions. If you can take on notice what the current status of that file is, whether his matters have been attended to, and any information that might assist us in relation to the nature of the complaint and the longstanding nature of the complaint.</p> <p>Mr McCormick—Was that 15 August 2007? We did not get the year.</p> <p>Senator ABETZ—Yes, it was, 15 August 2007. He wrote to the then minister.</p> <p>Mr McCormick—I have heard the name. I do not know the issue. We will take it on notice.</p>			
85	CASA	Heffernan	Mr Richard Green	<p>1) Clause 42ZC(6) permits CASA, where appropriate, to issue an Instrument for maintenance to an individual who has not been through the normal training channels and who has not taken the examinations that are required of a Licenced Aircraft Maintenance Engineer (LAME). CASA commented in Senate Estimates on 22 February 2011 that "Mr Richard Green does not have an aircraft maintenance engineering background, and CASA has no record of Mr Green completing any of the prerequisite aircraft maintenance engineering examinations."</p> <p>a) Would CASA please advise the relevance of these observations to an Instrument issued pursuant to section 42ZC(6) of the Regulations?</p> <p>b) The above-mentioned clause has clearly been specifically incorporated to cater for a situation such as Mr Green's has it not?</p> <p>2) In an incident in a northern Cape York wilderness area, CASA stated in Senate Estimates on 22 February 2011 that this maintenance was outside the scope of his maintenance</p>	Written		

				<p>authority; the maintenance was carried out using an unauthorised material and was not carried out in accordance with the manufacturer's data or any other approved data. I understand this observation relates to an emergency repair that was conducted in order to permit a private helicopter to be flown from a wilderness environment, was it not? Is it correct there is no one in CASA who has a technical understanding of how to repair a composite helicopter blade? If yes, who is authorized person in CASA?</p> <p>Q. Can I ask who is the ultimate authority with regard to the technicalities of such a repair as they might affect the safety of air navigation – is it CASA or the helicopter manufacturer?</p> <p>a) If “CASA”, do you believe CASA knows more about the repair of composite helicopter rotor blades than the manufacturer of the helicopter and its blades? Would appreciate the names of the CASA technicians please.</p> <p>b) If your answer is “the manufacturer”, then did the manufacturer have anything to say at the time about this repair? I understand Mr Green at the time phoned the engineers in the factory in Germany for advice. The manufacturer formally authorized the flight to Sydney. This has been subsequently confirmed in writing in an email co-signed by the Eurocopter Deutschland (ECD) Head of the Blade Design and Repair Facility and the Head of EC 135 Technical Support Department.</p> <p>3) A Show Cause Notice was issued to Mr Green listing six separate incidents in 1999, which evidenced past certifications when maintenance was not performed or operating aircraft maintenance was due but not performed. The Show Cause Notice accused Mr Green of not being ‘a fit and proper person’ and threatening to remove both his Maintenance Authority and Pilot Licence, this was issued in respect of the blade strike incident. Are you aware that these six separate incidents you reference were satisfactorily refuted at the time?</p> <p>4) I understand a 'typical incident' was the operation of the aircraft for a period of 14.3 hours during 1999 without there</p>			
--	--	--	--	--	--	--	--

				<p>being an entry (as is legally required) in the aircraft Maintenance Release. In fact at that time the helicopter had not yet been transferred from Australian Aerospace (the local suppliers of the helicopter) to Mr Green, and the flight hours were indeed properly logged by Australian Aerospace in a CASA 'Permit to Fly' document that preceded the issue of the first Maintenance Release for the aircraft. Would CASA please comment about this incident and the other 5 incidents?</p> <p>5) I understand from 2006 forward Mr Green contacted the ICC and lodged a complaint. That complaint was eventually rejected. Was this complaint rejected in writing? By whom and why?</p> <p>6) CASA stated in Senate Estimates on 22 February 2011 that there were a significant number of CASA officers, technical specialists, who advised against issuing that instrument. I have in writing that the German company (ECD) stated Mr Green is known to us as a technically skilled operator/pilot with competence in terms of helicopter, rotor and composite technology, ECD has a high confidence in his person. The way that the blades were repaired proved that Mr Green worked sensibly and with technical competence". Q. What technical expertise do they have when compared with the helicopter manufacturer whose senior personnel had shown significant confidence in Mr Green's technical abilities?</p> <p>7) CASA stated in Senate Estimates on 22 February 2011 a delegate who is no longer in CASA did issue that authority to him. The reasons justifying that were never set out in any detail, so we are unable to say why Mr Green received that authority, other than that it was given by a general manager in CASA against the advice of his own staff. I understand the senior Manager, Greg Vaughan is a competent and qualified engineer, is CASA now saying that a 'senior manager' in CASA made a judgement that would be more competently made by a CASA junior staff?</p> <p>8) CASA stated in Senate Estimates on 22 February 2011 Mr Green then proposed that he have his application for</p>			
--	--	--	--	---	--	--	--

				<p>another instrument to follow that one, also to have the same number of authorities on it, without showing any of the normal satisfactory information we need, such as showing us he has been adequately trained and has the practical experience to perform the entire scope of the maintenance. I understand Administrative Appeals Tribunal? (AAT) claim Mr Green is "a very competent, very skilled, very experienced engineer, particularly of course with the Eurocopter" and directed that a maintenance Instrument be issued to him. Does this mean that the AAT accepted CASA's view that he does not have appropriate training and practical experience to work on his machine?</p> <p>9) Why did the AAT not accept CASA's view that Mr Green does not have appropriate training or practical experience? And is CASA suggesting that it should override the Directions of the Administrative Appeals Tribunal?</p> <p>10) Finally, where is CASA up to with this matter and what is the name of the officer handling Mr Green's matter? When do you expect Mr Green's matter to be resolved satisfactorily?</p>			
86	CASA	Boyce	Safety governance in self-administering bodies	<p>In evidence before the Rural Affairs & Transport Estimates Committee in relation to the issue of safety governance in self-administering bodies such as the Australian Parachute Federation, Mr. McCormick of CASA said and I quote, "In recent times I have felt that there has not been enough governance around these organisations and around our covering of that. I have recently moved the administration of the sports aviation bodies, which includes the Australian Parachute Federation, into the office of the director, where we will put closer control over it while we take a better look at exactly what is happening."</p> <p>1) Could you provide a list of all the organisations, including all those under the heading "sports aviation bodies" that have now been moved "into the office of the director"?</p> <p>2) What were the reasons, events or incidents "in recent times" that made it necessary to make this decision?</p> <p>3) Is this not a reflection that good safety governance practice</p>	Written		

				<p>has not been operating in some of these areas within the remit of CASA?</p> <p>4) When you know can you inform us of "exactly what is happening"?</p>			
87	CASA	Nash	Navigation aids check	<p>Given that a recent check of navigation aids was performed.</p> <p>1) With respect to New South Wales, how have these checks been completed?</p> <p>2) Were any problems encountered in the NSW checks on navigational aids?</p>	Written		