

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 91

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: National Heavy Vehicle Regulations

Proof Hansard Page/s: 35 (12/02/13)

Senator WILLIAMS asked:

Senator WILLIAMS: Where can I get a simplified form of the proposals for Queensland in relation to axle weights, driving hours, volume loading for livestock, et cetera, height, length and width? In New South Wales Minister Duncan Gay has widened it to 2.7 metres for hay and wool because you set them up on a combing rail. Prior to that, every load of hay and wool was illegal as far as width goes. Where can we get a breakdown just in a basic form? Has the Queensland government minister for transport or whatever got it on their website, do you know? Where can I go looking for that basic set of rules that hopefully will be adopted as standard national rules right throughout Australia? I ask this because I have been concerned that, if Queensland sets a very tight set of rules and does away with volume loading for livestock and 2.5 metres for hay and wool and perhaps very stringent driver hours, we could actually see a loss of production around Australia and productivity.

Mr Mrdak: There are draft regulations which are now out for final consultation. That will contain much of the detail you are seeking. These are the regulations which will actually set a lot of the mass and width dimensions as well as loading requirements. I think at this stage the regulations are out for comment by both industry and jurisdictions. We are hoping that ministers will vote on those regulations by the end of this month, which will enable them to come into effect. I can certainly take it on notice. I do not see any reason why we could not provide you with a set of the draft regulations as they currently stand. They are out with jurisdictions for comment and are due to be finalised. I will just check with my colleagues. But I do not think there will be an issue in providing you with the draft regulations as they stand.

Ms O'Connell: No—that would be fine. Can I also just make the point that they are not Queensland regulations. It is law through the Queensland parliament, but it is as a result of all of the transport ministers agreeing. They are national laws, but they are just through the Queensland parliament. They are nationally agreed.

Answer:

A copy of the National Heavy Vehicle Regulations as agreed by the Standing Council on Transport and Infrastructure on 25 February 2013 are attached.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 92

Program: 2.3

Division/Agency: (STP) Surface Transport Policy

Topic: Funding applications for seatbelts on school buses

Proof Hansard Page/s: 44 (12/02/13)

Senator NASH asked:

Senator NASH: Would you mind providing on notice for me just a list of the applications for that funding and where they are from? Is that possible?

Ms Zielke: Once the round is finalised then those that are successful are actually announced. We can provide you with that list once—

Senator NASH: So it is not public information until it is finalised?

Ms Zielke: Not in the lead-up, no.

Senator NASH: Did you say March or April?

Ms Zielke: Yes.

Answer:

The details of the successful funding applicants are published on the Department's website.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 93

Program: 2.3

Division/Agency: (STP) Surface Transport Policy

Topic: Seatbelts on Regional School Buses- transport and engineering.

Proof Hansard Page/s: 44-45 (12/02/13)

Senator NASH asked:

Senator NASH: That they are going to get it. All right. Just finally I think I asked this last time and I will just follow up. Is there funding in place for companies that want to retrofit a bus but there might be a significant cost involved in getting it to the place of retrofit? A lot of these regional towns will not actually have somewhere that can do it. Is that a consideration for the department? Also, are there preferred providers of the retrofitting, if you like, or can they go anywhere?

Mr James: They can put a case as part of their application if they have an issue. But it hasn't—

Senator NASH: So they can come to you if there is a funding issue for them? They might at least be able to come to you—

Mr James: It has not come up to date in the program. Your second question—

Senator NASH: About providers.

Mr James: They just have to be someone that is approved to do that sort of work.

Senator NASH: Approved by whom—the department or by the body or whatever it is?

Mr James: I would have to check, but I think that it is at the state level.

Senator NASH: Could you take that on notice for me?

Mr James: Yes.

Answer:

The Seatbelts on Regional School Buses program guidelines provide for all costs associated with getting seatbelts fitted. The guidelines do not rule out funding for the cost of transporting a vehicle to the place of retrofit.

There are no preferred providers for this program. Under the program guidelines, all work is required to meet the national vehicle standards under the *Motor Vehicle Standards Act 1989* and/or state/territory vehicle modification requirements as applicable. Under the terms of the program funding agreement, operators are required to provide evidence from the relevant state or territory government transport authority indicating that it has accepted the retrofitting work for registration purposes.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 94

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: Tasmanian Freight Equalisation Scheme

Proof Hansard Page/s: 45 (12/02/13)

Senator COLBECK asked:

Senator COLBECK: There was discussion around exports and we put that to bed. The department was doing no costings around extending the scheme to include exports. The conversation went further than that and it was that there were some costings being done to extend the scheme to all goods except for bulk freight, which is a conversation that is being had more broadly in Tasmania around the scheme and the scope of the scheme at this point in time. It was either during the hearing or in response to a question on notice and I cannot recall which. Unfortunately I do not have the documents with me, but I am certain that there was discussion around doing some calculations about the cost of extending the scheme to include all goods. I am not making any allegations about consideration of doing it, but the clear understanding that I had is that there were some costings being done around what it would cost if that were to occur.

Mr Mrdak: Yes, that is right. We had done some preliminary work in relation to looking at the categories—if there was an expansion of categories. I do not have that with me. Can I come back to you on that if that is all right?

Senator COLBECK: I am happy to take that on notice, but I am interested in the outcomes of that process.

Mr Mrdak: It was very preliminary in-house work, but I will come back to you with the details of that, Senator.

Senator COLBECK: I would appreciate that.

Answer:

Some preliminary work was initiated by the Department following a report from the National Infrastructure Coordinator in May 2012 in relation to Tasmanian ports and shipping issues. However, no formal costing of this proposal was carried out as a decision was taken that the scheme would be maintained in its current form.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 95

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: Historical Expenditure – Tasmanian Freight Equalisation Scheme

Proof Hansard Page/s: 46 (12/02/13)

Senator WHISH-WILSON asked:

Senator WHISH-WILSON: Can I get on notice a list of the historical expenditures that the government has put into the freight equalisation scheme since it started?

Ms Zielke: I can provide you with that now.

Mr Mrdak: We can give you some years. It goes back to the mid-70s, but we can give you some details now.

Senator WHISH-WILSON: Thank you.

Ms Zielke: Just quickly, 2008-09, \$109.4 million; 2009-10, \$98.3 million; 2010-11, \$98.54 million; 2011-12, \$93.23 million.

Senator WHISH-WILSON: If I could get the other time series since it started that would be fantastic as well. There was an eclectic bunch of characters here last week doing some lobbying that call themselves the National Sea Highway Coalition. I do not know if they met the Minister. They have been coming in one form or another for 20 years. Are you familiar with the concept of what they are proposing?

Answer:

Tasmanian Freight Equalisation Scheme expenditure since introduction on 1 July 1976.

Financial Year	Expenditure (millions)
1976-77	\$16.4
1977-78	\$20.9
1978-79	\$24.7
1979-80	\$27.6
1980-81	\$29.5
1981-82	\$29.4
1982-83	\$27.3
1983-84	\$29.3
1984-85	\$30.1
1985-86	\$27.5
1986-87	\$27.5
1987-88	\$28.0
1988-89	\$34.4
1989-90	\$36.5
1990-91	\$32.8
1991-92	\$32.7
1992-93	\$33.0
1993-94	\$37.7

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Financial Year	Expenditure
1994-95	\$39.5
1995-96	\$42.7
1996-97	\$41.2
1997-98	\$30.0
1998-99	\$28.7
1999-00	\$61.2
2000-01	\$68.8
2001-02	\$71.9
2002-03	\$77.2
2003-04	\$83.6
2004-05	\$90.0
2005-06	\$92.3
2006-07	\$89.6
2007-08	\$101.3
2008-09	\$109.4
2009-10	\$98.3
2010-11	\$98.5
2011-12	\$93.2

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 96

Program: N/A

Division/Agency: (STP) Surface Transport Policy

Topic: Australian Flagged Vessels

Proof Hansard Page/s: 47 (12/02/13)

Senator MACDONALD asked:

Senator IAN MACDONALD: I will put my question on notice except for the first part of it. In response to a question at the last estimates, we were told that there are currently 11,150 Australian-flagged vessels. Is that correct?

Ms Zielke: No, that is not correct. It is not Australian flagged vessels; it is a figure related to another question. Can I come back to you on that and check that for you?

Answer:

As at 22 February 2013, there were 11,188 vessels on the Australian General Shipping Register (the General Register), of which 187 were greater than 500 gross tonnes. As of the same date, 28 vessels registered on the General Register were operating under a general licence issued under the *Coastal Trading (Revitalising Australian Shipping) Act 2012*.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 97

Program: 2.3

Division/Agency: (STP) Surface Transport Policy

Topic: Seat Belts on School Buses Grant

Proof Hansard Page/s: Written

Senator NASH asked:

1. Where did the department advertise the Seat Belts in Buses grant i.e rural and regional locations?
2. What type of advertising mediums did the department use to promote the Seat Belts on Buses grant?
3. How much was spent in advertising?
4. What was the total spending for the Seat Belts on Buses grant for 2008 - 07, 2008 – 09, 2009 – 10 and 2010 – 11 budgets including grant recipients, advertising costs, departmental spending and unallocated money?
5. Can you provide a breakdown on how many expressions of interests the department received and applicants applied for the grant and how many applicants were rejected for the 7 financial years (including this financial year)?

Answer:

1. The Department advertised the program on its website.
2. The Department promoted the program through the internet, media releases, direct contact with state and territory government counterparts, and email contact with prospective applicants.
3. There was no direct spending on program advertising.
4. Total program expenditure (including GST) for each year was:
 - 2007-08: \$195,811
 - 2008-09: \$1,312,927
 - 2009-10: \$1,082,572
 - 2010-11: \$809,770
 - 2011-12: \$1,931,034
 - 2012-13: \$0 as at 28 February 2013.
5. The program does not involve an expression of interest process. The number of applications received and the number ruled ineligible in each year to date was:
 - 2007-08: Applied - 54; Ineligible - 4
 - 2008-09: Applied - 30; Ineligible - 4
 - 2009-10: Applied - 54; Ineligible - 0
 - 2010-11: Applied - 11; Ineligible - 0
 - 2011-12: Applied - 81; Ineligible - 8
 - 2012-13: Currently being assessed.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 98

Program: N/A

Division/Agency: (STP) Surface Transport Policy

Topic: Australian flagged vessels

Proof Hansard Page/s: Written

Senator NASH/MACDONALD asked:

Question on Notice response 121 from the last Senate Estimates which states that there are currently 11,115 Australian flagged vessels:

1. Is this figure correct?
2. Does this refer to the number of ships on the Australian General Shipping Register?
3. Can you provide a month by month figure as to how many additional ships were registered as Australian flagged since June 2012?
4. (a) Is it still the case that there are no vessels registered under the Australian International Shipping Register?
(b) If not, how many vessels are on the AISR?
5. In relation to internationally flagged vessels, and particularly cruises that are based in Australia but are foreign flagged, who is responsible for checking that they meet the required standards for each of the following:
(a) Workplace relations and OHS?
(b) Food standards and quarantine?
6. Is there a policy for food standards on international vessels?
7. Is an inspection undertaken of every internationally flagged cruise ship or are they randomly selected?

Answer:

1. Refer to Question 96.
2. Yes.
3. The month by month breakdown of ships (i.e. all vessels, including yachts, pleasure craft and fishing vessels) entered on the Australian General Shipping Register since June 2012 is as follows:

June 2012	July 2012	August 2012	September 2012	October 2012	November 2012	December 2012	January 2013	February 2013
34	34	29	30	32	47	24	23	33

4. (a) Yes.
(b) Not applicable.
5. (a) Workplace Relations arrangements on foreign registered vessels are generally administered under the laws of that country except where the vessel is covered by the terms of *Fair Work Act 2009*. Coverage of this Act may extend to foreign registered vessels dependent on a number of factors, including operator and crewing arrangements and the nature of the voyage. More information about this coverage can be found at: <http://www.fairwork.gov.au/resources/fact-sheets/workplace-rights/Pages/maritime-industry-fact-sheet.aspx#introduction>.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Occupational Health and Safety arrangements on foreign registered vessels are generally administered under the laws of that country except where the vessel is covered by the terms of the *Occupational Health and Safety (Maritime Industry) Act 1991*. Coverage of this Act may extend to foreign registered vessels dependent on a number of factors, including operator and crewing arrangements and the nature of the voyage. More information about the coverage of this Act can be found at www.seacare.gov.au/home/about_seacare_links#coverage.

- (b) Food standards arrangements are regulated by the laws of the country where the vessel is registered. The Australian Maritime Safety Authority (AMSA) inspects foreign registered ships, including passenger ships, in Australian ports under a risk based approach in its Ports State Control program of detailed ship inspections. Food and hygiene standards are targeted by AMSA in this inspection program. Quarantine standards are the responsibility of the Department of Agriculture, Fisheries and Forestry.
6. Yes. Food and hygiene standards on foreign registered vessels are inspected by AMSA and regulated to terms set under Marine Order 11, a regulation of the *Navigation Act 1912*. On 20 August 2013, additional provisions will enter into force in Australia when the Maritime Labour Convention enters into force internationally and in Australia.
 7. AMSA inspects foreign flagged ships, including passenger ships, under its Port State Control program. Ships are selected for inspection based on a statistical risk assessment taking into account factors such as the age of the ship, the historical levels of compliance of the ship, its registry and operator and ship type. Ships are not randomly selected for inspection. Not all passenger ships that enter Australian ports are inspected.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 99

Program: N/A

Division/Agency: (STP) Surface Transport Policy

Topic: Illegal foreign fishing vessels (IFFVs) and suspected illegal entry vessels (SIEVs)

Proof Hansard Page/s: Written

Senator BIRMINGHAM asked:

1. What involvement has the Department and/or portfolio agencies (e.g. Australian Maritime Safety Authority) had in the scuttling, destruction, sinking and/or dumping of illegal foreign fishing vessels (IFFVs) or suspected illegal entry vessels (SIEVs)?
2. How many vessels have been dealt with in this way in the current and previous financial years? Please detail numbers by location.
3. (a) What environmental (e.g. under EPBC Act or Sea Dumping Act) or other approvals have been sought?
(b) What consideration has been given to fish breeding grounds, including for Southern Bluefin Tuna, in the conduct of these activities?
(c) What analysis has been undertaken before and/or after these activities in relation to pollution and any other risks?

Answer:

1. None.
2. Questions related to the destruction of IFFVs and SIEVs should be directed to the relevant portfolio Ministers.
3. See above.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 100

Program: N/A

Division/Agency: (STP) Surface Transport Policy

Topic: Review into the integration of the Australian Maritime College into the University of Tasmania

Proof Hansard Page/s: Written

Senator COLBECK asked:

- (a) Has the review of the integration of the Australian Maritime College into the University of Tasmania been completed?
- (b) If not, why not?
- (c) When is it expected to be finished?
- (d) What were the findings of the review?
- (e) How will these findings be implemented?
- (f) Who undertook / is undertaking the review?

Answer:

- (a) Yes.
- (b) Not applicable.
- (c) Not applicable.
- (d) The report was tabled in both Houses of Parliament on Tuesday, 12 March 2013.
- (e) The Government announcement on 2 May 2013 provided certainty of funding for VET placements for four years.
- (f) The review was conducted by Mr Stuart Hamilton AO.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 101

Program: N/A

Division/Agency: (STP) Surface Transport Policy

Topic: International flagged vessels

Proof Hansard Page/s: Written

Senator MACDONALD asked:

In relation to internationally flagged vessels, and particularly cruises that are based in Australia but are foreign flagged, who is responsible for checking that they meet the required standards for each of the following:

- (a) Workplace relations and OH&S?
- (b) Food standards and quarantine?

Answer:

Please refer to answer for 98 (at question 5).

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 102

Program: N/A

Division/Agency: (STP) Surface Transport Policy

Topic: International flagged vessels – food standards

Proof Hansard Page/s: Written

Senator MACDONALD asked:

Is there a policy for food standards on international vessels?

Answer:

Please refer to answer for 98 (at question 6).

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 103

Program: N/A

Division/Agency: (STP) Surface Transport Policy

Topic: Inspection of internationally flagged cruise ships

Proof Hansard Page/s: Written

Senator MACDONALD asked:

Is an inspection undertaken of every internationally flagged cruise ships or are they randomly selected?

Answer:

Please refer to answer for 98 (at question 7).

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 104

Program: 2.2

Division/Agency: (STP) Surface Transport Policy

Topic: National Heavy Vehicle Regulations

Proof Hansard Page/s: Written

Senator EDWARDS asked:

1. Senator Williams was talking to you at October Estimates about the National Heavy Vehicle Regulations/Regulator. In South Australia we have had inconsistencies with the regulations surrounding hay bales.
 - (a) Will these be resolved through the national regulations?
 - (b) If not is there discussion about dealing with these issues?
2. Big Squares
 - Single trailer:
 - oversize if 3 bales high, not oversize if 2 bales high
 - can only drive in daylight
 - Carry a gazette notice in the truck
 - B-double:
 - not oversize
 - can drive anytime of the day
 - Carry a gazette notice in the truck
3. Medium Squares
 - Single trailer:
 - requires a permit
 - not oversize
 - can drive at anytime
 - B-double:
 - no permit required
4. Round Bales
 - Single trailer:
 - Permit required
 - Stacked flat
 - B-double:
 - Stacked differently

Answer:

1, 2, 3 & 4

The Heavy Vehicle National Regulations include limits for mass, dimension and loading that have been agreed by all state and territory transport Ministers. Where a state or territory currently has rules that allow limits to exceed those in the Heavy Vehicle National Regulations, those rules and notices will be preserved. The National Heavy Vehicle Regulator will look at these preserved rules over time to explore applying these productivity measures on a national basis through amendments to the Heavy Vehicle National Regulations.