Question No.: REGS 01

Topic: COAG Indigenous Trial Site - Expenditure

Hansard Page: p. 80 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

The Department expects to spend $1,541,800 in 2005-06. Is it possible to get an estimated breakdown of that expenditure?

Answer:

Estimated expenditure is outlined in the following table:

Estimated General Departmental Expenses	Expense	Total
Canberra-Based Staff		
Salaries	630,000	
Supplier Expenses	42,000	
Sub-Total		672,000
Halls Creek-Based Staff		
Salaries	210,000	
Supplier Expenses	189,800	
Sub-Total		399,800
Projects		
Shared Responsibility Agreements (SRA) Projects	180,000	
Local Community Development and Related Initiatives	290,000	
Sub-Total		470,000
Total Estimated General Departmental Expenses	**1,541,800**	**1,541,800**

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 02

Topic: COAG Indigenous Trial Site – Performance Indicators

Hansard Page: p. 80 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Can the Committee have a copy of those performance indicators when they are completed?

Answer:

The performance indicators are in the process of being developed and **will be provided** to the Committee when they have been completed (provided 06/08/2007 – see attachment).

[RS 02 attachment]

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 03

Topic: COAG Indigenous Trial Site

Hansard Page: p. 81 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Has the Department provided any funding to the Kimberley Interpreting Service un-related to the COAG trial?

Answer:

Yes.

In 2002-03, $127,000 (inclusive of GST) was committed from the Sustainable Regions Programme to the Mirima Council Aboriginal Corporation, who operates the Kimberley Interpreting Service (KIS), to assist KIS to increase the use of interpreters within its existing client-base as well as develop an expanded market with the private sector. Payments of $67,000 and $55,000 were made in 2002-03 and 2004-05, respectively.

In 2004-05, $29,480 (inclusive of GST) was committed from the Regional Partnerships Programme to Mirima Aboriginal Corporation for KIS to employ and train 15 Aboriginal interpreters for the Kimberley Region, to facilitate communication between the local community and service providers. A focus of this project is to recruit interpreters in the Balgo Region, within the COAG Trial Site. Payment of $14,740 was made in 2004-05.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 04

Topic: Remote Aerodrome Inspection Programme (RAIP)

Hansard Page: p. 82 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

For the expenditure in 2004 -05, is it possible to get a breakdown of how the money has and will be expended?

Answer:

Australian Airport Consulting and Technical Services Pty Ltd, undertakes aerodrome safety inspection and technical advisory services at a contracted cost of $183,000 (inclusive of GST) in 2004-05.

Year-to-date to the end of April 2005, $153,722 (inclusive of GST) has been paid to Australian Airport Consulting and Technical Services Pty Ltd. It is anticipated that a further $30,508.40 (inclusive of GST) will be incurred before 30 June 2005.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 05

Topic: Overspends and Underspends

Hansard Page: p. 82 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Is it possible to get a table of all overspends and underspends by program for the financial year 2003-04?

Answer:

In 2003-04, the revised Budget for the Sustainable Regions Programme, as at Additional Estimates time was $26,217,000 and the actual expenditure was $20,889,384.

The figures for the Regional Partnerships Programme were given during the course of the Hearings. See *Hansard* of 24 May 2005 on page 88.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 06

Topic: Sustainable Regions Proposals

Hansard Page: p. 91 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Can you get us those figures in terms of the finances?

Answer:

There was approximately $5.9 million worth of Sustainable Regions applications recommended by Sustainable Region Advisory Committees as at 24 May 2005.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 07

Topic: Sustainable Regions

Hansard Page: p. 91 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Can we identify the particular projects that were unable to be funded according to the timetable? Is it able to be broken down to that degree?

Answer:

To undertake a comprehensive monitoring stock-take of the detailed milestones included in each Funding Agreement for over 200 projects would require a significant re-allocation of resources.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 08

Topic: Inter-departmental Correspondence on Programme Underspends

Hansard Page: p. 92 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Is it possible to find out if there is such correspondence and whether we can receive copies of it?

Answer:

As is normal practice, there was a range of information passed between the Department of Finance and Administration (DOFA) and the Department of Transport and Regional Services (DOTARS) during the Government's 2005-06 Budget deliberations, all of which contribute to decisions of the Cabinet. This information is covered by sub-paragraph 2.15 (c) of the *Government Guidelines for Official Witnesses Before Parliamentary Committees and Related Matters - November 1989*, whereby this information could, if disclosed, identify considerations leading to Government decisions or possible decisions.

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 09

Topic: Australian Prospectors and Miners Hall of Fame

Hansard Page: 92 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Does the Department provide any funding for the Australian Prospectors and Miners Hall of Fame in Kalgoorlie?

Ms Riggs—It does not ring a bell in my mind. I do not think that we have brought with us a list of some 550 projects currently funded under Regional Partnerships, so can I take that on notice?
Senator O'BRIEN—You can.
Mr Yuile—Do you want to know whether they have applied for funding?
Senator O'BRIEN—Yes, I do. I was going to ask that next, but thank you for anticipating my question. Has the Department ever received representations from a Member of the Parliament about the project and, if so, from whom?
Ms Riggs—If we have an application, we will have a file and, if we have a file, we will have filed such representations on it. If we do not have an application, such representations will have gone onto a general correspondence file, and I make no promise about our being able to find such representations.
Senator O'BRIEN—So you will be able to tell us, if you have received an application, what stage of the evaluation for funding such a project has reached?
Ms Riggs—We would be able to tell you if there were an outcome of the consideration of the application or whether it was still in process, yes.

Answer:

There has been no application for funding under the Regional Partnerships Programme. However, a Regional Solutions grant for $199,999 (inclusive of GST) was approved on 12 May 2003 for the development of a Chinese Garden of Remembrance at the Hall of Fame site.

This application for funding included letters of support from Mr Barry Haase MP, Member for Kalgoorlie, Mr John Bowler MLA, Member for Eyre and the Hon Colin Barnett MLA, Leader of the Opposition.

ANSWERS TO QUESTIONS ON NOTICE
Transport and Regional Services
Department of Transport and Regional Services
Consideration of Senate Budget Estimates May 2005

Question No.: REGS 10

Topic: Icon Projects

Hansard Page: p. 94 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Can you give us details of any identified risks with any of the projects and the methodology used to assess the significance of those risks?

Answer:

Although election commitments had been made in regard to the icon projects certain information had to be gathered to provide a better understanding of and updated information about the projects. Some of that information was also necessary for the completion of funding agreements.

The process for gathering the information and identifying the risks in the icon projects involved:

1. Decision by Government to use Regional Partnerships as the funding vehicle.
2. Formal contact by Departmental officers with election commitment project sponsors.
3. Pro-forma completed to ensure sufficient knowledge is available to assess any risks. When confirmed by the applicant information also drawn from any Regional Partnerships application.
4. Risk assessment process conducted, including an external due diligence review.
5. Recommendation made to the Minister, including advice of any identified risks and mitigation measures.
6. Formal project approval.
7. Negotiation of funding agreements, which include conditions necessary to manage any identified risks.

Risks identified to date that have been addressed by specific conditions in funding agreements relate to:

- development approvals and licences being obtained;
- full costing being provided and agreed for construction phases;
- acquittal of progress payment expenditures;
- reporting on project milestones; and
- provision of properly rendered tax invoices.

The methodology employed for the icon projects is described in greater detail in the Guidance Document for Election Commitment projects and for Regional Partnerships projects in the Assessing Risk and Viability section of the Regional Partnerships internal procedures manual. Copies of those documents are **attached**.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 11

Topic: Icon Projects

Hansard Page: p. 94-95 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Can we get some information about each of the Icon projects?

a) when did the Department commence assessing each of them?
b) did the Department conduct its own assessments or use external consultants?
c) apart from internal Departmental costs, can (the Department) give us a breakdown of costs of assessment?
d) for each application, what consultants were used?
e) was the Department required to pay travel costs in relation to any of these six Icon Project applications?

Answer:

a) Assessment processes for the Icon Projects commenced on 21 December 2004.
b) Assessments were performed by Department officers and consultants have also been employed to conduct due diligence assessments for the Tamworth Equine Centre, Dalby Showgrounds and the Bert Hinkler Hall of Aviation Bundaberg to date.
c) The costs of assessment were $3,850 for Tamworth Equine Centre, $2,750 for Dalby Showgrounds and $2,750 for the Bert Hinkler Hall of Aviation Bundaberg, all inclusive of GST.
d) The consultants used for the assessments were Ernst and Young.
e) Travel costs for Departmental officers have been limited to a single journey from Canberra to Mackay for discussion of the Science and Technical Centre Project.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 12

Topic: Methodology

Hansard Page: p. 96 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Is the methodology used for the assessment of these (Icon) Projects similar to that which applies to other Regional Partnerships?

Answer:

Please see response to **REGS 10**.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 13

Topic: Regional Partnerships Funding Agreements

Hansard Page: p. 97 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Are we able to see those agreements?

Answer:

Copies of the funding agreements for the Buchanan Rodeo Park and the Tamworth Equine Centre are **attached**.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 14

Topic: Pro Forma

Hansard Page: p. 99 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Can the Committee be supplied with a copy of it?

Answer:

A copy of the pro forma is **attached**.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 15

Topic: Client Survey – Regional Partnerships

Hansard Page: p. 102 – 103 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Can we have a copy of the form?

What has been the cost of conducting this survey?

Answer:

A copy of the Regional Partnerships Post Implementation Review (PIR) survey form is **attached.**

The cost of conducting the survey is estimated at $35, 273 (table **attached**). The estimate is based on the Departmental staff cost associated with the PIR process. The PIR process included the scoping of the project; development of the survey questions; design of the survey form; analysis of the data; and associated report writing.

Attachments: A) Regional Partnerships Evaluation Survey.
                        B) Estimated Cost of Survey.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 16

Topic: Client Survey– RP and SR

Hansard Page: p. 104 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Are the surveys sent to applicants whose applications have not been successful?

Answer:

In principle, it is preferable to survey both successful and unsuccessful applicants, in order to minimise bias in responses. In the case of the Post Implementation Review (PIR) for Regional Partnerships and Sustainable Regions Programme, however responses were only sought from successful candidates: the objective of the survey was primarily focussed on checking programme implementation activities in the first 12 months of operation. Given the time lags associated with the application, assessment, approval and contacting processes, there would have not been a large enough sample of unsuccessful applicants in this period to warrant a separate survey. It is more appropriate to incorporate a survey of unsuccessful applicants as a final element of the stage two evaluations of Regional Partnerships and Sustainable Regions (mid-term evaluation). The evaluation strategy for Regional Partnerships (and Sustainable Regions) has been **previously provided** to the Committee.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 17

Topic: Client Survey – Sustainable Regions

Hansard Page: p. 104 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Could we have a copy of that survey?

Can we have the Departmental costs of the pursuit of the survey: the preparation, the pursuit of the answers, and the follow-up?

Answer:

A copy of the Sustainable Regions stage 2 evaluation survey is **attached**.

The cost from October 2004 to June 2005 is estimated at $72,671. This estimate is based on Departmental staff and travel costs associated with the first part of stage 2. The costing includes the scoping of the project; development of the questions; design of the questionnaire form; face-to-face interviews; the analysis of the data; and, the associated report writing. The final cost of stage 2 will include the costs associated with surveying unsuccessful applicants.

Attachments: A) Sustainable Regions Evaluation Survey.
                      B) Estimated Cost of Survey.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 18

Topic: Bank@Post Agreement

Hansard Page: p. 104 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Is a copy of the Agreement able to be made available to the Committee?

Answer:

A copy of the signed agreement is **attached**.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 19

Topic: Bank@Post Facilities - Completion

Hansard Page: p. 105 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Which of the 20 have already been achieved?

Answer:

As of Friday 9 June 2005, Bank@Post services have been installed in the following Local Post Offices (LPOs):

Beechwood LPO
Callala Beach LPO
Central Tilba LPO
Comboyne LPO
Eugowra LPO
Fish Creek LPO
Lake Bolac LPO
Merino LPO
Morwell Upper LPO
Muttaburra LPO
Narrabri West LPO
Rubyvale LPO
Spreyton LPO

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 20

Topic: Rural Transaction Centre Programme

Hansard Page: p. 105 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

There is a little confusion you might be able to clear up. Mr Cobb has said, and the *Annual Report* says, that there are 239 Rural Transaction Centres approved across Australia, providing access to basic private and Government transaction services. I am told, but I have not counted them, that DOTARS' web site lists 238.

Answer:

The Ramingining (Northern Territory) Rural Transaction Centre is not listed on the website as the project was terminated in 2001.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 21

Topic: Rural Transaction Centre (RTC) Programme

Hansard Page: p. 105 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Three of the Rural Transaction Centres in the approved but not operational list—
Perisher Valley, Tullibigeal and Binalong Rural Transaction Centres—are noted as
withdrawn. They now appear on the Bank@Post list. Why have those three RTCs
been withdrawn?

Answer:

The Perisher Valley RTC project was withdrawn by the Mount Kosciuszko Chamber
of Commerce as the Perisher Village Development was still awaiting development
approval and, as a result, there was no suitable location available for the RTC.

The Tullibigeal RTC project was withdrawn by the Tullibigeal and District Progress
Association after being unable to secure a financial institution as a tenant of the
proposed building.

The Binalong RTC project was withdrawn by the Yass Shire Council. The Yass Shire
Council declined the offer of RTC funding following community meetings in
Binalong indicated little support for the project.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 22

Topic: Rural Transaction Centre (RTC) Programme

Hansard Page: p. 106 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Can you tell me why Mole Creek in Tasmania appears on the list of RTCs which are approved but not operating and also on the list of proposed Bank@Post sites? Does that mean the RTC is to be downgraded to a Bank@Post site, rather than a full service? Can you give us the information about that site—and also Captains Flat and Kendall in New South Wales, Gununa in Queensland and Jerramungup in Western Australia?

Answer:

The Mole Creek, Kendall, Gununa and Jerramungup RTCs did not include giroPost services. The Bank@Post intiative will provide additional services to the Mole Creek, Kendall and Jerramungup communities. It is not intended to downgrade the services being provided through the RTCs.

The Gununa LPO was provided with giroPost services through the RTC-EPOS initiative.

The Captains Flat RTC recently had giroPost services installed under the RTC Programme. When this project is finalised under the RTC Programme, its status under the Bank@Post initiative will be considered.

As advised to the Committee on Friday 27 May 2005, the majority of RTCs not yet operating will progressively become fully-operational over the coming months.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 23

Topic: giroPost Facilities

Hansard Page: p. 107 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Are there any *provisos* in the Agreement which would allow for that target not to be met and the Agreement still to be complied with? That raises the question: if Australia Post can't deliver the service in that time, are there penalties in the Contract?

Answer:

The Funding Agreement provides for monitoring through monthly reports provided by Australia Post. The reports will advise the Department on progress towards completion against the agreed timetable. Following the full acquittal of the initial advance payment to Australia Post, all payments will be made monthly in arrears after the receipt of satisfactory progress reports and tax invoices.

Senate Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Transport and Regional Services
Department of Transport and Regional Services
Consideration of Senate Budget Estimates May 2005

Question No.: REGS 24

Topic: Regional Medical Infrastructure Fund (RMIF)

Hansard Page: p. 108 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

What, if any, is the relationship of this program to the multi-purpose health centres funded by the Department of Health and Ageing?

Answer:

These initiatives are complementary to each other as each provides support for the development of community health services for rural and remote communities.

Funds provided under the Rural Medical Infrastructure Fund (RMIF) are to meet the cost of infrastructure for community medical facilities and cannot be used to fund operational expenses. The aim of the RMIF is to support local councils to recruit and retain general practitioners in regional, rural and remote communities.

The Multi-purpose Services Programme (MPSP) is a joint Australian/State Government initiative that provides support for the development of community health services for rural and remote communities through flexible funding to address local health and aged care needs of small rural communities, generally those with populations of less than 4,000. The MPSP supports the integration of all or most health and aged care services provided within a particular community, ranging from acute hospital care to residential aged care, community health, and home and community care services, with the opportunity for others to be involved including child care, child health, domestic violence and housing. MPS funding is not available for capital works; it provides support for bringing together local health and aged care services under one management structure.

Under the Multi-purpose Centre (MPC) initiative, an ongoing coordination grant is provided to services in small rural communities to coordinate and share administrative and/or Programme support facilities. MPC grants are provided for re-current costs required to coordinate the centre such as salaries, administrative and running costs.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 25

Topic: Regional Medical Infrastructure Fund (RMIF)

Hansard Page: p. 111 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

What do you think the target of the program is in terms of the number of Local Government bodies? Has there been any assessment of the target footprint?

Answer:

It is estimated that there are 314 Local Government Associations (LGAs) with populations under 10,000. Other Local Government bodies with resident populations of more than 10,000 may be eligible to apply where a facility is to be established in a locality within the LGA that has a population under 10,000. There are an estimated 1,595 communities with populations under 10,000.

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 26

Topic: Administered and Departmental Funding Breakdowns

Hansard Page: p. 112 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

How much of the Sustainable Regions funding pays for the Department's administration of the Program? Could I have the same breakdown for Regional Partnerships?

Answer:

Funding for administration of the Sustainable Regions and Regional Partnerships Programmes is provided from the DOTARS Departmental appropriation.

There are a number of areas within the Department that contribute to the administration of regional programmes through the provision of policy advice/development and programme management.

These areas also undertake functions associated with the delivery of general services to Government. They are funded to enable them to deliver these services within the context of the DOTARS output framework and the confines of available Departmental funding.

At the 2005-06 Budget, the Government allocated administered funding totalling $69.1 million for the Sustainable Regions Programme for the financial years 2005-06 to 2007-08 and $360.9 million for the Regional Partnerships Programme for the financial years 2005-06 to 2008-09.

Through the 2004-05 Additional Estimates process, the Government also identified additional Departmental funding totalling $2.4 million for the Sustainable Regions Programme and $1.4 million for the Regional Partnerships Programme for the financial years 2004-05 to 2007-08, to assist in the delivery of election commitments.

A combined total of $18.1 million in Departmental funding will be allocated by DOTARS to the respective areas in the Canberra National Office and to the Regional Office Network in 2005-06 to deliver regional programmes.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 27

Topic: Sustainable Regions

Hansard Page: p. 112 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Regarding the two new Committees, can you give us details of Members of the Committees and their background?

Answer:

The membership and background of the Darling Matilda Way Sustainable Region Advisory Committee is listed below:

David Boyd, Chair	Chairman and C.E.O. of Clyde Agriculture, Director of John Squires & Sons Pty Ltd and Former Deputy Chairman of Cotton Australia
John Williams	Chair of the Outback ACC, Chairman and Board member of the Far West Regional Development Board
Howard Laughton	Chair of the Orana ACC, Managing Director/Dealer in Principal of Western Plains Automotive
Kym Mobbs	Chair of the Central Queensland ACC, Managing Director of Mobbs & Co
Scott Buchholz	Chair of the Southern Inland Queensland ACC, Owner and Operator of Central Queensland Express and Toowoomba Express Couriers, Current Board Director of Lifeline
Stephen Radford	Director of Basin Sands Logistics, Managing Director of Consolidated Plants and Quarries Pty Ltd

John Seccombe	Owner pastoral sheep and cattle enterprise, Founding Chairman of the Great Artesian Basin Consultative Council
Geoff Wise	Regional Director, Far West Department of Infrastructure, Planning and Natural Resources and Western Lands Commissioner
Jennie Barker	General Manager Northern Star Aboriginal Corporation, Vice Chairperson of the Brewarrina Community Working Party (COAG initiative)
Mark O'Brien	Mayor of Murweh Shire Council

The membership and background of the Northern Rivers and North Coast NSW Sustainable Region Advisory Committee is listed below:

Don Phillips, Chair	Chair, Mid North Coast ACC Managing Director, Office Data Systems
Geoff Shepherd	Managing Director, Broad Horizons
Peter Lubans	Past President, Coffs Harbour Chamber of Commerce and Industry
Ken Winton	Vice President, Nambucca Heads Chamber of Commerce and Industry
Col Sullivan	President of Shires Association of NSW, Former Mayor Richmond Valley Council
Kevin Farrawell	Retired Managing Director, Farrawell Aluminium

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 28

Topic: New Sustainable Regions

Hansard Page: p. 117 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

I am using this process to inquire of the Government the basis for selection of the boundary lines?

Answer:

The Government decided the boundaries for the two new Sustainable Regions. Information provided by the Department on a number of regions included the following indicators as a possible measure of disadvantage:

- annual population change, 1996-2001;
- mean taxable income, 1999-2000;
- unemployment rate, 2001; and
- regions that are 5-20% or more below the non-metropolitan average for the index of socio-economic disadvantage, 2001.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 29

Topic: New Sustainable Regions - Funding in PAES

Hansard Page: p. 118 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

How were those sums arrived at?

Answer:

The amount allocated to the new Sustainable Regions was a Government decision.

Question No.: REGS 30

Topic: Remote Air Services Subsidy Scheme (RASS)

Hansard Page: p. 119-120 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

Can you, on notice, give us a copy of the criteria against which the tenders were judged?

Answer:

The eligibility criteria for RASS Tender No 2004/1274 were:

TENDER EVALUATION CRITERIA

Prospective operators must address each of these criteria. All compliant tenders will be assessed in accordance with the entire content of this Tender Specification. To be successful in a RASS tender, an air operator must:

1. **in relation to aviation safety regulatory considerations**, meet the Commonwealth's civil aviation safety requirements, as specified in or under the *Civil Aviation Act 1988*, the Civil Aviation Regulations 1988, the Civil Aviation Safety Regulations 1998 and the Civil Aviation Orders, as these relate to the carriage by air of passengers and cargo.

   The successful tenderer will be required to hold an RPT AOC, authorising operations into-and-out of all specified ports, or demonstrate to the satisfaction of the Civil Aviation Safety Authority (CASA) and DOTARS, that they are capable of upgrading to an RPT AOC authorising those operations within a reasonable time-frame.

   - If the successful tenderer does not hold such an RPT AOC at the date of commencement of the agreement with DOTARS, then the Department may agree to such alternative arrangements as may be acceptable to CASA, having regard to the interests of safety and the requirements of the Civil Aviation Act, Regulations and Orders.

   - In preparing tenders, operators must demonstrate that they made sufficient inquiries to determine whether it will be possible to commence services to all communities in this Region at the one time, or whether some of the specified

ports will be added progressively as necessary aerodrome works are completed and subject to CASA's authorisation of operations into-and-out of those aerodromes. (Tender prices should reflect any progressive addition of these communities.)

- Prospective operators should factor into their tender price costs associated with necessary aerodrome surveys, inspections, and reporting requirements of the kind for which the air service operator is properly responsible.

2. demonstrate that they will establish adequate **aerodrome "positive" reporting systems** with RASS communities [Note: in relation to the "positive" reporting system, it is envisaged that failure of communities to positively report on the safety of their aerodrome is to result in the air operator refusing to land if the aerodrome does not meet the required safety standard – **these procedures will need to be included in any 'approved' system, whereby an operator is authorised to conduct air transport operations under an AOC into an aerodrome that does not satisfy the requirements specified in the regulations or the Orders**].

3. demonstrate their ability to **commence a full RASS service** (i.e. provide a scheduled weekly air service to the specified ports on a specified day of the week) from the commencement of the term of the agreement or as soon as practicable thereafter. Including details of appropriate interim arrangements if the tenderer anticipates significant delays in securing either:

   (a) an Air Operator's Certificate authorising the relevant operations; or
   (b) the required authorisations under their current Air Operator's Certificate to conduct air service operations to specified community aerodromes;

   in accordance with the applicable provisions of the Civil Aviation Act, Regulations and Orders.

   - The operator's tender documents must specify which ports are included in the tender bid; and

   - RASS scheme services in this Region must be able to provide for the carriage of passengers and goods.

4. give **priority on RASS routes to the needs of the RASS community,** and provide their written policy and undertaking on giving priority on RASS routes to RASS community-related traffic. These policies and procedures must be approved by DOTARS.

5. **provide a business plan, budget and evidence of financial viability** and ability to conduct the required RASS services in accordance with sound commercial business practices (for further details, refer to section titled *Business Plan*).

6. demonstrate their **strong aviation safety record**.

7. provide evidence of relevant and adequate **insurance cover** for operational risks associated with carriage of passengers and goods for profit (including mechanical breakdown of equipment and public liability).

8. demonstrate their **operational expertise** and experience in providing services of this nature in remote areas of Australia, including details of suitable aircraft types and qualified and experienced personnel: and including the maintenance and operation of aircraft and associated equipment to relevant Australian standards, including civil aviation safety regulations.

9. have a **clear understanding of the transport needs of communities** in these remote areas and appreciation of the importance of air travel.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Senate Budget Estimates May 2005

Question No.: REGS 31

Topic: Remote Air Services Subsidy Scheme (RASS)

Hansard Page: p. 120 (Tuesday, 24/5/05)

Output: Regional Services

Senator O'Brien asked:

I am told that Golden Eagle has never conducted RPT operations and that the airstrips do not comply with Civil Aviation Regulation 92A with regard to airstrips fit for RPT. Can you, on notice, advise whether that is correct and, indeed, whether the issue of the ability to undertake RPT operations was a key factor?

Answer:

Golden Eagle Airlines holds a Regular Public Transport (RPT) Air Operators Certificate (AOC) and have advised that they commenced RPT operations in 1995.

In relation to whether any particular airstrip complies with Civil Aviation Regulation 92, as described in *Civil Aviation Advisory Publication CAAP 92A*, this is a matter between the airstrip owner, the air operator and the Civil Aviation Safety Authority (CASA).

The tender evaluation criteria required that "the successful tenderer will be required to hold an RPT AOC, authorising operations into and out of all specified ports, or demonstrate to the satisfaction of CASA and DOTARS, that they are capable of upgrading to an RPT AOC authorising those operations within a reasonable time-frame".