

Budget Estimates 2007-2008

Transport and Regional Services Portfolio
Monday 21 and Tuesday 22 May 2007

QON No.	Date Asked	Hansard Reference/ Written	Senator	Question
CORP 01	21/5/07	7	O'Brien	Senator O'BRIEN—How much in additional rent are you expecting to pay? Mr Ash—I will have to take that on notice.
CORP 02	21/5/07	8	O'Brien	Senator O'BRIEN—Where can we get a breakdown of that figure of \$117.5 million, or can you provide it to us? Mr Ash—We have notional allocations for different classes of expenses under that which are budgeted against. We can give you what we are notionally anticipating, but that is not to say that is what the actual expenses will be. I can give it to you in, say, the top half-dozen to 10 categories.
CORP 03	21/5/07	12	O'Brien	Senator O'BRIEN—There is \$57.1 million to further improve Australia's security measure for international and domestic aircraft; what is therefore the total allocation for that task? Mr Ash—I would have to take that on notice. We will need to add a series of programs together for you, specifically on that. It is the total of all the programs associated with the Office of Transport Security.
CORP 05	21/5/07	14	O'Brien	Senator O'BRIEN—If it was amalgamated previously, why are we seeing that increase? There is a one-off payment of \$13 million. Mr Ash—That increase to \$43 million is the \$13 million. Senator O'BRIEN—But that still gives a difference of \$8 million. Mr Ash—I will have to take that question on notice. Senator O'BRIEN—And there is nothing in the out years; do you know why that is? Mr Ash—The government has not made a decision yet on the ongoing nature of the program. Ms Page—I think they are coming up for review in the next budget, Senator, but I will clarify that for you.
TLG 01	21/5/07	14-15	O'Brien	Senator O'BRIEN—With respect to the \$13 million one-off payment for the Launceston levees, was that the subject of a full application? Ms Page—I would have to get back to you on that, Senator.Senator O'BRIEN—Would the department receive such an application if it were made? Ms Page—I would like to check that. Senator O'BRIEN—I am asking whether that would be the process. You do not know what the process is; is that what you are saying? Ms Page—This is a one-off payment that is additional to the normal program, and I would like to go back and review the processes.

CORP 06	21/5/07	15-16	O'Brien	<p>Senator O'BRIEN—The \$23.9 million to assist the government of the Republic of Indonesia with transport safety improvements.</p> <p>Mr Ash—Now I understand. It shows up in a whole series of spots in these tables. The first point of reference can be found if you go to the main budget measures document itself. On page 300 there is a figure of \$23.9 million, which is the total measure. It is then split up amongst the Department of Transport and Regional Services, the Civil Aviation Authority, the Australian Maritime Safety Authority and Airservices Australia, which means it is shown through each of the individual agencies measures documents, or measures tables in their respective documents. I can pull it out of those tables and just provide it to you in a single table later on if that would help.</p> <p>Senator O'BRIEN—Yes, it could do</p> <p>.....</p> <p>Senator O'BRIEN—That is \$3.2 million, so that should be the total.</p> <p>Mr Ash—There is a residual component, which is Airservices Australia, which I can provide as part of that table</p>
REGS 01	21/5/07	17	McEwen	<p>Senator McEWEN—So you anticipate that a business plan will be prepared prior to the next budget estimates?</p> <p>Ms Page—Yes, I anticipate that.</p> <p>Senator McEWEN—Would you be able to provide a copy to the committee, if it comes beforehand?</p> <p>Ms Page—Yes, we could certainly do that.</p> <p>Senator McEWEN—Have you any sense of what criteria the department would apply to judge whether or not the program has been a success?</p> <p>Ms Page—Not at this stage. I think that is something that we could supply at that time.</p>
REGS 02	21/5/07	17	McEwen	<p>Senator McEWEN—Are there staff within the department dedicated to this particular funding?</p> <p>Ms Page—There will be some staff dedicated, yes.</p> <p>Senator McEWEN—How many?</p> <p>Ms Page—I will take that on notice.</p>

AUSL 01	21/5/07	26	O'Brien	<p>Ms Riggs—No. We have never announced a list of applicants under the program, Senator.</p> <p>Senator O'BRIEN—Can such a list be provided?</p> <p>Ms Page—We will take that on notice.</p> <p>Senator O'BRIEN—Was a list of projects considered without the details of the applicant?</p> <p>Ms Riggs—It has not been our practice to make public the details of applicants to this program, on the grounds that an application does not represent any form of decision on the part of government to make some form of grant available. It is those where there is a decision in favour of providing funding where we take the view that those are details to be made public. The very act of seeking funding is not of itself in that category.</p> <p>Ms Page—It is not usual practice, Senator, I do not believe, with programs generally, to put out full lists of applications. It is more likely that departments generally publish those grants that are approved.</p> <p>Senator O'BRIEN—That may well be. Of course, the performance of the program against the proposals put to the assessor is a way of assessing the program. Why can we not be supplied with that detail?</p> <p>Ms Page—I have indicated that we will take that on notice.</p> <p>Senator O'BRIEN—Could you also take on notice the detail of the amount requested for each project and details of any contributions by state, territory, local governments or the private sector.</p> <p>Ms Page—Yes, Senator.</p>
AUSL 02	21/5/07	27	O'Brien	<p>Senator O'BRIEN—How many projects were judged to be ineligible?</p> <p>Ms Page—We would have to take that on notice.</p>
AUSL 03	21/5/07	27	Heffernan	<p>CHAIR—How many of these applications were from above the Tropic of Capricorn?</p> <p>Ms Page—We would have to take that on notice.</p> <p>CHAIR—Many?</p> <p>Ms Page—I could not even speculate. I would like to take that on notice.</p>
AUSL 04	21/5/07	28	O'Brien	<p>Ms Riggs—Offers in respect of 89 projects have been made.</p> <p>Senator O'BRIEN—How many of those were previously the subject of applications?</p> <p>Ms Riggs—The vast majority.</p> <p>Senator O'BRIEN—How many were not?</p> <p>Ms Page—We do not have that information with us. We would like to take that on notice.</p>
AUSL 05	21/5/07	31	Fielding	<p>Senator FIELDING—Maybe I need to ask the minister. What responses have been given to those requests from the state government?</p> <p>Senator Johnston—I am not aware of what responses have been given. I would have to track the responses down to see when they were sent, how many there are and what we have got back from the states. I can probably take that on notice for you.</p>

AUSL 06	21/5/07	32	Fielding	<p>Ms Riggs—They make recommendations as to which project should be funded to the minister.</p> <p>Ms Page—Based on the criteria associated with the program.</p> <p>Senator FIELDING—Minister, does that report get tabled anywhere?</p> <p>Senator Johnston—I am not aware of that.</p> <p>Ms Riggs—No, that advice is not generally made public.</p> <p>Senator FIELDING—Can I have a copy of that?</p> <p>Ms Riggs—Subject to the minister’s views.</p> <p>Ms Page—We will take that on notice, yes.</p> <p>Senator FIELDING—How does the minister respond to those requests?</p> <p>Ms Riggs—If the minister agrees, the minister formally declares a program of projects to be the projects that will be funded under the Black Spot Program in a state for the subsequent year.</p> <p>Senator FIELDING—I am not trying to make it difficult; I am just trying to understand the process and how public it is versus whether it is done behind closed doors. I think the public would like to know a bit more about it—about how the process happens. It is great that there is a group that looks at it and makes recommendations to the minister. I am just trying to work out what happens from that process. I would like on notice, if I can, to look at that report. Perhaps the minister can also advise what goes back to that group.</p>
AUSL 07	21/5/07	32	O'Brien	<p>Senator O’BRIEN—I want to ask further questions about the strategic regional project. Has an offer been made to the Conargo Shire Council for the roads to rice project?</p> <p>Ms Page—We will have to take that on notice.</p> <p>Senator O’BRIEN—While you are taking it on notice, what is the amount of the offer and what is the total estimated cost of the project?</p> <p>Ms Page—We can get that advice for you, but we do not have the list with us.</p> <p>Senator O’BRIEN—What electorate is that project in?</p> <p>Ms Page—Again, we will take that on notice.</p> <p>Senator O’BRIEN—What funding contributions are being made by other parties?</p> <p>Ms Page—We will not know what the funding contributions made by other parties are until the council comes back with a confirmation, if indeed they were made an offer in the first place.</p> <p>Senator O’BRIEN—When did the Conargo council make an application for Strategic Regional Program funding for this project?</p> <p>Ms Page—Again, we will take that on notice.</p> <p>Senator O’BRIEN—And when was it knocked back, and why? If there was no application, on what basis is the project to be funded?</p> <p>Ms Page—We will take those questions on notice, Senator.</p>

AUSL 08	21/5/07	33-34	O'Brien	<p>Senator O'BRIEN—I have the same questions in relation to the Tumbarumba Shire Council, in relation to the Tooma Road project—the Tumbarumba to Maragle road. Has an offer been made?</p> <p>Ms Page—Again, we will take that on notice.</p> <p>Senator O'BRIEN—While you do that, can you advise me the amount of the offer and the total estimated cost of the project? What electorate is the project in, and what funding contributions are being made by other parties? Has the offer to the council been accepted? If not, why not? When did the council make an application for Strategic Regional Program funding for this project and, if it was knocked back, when and why? I have the same questions, which I take it you are going to take on notice, in relation to the Tumut Shire Council Green Hills access road reconstruction; the Walgett Shire Council Collarenebri to Burren Junction project; the Walgett Shire Council Walgett-Carinda road, completing the sealing and upgrading; and the Wellington Council Wellington-Narrabri regional road. I also ask the same questions in relation to the Narrabri Council plan for upgrading the Coonamble to Bingara road; the Singleton Council Wollombi Road/Paynes Crossing Road upgrade; Cessnock City Council for the construction and sealing of DeBeyers Road unsealed section between Broke Road and McDonald Road; and the Griffith City Council Murrumbidgee River Road upgrade. In Lockhart Shire Council is the Rock Bullenbung construction; in Wyong Shire Council is the Brush Road Upgrade; in Cabonne Council is the Baldry Bridge replacement of Rocky Ponds Creek to Renshaw McGirr Way; in Cowra Shire Council is Billimari Road sealing; in Dubbo City Council is the Boothenba Road/Golden Highway intersection realignment; in Gundagai Shire Council is the Adjungbilly Creek bridge construction; in Hawkesbury City Council is the Racecourse Road South Windsor sealing project; in Tenterfield Shire Council is the replacement of four timber bridges project; in Wyong Shire Council are the Link Road and Dickson Road upgrades; in Bombala Council is the Snowy River Way upgrade; in Queanbeyan City Council is Edwin Land Parkway stage 2; in Gloucester Shire Council are Bucketts Way road rehabilitation and Krambach, Deep Creek and Broad Gully bridge replacement; in Lachlan Shire Council is the Hillston-Eumungerie Road; in City of Ryde are Balaclava Road Eastwood, Wicks Road North Ryde and Cox's Road North Ryde; in Corangamite Shire Council is the industry growth links project; in City of Casey is the Manks Road construction; in Buloke Shire Council is Donald South Road, or Golf Course Road; in City of Casey is the Dalmore Road construction; in Hindmarsh Shire Council is the Nhill Truck Route; in West Wimmera Shire Council is the Harrow Casterton Road upgrade; in Whittlesea City Council is the E6 Roadway, Findon Road to Bridge Inn Road; in Yarra Ranges Shire is Don Road Healesville; in Yarra Ranges Shire is Bell Street Seville and Melba Highway deviation at Yarra Glen; in Indigo Shire Council are Mellish Street Beechworth road widening and vertical alignment improvements; in Swan Hill Rural City Council are Swan Hill and Wakool Roads upgrade; in Yarra Ranges and Cardinia is the widening of Wellington Road, Lysterfield Road and Clematis; and in Cardinia Shire is Gembrook-Tonimbuk Road upgrade. In Bulloo Shire Council there is the Innaminka Road upgrade to seal; in Cook Shire Council in the Lily Creek to Crocodile Gap; in Etheridge Shire Council are the Savannah Way safety improvements; in Flinders Shire Council is the Hann Highway development; in Peak Downs Shire Council is Rolleston to Suttor Development Road link; in Nebo Shire Council is Peak Downs Highway upgrade; in Balonne</p>
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AUSL 09	21/5/07	39-40	I.Macdonald	<p>Senator IAN MACDONALD—I want to follow on Senator O’Brien’s path of questioning about AusLink and the state contribution. I particularly refer to the Queensland announcements made by the minister in the last week or so. In particular, are you familiar with roads like the Hann Highway from Hughenden through to—</p> <p>Ms Page—Yes.</p> <p>Senator IAN MACDONALD—What classification does that road have?</p> <p>Ms Page—That is a state road or possibly a mix of state and local government roads.</p> <p>Ms Riggs—Part of it is a state declared highway and part of it, I think, is what Queensland calls a state development road. But all of it is, I think, part of the state network rather than the local road network.</p> <p>Senator IAN MACDONALD—Just refresh my memory. What was the contribution from the Commonwealth towards that road?</p> <p>Ms Riggs—I am sorry; I do not have those papers with me at the moment.</p> <p>Ms Page—I suspect that we may have made contributions from time to time to bits of its length where it may also be called different things but we will take that on notice and get back to you.</p>

AUSL 10	21/5/07	42	I.Macdonald	<p>Senator IAN MACDONALD—Mine is a very simple question. For reasons, you cannot talk about Peak Downs at the moment or any of those that were announced just recently. That is fair enough. But are there any in the last round of the regional component of R2R or is there anything in AusLink 1 or 2 where you could give me an indication of what the state has been asked to contribute or has contributed to roads which were clearly state responsibilities?</p> <p>Ms Riggs—Yes. I could certainly give you an example or two. I do not have complete details, but one of the projects announced in November or December last year is in support of the Starlight Way from Aramac to Torrens Creek Road.</p> <p>Senator IAN MACDONALD—Yes. I know it well. I have driven it many a time.</p> <p>Ms Riggs—The total value of that project, as sought by the council, was \$14 million. The Australian government contribution is \$7 million. The council has indicated it will be contributing \$1.4 million. Other contributors involve \$5.6 million. I do not have a breakdown of them with me but my recollection is that the state government is a substantial contributor to that project. I will take the detail on notice.</p> <p>Senator IAN MACDONALD—Would you, please. If it is not the state government, who would be the other contributors?</p>
AUSL 11	21/5/07	45	O'Brien	<p>Senator O'BRIEN—Yes, Peak Downs.</p> <p>Ms Riggs—It was an offer announced by the Deputy Prime Minister on Tuesday of last week.</p> <p>Senator O'BRIEN—When was that assessment conducted?</p> <p>Ms Riggs—That was one of the projects that was on the list of decisions which the ministers conveyed to us.</p> <p>Senator O'BRIEN—Was there an application?</p> <p>Ms Page—We will get back to you on that. That falls into that class of questions you asked about the extent to which the projects were subject to the earlier round.</p>
AUSL 12	21/5/07	45-46	O'Brien	<p>Senator O'BRIEN—In previous estimates the department has supplied a spreadsheet showing the status of all the AusLink related projects expenditure, forward estimate dates, dates of expected completion and so on. Is that able to be brought up to date?</p> <p>Ms Riggs—Just for the record, that is a spreadsheet providing details of each of the projects funded under the national projects component, not all the other components of AusLink. Yes, we are able to provide that.</p> <p>Ms Page—We provided that to you on notice, I think, just after the last hearings. Senator O'BRIEN—Yes. Is the document provided on 5 April still current?</p> <p>Ms Page—It would be close to current.</p> <p>Ms Riggs—It will have been updated for the budget. We will provide it again on notice.</p>

AUSL 13	21/5/07	46	O'Brien	<p>Senator O'BRIEN—When will the funding for 2007-08 and 2008-09 for the national network program be fully announced?</p> <p>Ms Page—Certainly the minister has already advised states concerning the projects. I think they were all included in the budget media releases.</p> <p>Ms Riggs—You will get the details in the spreadsheet that I have already agreed we will give you for the budget update.</p> <p>Ms Page—We could also provide you with the portfolio budget pack, which has got media releases in relation to each jurisdiction and road projects associated with them.</p> <p>Senator O'BRIEN—Thank you for that.</p>
AUSL 14	21/5/07	49-50	Adams	<p>Senator ADAMS—When councils are tendering out against contractors, the contractors use depreciation as part of their costings. The councils do as well. Is there any way that this can be reviewed so that they can be helped out with this?</p> <p>Mr Atkinson—The difference there is that the cost of the contractors is actually a net cost to the council of doing the project. Councils have own source expenditure on roads as well. The costs of the capital are already covered. So it is not actually a net cost associated with the Roads to Recovery program.</p> <p>Senator ADAMS—So there is no way that they will look at any change in that policy or in the guidelines?</p> <p>Mr Atkinson—We could examine it but—</p> <p>Ms Page—I think the policy judgement is for the government. But the government would need to look at what sorts of incentives that creates for councils in relation to the purchase of machinery as opposed to the construction of the road, I think, if we were to start funding depreciation on capital equipment.</p> <p>Senator ADAMS—To me, it is all part of the whole issue. If they have not got machinery that is up to scratch, they are not going to be able to actually take up the work that they want to do.</p> <p>Ms Page—Our projects are not the only work that those councils conduct on roads throughout the year in their shires or council areas.</p> <p>Senator ADAMS—Could you take that as a question on notice so that I can take it back to the local governments?</p> <p>Ms Page—Certainly.</p>
AUSL 15	21/5/07	50	Heffernan	<p>CHAIR—Why does the concrete fail? Have they worked that out?</p> <p>Mr Hogan—I am not aware of any—</p> <p>CHAIR—Is that salinity or rising water? Every now and then a big piece of the—</p> <p>Mr Hogan—Where in particular do you mean?</p> <p>CHAIR—Anywhere along it. You are just talking about it. I drive it all the time.</p> <p>Mr Hogan—I think it would probably vary from place to place. I can take that on notice for you, though.</p>

AUSL 16	21/5/07	52-53	I.Macdonald	<p>Senator IAN MACDONALD—The Cardwell Range work, you say you expect that very soon?</p> <p>Mr Elliott—Yes. There has been some work on the planning for that underway for a little while now, which has looked at the route or the possible route. Most of that planning work has now been completed and been made. But just off the top of my head—I am not quite sure at this point—there may be some heritage issues to be dealt with. But we have not received the planning work yet from Queensland Main Roads. I would think that that would be forthcoming fairly soon.</p> <p>Senator IAN MACDONALD—On notice, can you tell me when the work started?</p> <p>Mr Elliott—When the planning work started?</p> <p>Senator IAN MACDONALD—Yes.</p> <p>Mr Elliott—Yes.</p> <p>Senator IAN MACDONALD—And when you expect it to finish.</p> <p>Mr Elliott—Yes.</p> <p>Senator IAN MACDONALD—And who is actually doing it. Is it Queensland Main Roads or private consultants?</p> <p>Mr Elliott—I will give you all the details on notice. I think it may be Yarup or someone, but I will check and give you the details on notice.</p>
AUSL 17	21/5/07	53	I.Macdonald	<p>Senator IAN MACDONALD—It is. That brings me to the real question. There is no alternative route between Brisbane and Townsville except across the Burdekin Bridge unless you go right out into western Queensland. Has any thought been given to a duplication of the Burdekin Bridge?</p> <p>Mr Elliott—Not at this stage, no.</p> <p>Senator IAN MACDONALD—Is anyone not looking at planning? Would Queensland Main Roads have a future strategy for that?</p> <p>Mr Elliott—They may have. Could I take that on notice?</p> <p>Senator IAN MACDONALD—Yes, please. I would be very interested in that. Thank you.</p>
TLG 02	21/5/07	54-55	O'Brien	<p>Senator O'Brien-In budget paper No. 2 at page 300, under the South Australian local councils continuation of funding, there is \$57 million allocated over the forward estimates. Can you identify how that will be allocated or what process will be used to determine its allocation?</p> <p>Ms Page—That is a continuing provision of funding to South Australia which recognises the particular disadvantage that South Australia has under the allocation of local roads. I cannot remember whether that goes directly to councils or whether some of it goes to South Australia for roads in unincorporated areas. I could take that on notice. It is a continuing measure.</p>

AUSL 18	21/5/07	60	O'Brien	<p>Senator O'BRIEN—What other investment plans does the ARTC have in New South Wales?</p> <p>Mr Wolfe—It is completing a program as part of the New South Wales lease to 2009 that involves a number of major works. Certainly there are major works on the north coast. There is the southern Sydney freight line, which is a major dedicated freight line connecting the southern parts of Sydney with Chullora. There are works that will take place in relation to the Sydney-Melbourne track, particularly between Junee and Melbourne, where they are doing concrete sleepering, passing lanes and a number of other works, all designed to improve the capacity of what has been identified by the north-south rail study as the part of the system that most needs fixing.</p> <p>Senator O'BRIEN—And how much has been set aside for that work?</p> <p>Mr Wolfe—The total program is \$1.3 billion. That includes the Hunter Valley. I am happy to provide you with a table that breaks that down into the individual projects.</p> <p>Senator O'BRIEN—I would appreciate that. Thank you for that.</p>
AUSL 19	21/5/07	61	O'Brien	<p>Senator O'BRIEN—Is it possible to get a spreadsheet similar to the AusLink spreadsheet that shows the status of the ARTC projects?</p> <p>Mr Wolfe—Yes.</p> <p>Senator O'BRIEN—Thank you for that. Would that spreadsheet set out whether the projects are on time?</p> <p>Mr Wolfe—I indicated that the project information can indicate their current status.</p> <p>Senator O'BRIEN—What about cost overruns?</p> <p>Mr Wolfe—I will take that on notice with the ARTC.</p>
MLT 01	21/5/07	62	O'Brien	<p>Senator O'BRIEN—What is the report likely to cost and who will pay that?</p> <p>Mr Sutton—In terms of the actual costs of the consultancy?</p> <p>Senator O'BRIEN—Yes.</p> <p>Mr Sutton—It was commissioned as a consultancy led by South Australia. The approximate figure is around \$120,000 or thereabouts, but I will take that on notice and get the precise figure for you.</p>
MLT 02	21/5/07	63	O'Brien	<p>Senator O'BRIEN—Are figures available to advise how many Australian seafarers commenced an AMC course over the last five years in the various categories of officers, engineers, ratings, et cetera?</p> <p>Mr Sutton—I do not have those figures with me, but I will take it on notice and I am sure the AMC will be happy to provide those.</p> <p>Senator O'BRIEN—It would be good to know how many commenced and how many completed by officer, engineer and ratings categories.</p> <p>Mr Wilson—Just as a way of reference, there are currently about 740 students enrolled in the college, but we will get the details of the breakdown of those.</p> <p>Senator O'BRIEN—I would appreciate that, thank you very much.</p>
MLT 03	21/5/07	64	O'Brien	<p>Senator O'BRIEN—I think he has been to the Administrative Appeals Tribunal about the decision not to allow him to collect the motor vehicle off the wharf. How much did it cost the department to defend that application?</p> <p>Mr Robertson—I am unaware of the cost. I can provide that information for you.</p>

MLT 04	21/5/07	65	Heffernan	<p>CHAIR—May we look at something that passes the test as well?</p> <p>Mr Mrdak—We can provide the committee with some equivalent test results for small vehicles which are already on the Australian market which meet the Australian design rules.</p>
ATSB 01	21/5/07	68	O'Brien	<p>Senator O'BRIEN—Which reports are due for release shortly?</p> <p>Mr Bills—I will ask Mr Walsh to consult his list and take you through that.</p> <p>Senator O'BRIEN—Can you advise which of the ongoing reports are due to be completed shortly?</p> <p>Mr Bills—By 30 June?</p> <p>Senator O'BRIEN—By 30 June, yes.</p> <p>Mr Bills—It will vary a little bit at the margins because sometimes we are guessing what level of comment we get back from directly involved parties as to whether we will release it publicly. We will have our best guess.</p> <p>Mr Walsh—This is predicated on one receiving timely DIP comments and also, as Mr Bills mentioned, the nature of those comments. We had an accident near Tamworth in March 2005: a Foxtrot India November involving a Cessna 310 that I would anticipate will go out before June.</p> <p>Mr Bills—Before 1 July.</p> <p>Mr Walsh—Sorry, before 1 July.</p> <p>Mr Bills—If you prefer we could take it on notice. It may be more efficient for you and put less pressure on</p> <p>Mr Walsh.</p> <p>Mr Walsh—There is roughly a dozen that I am hoping will go out between now and the end of June. I can quite happily provide those details.</p>
ATSB 02	21/5/07	75	O'Brien	<p>Mr Foley—That is correct; it was misidentified as a record of interview between Mr Chaston and the police. When we inspected the record, we realised that it was indeed two interviews that we had had with Mr Chaston. Mr Bills outlined our policy; when we conduct an interview, generally we provide some sort of background information to the interviewee and we may express certain opinions. Consequently it is inappropriate that our questions are actually given to the coroner. Mr Chaston is most welcome to give his evidence to the police independently. While for him it would have been some embuggerance to provide those two statements to police—and he did, as you logically said, hand over our interviews— prior to doing so he was given the appropriate warnings that that was not to happen. For that reason we suppressed things from the interviews that may well be restricted information.</p> <p>Senator O'BRIEN—Can we get a copy of that? It is not able to be used if it is tabled here.</p> <p>Mr Foley—Once again, I am not sure whether we can do that under the terms of the act; we would have to take advice on that, Senator.</p> <p>Senator O'BRIEN—You certainly can; it has been done before.</p> <p>Mr Bills—It is restricted information under our act, obviously.</p> <p>Senator O'BRIEN— The document cannot be used in any proceedings if it is tabled here.</p> <p>CHAIR—Anyhow, you can take advice.</p>

ATSB 03	21/5/07	81	Allison	<p>Senator ALLISON—Has there ever been a suggestion discussed that the Commonwealth might assist the states or the bus companies to fund seatbelts for school buses?</p> <p>Mr Bills—I would be surprised if the states had not raised that in the past. It would be a massive cost, I would think.</p> <p>Senator ALLISON—Some say the figure of \$70 million, which has been touted as being the total cost, is inflated. Do you have accurate figures on the kinds of buses that we are talking about here—those that carry children over relatively long distances in rural areas, outside metropolitan areas?</p> <p>Mr Motha—As I referred to earlier, the Austroads reports that were considered by the Australia Transport Council some years ago had some figures on some measures, including seatbelts, and we can provide those reports to you.</p>
AMSA 01	21/5/07	86	O'Brien	<p>Senator O'BRIEN—What is the most expensive air search that AusSAR has had to pay for in the last 12 months?</p> <p>Mr Baird—I would have to take that on notice.</p> <p>Senator O'BRIEN—If you could, that would be good.</p>
AMSA 02	21/5/07	86-87	O'Brien	<p>Senator O'BRIEN—If you could, that would be good. What is the average cost for air searches for an incident?</p> <p>Mr Baird—The average cost of an incident?</p> <p>Senator O'BRIEN—For any specific air services to search.</p> <p>CHAIR—An hourly rate?</p> <p>Senator O'BRIEN—No. If you engage aircraft for a search, do you get a total bill for a search?</p> <p>Senator Johnston—That will differ extraordinarily broadly from air search to air search.</p> <p>Senator O'BRIEN—Yes, and I asked for the average.</p> <p>Senator Johnston—An average would not be terribly indicative, I would have thought. An hourly rate would be much better, wouldn't it?</p> <p>Senator O'BRIEN—I am happy to have that as well. Thanks for the suggestion.</p> <p>Senator Johnston—I am here to help.</p> <p>Senator O'BRIEN—Thank you. You are from Western Australia and you are here to help.</p> <p>Senator Johnston—Yes.</p> <p>Mr Baird—We can provide that for you.</p> <p>Senator O'BRIEN—Thank you</p>
AMSA 03	21/5/07	88	O'Brien	<p>Senator O'BRIEN—Do you know how many air searches AusSAR has commissioned in the last 12 months?</p> <p>Mr Baird—I will get those figures back for you, Senator.</p>

AAA 01	21/5/07	89-90	Heffernan	<p>CHAIR—The other day I had a mob come in to see me from Bankstown Airport. They were telling me that it was the view of the management that aviation is a secondary consideration. This is for light aircraft owners and whatever you call that side of the aviation industry. There is a view from the owners that the quicker they get rid of all those small aircraft owners and turn the thing into more of an industrial site the better. Does the department or the government have a policy to protect the integrity of light aircraft owners in places like Bankstown? We are going through the same episode at Long Bay rifle range. It is a great development site and they want to kick the riflemen off and tell them to go to Goulburn or somewhere, when the bulk of the riflemen come from around Sydney, so that in effect collapsed the culture of the rifle. What is to stop the owners of Bankstown eventually pricing all the light aircraft off the airport? I noticed actually on the way out of town to Yass that there is a paddock there with two or three, four planes always parked in it because they reckon that they cannot afford to park in the airport here. There are all sorts of silly buggers being played at Bankstown with the buyback of hangars and the land they stand on and all the rest of it. Do we have a policy that says that it should not be just left to the full market forces for light aircraft owners, or should we just hunt them out to build a hub in the bush somewhere and land in a paddock and make the most of it somewhere else? Do you know what I mean?</p> <p>Mr Mrdak—Yes, I understand. We have had the same representations from aircraft owners and the pilots association and other tenants of Bankstown, and other GA airports.</p> <p>CHAIR—They are the ones that have been to see me.</p> <p>Mr Mrdak—Similarly, I have had discussions with them, as have ministers. We have also taken it up with Bankstown Airport’s management.</p> <p>CHAIR—I think the boss out there has told these blokes that the quicker he can get rid of them the better it will be.</p> <p>Mr Mrdak—That is not his view of what he is saying to us.</p> <p>CHAIR—Well, no doubt.</p> <p>Mr Mrdak—We have taken these issues up. Firstly, your comment, ‘Does the government have a policy?’ and the answer is, ‘Yes.’ The airport has been leased and the primary purpose of the lease is to run a general aviation aerodrome. There are requirements in the lease in relation to maintaining a general aviation aerodrome facility and providing for open access. Those sorts of things are set out in the lease. What role do we take? We do regulate the airports through the master planning process, and one of the key considerations for the department in assessing the last approved master plan for the airport was the amount of dedicated aeronautical sites that they were making available. In my understanding—and I will check—there is something of the order of 142 acres that have been set aside in the current master plan for general aviation development and aero use. We have gone back and tested with the airport management—and Mr Williams and I are meeting with airport management again this week, in relation to a whole range of issues on Bankstown—the claims of AOPA and others. The view of the airport management is that they are trying to negotiate commercial terms; they are trying to clean up—</p>
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AAA 02	21/5/07	91	Heffernan	<p>CHAIR—They gave me an example of some poor bugger—it is a bit like the woman who has been left the house in the will and cannot pay the land tax—who owned a hangar there and they put up the rent, and they put up the rent and they put up the rent. Eventually they said, ‘I’ll tell what we’ll do with you. We’ll give you a rental rest but we’ll take the hangar.’ So they took the hangar. Do you think that is fair behaviour?</p> <p>Mr Mrdak—I am sorry, I am not familiar—</p> <p>CHAIR—Could you get back to me on that?</p> <p>Mr Mrdak—I will certainly do that.</p>
AAA 03	21/5/07	94	O'Brien	<p>Senator O’BRIEN—How many airstrips are known to be regularly used by the Royal Flying Doctor Service?</p> <p>Mr Mrdak—I do not have that information, I am sorry. I can try and find that out.</p>
AAA 04	21/5/07	95	O'Brien	<p>Senator O’BRIEN—What is the department’s assessment of the health of the general aviation industry in Australia and what issues are confronting it at the moment?</p> <p>Mr Mrdak—The government last year established the General Aviation Industry Action Agenda, and that action agenda leadership group has now met for the first time and has work under way. It is chaired by Dr Roland Williams, former head of Shell in Australia, and contains leading GA representatives, including the head of AOPA and other GA industry groups. To give you a snapshot of where GA is, I think there has been growth across most sectors of general aviation, which is consistent with the growth in the economy. Flying training has grown. There has been a big increase in general overall charter work in other areas and, in the area of ultralight and recreational aircraft, there has been a boom. There has been unprecedented growth in recreational aviation activity, particularly in ultralights and helicopters. At the same time, we recognise that hours flown by traditional certified aircraft have grown more slowly but there has been growth over the last couple of years, based on the latest statistics from the BTRE. I would be happy to provide that BTRE analysis for the committee.</p> <p>Senator O’BRIEN—Thanks for that.</p>
AAA 05	21/5/07	96	O'Brien	<p>Senator O’BRIEN—I am finding that hard to line up with the evidence you gave about the growth in flight training services. Is that a growth in the services but not participants?</p> <p>Mr Mrdak—No. I will check the data but my understanding is that hours flown in pilot in-flight training have increased.</p>

AAA 06	21/5/07	97	O'Brien	<p>Senator O'BRIEN—Has the task force met yet?</p> <p>Mr Mrdak—Yes, it has.</p> <p>Mr Ford—The task force has had one meeting. It was on 14 May.</p> <p>Senator O'BRIEN—A week ago. Does it have terms of reference?</p> <p>Mr Mrdak—Yes, it does.</p> <p>Senator O'BRIEN—Are they public?</p> <p>Mr Mrdak—They are not. I can take that on notice. The minister has written to the chair of the task force setting out his expectations and the area he wishes to have the task force cover. I will take that on notice to see if that can be made available to the committee.</p>
AAA 07	21/5/07	98	O'Brien	<p>Senator O'BRIEN—Is there a standard fee for the chair of such a task force?</p> <p>Mr Mrdak—There are provisions through the Remuneration Tribunal for such special purpose tasks, and we are currently doing some work with the rem tribunal to ascertain what is the most appropriate remuneration for the task force chair and the members.</p> <p>Senator O'BRIEN—Will you take it on notice to supply the committee with those details when they are established, or do I have to do it through another process?</p>
CASA 01	21/5/07	105	Sterle	<p>Senator STERLE—Does this company, Network, have any other Beechcraft King Air 200s?</p> <p>Mr Vaughan—I can check. I believe they operate other Beechcraft, or I can submit that later, if you desire?</p> <p>Senator STERLE—If it is just there, I do not think the chair would mind another 30 seconds.</p> <p>Mr Vaughan—I do not actually have the number of Beechcraft 200s that they operate. Only under their operator certificate it calls up that they do operate the Beech 200.</p> <p>Senator STERLE—All right then. Take it on notice if you could, please, Mr Vaughan. Also—you cannot answer this—but if they have got others I would like to know if they have been grounded while the bearings have been lubricated or whatever. If you could provide that information to the committee or the Senate, that would be appreciated. But I will leave that, because we do not have the answer. So what is CASA's assessment of the risk to passengers and crew of this type of equipment failure?</p>
CASA 02	21/5/07	107	Sterle	<p>Mr Vaughan—It is a machine. Our focus here is to determine if there is an emerging problem so that we can put in a defence so that it does not become a catastrophic failure.</p> <p>Senator STERLE—Sure, but your words are 'continually monitor'. 'Continually monitor' to me means that if there are any Beechcraft King Air 200s flying around you get them and make sure the bearings are greased, but you could not tell me if that has been done. You said you have sent something out, but you would not have a clue if it has been followed—not your words; mine.</p> <p>Mr Vaughan—We will certainly get back to you, if I can take that on notice, as to what the fleet experience has been subsequent to that airworthiness bulletin.</p> <p>Senator STERLE—If you could, please.</p>

CASA 03	21/5/07	108	Sterle	<p>Senator STERLE—So no-one pays for that. All right. Can you tell me what company holds the AOC where an aircraft is operated on a cross-charter capacity for another aviation company in WA? Do you know about that?</p> <p>Mr Carmody—Do you have an example, Senator?</p> <p>Senator STERLE—There are a couple of aircraft companies in Perth. One is low capacity. It is chartering high-capacity aircraft but it is only under low capacity, I am led to believe.</p> <p>Mr Vaughan—With that information I do not have much to go on but we can certainly take it on notice.</p> <p>Senator STERLE—I will let you take it on notice.</p> <p>Mr Byron—If that is the case, we would like to know who that is.</p> <p>Senator Johnston—You will need to specify who's who in the zoo so that there can be some inquiries made.</p> <p>Senator STERLE—You will check who the high-capacity ones are, then you will check who the low capacity ones are and then I will have no doubt that you have given them the all-clear to bring in high-capacity aircraft. I want you to follow that up for us and, if you could, provide the Senate with the information.</p> <p>Senator Johnston—It is at Perth Airport?</p> <p>Senator STERLE—At Perth Airport, Minister.</p> <p>Senator Johnston—Not Jandakot?</p> <p>Senator STERLE—No, at Perth Airport</p>
CASA 04	21/5/07	112	McLucas	<p>Senator McLUCAS—I apologise. It is not the transcript; it is the media release that I am quoting from.</p> <p>Mr Byron—I think the best thing that I can do is to read to you what I actually said during the media conference, which is the transcript. There has been a varying amount of reporting of what I allegedly said. If you are reading from a CASA press release, I would need to check that but, nevertheless, what I said is what I said and that is on the transcript, which I am happy to provide, but it is available on the website. I will tell you exactly what I said, but I will read the preceding paragraph:</p> <p>I accept that there is always room for improvement in the way we operate and that our surveillance in years past needed improvement.</p> <p>I have been saying that for years. I do not accept that the Civil Aviation Safety Authority caused the errors on the flight deck that resulted in the accident. However, that is no reason to be complacent or to stop working towards better safety.</p>
CASA 05	21/5/07	115	McLucas	<p>Mr Byron—No. I told you that I have already made the decision that I will be reviewing those. I have instructed the management. Once we have responded to the ATSB, which we have not done yet, our agreed action for those recommendations will be tracked on a monthly basis.</p> <p>Senator McLUCAS—And put that on the website?</p> <p>Mr Byron—I am happy to do that, yes.</p> <p>Senator McLUCAS—Thank you.</p>

CASA 06	21/5/07	121-122	McLucas	<p>Senator McLUCAS—When did the minister’s office get a copy of the press release?</p> <p>Mr Byron—I cannot be sure of the exact timing. If you need me to check the detail, I can. What I do know is that, after I gave the press conference, I double-checked to make sure that both the department and the minister’s office had a copy of the transcript.</p> <p>Senator McLUCAS—Because you realised there was a potential political problem in the press release as it stood?</p> <p>Mr Byron—No, I just wanted them to see what I said.</p> <p>Senator McLUCAS—When did you withdraw the media release?</p> <p>Mr Byron—I did not withdraw it. I made a statement to the media which became the formal record of what I had said.</p> <p>Senator McLUCAS—The press release stands as a document in the public arena. You have not attempted to withdraw that media release?</p> <p>Mr Byron—What I did do was to make sure that the record that was on the CASA website reflected what I had said in the transcript.</p> <p>Senator McLUCAS—When was the minister’s office provided a copy of Mr Byron’s media release?</p> <p>Mr Mrdak—We will take that on notice.</p> <p>Senator McLUCAS—Thank you. Could I also find out what communication there was between your office, Mr Byron, and the minister’s office on the day of 4 April.</p> <p>Mr Byron—I did not speak to the minister’s office at all until later in the day.</p> <p>Senator McLUCAS—No, I did not ask you; but I want to know what discussions were had between your office and the office of the minister on that day, either before or after the press conference. You said you spoke to the minister’s office later that day.</p> <p>Mr Byron—Yes.</p> <p>Senator McLUCAS—That is one event. Can I find out what other discussions were held on that day, but particularly around the issue of that media release that you are seeming to say does not reflect your view.</p> <p>Mr Mrdak—I think a lot of the communications on that day were probably with the department rather than the minister’s office, but I will take that on notice.</p> <p>Senator McLUCAS—Thank you. It might be useful also for us to find out what discussions there were between the department and the minister’s office on the day, around the question of the release of this media statement.</p> <p>Mr Mrdak—I will look into that. There would have been a series of discussions, like there is any day between the department and the office.</p> <p>Senator McLUCAS—I understand that. I do not want to know about anything other than the question of the release of the ATSB report.</p>
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CASA 07	21/5/07	122	McLucas	<p>Senator McLUCAS—I understand that. I do not want to know about anything other than the question of the release of the ATSB report. Mr Byron, was Transair on that top 10 list prior to the crash, as we discussed in October estimates last year?</p> <p>Mr Byron—The answer to the question from my point of view is that there was no safety relationship. It was provided as an example or something, but I will have to go back and check and get the actual report. Given that we have a mix-up, because we obviously want to make sure we give you the facts, from my point of view there was nothing in the draft report that was provided which showed a layout of how they would present this that raised any safety concerns with Transair, which I think is the issue. But in terms of the piece of paper that was presented to me at that meeting, I will need to just double-check it and see exactly what it said.</p> <p>Senator McLUCAS—Sorry, what meeting are we talking about now, Mr Byron?</p> <p>Mr Byron—Any reports that I would receive are presented as part of a monthly meeting.</p> <p>Senator McLUCAS—Okay. So this is where you get your top 10 list, of operators that are causing difficulty or you are concerned about?</p> <p>Mr Byron—There was no, at that time, list that came from the part of the organisation conducting oversight that said, ‘CEO, these are the operators that you’ve got to worry about.’ There was not a report like that. There was, to the best of my recollection—and this is why it does not assume a high level of importance in my mind—an attempt to start to develop a reporting format and it was labelled draft no safety issues and all this sort of stuff, and it had a range of operators. Whether or not Transair was on that report that we are talking about, back in early 2004, I just want to double-check.</p>
CASA 08	22/05/07	4	O'Brien	<p>Senator O’BRIEN—So while we are flying around regional Australia we could be on a training flight with passengers?</p> <p>Mr Byron—You would not be on a training flight where the copilot is gaining an endorsement to operate the aircraft. The copilot would have to have that qualification prior to doing any revenue flying. What we are talking about here is an additional instrument approach endorsement of his instrument rating and, provided the aircraft is in visual conditions, it would be possible for training to be conducted as though it were a visual approach. It is what we call ‘command under supervision’.</p> <p>Senator O’BRIEN—So it would not be legitimate if your alternative scenario for the crash was concerned and he was doing another practice in—</p> <p>Mr Byron—In Lockhart River? That was using instruments in better conditions and that would not have been on.</p> <p>Senator O’BRIEN—Could you confirm on notice the regulations that permit that.</p> <p>Mr Byron—Certainly.</p>
CASA 09	22/05/07	5	O'Brien	<p>Senator O’BRIEN—But your main offices are on the eastern seaboard. How many of these field safety officers are based in Western Australia?</p> <p>Mr Carmody—If I may clarify the terminology: systems safety specialists in the Air Transport Operations Group. I do not believe we have any in Western Australia at present, but I will check that.</p>

CASA 10	22/05/07	11	O'Brien	<p>Senator O'BRIEN—On notice, could you provide me with the details of the positions and location of positions that the additional funds in the budget will pay for. I would like position descriptions and the salary range for the positions.</p> <p>Mr Byron—So you would like our plans for where the new resources are going to be allocated?</p> <p>Senator O'BRIEN—Yes, what the position descriptions are and what the salary points are for those position descriptions.</p> <p>Mr Byron—Yes, certainly we can provide that.</p> <p>Senator O'BRIEN—Also, where there are flexibilities as to the location of work, could you identify that.</p> <p>Mr Byron—Yes, certainly. We will give you our best thinking on that. I must add that the aviation industry is at the moment very dynamic. It is important that we maintain some sort of flexibility about the allocation of our staff. We will have a clear idea of where we want to put them in the short term and we will provide that too.</p>
CASA 11	22/05/07	12	O'Brien	<p>Senator O'BRIEN—Can we, on notice, receive the details of your estimate of how CASA will spend the money?</p> <p>Mr Carmody—Yes, we can provide that on notice. Bearing in mind that it really is an additional estimate, we may wish to move those resources around.</p>
CASA 12	22/05/07	13	O'Brien	<p>Senator O'BRIEN—Has the number of BAe146 aircraft flying in Australia declined?</p> <p>Mr Byron—I know that they are still being operated in some parts of the country. I would have to get an answer back to you on whether the numbers have decreased. I know some of them have gone offshore. I will provide that to you on notice.</p> <p>Senator O'BRIEN—I think the last one I saw was flying to Christmas and Cocos islands. I am not sure that they are still flying over regional Western Australia, but Senator Sterle might have seen one.</p> <p>Mr Byron—I think they are mainly on freight operations.</p> <p>Senator O'BRIEN—The BAe146 is a little four-engine 80-seater—</p> <p>Senator STERLE—No, I have not.</p> <p>Senator O'BRIEN—depending on the configuration. It could be 120 in China.</p> <p>Mr Byron—They have noisy flaps.</p> <p>Senator O'BRIEN—Yes. They fly all right and sometimes produce cabin—</p> <p>Mr Byron—They warn you when the flaps are being activated, because of the noise.</p> <p>Senator O'BRIEN—Zero reports in 12 months might mean that only one or two aircraft are flying.</p> <p>Mr Byron—I believe there are more than that but I had better check the facts and get the exact detail on the number of aircraft to you.</p>

CASA 13	22/05/07	13	O'Brien	<p>Senator O'BRIEN—That and passenger charter, yes. Other aircraft have been mentioned in international reports as having similar problems. I am not sure how many of those other aircraft types fly into Australia, but the 767 was known to have them as well. The Boeing 767 has had some such difficulties and we definitely have some of those. There are no reports on the 767, I take it?</p> <p>Mr Byron—I am not aware of any on the 767 recently. I am sure if there had been we would hear about it pretty quickly, but I can check to see whether there have been any SDRs submitted on 767 aircraft.</p> <p>Senator O'BRIEN—What is the status of the Virgin AOC with the addition of its new aircraft—the Embraer, I think it is?</p> <p>Mr Byron—I might ask Mr Murray to give you the detail of that, Senator.</p> <p>Mr Murray—Virgin Blue have applied to amend their AOC to incorporate the introduction of the Embraer regional jet. An application is being processed—it is in its early stages.</p> <p>Senator O'BRIEN—How long would you expect it would take to be processed and are there any issues with the aircraft?</p> <p>Mr Murray—Typically, a change would take between four and six months—that is based on experience of introducing a relatively new type of aircraft. Virgin Blue is an existing airline with established procedures. Therefore, that will also affect the process, as opposed to perhaps being a new entrant airline.</p> <p>Senator O'BRIEN—There are aircraft by that manufacturer flying in Australia on RPT routes but not that jet type, as I understand.</p>
CASA 14	22/05/07	14	O'Brien	<p>Mr Murray—No. I have never operated out of Bankstown and therefore I do not have the information available but Bankstown is very much a general aviation airport. If it is comparable, for example, with Parafield or any of the other general aviation—GAAP—airports then it certainly would not be suitable for an aircraft of this size. There are some aircraft being introduced worldwide called 'very light jets' but these have very small numbers of passengers—four to six. They are gaining some media interest at the moment.</p> <p>Senator O'BRIEN—I wonder whether you would check that because my recollection is that Bankstown were talking about a larger aircraft and a four- to six-seater jet.</p> <p>Mr Murray—I will check that, Senator, but I would be very surprised if indeed it was the Embraer regional jet that we were talking about.</p> <p>Senator O'BRIEN—It may not be that specific, but in terms of the medium-sized jet aircraft, I thought that was something that had been put on the long-term operating plan, and they have extended their strip.</p> <p>Mr Mrdak—I think they have. Their master plan included a small number of RPT operations in the future for aircraft up to around 146 size or that equivalent category. I do not think, as Mr Murray has indicated, it goes to the Embraer regional jet size. I will check that. Their master plan had a very limited number of movements by RPT in the future.</p>
CASA 15	22/05/07	20-21	O'Brien	<p>Senator O'BRIEN—1.4 talks about the hot topic of fuel reserves. How is the fuel reserve issue addressed in the flying operations worksheet?</p> <p>Mr Murray—I do not have that level of detail. I can get back to you and give you that information.</p>

CASA 16	22/05/07	22	O'Brien	<p>Senator O'BRIEN—Going back to my question about the cabin staffing issue, you mentioned the airlines that have applied. What aircraft types do those applications relate to?</p> <p>Mr Murray—I do not have the specific information; I have the airlines, as I have mentioned. I have not seen the applications yet, but—</p> <p>Senator O'BRIEN—Do they go to just domestic, or to domestic and international?</p> <p>Mr Murray—I do not know that. I have not seen the applications yet. I would be guessing, so I have no idea.</p> <p>Senator O'BRIEN—How long would it take you to get that information?</p> <p>Mr Murray—It would be very quick to get the information. This information would be based on the application, and I would obviously take advice as to whether I would be able to supply that information based on the application. I would be more than happy to supply the information based on the outcome. Maybe I could take some advice.</p> <p>Senator O'BRIEN—What is the problem? It is going to be considered, as you say, on a safety case. Why shouldn't we know what is in contemplation or in application?</p> <p>Mr Murray—As far as I am concerned you may; I am just taking advice on that.</p> <p>Mr Carmody—I think we will check and see whether we can do that. I just do not know off the top of my head whether any commercial-in-confidence aspects with the individual operators making individual application to us for a decision, which they are doing, and—</p> <p>Senator O'BRIEN—We know the operators who have made the applications. You have told us that.</p> <p>Mr Murray—We have told you who the operators are; we do not have the individual detail of the applications. I think it would be prudent to check.</p> <p>Senator O'BRIEN—I think Jetstar have two aircraft types and Qantas have a number—</p> <p>Mr Carmody—We will check the detail and see whether there are any reasons why we cannot provide it.</p>
CASA 17	22/05/07	23-24	Sterle	<p>Senator STERLE—Yes, there are. I have been dreaming about bearings all night. I just want to correct the record. Mr Byron, I said that I wanted to have a conversation with you off the record; we will do that after this. I just want to clarify my line of questioning so we are both coming from the same angle and are not confused. I ask, firstly: are there differences with regard to safety compliance requirements with respect to the issue of AOCs for passenger charter operations compared with scheduled public passenger operations?</p> <p>Mr Byron—Yes.</p> <p>Senator STERLE—Are there differences in safety compliance requirements even though regular fly-in and fly-out charter operations are very similar to scheduled public passenger route operations?</p> <p>Mr Murray—Yes.</p> <p>Senator STERLE—What are those differences?</p> <p>Mr Murray—There are a significant number of them. I will take that on notice, Senator.</p> <p>Senator STERLE—Okay, if you could, thank you.</p>

CASA 18	22/05/07	25	Sterle	<p>Senator STERLE—Are the 19 operators migrating into your division by choice?</p> <p>Mr Murray—No.</p> <p>Senator STERLE—Are there any from WA?</p> <p>Mr Murray—Yes.</p> <p>Senator STERLE—How many from WA?</p> <p>Mr Murray—I do not have the figures available, but they are operators around the country at the moment.</p> <p>Senator STERLE—Could you take that on notice and provide that information the Senate?</p> <p>Mr Murray—We have not yet told the operators, so I would prefer that, when the decision is made and we have told the operators, we could provide it then.</p>
AA 01	22/05/07	26-27	O'Brien	<p>Senator O'BRIEN—Has any of that assistance been income raising, or has it been at cost? I am not talking overall; I am talking about individual services.</p> <p>Mr McLean—We have a focus on building relationships with our neighbours, particularly Indonesia, where we have a contiguous flight information region. Aircraft fly to and from Australia through Indonesia. Primarily, the relationship of late has been around developing the ongoing relationship, and most of that activity has been non-commercial.</p> <p>Senator O'BRIEN—Some of it has not been non-commercial, I take it.</p> <p>Mr McLean—In the past some of that activity may have been on a reimbursement basis, but at present most of that activity is non-commercial.</p> <p>Senator O'BRIEN—What sorts of activities are reimbursement based?</p> <p>Mr McLean—We will have to take that on notice.</p> <p>Senator O'BRIEN—Could you let us know what sort of income Airservices has been deriving from its Indonesian work?</p> <p>Mr McLean—Certainly.</p>
AA 02	22/05/07	27	O'Brien	<p>Senator O'BRIEN—Do you know what it has been costing Airservices for its work to date?</p> <p>Mr McLean—I will take that on notice and provide it with the other information in relation to commercial revenue.</p>

AA 03	22/05/07	31	O'Brien	<p>Senator O'BRIEN—Is the aviation rescue and firefighting service proposing to lower the qualification level for officers in charge of a team of firefighters?</p> <p>Mr Harfield—I will have to take that on notice. There are some proposals to modify some of the qualifications with regard to cert IV qualifications, but I do not have the details in front of me.</p> <p>Senator O'BRIEN—Could you take that on notice and let us know what the cost benefits are of that proposal. Have any savings been identified by keeping ARFF units advertised two categories below that of the highest category aircraft operating at aerodromes?</p> <p>Mr Harfield—Could you repeat the question? I am not sure what you are asking.</p> <p>Senator O'BRIEN—I am asking whether keeping ARFF units two categories below the highest category aircraft operating at aerodromes leads to identifiable savings?</p> <p>Mr Harfield—I would have to do some further research into your question so I will take it on notice. There are some remission issues that we have—for example, an operator may fly in a higher category aircraft and we are not normally equipped for that aircraft, so there is a lag time in bringing up the category. We had a recent situation in Alice Springs where we have been below category on the basis that a certain aircraft type was to be withdrawn. However, that has not come to fruition, so the category has been brought up to the correct category. But in the instance you are talking about—being two categories down—I am not sure what that is about so we will need to investigate to find out if there is anything there.</p> <p>Senator O'BRIEN—While you are taking that on notice, I want to find out whether the service is not wishing to or it is just not complying with obligations under the act and that it performs its functions consistent with our Chicago convention obligations.</p> <p>Mr Harfield—I make the iteration now that we would not be below category or not complying with the regulations on a cost initiative. We are required to comply and meet the required standards under our certification process, so it would not be for a cost reason.</p>
AA 04	22/05/07	31	O'Brien	<p>Senator O'BRIEN—What funding has been allocated to ensure that there will be suitable equipment and staffing for ARFF units for the arrival of category 10—the A380—aircraft into Australia.</p> <p>Mr Harfield—We will provide further detail, but the areas where we are expecting the A380 to attend, such as Sydney, Brisbane, Melbourne and eventually Perth in the longer term, have been part of the pricing initiative and policy being put forward. That was taken into account because we have to bring on extra vehicles to come up to category 10. It was a part of our current pricing policy.</p>
AA 05	22/05/07	31	O'Brien	<p>Senator O'BRIEN—What arrangements have been negotiated with the RAAF for category 9 coverage at ARFF locations that will accommodate the new A380 multipurpose transport tankers and the Globemaster C17 transport aircraft, which is category 8?</p> <p>Mr Harfield—That is a question for Defence. However, we will take that on notice.</p>
AA 06	22/05/07	31-32	O'Brien	<p>Senator O'BRIEN—In relation to the removal of reserve firefighting and technical officer vehicles, what was the cost saving?</p> <p>Mr McLean—We will have to take that on notice.</p>

AA 07	22/05/07	32	O'Brien	<p>Senator O'BRIEN—Has the removal of these vehicles led to greater wear and tear on operational fire vehicles being used for minor tasks?</p> <p>Mr McLean—We will take that on notice as well. This also involves the replacement of a number of vehicles which we have purchased over the last two years, so I will take that on notice and provide a comprehensive answer.</p>
AA 08	22/05/07	32	O'Brien	<p>Mr McLean—ARFF have been reviewing their capability requirements and focusing on future requirements, and there have been a number of changes in both the structure and the people in ARFF in the last 18 months.</p> <p>Senator O'BRIEN—Does that mean there have been redundancies or have people just left?</p> <p>Mr McLean—I will take that on notice—I think it is a combination of both.</p>
AA 09	22/05/07	32	O'Brien	<p>Senator O'BRIEN—Are there appropriate environmental safeguards at Rockhampton airport ARFF training ground?</p> <p>Mr McLean—We will have to take that question on notice.</p> <p>Senator O'BRIEN—While you are doing that, can you let us know whether there is seepage of kerosene and foam into the surrounding environment?</p> <p>Mr McLean—We will take that on notice.</p>
AA 10	22/05/07	33	O'Brien	<p>Senator O'BRIEN—I believe the ARFF purchased a vehicle simulator. What is that for?</p> <p>Mr McLean—That is the mark 8 vehicle simulator. It is to familiarise drivers with the controls of the vehicle prior to them driving the real vehicle, to make training more effective in the early stages.</p> <p>Senator O'BRIEN—How much did that simulator cost?</p> <p>Mr McLean—We will have to take that on notice</p>
AA 11	22/05/07	33	O'Brien	<p>Senator O'BRIEN—Have further upgrades of the ARFF's vector command system been budgeted for?</p> <p>Mr McLean—I will have to take that on notice.</p>
AA 12	22/05/07	33	O'Brien	<p>Senator O'BRIEN—What is the budget for providing training of dedicated operators?</p> <p>Mr McLean—I will take that question on notice as well.</p>
AA 13	22/05/07	33	O'Brien	<p>Senator O'BRIEN—Does Airservices ARFF provide ARFF services to the RAAF at Townsville? I think you said they do.</p> <p>Mr Dudley—Yes, I did.</p> <p>Senator O'BRIEN—Is there a long-term contract?</p> <p>Mr Dudley—We have a contract. The end date of that contract I would have to take on notice.</p>

AA 14	22/05/07	33	O'Brien	<p>Mr Dudley—We have investigated the use of some of that equipment at other locations. For example, some Pacific islands nations have been recipients in the past of some of our older fire vehicles as we have replaced them with newer vehicles.</p> <p>Senator O'BRIEN—Are you going to send one to Christmas Island?</p> <p>Mr Dudley—I would have to take that on notice.</p> <p>Senator O'BRIEN—That might be good.</p>
IOTS 01	22/05/07	34	O'Brien	<p>Senator O'BRIEN—Since your appointment as Inspector of Transport Security, what foreign agencies have you met with to discuss transport security matters?</p> <p>Mr Palmer—I would have to take that on notice; a lot would be the answer.</p>
OTS 01	22/05/07	36	O'Brien	<p>Senator O'BRIEN—What costs has the department incurred in administering the maritime security plan legislation? Are you able to give us some idea of your annual costs?</p> <p>Mr Tongue—We will have to take that on notice.</p> <p>Senator O'BRIEN—And for the maritime security guards legislation as well.</p> <p>Mr Tongue—We will have to route that into that one.</p>
OTS 02	22/05/07	36	O'Brien	<p>Senator O'BRIEN—What administrative costs are incurred in relation to the administration of the MSIC?</p> <p>Mr Tongue—I will have to take that on notice.</p>
OTS 03	22/05/07	39	O'Brien	<p>Senator O'BRIEN—Do you have any idea of the total financial outlay involved in COAG building on the existing transport security arrangements?</p> <p>Mr Tongue—I will have to go back to my state counterparts on that one, Senator. I really could not put a number on it. I would be guessing.</p>
OTS 04	22/05/07	40	O'Brien	<p>Senator O'BRIEN—What initiatives to build on transport security were undertaken and paid for by the federal government?</p> <p>Mr Tongue—Our principal budget has been the funding that we receive as part of a package that was announced with the Attorney-General's Department. That is in the order of a couple of million dollars a year. We have funded additional work by the Inspector of Transport Security on surface transport; we have funded a major conference on built design in Adelaide, where we looked at the design of transport facilities; and we have worked jointly with the states on sharing information about communications campaigns.</p> <p>Senator O'BRIEN—So, in total, how much?</p> <p>Mr Tongue—I would have to take that on notice to give you a definite number.</p>

OTS 05	22/05/07	40	O'Brien	<p>Senator O'BRIEN—Can you give us a breakdown of the staff across those five areas that you articulated for us earlier?</p> <p>Mr Retter—Yes, I can. My rough mathematics indicates that in Canberra the aviation function has approximately 60 staff; the surface transport function, 15 staff; the maritime function, 15 staff; identity security, approximately 14 staff; and air cargo, approximately 15 staff. In addition, we have approximately 20 in the governance arena and 60 in what I would call the operational support area, which covers intelligence, the 24/7 operation centre staffing and our special events team, which deals with issues such as APEC. That is the Canberra breakdown. In the case of the 129 staff that we have across the states and territories, approximately 38 are in the aviation arena, 37 in the maritime arena and 29 in cargo. In addition, there are 15 in the governance area—that is, three per state office. I will check the figures for you and come back on notice with any changes to them.</p> <p>Senator O'BRIEN—Thank you.</p>
OTS 06	22/05/07	41	O'Brien	<p>Mr Crombie—Correct. The largest of the Dash 8 operating at the moment are the Q400s, the new ones that Qantas has purchased. I am not sure whether they are operating into somewhere like Wagga or not.</p> <p>Senator O'BRIEN—Probably not.</p> <p>Mr Crombie—I think they are on the Canberra-Sydney, Canberra-Brisbane and Canberra-Melbourne routes. I can come back to you on notice with the full routes they are operating on.</p>
REGS 03	22/05/07	46	O'Brien	<p>Senator O'BRIEN—Can someone confirm that under the Regional Assistance Program \$356,280 was provided to the outback area consultative committee to provide a colour booklet entitled Wide Canvas Country: Broken Hill Australia—no artificial additives?</p> <p>Ms McNally—That is correct.</p> <p>Senator O'BRIEN—When was this funding provided?</p> <p>Ms McNally—We have not got the date with us. We would have to check that.</p>
REGS 04	22/05/07	46	O'Brien	<p>Senator O'BRIEN—Who was the chair of the ACC at the time?</p> <p>Ms McNally—At the time?</p> <p>Senator O'BRIEN—Yes.</p> <p>Ms McNally—We would have to check that.</p>
REGS 05	22/05/07	46	O'Brien	<p>Senator O'BRIEN—Was there a funding application on which the funding was based?</p> <p>Ms Page—This was under a previous program so that is partly why we do not have the information in great detail. We are happy to provide that on notice.</p>
REGS 06	22/05/07	46-47	O'Brien	<p>Senator O'BRIEN—Do you know whether the 280,000-odd copies have all been distributed?</p> <p>Ms McNally—I would have to check that.</p> <p>Senator O'BRIEN—While you are checking, can you find out when they were distributed?</p> <p>Ms McNally—Yes.</p> <p>Senator O'BRIEN—I want to find out how many were distributed to the Broken Hill visitor information centre and, if you are aware, where they distributed the copies to and over what period of time.</p>

REGS 07	22/05/07	47	O'Brien	<p>Senator O'BRIEN—I want to find out how many were distributed to the Broken Hill visitor information centre and, if you are aware, where they distributed the copies to and over what period of time. What was the select tender process used to select the printer?</p> <p>Ms McNally—A steering committee reviewed the tenders and made the selection.</p> <p>Senator O'BRIEN—Who is on the steering committee?</p> <p>Ms McNally—I would have to obtain that information for you.</p> <p>Senator O'BRIEN—Why a Sydney printer rather than a local printer?</p> <p>Ms McNally—I do not have that information particularly, but I imagine it would be around price competitiveness. We can check that out for you.</p>
REGS 08	22/05/07	47	O'Brien	<p>Senator O'BRIEN—Why was the foreword not written by an appropriate minister, given that this is a tourist brochure?</p> <p>Ms McNally—I would have to check.</p>
REGS 09	22/05/07	47	O'Brien	<p>Senator O'BRIEN—I would say that we have seen a massive amount of money invested and, peculiarly, Mr Cobb features prominently in something that was sent in two copies to every household in that part of the electorate. So how many other tourist brochures, booklets or magazines is the department aware have been produced using Commonwealth regional program money?</p> <p>Ms McNally—I would have to provide that information on notice.</p>
REGS 10	22/05/07	47	O'Brien	<p>Senator O'BRIEN—How many other tourist brochures, booklets or magazines have been sent to households in electorates or regions they focus on?</p> <p>Ms McNally—I would have to check that as well.</p>
REGS 11	22/05/07	49	O'Brien	<p>Senator O'BRIEN—Who will see a copy of the procedures manual when it is complete?</p> <p>Ms McNally—The procedures manual is normally used internally, but it could be made available if people would like to have a look at it. It would not be a problem.</p> <p>Senator O'BRIEN—I am sure there will be a lot of interest in it. I am certain that I would and there may be other members of the committee as well, so I would appreciate it if it could be supplied.</p>
REGS 12	22/05/07	49	O'Brien	<p>Senator O'BRIEN—Perhaps I can ask the minister the same question, if it is a matter for government rather than the department. What is being done to ensure the process of assessing and approving regional partnership projects in the lead-up to the election is transparent and rigorous?</p> <p>Senator Johnston—I would have to take that on notice for the minister.</p>

REGS 13	22/05/07	51	O'Brien	<p>Senator O'BRIEN—Have there been occasions when due diligence has revealed a problem that has required a reconsideration of the decision to approve?</p> <p>Ms McNally—When issues are raised, we go back to the ministerial committee and provide them with advice. They can either agree with the previous decision or they can overturn that decision.</p> <p>Senator O'BRIEN—How often have you had to do that?</p> <p>Ms McNally—Fairly rarely.</p> <p>Senator O'BRIEN—Once, twice, five times, 10 times?</p> <p>Ms McNally—Over a period of a year, probably half a dozen times.</p> <p>Senator O'BRIEN—How many application decisions have been overturned as a result of that process?</p> <p>Ms McNally—I would have to take that on notice.</p> <p>Ms Page—It is also possible that the ministerial committee might choose to modify the nature of their approval rather than overturn it; in other words, to ask for particular controls to be placed through the funding agreement.</p> <p>Senator O'BRIEN—Thank you for that. We would like details of applications where such additional conditions have been applied as a result of the due diligence process.</p>
REGS 14	22/05/07	53	O'Brien	<p>Senator O'BRIEN—But have matched grant moneys been provided—money to match the grant?</p> <p>Ms McNally—I would have to take that on notice.</p>
REGS 15	22/05/07	53-54	O'Brien	<p>Senator O'BRIEN—So does the department keep a list with the details of the project and the electorate in which it—</p> <p>Ms McNally—We keep a list of funding by electorate overall for a range of our funding programs.</p> <p>Senator O'BRIEN—Is that publicly available? If not, can the committee have a copy?</p> <p>Ms McNally—I would have to check.</p> <p>Senator O'BRIEN—But the list exists now?</p> <p>Ms McNally—Yes.</p> <p>Senator O'BRIEN—Are you taking that on notice?</p> <p>Ms McNally—It is a list by all electorates.</p> <p>Senator O'BRIEN—So it would be the name of the project and what it is about and perhaps other information—the identification of the electorate in which the project resides?</p> <p>Ms McNally—That is right.</p> <p>Senator O'BRIEN—I look forward to responses to whether it can be supplied on notice.</p>

REGS 16	22/05/07	54-55	O'Brien	<p>Senator O'BRIEN—And when is that to be provided by?</p> <p>Ms McNally—I do not have that information with me. I will take that on notice.</p> <p>Senator O'BRIEN—In relation to the Eidsvold agriforestry project—</p> <p>Ms Page—That is RM Williams, yes.</p> <p>Senator O'BRIEN—it received \$496,000 in funding through the Sustainable Regions Program as well, didn't it?</p> <p>Ms Page—It certainly received funding under an earlier program. I do not have those details. It was a Sustainable Regions project. We cannot confirm the level of the funding contribution.</p> <p>Senator O'BRIEN—What was the result of the funding? What was the outcome?</p> <p>Ms McNally—We would have to take that on notice.</p>
REGS 17	22/05/07	55	O'Brien	<p>Senator O'BRIEN—Do you know what the sustainable agriforestry plan, which was one of the outcomes for this funding, recommended?</p> <p>Ms McNally—I would have to take that on notice.</p>
REGS 18	22/05/07	59	O'Brien	<p>Ms McNally—The Darling Matilda Way advisory committee has received 32 applications. They met last on 16 May. I understand they are expected to be able to now make recommendations for pretty much all of the funding to the minister.</p> <p>Senator O'BRIEN—How many times did the committee meet?</p> <p>Ms McNally—They have met about nine or 10 times, I understand. We can clarify that.</p>
REGS 19	22/05/07	60	O'Brien	<p>Senator O'BRIEN—Are there matching funds or other funds that go towards that project?</p> <p>Ms McNally—Yes.</p> <p>Senator O'BRIEN—How much?</p> <p>Ms McNally—I do not have the specific amounts on me. I will have to take that on notice.</p>
REGS 20	22/05/07	62	O'Brien	<p>Senator O'BRIEN—Is it the case that the applicant for the Mackay Riverside Aquatic Park, Mackay City Council, received a letter from the department informing them that they would have an answer regarding their application for a regional partnership grant for the aquatic park in February this year?</p> <p>Dr Dolman—That is possible. Our normal practice when we receive an application is to send a letter advising when they may expect to receive a decision.</p> <p>Senator O'BRIEN—I understand that an answer to their request for funds has not been provided. They were then told verbally that it would be provided in March. Have they now received any response?</p> <p>Ms McNally—Not yet.</p> <p>Senator O'BRIEN—Why not?</p> <p>Ms McNally—The project is still being considered.</p> <p>Senator O'BRIEN—When was the original application submitted?</p> <p>Ms McNally—I do not have that information. I would have to take it on notice.</p> <p>Senator O'BRIEN—I am told it was some time in the first half of 2006. That is an extraordinarily long time to wait, isn't it?</p> <p>Ms McNally—I do not have all the detail with me. I will have to get back to you on that.</p>

REGS 21	22/05/07	63	O'Brien	<p>Senator O'BRIEN—Has an application been received for the Ulverstone wharf redevelopment?</p> <p>Ms McNally—I will have to take that on notice.</p> <p>Senator O'BRIEN—If so, when was it received? Can we be advised of a timetable for its consideration?</p> <p>Ms McNally—Yes.</p>
REGS 22	22/05/07	63	O'Brien	<p>Senator O'BRIEN—Has the department received an application from the Nillumbik Council for \$3.3 million for a sports centre?</p> <p>Ms McNally—I will have to take that on notice.</p>
REGS 23	22/05/07	64	O'Brien	<p>Senator O'BRIEN—At the last hearing I asked when and how the consortium was formed. At that time it was not known. Can you provide an answer now?</p> <p>Ms McNally—No. Sorry, Senator, I do not have that information on me. We do not have the specific information. It is made up of some individuals and some community organisations. We would have to take that on notice.</p>
REGS 24	22/05/07	64	O'Brien	<p>Will the consortium be providing a breakdown of expenditure to meet the requirements of the funding contract?</p> <p>Ms McNally—Yes.</p> <p>Senator O'BRIEN—Can that be tabled?</p> <p>Ms McNally—Yes.</p>
REGS 25	22/05/07	65	O'Brien	<p>Senator O'BRIEN—We wait with interest. On 18 April, the Prime Minister announced that \$264,000 would be provided to the Karuah community hub. It does not appear on the DOTARS website. Is there any reason for that?</p> <p>Ms McNally—The website was last updated in early March. It is currently being updated. It gets updated about every six to eight weeks so it will be included with the next update.</p> <p>Senator O'BRIEN—When did the proponent lodge an application for funds?</p> <p>Ms McNally—I will have to take that on notice.</p> <p>Senator O'BRIEN—Who is the proponent?</p> <p>Ms McNally—The Port Stephens Council.</p>
REGS 26	22/05/07	66	Sterle	<p>Ms McNally—A copy of the evaluation is available; it is on the DOTARS website.</p> <p>Senator STERLE—Only stage 1 at this stage?</p> <p>Ms McNally—Stage 2 I definitely know is there; I would have to check on stage 1.</p> <p>Senator STERLE—How far are we away from stage 1 being put on the website?</p> <p>Ms McNally—We put stage 2 on the website after that was completed. Stage 1 was related to internal process improvements. I am not clear that that was put on the website. That was completed before I started in this position, so I would have to go back and check that.</p>
REGS 27	22/05/07	70	Sterle	<p>Senator STERLE—It certainly can. I agree with that. What proportion of Regional Partnerships program funding has gone to Australia's capital city and adjoining urban area projects?</p> <p>Ms Page—We will have to take that on notice.</p>

REGS 28	22/05/07	70	Sterle	<p>Senator STERLE—If you can, can you take on notice what proportion of program funding went to Sydney and Melbourne and adjoining urban area projects as well?</p> <p>Ms Page—Certainly.</p>
REGS 29	22/05/07	70	Sterle	<p>Senator STERLE—You are definitely acknowledging that; that is good. I just want to talk briefly about the \$12.7 million from the DOTARS Regional Partnerships program that was diverted to the government's Sugar Industry Reform Package back in 2004. The total package, I believe, was worth \$444 million. Why did the government raid the DOTARS Regional Partnerships program to give money to the already well-funded sugar industry reform package?</p> <p>Ms Page—It was a policy decision of government at the time.</p> <p>Senator STERLE—Did DOTARS have any input into the decision to transfer funds out of the Regional Partnerships program?</p> <p>Ms Page—It was a policy judgement of government at the time.</p> <p>Senator STERLE—Has DOTARS received progress reports on the expenditure of this money, including where the money has been spent and the specific purposes for which the money has been used?</p> <p>Dr Dolman—Yes. That money was administered by the Department of Agriculture, Fisheries and Forestry and we did receive a report back from that department on how the money was used.</p> <p>Senator STERLE—Can that be made available to the committee?</p> <p>Ms Page—We will take that on notice.</p>
NCA 01	22/05/07	72	Lundy	<p>Ms Pegrum—We contend that they were picked up in the amendments. The amendments actually have provisions for things like best practice in environmental design; they picked up water-sensitive design, building heights, landscape requirements and also things like pedestrian access. What the urban design guidelines will do is go a further step and identify for specific sites what additional or new considerations might be taken into account, like whether there are specific setbacks, the character of, say, laneways that might be required, whether there are specific heritage considerations on a site and whether there are particular functional examples. For example, on section 63, we have been discussing with the Territory implications for car parking provisions, the relationship of built form to other buildings in that area and the way in which the development of that site might address the future extension of Edinburgh Avenue which is now possible under the amendment. So, that is the nature of them. I would be happy to provide a copy of the National Portrait Gallery ones as an example and, if it is acceptable to the department of finance, the ASIO ones. They are the client for that, so I cannot provide those without their agreement, but the others are public record.</p> <p>Senator LUNDY—Okay. Thank you for that.</p>
NCA 02	22/05/07	73	Lundy	<p>Senator LUNDY—Are you able to provide the committee with a document about the peer review process?</p> <p>Ms Pegrum—Yes, once we formalise that with the ACT government and the institutions.</p>

NCA 03	22/05/07	73	Lundy	<p>Senator LUNDY—Just going back to the Griffin Legacy amendments, one of the issues that was raised at the roundtable was the plight of Mr Spokes, the bicycle hirer on West Basin. What engagement and consultation has the NCA sought with Mr Spokes following his concerns being expressed in that forum?</p> <p>Ms Pegrum—Senator, we refuted some of the concerns Mr Spokes made and we provided detailed information of that to the roundtable as part of their consideration. I do not have that here but I would be happy to table that same response for this committee.</p> <p>Senator LUNDY—Yes, if you could.</p>
NCA 04	22/05/07	74	Lundy	<p>Senator LUNDY—Thank you. Just going to issues around the lake: some time ago we became aware that the water police station had been purchased by a private owner for the purposes of—as I think it was reported at the time—a restaurant and/or a bed and breakfast style commercial facility.</p> <p>Ms Pegrum—Yes. I recall that.</p> <p>Senator LUNDY—Can you tell us what is the status of that particular physical building at the moment?</p> <p>Ms Pegrum—This is from memory, and I will correct it if I am wrong here. At the time there were questions about whether we were going to propose amendments to change the use of the land at that site. I believe that we answered at the time that we would not contemplate a change in use for the site unless the water police no longer intended to use it for that purpose; then we would have discussions with the ACT government regarding what the future uses might be. To my knowledge, there has been no change in that status.</p> <p>Senator LUNDY—Right. So it is owned by a private owner and it is leased by, presumably, the AFP for the purposes of providing the water police?</p> <p>Ms Pegrum—I believe so, but I would have to check that with the department of finance because they are not our leases.</p> <p>Senator LUNDY—Would you be able to take that on notice and give the committee an update on that?</p> <p>Ms Pegrum—Absolutely.</p>

NCA 05	22/05/07	75	Lundy	<p>Senator LUNDY—Yes. I will come to that one. What about the feasibility study on the rowing course?</p> <p>Ms Pegrum—That has been completed and went to the authority—</p> <p>Mr Smith—The first stage of that work has been completed and was considered by the authority in March this year.</p> <p>Senator LUNDY—What was the outcome?</p> <p>Ms Pegrum—We would be happy to provide the feasibility study to you. It has basically shown that there is the potential. I think there were two options identified, but they do have fairly significant effects on some land and potentially involve lake dredging. The intention is to provide that now to the Australian Institute of Sport and say to them, ‘Here’s a possibility, but clearly there’s no funding available for it.’ I believe the funding was in the order of—</p> <p>Mr Smith—It was in the order of about \$30 million. There were two options, the bulk of that being the result of the extensive lake dredging that was required to get the required water depths.</p> <p>Senator LUNDY—The feasibility study has been completed, and you mentioned it was stage 1. Is there a stage 2 plan? Why is that just called stage 1?</p> <p>Mr Smith—That is because our intention is then to bring on other stakeholders to see if the project will be further developed.</p> <p>Ms Pegrum—Really, we did not select a preferred option for the two potential courses. Stage 2 would be, if the AIS believes that there is potential in this, to sit down and look at which of those options is the best way forward and then see what other stakeholders need to be involved.</p> <p>Senator LUNDY—You say there were two options. Did the NCA board support one or the other of those options?</p> <p>Ms Pegrum—No.</p> <p>Senator LUNDY—Was that expected or was it expected that the NCA board would support one of them to progress it to the next stage?</p> <p>Ms Pegrum—No, it was not. It was really to indicate that either of these options is available, subject to further study, but at this stage we should involve more of the stakeholders that would be critical to the project. That is where we are at the moment. I would be happy to provide the report.</p>
NCA 06	22/05/07	80	Lundy	<p>Mr Rohl—The trees to the north in the amendment were identified, and there was an assessment undertaken in terms of their value, whether they be low, moderate or high value. That is clearly articulated in the amendment and, where they are considered of high value, from memory, the amendment ensures that they are managed and protected accordingly.</p> <p>Senator LUNDY—Have you got a picture that shows which trees are high, medium and low?</p> <p>Mr Rohl—Yes; in the draft amendment that was released for public comment, that was actually incorporated into the amendment.</p> <p>Senator LUNDY—How many trees were going to be preserved as a result of that assessment?</p> <p>Mr Rohl—I could not answer that question.</p> <p>Ms Pegrum—We would have to take it on notice.</p> <p>Senator LUNDY—Okay, if you can.</p>

NCA 07	22/05/07	85	Lundy	<p>Senator LUNDY—I would not expect so. In fact, could you table all correspondence in relation to this matter so it is on the public record.</p> <p>Ms Pegrum—We will certainly try to. That correspondence, going back over the years, is quite significant, so it may take a little time.</p> <p>Senator LUNDY—It will make fascinating reading. Could you take that request on notice.</p>
TLG 03	22/05/07	88	Lundy	<p>Mr O’Neill—We provided some seed funding for that some time ago, but they are undertaking a project to improve data on local roads around Australia. We have not seen a report of that yet.</p> <p>Senator LUNDY—You provided a grant to ALGA to achieve that?</p> <p>Mr O’Neill—Part-funded, I believe.</p> <p>Senator LUNDY—When do you expect some outcome from that investment?</p> <p>Mr O’Neill—I might have to take that on notice. They may be preparing to announce something at the upcoming roads congress, but I will take that on notice.</p>
TLG 04	22/05/07	88	Hogg	<p>Mr Anglely—Yes, that is the Commonwealth’s contribution to the operations of the KAVHA project.</p> <p>Senator HOGG—On an annual basis?</p> <p>Mr Anglely—Yes, \$600,000.</p> <p>Senator HOGG—It is not a substantial amount. Has that been increased in recent years?</p> <p>Mr Anglely—I think it has been about that amount for the last few years.</p> <p>Senator HOGG—Could you therefore tell me what it has been for the last three financial years?</p> <p>Ms Page—Yes, we could certainly do that.</p> <p>Senator HOGG—Do you suspect, though, that that is the same amount?</p> <p>Mr Anglely—Yes, we certainly have not changed it radically, but I will check.</p>
TLG 05	22/05/07	88	Hogg	<p>Senator HOGG—The expenditure of the amount of money, is that audited in some way, and if so by whom?</p> <p>Mr Anglely—I am not sure. We certainly do the works program at the beginning of the year and I am sure we do audit it, but I would have to check on exactly how that is done.</p> <p>Senator HOGG—Would you take that on notice as well.</p>

TLG 06	22/05/07	89-90	Hogg	<p>Senator HOGG—Then the next one, the runway resurfacing, I understand that that is taking place. What is the repayment strategy on that?</p> <p>Mr Angley—The repayments are not due to begin until 30 June, 1 July 2009.</p> <p>Senator HOGG—1 July 2009?</p> <p>Mr Angley—Yes.</p> <p>Senator HOGG—Is there an agreed amount that will be repaid?</p> <p>Mr Angley—\$12 million.</p> <p>Senator HOGG—Sorry, I presume that will be repaid in instalments?</p> <p>Ms Page—Yes.</p> <p>Senator HOGG—Is there an agreed amount for each instalment?</p> <p>Ms Page—That loan has been rescheduled because the Norfolk government asked could it have a deferral of the commencement of the repayment, and that is why, as Mr Angley said, it does not start until 2009. There is an agreed schedule of payments, I think.</p> <p>Mr Angley—Yes, I could find out. There is certainly an agreement and the government agreed to move it out three years for the starting.</p>
TLG 07	22/05/07	89-90	Hogg	<p>Senator HOGG—I understand the reasons there. If I turn back to page 51, I will ask this question in respect of both the Office of the Administrator of Norfolk Island, which is outlined at the top of page 51, and I would like also a similar figure for the Indian Ocean territories, if that is available. If I can understand what is here, is it the cost of running the Office of the Administrator of Norfolk Island that is \$0.5 million per annum?</p> <p>Ms Page—Yes, it is the salary of the administrator, consistent with the relevant remuneration tribunal determination, plus the additional costs of running his office.</p> <p>Senator HOGG—That \$0.5 million is salary, plus office costs, relevant travel costs and other costs?</p> <p>Mr Angley—That is right.</p> <p>Senator HOGG—Does that include the costs of the official secretary?</p> <p>Mr Angley—No.</p> <p>Ms Page—He is paid for by the department, he is a departmental employee.</p> <p>Senator HOGG—Right, paid for by the department. Is it possible to get a breakdown of those costs?</p> <p>Ms Page—I think we have indeed done it in the last 12 months or so, but we will have another look.</p>
TLG 08	22/05/07	90	Hogg	<p>Senator HOGG—If you could give me the same figure for the Indian Ocean territories; is that possible?</p> <p>Mr Angley—Certainly.</p> <p>Ms Page—Yes.</p> <p>Mr Yates—The cost of the administrator there would be comparable to that of Norfolk, but we would have to take it on notice for the detail.</p> <p>Senator HOGG—Yes, and the same break-up as well.</p> <p>Mr Yates—Yes.</p>

TLG 09	22/05/07	91	Crossin	<p>Senator CROSSIN—I will keep going with Norfolk Island. Some of the reports have been commissioned by the Commonwealth since 2005. My understanding is that we have the Acumen Alliance; the Australian Bureau of Statistics did the Norfolk Island statistics in June 2006; and the Commonwealth Grants Commission reviewed the financial capacity of Norfolk Island in 2006. Are you able to give me a costing for each of those reports.</p> <p>Ms Page—I think we might have provided it, but we can certainly provide it again.</p> <p>Senator CROSSIN—I want to know how much this government has spent on commissioning those three reports.</p> <p>Ms Page—Yes, certainly.</p>
TLG 10	22/05/07	91	Crossin	<p>Senator CROSSIN—There are also now five reports from the National Capital and External Territories Committee, and all five of those reports have clearly pointed to this federal government needing to take action to ensure the sustainability of Norfolk Island. Minister Johnston, can you explain to me why the cabinet submission to give some better sustainability for Norfolk Island did not get approval? Minister Lloyd clearly took a proposal to do something about the situation on Norfolk Island, and I am wondering if you can shed some light on why that is not progressing.</p> <p>Senator Johnston—No, I cannot. I will have to take that on notice.</p> <p>Senator CROSSIN—You must have been at that cabinet meeting, surely.</p> <p>Senator Johnston—I was not. As much as I would like to be, I am not in cabinet, so I do not know what cabinet’s deliberations were. It would probably be inappropriate to discuss them in any event.</p> <p>Senator CROSSIN—Perhaps you could take on notice the reasons—</p> <p>Senator Johnston—I certainly will.</p> <p>Senator CROSSIN—the government would be happy to provide publicly as to why some of these initiatives have not been taken up.</p>
TLG 11	22/05/07	92	Crossin	<p>Senator CROSSIN—Can you take on notice for me how many grants have been extended to Norfolk Island since 2004 and what those grants were for?</p> <p>Ms Page—Yes.</p>
TLG 12	22/05/07	93	Crossin	<p>Mr Yates—That is correct. We have a series of business units on the island. They have a management structure and they end up reporting through to my APS director, Cheryl Klaffer, on the island.</p> <p>Senator CROSSIN—Can you provide me with a list, by occupation and number, of those people?</p> <p>Mr Yates—Yes, we can. I will take that on notice.</p>
TLG 13	22/05/07	93	Crossin	<p>Senator CROSSIN—The community consultative committee is still operating on Christmas Island?</p> <p>Mr Yates—It is still functional. I do not have any details immediately at hand as to when it last met. I can get that information for you.</p>
TLG 14	22/05/07	93	Crossin	<p>Senator CROSSIN—Take that on notice. Can you take on notice for me now the membership of the community consultative council?</p> <p>Mr Yates—Yes.</p>

TLG 15	22/05/07	94-95	Crossin	<p>Senator CROSSIN—Let me just go to a few other issues that I have. Can you give me an update on where we might be at—and this is quite an old request but it is worth raising every now and then—with the issue of the five laundry workers who are still \$20,000 out of pocket from the closure of the casino?</p> <p>Ms Page—No. I am not aware of that issue, Senator.</p> <p>Mr Yates—I am aware in a general sense that that is an unresolved issue, but I would have to take on notice any detail.</p> <p>Senator CROSSIN—Can you take it on notice?</p> <p>Ms Page—Yes, certainly.</p> <p>Senator CROSSIN—Ms Page, just for your interest, when the casino was closed the Commonwealth government actually had the laundry there and the assets of the laundry were sold off but the unpaid entitlements to the laundry workers were never passed on. So my understanding is that it is a revenue matter: the Commonwealth actually took control of the laundry, sold off the washing machines and the dryers inside it, paid everyone who had to be paid except the five workers in the laundry, who I understand are about \$20,000 out of pocket.</p> <p>Ms Page—We will take that on notice.</p> <p>Mr Yates—Yes. We will have to take that on notice.</p> <p>Senator CROSSIN—Can you take that on notice and tell me where that might be at?</p> <p>Mr Yates—Yes.</p> <p>Senator Johnston—Were these laundry workers employees of the Commonwealth?</p> <p>Senator CROSSIN—No, but there was an arrangement that, when the casino was closed, the Commonwealth would become the administrator of the asset, so they actually sold and divested all of the interests and then paid out whoever was to be paid: (a) there is no doubt the laundry workers are owed \$20,000 each; (b) there is no doubt the Commonwealth actually has that money because they sold the assets of the laundry. We have been working on this issue for five years now.</p> <p>Senator Johnston—Is there doubt that the Commonwealth actually owes them the money?</p> <p>Senator CROSSIN—No.</p> <p>Senator Johnston—All right, that is interesting. We will take that on notice and get to the bottom of it.</p> <p>Senator CROSSIN—No, there is no doubt. There is a whole history about this issue. Answers have been given in estimates hearings since about 1999 to 2000, so I would be interested. The money from the sale of the assets of the Christmas Island laundry went into the account of the Christmas Island administration. We would like an update on where that is at.</p> <p>Mr Angley—We will get you a clear written answer.</p>
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TLG 16	22/05/07	95	Crossin	<p>Senator CROSSIN—Are you able to provide me with a list of government buildings that will be cleared of asbestos?</p> <p>Mr Yates—We should be able to. When I say ‘should’, we had a full survey done of both islands, which made assessments of all the buildings. In fact, I think we should be able to provide that on notice. It is a fairly large document and I do not have it with me.</p> <p>Mr Angley—There are 220 buildings.</p> <p>Mr Yates—It was an assessment of the asbestos in the buildings, so it was roofing, cladding, insulation.</p> <p>Senator CROSSIN—To make it a bit easier, give me a breakdown of government buildings and government houses on Christmas and Cocos islands. So that will be four columns you will need to provide instead of 220 buildings.</p> <p>Ms Page—Okay.</p>
TLG 17	22/05/07	97	Crossin	<p>Senator CROSSIN—Who are these consultants and what have they been tasked to do?</p> <p>Mr Yates—The name escapes me, so I will have to take that on notice. In summary, their aim is to take the work done by the SGS report, review the current situation and provide us with practical steps that we can use to develop the islands’ economies.</p>
TLG 18	22/05/07	100	Crossin	<p>Senator CROSSIN—I want to raise with you an issue that has been raised with me about the time it has taken to repair a fault with the SBS TV channel on Christmas Island. Is that your responsibility?</p> <p>Mr Yates—It is, yes.</p> <p>Senator CROSSIN—Why did it take so long and has it been fixed?</p> <p>Mr Yates—Essentially, because it has been repaired and is back in service. It took time to get that particular item of equipment. I do not have all the technical details. If you need that I can take that on notice. But a piece of electronic equipment on the island failed. It was the ABC one that failed and a judgement was made that we would put the ABC on air and take SBS off, based on the viewing habits of the majority of the population.</p> <p>Senator CROSSIN—How long did it take to repair?</p> <p>Mr Yates—I would have to take the details on notice. I do not know about that.</p>
REGS 30	22/05/07	Written	O'Brien	How has the @GIS project (funded under the Sustainable Regions program) met the outcomes it was intended to, as outlined on 194 of the Finance & Public Administration Reference Committee into Regional Partnerships and Sustainable Regions?
REGS 31	22/05/07	Written	O'Brien	May details of the payments made and milestones achieved by the proponent for the @GIS project be provided?
REGS 32	22/05/07	Written	O'Brien	May the Department provide a copy of a breakdown of all Regional Partnerships and Sustainable Regions projects by electorate be provided?
REGS 33	22/05/07	Written	O'Brien	What is the address used by the proponent of the Gunnedah Grains to Ethanol project, Primary Energy?
REGS 34	22/05/07	Written	O'Brien	(Gunnedah Grains to Ethanol project) What did the initial payment to Primary Energy paid on 29 September 2004 provide for and how was it used?

REGS 35	22/05/07	Written	O'Brien	(Gunnedah Grains to Ethanol project) When was Primary Energy made aware they would require an Environmental Impact Statement from the NSW Government?
REGS 36	22/05/07	Written	O'Brien	(Gunnedah Grains to Ethanol project) When was an EIS sought by Primary Energy?
REGS 37	22/05/07	Written	O'Brien	(Gunnedah Grains to Ethanol project) May copies of the Plant Design and Specification be provided, as according to Answers given on Notice, they have been achieved under Milestones 3 and 4 of this project?
REGS 38	22/05/07	Written	O'Brien	(Gunnedah Grains to Ethanol project) How much of the total grant money provided to Primary Energy been used for travel? Who has been the recipient of the funds for the purposes of travel?
REGS 39	22/05/07	Written	O'Brien	(Gunnedah Grains to Ethanol project) How much of the total grant money provided to Primary Energy been used for consultancy services? Who has provided consultatncy services to Primary Energy?
REGS 40	22/05/07	Written	O'Brien	(Gunnedah Grains to Ethanol project) When will the final report be provided, as required under Milestone 4 of this project?
REGS 41	22/05/07	Written	O'Brien	(Gunnedah Grains to Ethanol project) What does Milestone 5 require the proponent to complete?
REGS 42	22/05/07	Written	O'Brien	(RM WILLIAMS CENTRE) Can a copy of the Sustainable Forestry Plan, completed under the Sustainable Agroforestry Project with a grant from Sustainable Regions project, be provided?
REGS 43	22/05/07	Written	O'Brien	(RM WILLIAMS CENTRE) If not, what were its recommendations?
REGS 44	22/05/07	Written	O'Brien	(RM WILLIAMS CENTRE) Has there been any consultation to date with the Eidsvold Shire community on the establishment of the RM Williams Bush Centre in Eidsvold?
REGS 45	22/05/07	Written	O'Brien	(RM WILLIAMS CENTRE) If so, what have consultations determined about the community's views on the development of the RM Williams Bush Centre?
REGS 46	22/05/07	Written	O'Brien	(MACKAY SCIENCE & TECHNOLOGY PRECINCT) May a copy of the Business Plan, completed in March 2007 be provided?
REGS 47	22/05/07	Written	O'Brien	(DARLING-MATILDA WAY) What is the objective of providing a \$589,076 grant to Ilfracombe motel?
REGS 48	22/05/07	Written	O'Brien	(DARLING-MATILDA WAY) Have matched funds been provided?
REGS 49	22/05/07	Written	O'Brien	(DARLING-MATILDA WAY) Has a funding agreement been put in place for this project?
REGS 50	22/05/07	Written	O'Brien	(DARLING-MATILDA WAY) If so, can a copy of the activity milestones and funds allocated for this project be provided?
REGS 51	22/05/07	Written	O'Brien	(DARLING-MATILDA WAY) Is John Williams on the Darling Matilda Way Steering Committee?
REGS 52	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) With reference to the \$550,000 Sustainable Regions grant for the Coral Coast Mariculture project announced in October 2005: On what date did the Wide Bay Burnet Sustainable Region Advisory Committee (WBBSRAC) call for expressions of interest.

REGS 53	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) On what date did the proponent of the Coral Coast Mariculture project lodge an expression of interest. In what form was that expression lodged. Can the provide a copy be provided. If not, why not.
REGS 54	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) May the process for assessing the Coral Coast Mariculture expression of interest against the project assessment criteria and Wide Bay Burnett regional priorities.
REGS 55	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) On what date did the Executive Officer of the WBBSRAC make a recommendation to the WBBSRAC on the expression of interest. What recommendation was made.
REGS 56	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) On what date/s did the WBBSRAC meet to consider the recommendation on the expression of interest. Can a copy of the record/s of meeting be provided. If not, why not.
REGS 57	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) On what date did the WBBSRAC determine that the proponent of the Coral Coast Mariculture project should be invited to submit a full funding application.
REGS 58	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) On what date was the proponent of the Coral Coast Mariculture project invited to submit a full funding application.
REGS 59	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) What assistance did the Executive Officer of the WBBSRAC provide the proponent of the Coral Coast Mariculture project in the development of the funding application.
REGS 60	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) What role did Starfire Solutions Pty Ltd play in developing the funding application.
REGS 61	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) On what date was the Coral Coast Mariculture funding application lodged. What quantum of funding was sought. Did the funding application include a budget detailing private investment in the project. Did the funding application include a business plan. Can a copy of the funding application be provided. If not, why not.
REGS 62	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) If the Coral Coast Mariculture funding application was revised, can the Minister (a) advise on what date/s the application was revised and (b) provide a copy of any revised applications. If a copy of any revised applications can not be provided, why not.
REGS 63	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) Can details of the process for fully and competitively assessing the Coral Coast Mariculture funding application against the project assessment criteria and Wide Bay Burnett regional priorities.

REGS 64	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) On what date did the WBBSRAC meet to consider its recommendation on the Coral Coast Mariculture project. Can a copy of the record/s of meeting be provided If not, why not.
REGS 65	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) On what date did the WBBSRAC submit a recommendation to the Minister on the Coral Coast Mariculture funding application. What recommendation was made.
REGS 66	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) Did the Department of Transport and Regional Services conduct due diligence checks before making a recommendation to the Minister. Can the details of those due diligence checks be provided?
REGS 67	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) What funding recommendation did the Department make to the Minister.
REGS 68	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) Did the Department and/or the Minister seek any further advice from the proponent during funding consideration. If so, what advice was sought.
REGS 69	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) Did the Member for Hinkler make any representations to the Minister and/or the Department in relation to the Coral Coast Mariculture funding application.
REGS 70	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) On what date did the Minister approve a \$550,000 Sustainable Regions grant for the Coral Coast Mariculture project.
REGS 71	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) Were any conditions placed on the grant approval, including evidence of minimum private investment in the project. If so, can the Minister provide details be provided?
REGS 72	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) On what date was (a) the WBBSRAC and (b) the proponent informed of the funding decision.
REGS 73	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) On what date was the funding publicly announced.
REGS 74	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) On what date did the Department commence negotiations with the project proponent on a funding agreement.
REGS 75	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) On what date did the project proponent submit a funding agreement.
REGS 76	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) Did the funding agreement include milestones, performance targets, reporting arrangements and arrangements for payment. If so, can the Minister provide details of (a) milestones (b) performance targets (c) reporting arrangements and (d) arrangements for payment.

REGS 77	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) Can a copy of the funding agreement be provided. If not, why not.
REGS 78	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) What funding has the project received, by quantum and date.
REGS 79	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) Have payments been made to Coral Coast Mariculture Pty Ltd. If not, what individual or entity has received the funding.
REGS 80	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) Has the payment of grant money been subject to satisfactory compliance with the terms of the funding agreement and the submission of reports including (a) an independent audit of accounts (b) acquittal of expenditure and (c) evidence of satisfactory performance and achievement of milestones. If not, can the Minister provide details.
REGS 81	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) Can it be confirmed that Coral Coast Mariculture Pty, Australian Company Number 113 675 228, was registered on 5 April 2005, six months prior to the announcement of the Sustainable Regions grant.
REGS 82	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) Do the Sustainable Regions Program Guidelines provide that "retrospective funding is not permitted".
REGS 83	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) Have the operations of Coral Coast Mariculture Pty Ltd have not been funded retrospectively.
REGS 84	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) How is the contraction of aquaculture infrastructure on a site at Bundaberg Park, including buildings, ponds and technical facilities, progressing.
REGS 85	22/05/07	Written	O'Brien	(CORAL COAST MARICULTURE PROJECT) How many full time jobs has the project generated since the grant was announced in October 2005.