

Questions on Notice Budget Estimates 2010-2011

Infrastructure, Transport, Regional Development and Local Government Portfolio
Wednesday 26 and Thursday 27 May 2010

QON No.	Date Asked	Hansard page reference/ Written	Senator	Question
NB-II 01	26/5/10	8	Senator JOYCE	<p>Senator JOYCE—Are you giving a commitment, Senator Conroy, that this money will be spent by the end of the financial year?</p> <p>Senator Conroy—I think Mr Mrdak has made the point that they are state government projects, but we are happy to take on notice and make sure that you—</p> <p>Senator JOYCE—It did not take long for that defence to come out.</p> <p>Senator Conroy—Given that we do not have the information you are seeking, we are happy to take that on notice and see if there is any information—</p> <p>Senator JOYCE—Maybe I could look it up on the website.</p> <p>Senator Conroy—You probably could actually.</p> <p>Senator NASH—The answer would come back saying it is not available on the website, so do not worry about it.</p> <p>Senator Conroy—Except I am sure the broadband is not good enough in St George for you to get on line.</p> <p>Senator JOYCE—It is good enough for me to know that you borrow in excess of a billion dollars a week.</p> <p>Senator Conroy—We will take it on notice, and if there is any information that the state governments can make available to us we will provide it.</p>
NB-II 02	26/5/10	10-11	Senator JOYCE	<p>Senator JOYCE—No, I will go back to the question: did you receive any requests from the states to bring forward these payments? Did they make the first contact with you in requesting these amounts?</p> <p>Mr Mrdak—I am aware that in relation to at least a couple of the road projects that is the case.</p> <p>Senator JOYCE—A couple. Which ones?</p> <p>Mr Mrdak—I will take the full amount on notice.</p> <p>Senator JOYCE—Which ones? You said a couple. That is on the record. Which ones?</p> <p>Mr Mrdak—I am personally aware for projects such as the Ipswich Motorway, the Northern Expressway and the Holbrook bypass that we have received—</p> <p>Senator JOYCE—Hang on, did they—</p> <p>CHAIR—Sorry, Senator Joyce, I know you have a lot of questions but I would encourage you to hear Mr Mrdak out then ask the next question if you could.</p>

				Mr Mrdak —Thank you. In relation to those projects I am personally aware that they are projects which we have had discussions with the states about where there is opportunity to bring forward funds to accelerate them. In relation to the full list of projects I will take that on notice.
NB-II 03	26/5/10	11	Senator JOYCE	<p>Senator JOYCE—Did they make the request, or did you offer it?</p> <p>CHAIR—I encourage committee members to always try their best to at least let the officers answer. You will be given as much time within the agenda as you need, Senator Joyce.</p> <p>Mr Mrdak—Thank you. In relation to those projects, I am aware that discussions took place, including with me and the relevant senior people in those agencies at state level. There were opportunities identified to accelerate the projects or continue the pace at which they were ahead of schedule. In relation to the full list of road projects, I will take on notice as to what contact took place. But in all those circumstances my programs people are, almost on a daily basis, talking to the various state officers, tracking the project schedules and identifying opportunities to, where possible, accelerate project work.</p>
NB-II 04	26/5/10	12	Senator JOYCE	<p>Senator JOYCE—Will you be able to assess whether the money you have transferred early will be spent before the end of the financial year? Do you expect the states to spend the money transferred early by the end of the financial year?</p> <p>Mr Mrdak—As I outlined earlier, I will take that on notice. My understanding is a number of those projects have already incurred the expenditure or are in the process of it. I would anticipate that a large proportion of it would be expended, but I cannot give you the exact answer until I check with the states as to whether that is the case. Some of it may well be expended in 2010-11 as they pay invoices which are now being accrued.</p> <p>Senator JOYCE—You will able to tell me how much of the \$976 million was actually spent by 30 June?</p> <p>Senator Conroy—We said we would take it on notice. If there is any information that the state governments are able to supply, we will pass it on to you. We have said that three or four times now. You can keep asking the question.</p>
NB-II 05	26/5/10	13	Senator JOYCE	<p>Senator JOYCE—During the budgetary process, you had discussions with Finance and PMC. That might be the source of our accelerated programs. Can I just take you to the Douglas Arterial Road? Under this project, \$15 million was to be spent in 2012-13, noting now we are in 2009-10, but now it will be spent in 2009-10. Will the Queensland government actually spend this \$15 million, considering you are taking it two years forward?</p> <p>Mr Mrdak—My understanding is that this is a project which is being accelerated. Its construction is underway. My understanding is the expenditure is being incurred. I will take on notice exactly what their expenditure profile looks like, but certainly the advice</p>

				<p>we have is the money will be expended, predominantly in 2009-10, 2010-11.</p> <p>Senator JOYCE—Did they ask you to accelerate the payments forward for them?</p> <p>Mr Mrdak—Again, that is one I will check. I am not personally aware of that one, but my understanding is that is right.</p>
NB-II 06	26/5/10	15	Senator JOYCE	<p>Senator JOYCE—Good. You have some information on the Douglas arterial, so let us drill down to that. They turned a sod back in April, and I hope that is not what we are paying this \$15 million for. What part of completion are we at, in percentage terms?</p> <p>Mr Mrdak—I would have to take that on notice. I do not have that information with me here today.</p> <p>Senator JOYCE—Have we started any major earthworks?</p> <p>Mr Mrdak—My understanding is earthworks are underway.</p> <p>Senator JOYCE—Major earthworks?</p> <p>Mr Mrdak—That is my understanding, but I will take that on notice and give you further details.</p> <p>Senator JOYCE—Even on the Ipswich Motorway, how far ahead of program is that?</p> <p>Mr Mrdak—It is around six months ahead of schedule.</p> <p>Ms O’Connell—It is six to eight months ahead of schedule on the Dinmore to Goodna section of the Ipswich Motorway.</p> <p>Senator JOYCE—In our bringing forward of payments, have we brought forward six months of payments, or have we brought forward two years? How many years of payments have we brought forward?</p> <p>Mr Mrdak—This brings forward a proportion of what would have been paid in 2010-11, not the full—</p> <p>Senator JOYCE—How many years have we brought forward on the Ipswich Motorway?</p> <p>Mr Mrdak—We will take that on notice and we will come back to you.</p>
NB-II 07	26/5/10	18	Senator JOYCE	<p>Senator JOYCE—This is substantial. This is half a billion dollars. You have brought forward half a billion dollars worth of expenditure two years. You are telling me now that it is six months ahead of schedule. Why would you bring forward two years of expenditure when you are only six months ahead of schedule?</p> <p>Mr Mrdak—That particular section, Dinmore to Goodna, is six months ahead of schedule, but there has been a completed, earlier section, Wacol to Darra—</p> <p>Senator JOYCE—How much is it ahead?</p> <p>Mr Mrdak—It has been completed.</p> <p>Ms O’Connell—Ahead of schedule again.</p> <p>Senator JOYCE—How much ahead of schedule?</p> <p>Mr Mrdak—I will find out. I will get you a definitive answer.</p> <p>Ms O’Connell—I will find out.</p>
NB-II 08	26/5/10	18-19	Senator JOYCE	<p>Senator JOYCE—The Tiger Brennan Drive, you have brought that forward. Is that going</p>

				<p>to be completed this year?</p> <p>Mr Mrdak—It is about to be completed. I think the works are just at the final stages.</p> <p>Senator JOYCE—Right. When will it be completed?</p> <p>Mr Mrdak—Again, I will check, but I think it will be in the next month or so.</p>
LGRD 01	26/5/10	19	Senator JOYCE	<p>Senator JOYCE—Okay. Going back to the local government one, all these payments have been transferred, the \$511.6 million. That is correct, is it?</p> <p>Mr Mrdak—Not as yet, but they will be before the end of this financial year.</p> <p>Senator JOYCE—They will be before the end of the financial year. On 7 June, I imagine?</p> <p>Mr Mrdak—I do not think they will go in the 7 June payment.</p> <p>Senator JOYCE—When will they go?</p> <p>Mr Mrdak—I will find out the exact date for you, but we will make that payment before 30 June.</p> <p>Senator JOYCE—Will you give a schedule of exactly where they are off to, exactly which local governments are going to get them?</p> <p>Mr Mrdak—Yes.</p>
NB-II 09	26/5/10	22-23	Senator JOYCE	<p>Senator JOYCE—Since we are talking about the global financial crisis and all the maladies from it, now that means that you would have brought forward payments in 2008-09. Did you bring forward any payments in 2008-09?</p> <p>Mr Mrdak—Yes.</p> <p>Senator JOYCE—You did?</p> <p>Mr Mrdak—Yes.</p> <p>Senator JOYCE—How much did you bring forward?</p> <p>Mr Mrdak—I will get you that answer, but there was an amount from our Nation Building Program which was brought forward into that year.</p> <p>Senator JOYCE—Do you have a rough idea how much you brought forward, because that was the eye of the storm?</p> <p>Mr Mrdak—I would not want to give an inaccurate answer. I will take it on notice and come back to you as quickly as I can.</p>
IA 01	26/5/10	32	Senator BACK	<p>Senator BACK—Okay, thank you. Can I return to Mr Deegan then, please? I refer to the proposed port of Anketell between Dampier and Cape Lambert. Mr Deegan, can you give us any indication from your viewpoint as to where it now lies in the planning process?</p> <p>Mr Deegan—I will take the specific port question on notice, but simply indicate that what we are trying to do at a national level is better understand how our competitive international gateways operate and how they might fit into a better regime of national thought about the sorts of issues that are important in north-western Western Australia, as, indeed, they are in other parts of the country. But specifically about Anketell, let me take that on notice and I will come back to you.</p>

IA 02	26/5/10	34	Senator WILLIAMS	<p>Senator WILLIAMS—Wonderful. In relation to some of the water programs I have raised before, have you had an application from Tamworth for an upgrade of Chaffey Dam?</p> <p>Mr Mrdak—That is probably one for Mr Deegan. We have not in the department.</p> <p>Mr Deegan—Infrastructure Australia’s remit is in four areas: telecommunications, energy, water, and transport.</p> <p>Senator WILLIAMS—Telecommunications, energy, water and—</p> <p>Mr Deegan—Transport—to ensure rigorous assessment of proposals before us. We are focused principally on transport and water areas. I would need to check with my office as to whether we have had an application from Tamworth. I could take that on notice and come back to you.</p>
IA 03	26/5/10	37	Senator JOYCE	<p>Senator JOYCE—Away from the politics, is it more cost-effective to build dams or desalination plants?</p> <p>Mr Deegan—I would have to take that question on notice. I think there are some figures available, but I will take that on notice.</p> <p>Senator JOYCE—The on-costing of such areas as power and desalination plants is exceptional, isn’t it?</p> <p>Mr Deegan—I will get you the breakdown of the costs of the various forms of water supply. I do not have that available today.</p>
IA 04	26/5/10	41-42	Senator JOYCE	<p>Senator JOYCE—Just going on to further infrastructure. Can you explain to me the idea of wider economic benefit and how it applies to the assessment of urban transport projects?</p> <p>Mr Deegan—I can, but it is quite a complex technical issue. We may be better to take that on notice and provide it in writing to you.</p> <p>Senator JOYCE—Can you have a punt at it and try to explain it?</p> <p>Mr Deegan—It is a complex area. I would prefer to take that on notice and put it in writing.</p> <p>Senator JOYCE—How do you estimate the benefits of wider economic benefit for Australian cities?</p> <p>Mr Deegan—I will include that assessment in my answer on notice.</p> <p>Senator JOYCE—How do you differentiate wider economic benefit that is provided in cities of different sizes?</p> <p>Mr Deegan—Again, the agglomeration effects will be part of the written answer I can provide.</p>
NB-II 10	26/5/10	49	Senator MACDONALD	<p>Senator IAN MACDONALD—And did anything go to Western Australia for any roadway between Giles and Laverton?</p> <p>Mr Mrdak—Not that I am aware of. We will check and come back to you, but not that I am aware of in the program. The focus has been on the Plenty.</p>

				<p>Senator IAN MACDONALD—I have inquired before about money to assist the Boulia Shire Council upgrade, which is in fact a state road but which the Queensland government refuses to put any money into. It is between Boulia and Tobermory on the Queensland/Northern Territory border. Is there any Commonwealth funding going into that at all?</p> <p>Mr Mrdak—I would need to check that. No, I do not think so. I will check that, but obviously it may be. I do not know whether the council has decided to apply any of its R2R money or any other funds to the project.</p>
NB-II 11	26/5/10	49	Senator MACDONALD	<p>Senator IAN MACDONALD—And nothing provided for anything from Winton to Tobermory?</p> <p>Mr Mrdak—Not that I am aware of, but I will take that on notice if that is okay.</p>
NB-II 12	26/5/10	52-53	Senator NASH	<p>Senator NASH—What is the process for a proponent to come to you if they want a variation? What did ARTC do to come to you and say, ‘There is no longer going to be these seven passing loops completely, as we put to you before. Geophysically, this isn’t going to work. We want to do it over here.’ What is the process and who gives the tick-off to the change in the funding?</p> <p>Ms O’Connell—In terms of the normal process, it is subject to project proposal requests where the proponent responds with more detail in terms of the detailed project proposal. That is what I was talking about in terms of the general case. I will ask Neil to talk to the ARTC specific case.</p> <p>Mr Williams—I would have to take on notice as to exactly what approaches ARTC made to the government in terms of the change of the project.</p> <p>Senator NASH—Would you have a rough idea of what they would have had to have done? How much funding went to this one? I know it is seven loops, but how much funding actually went to the Melbourne-Adelaide extended loops?</p> <p>Mr Williams—The total for the five or six loops was \$76 million.</p> <p>Senator NASH—When they brought the proposal to you at \$76 million, had they identified the funding required for each of the seven loops?</p> <p>Mr Williams—I would have to take on notice as to whether that specific information was there at that time.</p> <p>Senator NASH—Wouldn’t that be fairly self-explanatory, though—that if they are going to do seven different things, they would need to tell the department where the funding was going and how it was going to be spent?</p> <p>Mr Williams—I would have to take it on notice.</p>
NB-II 13	26/5/10	53	Senator NASH	<p>Senator NASH—With the Melbourne to Adelaide loops, what time period did the ARTC indicate to you that that entire project would be finished? I know you have said completion date is December 2011, but is that the date they gave you or is that now a varied date, given the change to the geophysical nature, or whatever, and they have had to</p>

				<p>obviously alter the project? What was their initial completion date that they gave you for those initial seven loops?</p> <p>Mr Williams—I would have to take that on notice and hopefully come back to you during the course of this hearing.</p>
NB-II 14	26/5/10	55-56	Senator JOYCE	<p>Senator JOYCE—I will give them to you: Nation Building Program investment, Nation Building Black Spot projects, Nation Building heavy Vehicle Safety and Productivity, Nation Building Roads to Recovery, Nation Building Off-Network Projects and Nation Building Plan for the Future.</p> <p>Ms O’Connell—Certainly, for the 2010-11 financial year?</p> <p>Mr Farmer—Is that for the financial year 2010-11?</p> <p>Senator JOYCE—Yes, 2010-11.</p> <p>Mr Farmer—For the financial year 2010-11, the Nation Building Program investment is \$2,768.5 million, the off-network program is \$225.4 million, the Black Spot Program will be \$59.5 million, Roads to Recovery is \$350 million, the Heavy Vehicle Safety and Productivity Program is \$20 million and the Nation Building Plan for the Future is \$57.3 million.</p> <p>Mr Farmer—Was that the completion of your list?</p> <p>Senator JOYCE—Can you please also separately provide how much has been spent and how much has been allocated to specific projects under this program?</p> <p>Senator Conroy—I am just reading your transcript with Helen Dalley.</p> <p>Mr Farmer—Yes, we can. There are a significant number of projects, including the Black Spot Program and Roads to Recovery. We would have to take that on notice.</p> <p>Senator JOYCE—You are going to take that on notice?</p>
NB-II 15	26/5/10	56	Senator JOYCE	<p>Senator JOYCE—Can you please provide a list of the Commonwealth contributions to infrastructure projects under the Building Australia Fund? In this list, can you please provide the name of the project, the state or states in which the investment will occur, the size of the contribution, the estimated total cost of the project, and the type of infrastructure that it is—that is, rail, freight, public transport et cetera?</p> <p>Ms O’Connell—Certainly.</p> <p>Mr Mrdak—This is for 2010-11, or overall for the project?</p> <p>Senator JOYCE—For 2010-11.</p> <p>Mr Farmer—I will start with the BAF projects. The first one is the Gawler line modernisation in South Australia. For 2010-11, the BAF contribution is \$62.1 million. The total contribution under the BAF is \$293.5 million. The second project in South Australia is the Noarlunga to Seaford rail extension. The contribution in 2010-11 is \$90 million. There is a total BAF contribution of \$291.2 million. The O-bahn city access is—</p> <p>Senator JOYCE—How about you just take them all on notice.</p> <p>Mr Farmer—Yes.</p>

NB-II 16	26/5/10	58	Senator JOYCE	<p>Senator JOYCE—This is fascinating, There was \$10 million worth of studies put into a project that never went ahead. Were those studies publicly advertised or open to tender?</p> <p>Mr Farmer—Yes, to the best of my knowledge they were.</p> <p>Senator JOYCE—They were. Where were they advertised?</p> <p>Mr Farmer—I would have to take that on notice.</p> <p>Senator JOYCE—Do you know anyone who did them? Can you nominate any company?</p> <p>Ms O’Connell—There were a number of companies involved in providing advice and doing studies and work in terms of the West Metro.</p> <p>Senator JOYCE—Could you nominate a couple of them?</p> <p>Ms O’Connell—I would have to take it on notice.</p>
NB-II 17	26/5/10	60	Senator JOYCE	<p>Senator JOYCE—It is great that we are building the light rail down, but why are we shutting the one down to Murwillumbah? There was another rail line spur to Murwillumbah that we shut down? It has been closed. If all that is going to be part of a corridor, would it not be better to try and link all these rail corridors and make it an effective program, rather than having one state shutting down railways lines, where we are opening them up mere kilometres away?</p> <p>Mr Mrdak—I am not familiar with that. I would have to take that on notice, I am sorry. I do not know the details of that.</p>
NB-II 18	26/5/10	62	Senator WILLIAMS	<p>Senator WILLIAMS—The ARTC’s position is that they do not fund bridges. The ARTC say that they do not construct road bridges and therefore it is not their problem, though this is inconsistent with recent events. I believe the ARTC has actually helped to fund and construct bridges over railway lines. The New South Wales government say that the road impact is a national highway and federally funded and therefore is not their problem. So we are seeing a heap of buck-passing on a railway crossing that, as I said today, carries 11,000 movements a day. There are a lot of trucks, of course, on the New England Highway, and when we see 50 million tonnes of coal a year coming down there by rail I think this is a very, very serious issue. I ask you to perhaps visit Scone, talk to the council there, see the problem firsthand and try to squeeze some money from somewhere, because I think this is a section of the New England Highway that needs immediate attention for the safety not only of the rail but of the people who use the road—the New England Highway—and the people who live in Scone.</p> <p>Mr Mrdak—Certainly we will seek some advice, including talking to council and the New South Wales RTA about what plans they have done to this point, and come back to you with some advice.</p> <p>Senator WILLIAMS—I would appreciate that. On the New England Highway, Bolivia Hill, probably 30 or 40 kilometres south of Tenterfield—I think I have raised it with you before—is a very dangerous stretch of the road. Someone was killed there, probably six or</p>

				<p>eight months ago. Overall I think the New England Highway is in pretty good shape. I think what I drive on in New South Wales is in pretty good condition, anyway. There has been a lot of money spent on the road in many areas, but Bolivia Hill is a very dangerous section. Has anyone raised that issue with you to actually look at Bolivia Hill and what is required there to upgrade the road?</p> <p>Ms O’Connell—We will happily have a look and see whether that forms part of the Black Spot Program.</p> <p>Senator WILLIAMS—That would be great.</p> <p>Ms O’Connell—As you might be aware, the black spots are set as a sort of a priority by the states, so it is a matter of whether that has been set as a priority project to cross the state of New South Wales. We will happily take it on notice to find out whether that specific location is a black spot and what the proposed treatment is.</p>
NB-II 19	26/5/10	62-63	Senator WILLIAMS	<p>Senator WILLIAMS—It is very much out of order. He is a very badly behaved minister today. I want to move on to Tenterfield. You would be well aware of the amount of traffic on the New England Highway. Tenterfield has a very narrow main street. All the traffic goes straight through the main street. Perhaps one thing you desperately need to look at as well is a bypass for the town of Tenterfield. As I said, the main street is extremely narrow—probably about as wide as this room, if that, from footpath to footpath. Once again, it is national Highway 1. I know the local government there and Mayor Toby Smith have had concerns about this for many years. Mr Mrdak, I would appreciate it if your department could look at that as well.</p> <p>Mr Mrdak—Certainly, we will come back to you with some advice on where Tenterfield sits with the New South Wales priorities.</p>
NB-II 20	26/5/10	65	Senator JOYCE	<p>Senator JOYCE—So what percentage of project completion are they at right at this moment?</p> <p>Mr Mrdak—Is the Ipswich Motorway at?</p> <p>Senator JOYCE—Yes, the Ipswich Motorway.</p> <p>Mr Mrdak—As I said, they have completed Wacol to Darra and there are—</p> <p>Senator JOYCE—So what percentage of the total project do we have?</p> <p>Ms O’Connell—On the Wacol to Darra section, it is complete. It is finished.</p> <p>Senator JOYCE—So the whole—</p> <p>Ms O’Connell—Then there is the Dinmore to Goodna section, and I do not have a percentage that is complete there.</p> <p>Mr Mrdak—We will get that for you.</p>
NB-II 21	26/5/10	65	Senator JOYCE	<p>Senator JOYCE—What do they give you in those reports—if they are not telling you what percentage of completion they are at?</p> <p>Mr Farmer—I do not have a percentage figure in front of me. I will have to take it on notice.</p>

NB-II 22	26/5/10	66	Senator JOYCE	<p>Senator JOYCE—What basis does the government have for the \$996 million contribution to the Australian Rail Track Corporation?</p> <p>Mr Mrdak—The Australian Rail Track Corporation provided its capital works program and part of its strategic plan, so we have quite detailed project information in relation to each of those projects that were provided to the Australian government. Essentially, this is the next stage of its 10-year capital works program.</p> <p>Senator JOYCE—So what is the ultimate goal of that 10-year capital works program?</p> <p>Mr Mrdak—The ARTC has set a number of performance outcomes on the national freight network, including reducing train table times, increasing reliability, increasing productivity and the like. There are some quantitative measures that they have presented in their strategic plan. We can get you details of some of that.</p> <p>Ms O’Connell—We can give you details, if you like, and take you through the seven projects that were part of that \$996 million investment.</p> <p>Senator JOYCE—I will take that on notice rather than chew up time.</p> <p>Ms O’Connell—Okay.</p>
NB-II 23	26/5/10	67	Senator JOYCE	<p>Senator JOYCE—Give me an idea of how many kilometres of freeway we would build for \$700 million.</p> <p>Mr Mrdak—It varies. The costs of projects vary a lot on location and complexity—</p> <p>Senator JOYCE—Ipswich Motorway?</p> <p>Mr Mrdak—The Ipswich Motorway work, total commitment, is around \$3 billion.</p> <p>CHAIR—Take it on notice.</p> <p>Senator JOYCE—And how many kilometres do we get for that? Seven, do we?</p> <p>Mr Mrdak—I would have to come back to you with an exact amount. It is a complex process because it is an operating inner-city motorway and it has complexity to it.</p>
NB-II 24	26/5/10	72	Senator JOYCE	<p>Senator JOYCE—In summary, what you had was slightly in excess of \$10.4 billion, most of it allocated except for about \$700 million. Is that correct?</p> <p>Mr Mrdak—This is the Building Australia Fund?</p> <p>Senator JOYCE—Yes, for BAF.</p> <p>Mr Mrdak—I would have to check exactly how much was in the Building Australia Fund, but I think you are right. The current figure of uncommitted funds is around that \$705 million.</p>
NB-II 25	26/5/10	81	Senator MACDONALD	<p>Senator IAN MACDONALD—Thank you. That has been very useful. I appreciate that. Who is doing Western Australia?</p> <p>Ms Johnson—I have some of the other lists here. I will continue on with Sarina to Cairns. The Australian government has approved three projects to address crash black spots on the Bruce Highway. That has a combined value of \$250 million over the period of the Nation Building Program. The three projects are Caboolture to Curra, \$30 million; Childers to Sarina, \$115 million; and the one you are referring to, Sarina to Cairns, \$105 million, with</p>

				<p>\$10 million allocated in 2009-10 and \$12 million allocated in 2010-11.</p> <p>Senator IAN MACDONALD—That is \$10 million and \$12 million out of the \$60 million promised?</p> <p>Ms Johnson—There is \$105 million for black spots from Sarina to Cairns.</p> <p>Senator IAN MACDONALD—Okay. So that is \$10 million and \$12 million out of the \$105 million?</p> <p>Ms Johnson—Yes.</p> <p>Senator IAN MACDONALD—Has any work happened or is it still in planning?</p> <p>Ms Johnson—I have not got the exact detail but, yes, work has absolutely commenced on those projects.</p> <p>Senator IAN MACDONALD—Actual physical work?</p> <p>Ms Johnson—Physical work, yes.</p> <p>Senator IAN MACDONALD—Bulldozer work?</p> <p>Ms Johnson—Well, maybe brush cutting; maybe all sorts of things but, yes, some work—</p> <p>Senator IAN MACDONALD—If you could just take that one on notice and give me some more details, that would be great.</p> <p>Ms Johnson—Okay.</p>
NB-II 26	26/5/10	87	Senator MACDONALD	<p>Senator IAN MACDONALD—Can you respond to my question? How much have you provided for the Jubilee Bridge?</p> <p>Senator Conroy—I will take that on notice and come back to you.</p> <p>Senator IAN MACDONALD—While you are at it, would you tell me how much you have promised for the Jubilee Bridge?</p> <p>Senator Conroy—I will have to take that one on notice as well.</p>
NB-II 27	26/5/10	92	Senator NASH	<p>Senator NASH—Would you mind taking on notice for me—and I will take it in context, again, of the different nature of where the road is, the terrain and everything else—what length of the Pacific Highway has been done in each of the last 10 years? I want to get an overall picture. Just shy of 250 kilometres in two years seems an awfully big stretch, pardon the pun, of road to do in two years. Notwithstanding any great belief and intent, that is a long, long stretch of road.</p>
NB-II 28	26/5/10	95	Senator NASH	<p>Senator NASH—So, at this stage, \$840 million has turned into a \$15 million study. What is the likelihood of the track being completed in three years? What is the length of the track?</p> <p>Mr Williams—I will take that on notice and get back to you pretty quickly on that one.</p>
NB-II 29	26/5/10	98	Senator NASH	<p>Senator NASH—I do understand the complexities of the type of piece of roadwork that you are telling me this is, but \$55 million seems an awful lot for a kilometre of road. I understand that you will have to take this on notice, but could you perhaps provide for the committee other instances where there has been work of this nature and the comparative</p>

				costings? Mr Mrdak —We will seek to do that.
NB-II 30	26/5/10	99-100	Senator EGGLESTON	<p>Senator EGGLESTON—Michay is north of Perth, too, yes. Go on.</p> <p>Senator ADAMS—I am sure if you go another 2,000 up—</p> <p>Senator BACK—Just read them out.</p> <p>Senator EGGLESTON—Just reading them out will do, thank you.</p> <p>Ms Johnson—For Michay to Wooben, the construction end date is mid-2010. It involves there construction, widening, overlays, realignments, construction of passing lanes and intersection improvements.</p> <p>The total Australian government contribution is \$51,100,000.</p> <p>Senator EGGLESTON—Okay.</p> <p>Ms Johnson—And it is currently under construction.</p> <p>Senator EGGLESTON—That is very good.</p> <p>Ms Johnson—We have projects that are completed or under construction. Do you just want me to talk through the ones that are in planning or under construction?</p> <p>Senator EGGLESTON—I am just interested in the ones further north, or any on the Great Northern Highway or the North West Coastal Highway.</p> <p>Mr Mrdak—I think it is best if we take that on notice and we will come back to you.</p> <p>Senator EGGLESTON—Could you do that for me.</p> <p>Mr Mrdak—To have a detailed project schedule for the north-west is probably the easiest way.</p> <p>Senator EGGLESTON—I do not want to hold you up particularly.</p> <p>Mr Mrdak—That way we will get a full picture of what the north-west region looks like.</p> <p>Senator EGGLESTON—It is difficult to find items in the budget, but I am sure that there is some road expenditure there. So could you take on notice that I am interested in road expenditure on the Great Northern Highway from Perth to Kununurra, including through the inland sections—through Meekatharra, Newman and so on.</p> <p>Mr Mrdak—Yes. We will come back with a—</p> <p>Senator EGGLESTON—Also the North West Coastal Highway, which runs up through Geraldton to Carnarvon and on to Karratha, Dampier.</p> <p>Senator LUDLAM—Can I just chip in with one, if I may?</p> <p>Senator EGGLESTON—Please do.</p> <p>Senator LUDLAM—The only stretch of road that is not sealed between Kalgoorlie and the Pilbara is the section between Wiluna and Meekatharra. That is dirt and that has been a black spot in that part of the world forever. I think I asked about it the last time we were here. Is there anything? Have you received a request for funding from the state government? That would be the one that I would pick, if I could choose any. It is the</p>

				<p>only section on that freight route—and it is a very important local road as well for communities in Wiluna and Meekatharra—that is unsealed.</p> <p>Ms Johnson—I will have to take that on notice. I do not have the information on those roads with me today.</p>
P&R 01	26/5/10	109	Senator LUDLAM	<p>Senator LUDLAM—From the thinking that you do or the modelling that you import from BITRE—we can talk to them as well—what is your understanding of the medium-term, 10-year horizon oil prices in Australia? Can you show us whether or not that is influencing your thinking?</p> <p>Mr Mrdak—I think we have the policy group and the bureau appearing later. I do not have those officers with me. I would probably get Dr Dolman to comment on that, if that is okay.</p> <p>Senator LUDLAM—Can you pass on a heads-up on that? If I am still here at 10.30 at night then we will put that question to them.</p> <p>Mr Mrdak—Otherwise, we would be happy to take questions on notice in relation to that and give you a more fulsome answer.</p> <p>Senator LUDLAM—If you like, that would be my question then.</p> <p>Ms O’Connell—There is also published research work on the bureau’s website within our department that we could refer you to.</p> <p>Mr Mrdak—Let me take that on notice. We will get you a comprehensive answer from Dr Dolman in relation to the assumptions they are using in relation to fuel prices and their current projections for transport demand.</p>
ISTP 01	26/5/10	110-111	Senator NASH	<p>Senator NASH—It is an extraordinarily high figure. It is not the department’s fault. I mean, from the overall perspective of the industry across the country it is extraordinary. Where are the heavy vehicle driver reforms up to at the moment?</p> <p>Ms Riggs—Are you referring to the fatigue laws?</p> <p>Senator NASH—Yes.</p> <p>Ms Riggs—They are exactly where they were whenever we last talked about them, with perhaps one update that I could give you—that is, I understand, without knowing the details of it, that there is an inquiry in New South Wales into the implementation of the fatigue laws in New South Wales and a set of related issues.</p> <p>Senator NASH—Was it Tasmania and Northern Territory that were dragging the chain a bit on that?</p> <p>Ms Riggs—Sorry, I do not have a full set of my previous answers with me. I will take it on notice.</p> <p>Senator NASH—That is fine. It was not actually an answer, it just would have been whatever the status was last time. If you could perhaps just give us a bit more detail around where the fatigue reforms are up to, because I know that has been quite a contentious issue out there for some of the people I have been talking to.</p>

				<p>Ms Riggs—We did take a question very much like that on notice at the last hearings. If it has changed we will update it. If not I think it stands.</p>
P&R 02	26/5/10	113	Senator NASH	<p>Senator NASH—When the statistics are collated for truck accidents, I am interested in whether the departmental information actually attributes responsibility for the accident. When we have truck accidents, it certainly seems like everyone assumes that the truck is the cause of the accident, just in general layman’s terms. I am interested in whether there are any figures that are published in any way that put the responsibility on the truck or whatever else is involved in the accident with the heavy vehicle.</p> <p>Mr Mrdak—I will just check with Mr Motha. He looks after our road safety area.</p> <p>Mr Motha—Yes, there is causal and attribution data available. There is what we call a fatal file that has coroners’ data in it, and analysis of that database can tell you who is at fault in many cases. Also the states and the territories do their own investigations in relation to causality—blame, if you like—and responsibility. So that data is available.</p> <p>Senator NASH—Thank you. Where do I go to find that?</p> <p>Mr Motha—The bureau will be able to give it to you.</p>
AMSA 01	26/5/10	125	Senator SIEWERT	<p>Senator SIEWERT—I want to go to the Montara issue first, you would be surprised! I want to go back to the issue of dispersants first and sort of pick up where Senator Back left off. I asked you previously about dispersants that were used, and they are on the website. You gave them to me and subsequently they have been put on the website. What I still have not been able to ascertain is how much of each dispersant was actually used. At the time you gave me what had been used to date—that was before the incident finished—and you gave me the name of the dispersants that had been used. Can you give me the amount of each dispersant that was used—in other words, the Slickgone, I have forgotten the second one and the two Corexits that were used. Are you able to give me, for each specific dispersant, the actual amounts used?</p> <p>Mr Peachey—We do not have that information with us, but we would be happy to provide it on notice.</p> <p>Senator SIEWERT—If you could, that would be appreciated. That is not available on your website, as far as I can tell. Am I correct in that?</p> <p>Mr Kinley—We are still calculating that, from the actual count of the empty containers. We are just doing an audit to make sure we have exact figures.</p> <p>Senator SIEWERT—Do you have any preliminary figures?</p> <p>Mr Kinley—I have only the total figures with me. I can actually say the number of containers at the moment, but that is not going to give you the volumes.</p> <p>Senator SIEWERT—That will give me a start.</p> <p>Mr Kinley—For example, we have a total of 43 empty containers of Slickgone NS-205 from one load and then another 48 from another load. So I have numbers here, but they are really meaningless unless we give you the actual size of those containers. We will give</p>

				you that on notice.
AMSA 02	26/5/10	125	Senator SIEWERT	<p>Senator SIEWERT—My question is: have you reviewed how you have established the toxicity of a particular dispersant under the national plan? Because it seems to me that approach is quite generous, in that I think half the adult fish are killed over a period of 95 hours. That is correct, isn't it?</p> <p>Mr Peachey—We do not have the details of what that toxicity test is, but again we are happy to provide it. When we do the review of the national plan, I dare say issues like that will be looked at. This is probably an evolving science anyway, and why wouldn't we look at that into the future? Having said that, the people involved in this and the science behind it are pretty robust. I would be surprised if there are any doubts about the toxicity and the methodology they have right now.</p> <p>Senator SIEWERT—I will go back to that in a minute. I would like to ask, though, in terms of whether the particular dispersants that were used have been tested also against fish larvae and coral spawn?</p> <p>Mr Peachey—I do not have the details of the testing methodology with me, but again we will chase that up and give it on notice.</p>
AMSA 03	26/5/10	126	Senator SIEWERT	<p>Senator SIEWERT—Could we then talk about the process. If a particular dispersant has been banned in other countries, do you then subsequently look again at that dispersant?</p> <p>Mr Peachey—I would be hazarding a guess, because I have not actually been directly involved in those sorts of discussions, but you would expect the science and the scientists involved in that to have regard to international practice.</p> <p>Senator SIEWERT—The scientists involved in determining what dispersants are used under the national plan?</p> <p>Mr Peachey—Dispersants used generally, whether under our national plan or internationally. There is an international community which does get involved in this. They do actually meet regularly and I am sure these sorts of issues will come up. Again, if you want further details I am more than happy to provide information about what sort of testing is done and what regard we have for international standards and practice.</p>
AMSA 04	26/5/10	127	Senator SIEWERT	<p>Senator SIEWERT—I appreciate that. I appreciate the very hazardous process from a scientific point of view that people will say that samples have gone through. My question then was: what samples were taken in a scientifically rigorous process to establish whether the oil that was there in the water was Montara oil?</p> <p>Mr Peachey—We will take that on notice. I do not have the information with me. I do not have the details of the sample, whether they are from our waters or from Indonesian waters. So I will take that on notice.</p>
AMSA 05	26/5/10	129	Senator SIEWERT	<p>Senator SIEWERT—I understand that. The point, as I understand it from some of the evidence, is that oil was sprayed further away from the rig than would have taken 48 hours</p>

				<p>to get there, so my question is: is that process being reviewed and what is the standard practice? Is it 48 hours or is it longer? And if the standard practice is different will there be modifications to practices and responses in the future?</p> <p>Mr Kinley—The practices of using dispersant in each incident are actually dependent upon the characteristics of the oil being released. The oil that was being released in the Montara incident was very amenable to being dispersed. Our experience of the impact of the dispersant was that it was very effective on the oil and the conditions were such—it was so benign up there—that the oil maintained those characteristics for quite a period of time. I do not actually have that data about the 48-hour incident, but I will go away and investigate what particular case that was. But my understanding, from those involved in the incident, was that we were very lucky it was very amenable to being dispersed and it reacted ideally to the application of dispersant.</p>
P&R 03	26/5/10	134	Senator NASH	<p>Senator NASH—That is great. Just finally, in terms of the research projects you are doing at the moment and particularly, obviously, any regional ones. I know that the answer on notice will say ‘go and look at the website’, which I am happy for it to do on this occasion, but if there is anything else that you think would be useful for the committee to have in terms of the information about the projects that you are doing that is just not the basic stuff that is available on the website, if there is some more detailed information, that would be really useful.</p> <p>Mr Mrdak—We can provide an outline of the key research directions.</p>
LGRD 02	27/5/10	6	Senator NASH	<p>Senator NASH—And doing them against that. In October estimates last year—we have been doing this for a long time, have we not, and we will keep doing it—Mr Wood, we were talking about the process that the department would go through that applied to all of the projects, and you also said at that time: We will also take an assessment to see if an independent viability assessment is required for projects. Out of the 92 projects, was an independent viability assessment needed for any of them?</p> <p>Mr Wood—For a small number, yes. An independent viability assessment was undertaken for a small number of projects. As the vast majority of projects in this program were being undertaken by state or local government entities, a decision was taken early on in the program that many of those projects would not require an IVA. However, as I say, for a small number an independent viability assessment was undertaken.</p> <p>Senator NASH—When you say ‘a small number’, how many do you think?</p> <p>Mr Wood—I think I would like to just check that number and come back to you.</p>
LGRD 03	27/5/10	7	Senator NASH	<p>Senator NASH—Can we just quickly run through the 17, because I am interested to know which ones are actually finished.</p> <p>Mr Wood—Certainly. The Grafton regional saleyard, which is Clarence Valley Council.</p>

				<p>Senator NASH—They are not going to be in the same order, are they?</p> <p>Mr Wood—No, they are not.</p> <p>Senator NASH—Can I get somebody this morning just to put that list of 17 together for me just so we can table it? I am sure you might have an officer next door that could just quickly run through and do that. If somebody could do that, that would be really useful.</p> <p>Mr Mrdak—We will take that on notice.</p>
LGRD 04	27/5/10	11	Senator MACDONALD	<p>Senator IAN MACDONALD—Minister, could I just follow up that last point in the predicament that Ms Marsden raised with the number of it. Is there anywhere you could suggest where she might go to try and get some help in that particular project she is involved in? She was looking forward to the Regional Partnerships and would have been eligible for that. Is there anywhere else you could suggest she might go?</p> <p>Senator Conroy—We will take that on notice and see what is possible, but the government has made a focus on funding rounds through councils. There may be others that I am not aware of, so I am happy to take that on notice.</p>
LGRD 05	27/5/10	13	Senator MACDONALD	<p>Senator IAN MACDONALD—Because you are answering a question I am not asking. We have the information that Victoria is putting in cash and other states are putting in in-kind—hence my question. In those states where state governments are not contributing cash money, payment of salaries or allowances would be a matter for the federal government.</p> <p>Senator Conroy—We will give you any information available on what is paid to people. If we have got any handy, I am happy to give it to you now, but I suspect we would probably need to take it on notice.</p> <p>Ms Foster—We would need to take it on notice to give you the detail of that.</p>
LGRD 06	27/5/10	14	Senator MACDONALD	<p>Senator IAN MACDONALD—Okay. I do not want to waste the complete time of the committee, but as a Queensland senator I would be interested in what the arrangement is in Queensland and go back to my example. Who would a chair of a Queensland organisation put the bill in to, and who would sign the cheque for him? Which area of government?</p> <p>Ms Foster—Can we take that on notice and come back to you with an answer?</p>
LGRD 07	27/5/10	15	Senator MACDONALD	<p>Senator IAN MACDONALD—Could you give me, on notice, a list of all the professional help that you mentioned would be given to the various RDAs to prepare their business plans?</p> <p>Mr Carmichael—Some of it is that they have got some funding of their own, so they may be seeking their own support. We would have to ask every committee, and that is a matter for them to disclose. But they have got—</p> <p>Senator IAN MACDONALD—You said you would be providing assistance.</p> <p>Mr Mrdak—We will provide you with details of the consultancy assistance we are providing.</p>

LGRD 08	27/5/10	16	Senator MACDONALD	<p>Senator IAN MACDONALD—Perhaps I will not waste more time on this, but could you just give me details of how the \$14 million for the current financial year was spent: how much went to each state and where it went in each state, and what it was for?</p> <p>Ms Foster—We can do that.</p>
LGRD 09	27/5/10	18	Senator MACDONALD	<p>Senator IAN MACDONALD—Perhaps I might just jump to the Australian Centre for Local Government that we were just talking about. What have been the outcomes of the centre so far? I understand it was established on 1 July 2009.</p> <p>Ms Foster—That is right. It released its work plan in December 2009. It has a range of programs for 2010. Its work includes delivering a range of local government leadership programs and courses, supporting councils to improve infrastructure, asset and financial management, and building capacity to meet challenges like climate change.</p> <p>Senator IAN MACDONALD—And is that totally funded by the Australian government?</p> <p>Ms Foster—The Australian government provided \$8 million to establish the centre.</p> <p>Senator IAN MACDONALD—Yes.</p> <p>Ms Foster—The centre operates with a number of partners—academic institutions. It was, in fact, a consortium bid, and so it includes the University of Canberra, ANSOG, the Local Government Managers Association of Australia, and the Institute of Public Works Engineering Australia. They have program partners from the Australian National University, Charles Darwin and Edith Cowan University, and those program partners also bring financial support or make contributions to the programs that are delivered by the centre.</p> <p>Senator IAN MACDONALD—Do we have details of the financial support that those apart from the Australian government provide?</p> <p>Ms Foster—I do not have that with me. We can get that for you.</p>
LGRD 10	27/5/10	19	Senator MACDONALD	<p>Senator IAN MACDONALD—How many states have actually received money to date and in what amounts? Have they been publicly announced, I guess is the first question?</p> <p>Mr Carmichael—The Northern Territory has received \$1.35 million to the capacity building of council staff, elected members, and related partners on an asset management and financial planning framework. South Australia has received \$350,000 for an asset and financial management council audit, and \$1.34 million for technical support and building regional collaboration between councils. They have also received \$960,000 for a national model pilot program for an integrated design strategy for the broader Adelaide city. Victoria has got a local government sustainability project valued at \$964,000. They have also got \$1.404 million for a local government regional asset management services project. Western Australia has got \$2.351 million for an integrated planning asset management improvement program, and then there are some projects that were funded with the Australian Centre of Excellence for Local Government, which I think Ms Foster has already talked to. But some of the specifics about that are were a scholarship</p>

				<p>program for senior women valued at \$100,000, and a data collection reporting on the status of women, valued also at \$100,000.</p> <p>Senator IAN MACDONALD—Thank you for that, but is it possible to table the information you are reading from, rather than going through it word by word?</p> <p>Ms Foster—Yes, we can if it is not on the web. If it is on the web, we will advise you.</p>
LGRD 11	27/5/10	21	Senator MACDONALD	<p>Senator IAN MACDONALD—Before 30 June? What is the reason—perhaps I could come back to that, Chair, because I am really conscious of the fact that the minister is not here, and I do not want to put the officers in a situation. Can you explain in detail how the indexation adjustment included in Budget Paper No. 3—and I can helpfully tell you, at page 110, table 2.11.1, footnote (b), which indicates that the escalation factor is 0.7710. Can you just indicate to me how that indexation factor is arrived at?</p> <p>Mr Mrdak—It is calculated by the Treasury. I can get you some details of how that is done, but it is based on Treasury analysis, which happens each year to enable the Treasurer to set the indexation figure for the year ahead.</p> <p>Senator IAN MACDONALD—The indexation figure is the amount by which the FAGs increase every year?</p> <p>Mr Mrdak—That is correct.</p> <p>Senator IAN MACDONALD—Is that entirely done by Treasury? Your department has no input into that?</p> <p>Mr Mrdak—We are consulted as part of our normal administration, but it is done by the Treasury.</p> <p>Senator IAN MACDONALD—Does your department administer the FAGs?</p> <p>Mr Mrdak—Yes.</p> <p>Senator IAN MACDONALD—You do? You will get back to me on how that—</p> <p>Mr Mrdak—Yes.</p> <p>Senator IAN MACDONALD—Is the indexation adjustment figure akin to CPI increases?</p> <p>Mr Mrdak—No. It is a lesser amount, generally.</p> <p>Senator IAN MACDONALD—What is its purpose? Is it to try and keep the value of FAGs, which are done over, what, a rolling four- or five-year program, are they?</p> <p>Mr Mrdak—There is an annual adjustment to the FAGs under the legislation, based on this indexation factor. The indexation factor varies. It is generally around CPI, but not exactly at CPI. It would be best if I can get you some detail, I think, of how Treasury calculates it. It is a formula which has been in place for many years, under the operational legislation.</p> <p>Senator IAN MACDONALD—Would the recipients say that each year they are getting less value, as the value of money decreases each year? Clearly, this escalation adjustment is meant to keep it at around the same level, but does everyone accept that it does?</p>

				<p>Mr Mrdak—Yes, generally. There has been debate in the past over whether that has kept pace with CPI at times, but my understanding is there is a general acceptance of the indexation factor now and how it operates.</p> <p>Senator IAN MACDONALD—Okay. Could you hazard a guess at what that may equate to, in percentage terms? If I was good a mathematics, I would be able to work that out myself. What is the CPI running at, something like three, four, or five per cent, is it?</p> <p>Mr Mrdak—I would have to check. Can I just check with the officer at the desk and see if we have got any figures on indexation with us, otherwise I will come back to you in relation to that.</p>
ONA 01	27/5/10	24-25	Senator MACDONALD	<p>Senator IAN MACDONALD—How many is that in Canberra?</p> <p>Ms Fleming—I think it is about 14.</p> <p>Senator IAN MACDONALD—Fourteen in Canberra?</p> <p>Ms Fleming—Fourteen to 13 staff, approximately. I can give you an actual breakdown on notice.</p>
ONA 02	27/5/10	28	Senator MACDONALD	<p>Senator IAN MACDONALD—I will pass over the call shortly. As I recall, in the first year of the current government, there were eight or nine people in that office. Is that correct?</p> <p>Ms Foster—I do not have that figure with me, sorry, and I was not in the department then.</p> <p>Senator IAN MACDONALD—Okay. Perhaps you could give me the details of the numbers in that office in 2006-07 and every year since up to the present. But you are not conscious, either you or Mr Mrdak, of the fact that the staff in that Townsville office has been reduced over the last couple of years?</p> <p>Ms Foster—Not in any significant way.</p>
LGRD 12	27/5/10	28-29	Senator MACDONALD	<p>Senator IAN MACDONALD—Do you have some detail of that, or can you get it on notice?</p> <p>Mr Mrdak—I can get you some details of that, but it is an approximate reduction of around 70 staff over the last year or so.</p> <p>Senator IAN MACDONALD—Seventy?</p> <p>Mr Mrdak—Yes.</p> <p>Senator IAN MACDONALD—Out of how many?</p> <p>Ms Foster—Around 200.</p> <p>Mr Mrdak—Originally, I think, it was around 200 to a reduction of, today, around 130 or 140 staff.</p> <p>Senator HEFFERNAN—Did they disappear completely out of the system or just get rebadged?</p> <p>Mr Mrdak—In some situations, people have transferred to other positions within the department or to other departments.</p>

				<p>Ms Foster—In some cases, they are non-ongoing staff and so we do not renew their contracts or we terminate their contracts when they are no longer required.</p> <p>Senator IAN MACDONALD—Can I just clarify that. It used to be about 200—and you will get me the exact details—and it is now about 130?</p>
ONA 03	27/5/10	29	Senator MACDONALD	<p>Senator IAN MACDONALD—I am not saying you have reduced them to pay for anything; I am just saying the actual numbers have reduced. I can go back through old estimates, but I think in the first year of the current government there were about eight, or it might have even been 12, in Townsville and there are now five.</p> <p>Ms Foster—We will get those for you.</p>
ONA 04	27/5/10	31	Senator STERLE	<p>CHAIR—The swimming pool, the picture gardens. How many will that seat at the picture gardens?</p> <p>Ms Fleming—I cannot tell you exactly how many it will seat. I would have to take that on notice.</p>
ONA 05	27/5/10	31	Senator STERLE	<p>CHAIR—They were very proud of that.</p> <p>Ms Fleming—The next project I have is the Warmun Early Learning Centre.</p> <p>CHAIR—How far are into that are we?</p> <p>Ms Fleming—The contract is awarded and preliminary site works have commenced.</p> <p>CHAIR—Great. Can you tell us how many children that will advantage? If you cannot, take it on notice.</p> <p>Ms Fleming—No, I will have to take that on notice, I am sorry.</p>
ONA 06	27/5/10	34-35	Senator STERLE	<p>CHAIR—It is going to be busy in Wyndham in the next few months, isn't it?</p> <p>Ms Fleming—I think so. The Kununurra Education Precinct consists of four projects. We will construct, upgrade and refurbish the secondary school facilities; construct, upgrade and refurbish the primary school facilities; construct and fit out the Kununurra school community library of approximately 400 square metres; and construct and fit out state of the art technologies to be attached to the school community library for upgrading the educational precinct.</p> <p>Senator HEFFERNAN—Have you got a price for that?</p> <p>Ms Fleming—That is \$48.5 million.</p> <p>Senator HEFFERNAN—But per square metre?</p> <p>Ms Foster—No, we do not have that with us.</p> <p>Senator HEFFERNAN—Can you provide that?</p> <p>Ms Fleming—The tender has been advertised.</p> <p>Senator HEFFERNAN—When it comes in, can you provide it?</p> <p>CHAIR—You can take it on notice.</p> <p>Ms Fleming—We will take it on notice.</p>
ONA 07	27/5/10	36-37	Senator BACK	<p>Senator BACK—Sure. If I can just continue on and perhaps pick up a point that the chairman and Senator Heffernan have made, we have all spent a lot of time in these</p>

				<p>communities and looked at the regrettable deterioration of housing, and obviously everyone is very concerned because housing is one of the key pillars in trying to alter behaviours and the wellbeing of the Aboriginal communities. In the tenders that are going out, are there requirements for builders to actually employ local people, particularly young people in the communities, to be part of the construction process, so that they do in fact have some pride in the construction and possibly a role in future maintenance?</p> <p>Ms Foster—Absolutely.</p> <p>Senator BACK—Can you just give us an idea how those requirements might play out?</p> <p>Ms Foster—Sure.</p> <p>Ms Fleming—It is my understanding that encouraging Indigenous employment as part of the construction is a core element of the tender, and I know that on the Wyndham swimming pool there were 12 Indigenous employees engaged in that particular tender. The tenders have not been set yet, so I cannot advise you how many Indigenous people will be employed on contracts not yet set, but we can report back to you as those contracts develop.</p> <p>CHAIR—Could you take on notice, with the collaboration of our state colleagues and counterparts, not only the number of Indigenous employees but the number of Indigenous corporations that are utilised or successful over both streams of funding, Commonwealth and state?</p>
LGRD 13	27/5/10	39	Senator EGGLESTON	<p>Senator EGGLESTON—Local government. Are there regional development commissions—the Pilbara Development Commission, for example, in the Pilbara?</p> <p>Ms Foster—There are different arrangements across the states and I do not have all the details of WA to hand, but where there are existing development corporations, for example, in a region, in some cases the committees have cross-membership. In other cases, they just work very closely together.</p> <p>Senator EGGLESTON—Where could I get further detail on this from—from you or from the state government?</p> <p>Ms Foster—We can provide you with some more detail on RDA on notice.</p> <p>Senator EGGLESTON—Could you do that on notice, please?</p> <p>Ms Foster—Certainly.</p>
ONA 08	27/5/10	40-41	Senator HEFFERNAN	<p>Senator HEFFERNAN—Thanks very much for that. Ord stage 3: there is about 80,000 hectares if you fixed up that lead mine problem. A third of that is in the Northern Territory. Have the Northern Territory government changed their mind from when Clare Martin was there, that they were not interested in the development of Ord stage 3, which included the Northern Territory?</p> <p>Senator Conroy—Why don't you ask the Northern Territory government?</p> <p>Senator HEFFERNAN—No. If a job—</p> <p>Senator Conroy—That was the appropriate way.</p>

				<p>Senator HEFFERNAN—Certainly it was the job of the taskforce in my time.</p> <p>Mr Mrdak—Certainly Parliamentary Secretary Gray has initiated discussions with the Northern Territory government and coordinated with WA about looking at those issues about how the Northern Territory fits into the work we are doing at East Kimberley and are starting to take a broader—saying, ‘Let’s not just look at what falls within the boundary of Western Australia, and went to the Northern Territory.’ Particularly around those land and water issues, Parliamentary Secretary Gray is doing a lot of work on that.</p> <p>Senator HEFFERNAN—Can you report to this committee on where that is up to?</p> <p>Mr Mrdak—Certainly. I will take that on notice.</p>
ONA 09	27/5/10	42-43	Senator HEFFERNAN	<p>Senator HEFFERNAN—Yes, but can I say, Minister, with a view to the national interest and to sovereign issues, it is difficult for us as a committee and for you as a task force or the office of whatever, to have to sit blindly by and watch half the Indigenous people up there wanting or having the aspiration of owning their own home to leave to their kids, to have some sort of commercial or agricultural development from which they are excluded. Some of them, of course, are happy to live the alternative lifestyle and just do the tourism thing, or knock around with boomerangs or something, but there are many people who want to be educated and get a quid and leave something to their kids and improve their lot in life, and it seems to me that it is siloed, and we need for you and the wisdom of the Commonwealth to be brought to bear on the wisdom of the state, with a view to further development. And to that end, what would be the position regarding sovereign funds—as they have done in New Zealand, where they are trying to buy 17,000 cows in one hit from the dairy farmers there—if they had said, ‘If you don’t want to develop Fitzroy and Margaret Rivers, we want to come in and do it with China’s sovereign funds, but we want to actually export the potential of that back to China. We will provide all the infrastructure et cetera’? Do we just let that happen?</p> <p>Senator Conroy—I think that is a rhetorical question rather than a substantive—</p> <p>Senator HEFFERNAN—No it is not. It is a serious question about where agriculture is going.</p> <p>Senator Conroy—We will take it on notice. If there is anything we can add—</p> <p>Senator HEFFERNAN—The northern development office is a serious player in the future of Australia.</p> <p>CHAIR—Senator Macdonald.</p> <p>Senator Conroy—We will take on notice your question and if there is anything we can add, we will.</p>
ONA 10	27/5/10	43	Senator MACDONALD	<p>Senator IAN MACDONALD—Okay. But is he getting assistance from the department in things like writing letters to the editor in various newspapers, as recently—I think I saw one last week somewhere.</p> <p>Ms Foster—Senator, my office has worked quite closely with Mr Ross over the past</p>

				<p>several years of the task force, and I think there is ongoing discussion between them, but I do not have any detail of what the nature of that is.</p> <p>Senator HEFFERNAN—Does Mr Dickson write the letters for him?</p> <p>Ms Foster—Mr Dickson certainly has worked very closely with Mr Ross over many years, but I would need to take on notice what work is actually happening, if any.</p> <p>Senator IAN MACDONALD—Take that on notice, by all means, although I suspect the answer is sitting right behind you, but I think I saw a letter, as I say, sometime in the last week from Mr Ross, and I just wonder if the department had any role in drafting or distributing that letter.</p> <p>Ms Foster—Sorry, I am at a loss, because I do not have the letter and I do not know it, so I will take it on notice and get back to you.</p>
ONA 11	27/5/10	43	Senator MACDONALD	<p>Senator IAN MACDONALD—Yes, and I am aware that some of the task force members refused to accept that. Is it possible to give the committee—no names—on notice, some details of the payments that have been made in the way of sitting fees, accommodation, travel, over the last financial year? Would that be—</p> <p>Ms Foster—We can certainly take that on notice.</p> <p>Senator HEFFERNAN—How much a day do they pay?</p> <p>Ms Foster—I do not know, sorry.</p> <p>Mr Mrdak—We will find out what the daily rate was for those who accepted the per diem.</p>
P&R 04	27/5/10	46	Senator MACDONALD	<p>Senator IAN MACDONALD—Thank you. Is your department, in its role looking after rural, regional, northern, remote and Western Australia, for which I see the parliamentary secretary also has responsibility, able to access information on the zone tax rebates for rural and regional Australia?</p> <p>Mr Mrdak—We do not hold that information.</p> <p>Senator IAN MACDONALD—Are you able to access it?</p> <p>Mr Mrdak—I would have to take that on notice. I do not know if we can. I think that material is held by the tax office. I do not know whether we as a department would be able to access that information.</p>
ONA 12	27/5/10	47	Senator HEFFERNAN	<p>Senator HEFFERNAN—Could I just ask a question. Has the Office of Northern Australia given consideration to doing a feasibility study on joining up the Mount Isa railway line to the north-south line?</p> <p>Mr Mrdak—No.</p> <p>Senator HEFFERNAN—Would it be possible to request a feasibility on that?</p> <p>Mr Mrdak—We can take that on notice.</p> <p>Senator HEFFERNAN—You are aware of the mining it would open up?</p> <p>Mr Mrdak—Yes.</p> <p>Senator HEFFERNAN—Could you take that on notice?</p>

				Mr Mrdak —I am happy to take it on notice.
ONA 13	27/5/10	48	Senator MACDONALD	Senator IAN MACDONALD —Okay. Perhaps you could take on notice—or the minister might take on notice for reference to Mr Gray’s office—on just what part Mr Gray is playing in his role as parliamentary secretary for Northern and Western Australia. Senator Conroy —Happy to take that on notice.
ONA 14	27/5/10	49-50	Senator HEFFERNAN	Senator HEFFERNAN —Can I ask where we are up to with the lead mine at Kununurra? Mr Mrdak —I would have to take that on notice. I am not aware of where that one is up to. Senator HEFFERNAN —You are aware of the lead mine, though? Senator Conroy —I actually mentioned it just before. Mr Mrdak —I will find some details for you, Senator. Ms Foster —What is your specific interest? Senator HEFFERNAN —If we are going to do the full development of Ord 2 and 3, including Carlton Hills, and sort out the sovereign issue with the drainage down the Keep River et cetera, you are going to have to do something about the lead mine. I just wondered whether the global food task might be more important than the lead mine. Ms Foster —We will take that on notice and come back to you. Senator HEFFERNAN —In the considerations with Mr Dickson and others—this was raised three years ago—has there been any further talks about the lead mine within what was the task force and is now the Office of Northern Australia? Ms Fleming —We are aware of the lead mine issue, but we would have to take the details on notice. Senator HEFFERNAN —Have there been any discussions? Surely you would know if there have been discussions with the Western Australian government or the owners of the lead mine or— Ms Foster —Sorry, I do not have any information. We will have to come back to you on that. Senator HEFFERNAN —So there have not been, by the sound of it, because Mr Dickson would know. Ms Foster —Not to my knowledge, but I just do not want to— Senator HEFFERNAN —Could you update us as to the various options being considered, and if there are not being any options considered, could we put on notice that we would like some options considered for the complete development of that. Ms Foster —Yes.
AAA 01	27/5/10	55	Senator MACDONALD	Senator IAN MACDONALD —Can you tell me what percentage of flights arrive and depart at Brisbane airport between, say, 11 pm and 6 am? Mr Mrdak —We would have to take that on notice. We do not have that material. We can provide that information.

AAA 02	27/5/10	55-56	Senator MACDONALD	<p>Senator IAN MACDONALD—Are you aware that the Queensland Premier condemned the suggestion that Brisbane airport should have a curfew?</p> <p>Mr Mrdak—We are aware that the Queensland Premier made comments concerning the announcement in the aviation white paper.</p> <p>Senator IAN MACDONALD—Do you know if the minister shares the view of the Queensland Premier?</p> <p>Senator Conroy—I am sure that if you want to know the minister's views you can ask for the minister's views, but soliciting opinion from officers is not part of the estimates process.</p> <p>Senator IAN MACDONALD—Unfortunately, the minister does not appear before this committee and I do not meet him often socially, although as it turns out—</p> <p>Senator Conroy—If you named an airport after him, he might.</p> <p>Senator IAN MACDONALD—I was just going to say—</p> <p>Senator Conroy—I am waiting for those photos. Time is running out, Senator Macdonald.</p> <p>Senator IAN MACDONALD—As it so happens, as I left this room just after lunch was called I actually did run into the minister. Do you know what we spoke about? Not curfews in Brisbane, but the Stephen Conroy memorial airstrip at Karumba. Is that not coincidental?</p> <p>Senator Conroy—You are a legend. That is on the <i>Hansard</i>. Macca is a legend, out there campaigning for me.</p> <p>Senator IAN MACDONALD—But, apart from that conversation, I do not have a lot of conversations with the minister. So, Minister Conroy, I am now asking you if you could ascertain if Minister Albanese shares—</p> <p>Senator Conroy—I am happy to ascertain his views and take those on notice for you.</p>
AAA 03	27/5/10	57	Senator MACDONALD	<p>Senator IAN MACDONALD—Minister, as a Victorian, in spite of your close association with the gulf country of North Queensland and airports, could you assure the people of Australia and this committee that the government would not, under any circumstances, allow a curfew on the Melbourne airport?</p> <p>Senator Conroy—I would have to take that on notice and seek the minister's response. I am not aware of any statements made by the minister on that. The officers are shaking their heads. I am happy to seek a response from the minister and take that on notice.</p>
AAA 04	27/5/10	58	Senator MACDONALD	<p>Senator IAN MACDONALD—Okay. I shall do that. Thank you. Are you able to confirm that the closest home to Melbourne airport is four kilometres away and that the closest home to the Brisbane airport is a distance of seven kilometres away? Are you aware of that statistic?</p> <p>Mr Doherty—Away from?</p> <p>Senator IAN MACDONALD—From the airport—taken in a seven kilometre semicircle.</p>

				<p>Mr Mrdak—I have seen similar figures, I think, in relation to Brisbane airport—the distance from the centre line along certain runway alignments—but I am not familiar with that comparison between Melbourne and Brisbane. But I have seen similar figures in the past in relation to, say, the centre line of the Brisbane runway to the suburb adjacent.</p> <p>Senator IAN MACDONALD—Could you see on notice if you could find out for me if it is around.</p>
AAA 05	27/5/10	59	Senator MACDONALD	<p>Senator IAN MACDONALD—Would I ask you—or perhaps I would have to go to the Air Force to ask for this—how many times the Prime Minister’s VIP plane lands at Brisbane airport between 11 pm and 6 am? Would you have those figures?</p> <p>Mr Doherty—At Brisbane airport, where there is not a curfew?</p> <p>Senator IAN MACDONALD—Yes.</p> <p>Mr Doherty—We do not have those figures but we can find that out.</p>
AAA 06	27/5/10	62	Senator LUDLAM	<p>Senator LUDLAM—You may look at it. The master plan expresses air pollution in a different format to the previous master plan in the third runway EIS. I am not a specialist in this area particularly. Can you talk us through the difference in methodology that has been used to assess urban air pollution in the area? What was the reasoning for the change in methodology between one plan and the next?</p> <p>Mr Doherty—That is not an issue that anyone at the table could deal with, from memory.</p> <p>Senator LUDLAM—Is that a fair characterisation of the situation?</p> <p>Mr Doherty—I do not know.</p> <p>Mr Mrdak—We will have to take that on notice.</p>
AAA 07	27/5/10	62-63	Senator LUDLAM	<p>Senator LUDLAM—Firstly, why was the airport not required to use a consistent format between the two master plans? I would have thought that would have been a fairly reasonable expectation so that we could draw a correct comparison between the current one and the most recent one. Can you provide for us a way of interpreting the changed methodology between the two studies? That would be appreciated. Can you table all material that relates to air pollution within the current master plan? Are there any supporting documents that would help us make an assessment about how that has been considered?</p> <p>Mr Wilson—We will certainly take those on notice.</p> <p>Senator LUDLAM—There was a health study of Kurnell residents by Black et al in 2007 which showed elevated blood pressure among residents of that region. There are obviously people living a lot closer to the footprint of the airport—in Marrickville, Mascot, Rockdale, the surrounding suburbs and so on. There is medical evidence on the table obviously that the existing level of air traffic is affecting people’s health. What work are you doing within the scope of the current master plan or within the estimates of future traffic into and out of that airport about direct health impacts on residents in close proximity to the airport?</p>

				Mr Wilson —I certainly am not aware of the health study by Black in regard to Kurnell. I am not certain any of the officers at the table are aware of the report. We can have a look at the report and provide the committee with some advice on that.
AA 01	27/5/10	67	Senator O'BRIEN	Senator O'BRIEN —And what about running costs—ongoing costs? Mr Russell —No, it is very much reduced. I do not have the exact numbers. Senator O'BRIEN —So Wide Area Multilateration is less expensive to maintain on an ongoing basis? Mr Russell —Yes it is, and it is a more effective surveillance mechanism. I can check those numbers and get back to you, but it is in that sort of broad area.
AA 02	27/5/10	70	Senator NASH	Senator NASH —So will the appointment of the ombudsman be a fixed term? Has that been worked through? Mr Russell —Yes, I think it will. I know it will, but I am just not sure—you are going to ask me how long and I just cannot give you that answer. Senator NASH —I was not going to, but I will now: how long? Mr Russell —I will take it on notice.
AAA 08	27/5/10	72	Senator NASH	Senator NASH —Is it possible to provide for the committee—and this would certainly be on notice and may not even be possible—the other options you were talking about that were considered in terms of how the ombudsman would be set up? Could you provide those to the committee—the alternative strategies that might have been considered? Mr Mrdak —Some of this was part of the government's policy development, including the cabinet consideration of the aviation white paper. I am happy to take on notice what we can provide.
AA 03	27/5/10	72-73	Senator MACDONALD	Senator IAN MACDONALD —Do you have statistics on noise complaints at Brisbane Airport? Mr Russell —Yes, as it turns out I do. This is related to the complaints that we receive through our noise inquiry unit. I am not saying this is the total number of complaints, but it is the only gauge I have got. I can provide you with more precise statistics, but it was in the order of about a thousand complaints during 2009. Senator IAN MACDONALD —Does your recorder indicate where they actually came from? Mr Russell —I know we keep detailed information like that for Sydney. I am just not quite sure if it is the same level of detail for Brisbane. Perhaps Mr Dudley might add to that. If not, we will take that question on notice, if you would not mind. Mr Dudley —It is up to the individual complainant to provide details as to their physical address et cetera. If they are predisposed to providing those details when they make a complaint or inquiry, they are recorded. For privacy reasons, obviously we do not detail that information. We are able to break it down, however, suburb by suburb. If that is the sort of information you are after, I would need to take that on notice. Senator IAN MACDONALD —It is, please. Perhaps we could get the percentage of

				<p>those you received who did give an address and then, with those who gave their address, roughly what suburbs they came from.</p> <p>Mr Russell—We will take that on notice, Senator.</p> <p>Senator IAN MACDONALD—Is it easy enough to get the same question for Melbourne and Sydney?</p> <p>Mr Russell—Yes, it is. Again, I can provide that information. Again, these are sort of round numbers for Melbourne: there is in the order of 1,500 complaints received by our noise inquiry unit in 2009. In Sydney the number was over 9,000 in 2009—9,200. But if you want further information on that I am happy to provide that.</p>
AA 04	27/5/10	73	Senator MACDONALD	<p>Senator IAN MACDONALD—Okay. That is an interesting figure. In Sydney do you have any sort of statistics on how many of the complaints come from houses that would have been built since Sydney airport first started operation?</p> <p>Mr Russell—I can give you statistics by suburb for Sydney. I guess if you look back on the 80- or 90-year history of Sydney airport you could probably work it out, but I just do not have that level of detail.</p> <p>Senator IAN MACDONALD—Is your impression as Airservices that most of these complaints come from houses that have been built since airport noise became an issue or is that too generalised?</p> <p>Mr Russell—I really think so, Senator. I am happy to help here, but I think I would be struggling to answer that reasonably.</p> <p>Senator IAN MACDONALD—Okay. If you would, on notice, give me those details.</p> <p>Mr Russell—Yes.</p>
AA 05	27/5/10	74	Senator MACDONALD	<p>Senator IAN MACDONALD—Okay. That is fine. Let me ask the question, not what the numbers are. Do Airservices keep those records?</p> <p>Mr Russell—Senator, I know that we keep data, of course, on the movement of aircraft in our system. Whether it specifically identifies an aircraft that the Prime Minister would use I would have to check, but I am happy to do that.</p>
AAA 09	27/5/10	74	Senator MACDONALD	<p>Senator IAN MACDONALD—Do you mean to tell me that in this modern day and age of government accounting you just say, ‘Oh well, look, it is about even, so we’ll write it off,’ rather than actually saying, ‘You would have owed us so much and you would have owed us so much and for our purposes we would have been in credit, but because of’—</p> <p>Mr Mrdak—There is an awful lot of complex work that has gone into this. I will get some details for you on how it works, if you like, but it is complex to unpick and provide a direct price.</p>
CASA 01	27/5/10	80	Senator BACK	<p>Senator BACK—Mr McCormick, again an issue raised and a question asked, and I will ask it of you: with regard to Mordialloc, one of the points made I think by the council was that they had put in a plea—maybe it is in your remit, maybe it is not; I don’t know, you could tell me—that the training circuit could actually be, if you like, located in such a way</p>

				<p>that more of the aircraft would be going down over the top of a freeway and over a green belt rather than over housing as part of the circuit. Is the actual design of the circuit, for training purposes now, something over which your agency would have some influence or, if not yours, then whose?</p> <p>Mr McCormick—The actual design of the circuit is not something that specifically comes under our remit. The idea of the circuit, of course, is that the practice of take-off and landing are where by far the vast majority of accidents occur.</p> <p>Senator BACK—Yes.</p> <p>Mr McCormick—Because you always have to operate into the wind, an expeditious way to get from a take-off to a landing is to fly a circuit. The standard ICAO version is a left-hand circuit except, as I said, in places where there are parallel runways when obviously one will go to the right. As for Mordialloc itself, I am not aware of anything on that, so I will take that on notice and get back to you. You specifically want to know whether we have had submissions or proposals put to us?</p> <p>Senator BACK—Yes. Also, by way of providing feedback to these people, it would be interesting to know whether it is possible, in fact, to schedule these circuits so that they do go more over green open-space areas and less over residential areas. I am sure that in itself would reduce the impact of noise.</p> <p>Mr McCormick—We would have to take it away and look at it to see what the actual airfield is and what we know about that, so I will take that on notice.</p>
CASA 02	27/5/10	81	Senator BACK	<p>Senator BACK—Certainly the feedback—and my co-committee members will correct me if I am wrong—we got was that state and local government authorities felt powerless in this whole process.</p> <p>Mr Mrdak—And again, there are regulatory requirements around the operation of certain historic aircraft which do not meet noise certification standards and the like which we operate through the department, which recognises that some categories of operations, such as the old warbirds, or historic aircraft, do not, as Mr McCormick says, meet any noise standards that are applicable today given the age of the aircraft.</p> <p>Mr McCormick—There are airfields where that has arisen and I will leave it to Mr Cromarty to address Tyabb as best we can. There are other airfields where local owners of that airfield—this is a non-certified, nonregistered airfield, in particular one in Western Australia and the name escapes me at the moment—</p> <p>Senator BACK—Murrayfield?</p> <p>Mr McCormick—Serpentine, Murrayfield—I am sorry, I will take on notice what the airfield is where the local council or the operator has requested that people not conduct flying training. There are issues around airspace, of course, and who owns the airspace—who has the legality. It is not an issue that we have been involved in but Mr Cromarty might be able to add more to that if you wish.</p>

CASA 03	27/5/10	83	Senator MACDONALD	<p>Senator IAN MACDONALD—So when did the ethics and complaints committee start?</p> <p>Mr McCormick—It was late last quarter last year. I would have to take on notice the actual date.</p>
CASA 04	27/5/10	84	Senator MACDONALD	<p>Senator IAN MACDONALD—During Mr Hart’s tenure, can you tell me how many reports he presented to CASA for actioning?</p> <p>Mr McCormick—I would have to take that on notice.</p> <p>Senator IAN MACDONALD—Is it possible to get those reports tabled with this committee?</p> <p>Mr McCormick—Every single report he has ever written?</p> <p>Senator IAN MACDONALD—Let us say in the last couple of years.</p> <p>Mr McCormick—We will take that on notice as well.</p> <p>Senator IAN MACDONALD—There is nothing in those reports that would be sensitive to being made public to this committee?</p> <p>Mr McCormick—Yes, I think there would be.</p> <p>Senator IAN MACDONALD—I appreciate you said you would take it on notice, but is it possible to have those reports tabled with any names perhaps deleted?</p> <p>CHAIR—I think Mr McCormick has said that he will take it on notice.</p> <p>Mr McCormick—I will take that on notice.</p> <p>Senator IAN MACDONALD—Do you know how many recommendations were contained in the reports? How long was Mr Hart there in that role?</p> <p>Mr McCormick—He predated me. I do not know whether anybody else knows. We will take that on notice as well.</p>
CASA 05	27/5/10	84-85	Senator MACDONALD	<p>Senator IAN MACDONALD—Is it again possible to give us a list of the recommendations that were made by your Industry Complaints Commissioner, again deleting any reference to names that might impact upon either legal proceedings or people’s privacy?</p> <p>Mr McCormick—We will take that on notice. The reports themselves will have recommendations.</p> <p>Senator IAN MACDONALD—Do you know whether one of the investigations carried out by the Industry Complaints Commissioner related to MacAir, an airline that was operating up where I come from—in Townsville, Mount Isa; that north-west Queensland area?</p> <p>Mr McCormick—Again, I could not say yes or no because I am not aware of all the reports that predated my time in CASA. I do know that Mr Hart commenced in the position as the Industry Complaints Commissioner during my predecessor’s term. He certainly had not been in that position outside of six years.</p> <p>Senator IAN MACDONALD—Do any of your colleagues know what the recommendations were regarding MacAir?</p>

				<p>Mr McCormick—No, we will take that on notice.</p> <p>Senator IAN MACDONALD—I understand that some of the recommendations related to maintenance issues and training procedures for staff and pilots. Perhaps I could ask you or your colleagues whether any of those recommendations in relation to MacAir were ever actioned?</p> <p>Mr McCormick—Again, we will take it on notice. I cannot answer your questions about MacAir because I do not have that report in front of me and I do not know whether one exists.</p>
CASA 06	27/5/10	85	Senator MACDONALD	<p>Senator IAN MACDONALD—So neither you nor either of your colleagues at the table would be aware of what action, if any, was taken against MacAir?</p> <p>Mr McCormick—Action taken against MacAir—only in relation to an ICC report, or actually against MacAir, who of course no longer operate, through some other mechanism outside of Mr Hart; we will take that on notice if it is MacAir in particular you wish to know about.</p> <p>Senator IAN MACDONALD—I am particularly interested in that. I am also interested in recommendations made by Mr Hart in relation to OzJet. Would anyone have any detail of those?</p> <p>Mr McCormick—Again, we do not have that information in front of us. There is a report on OzJet, that I can confirm. Again, it has to be taken on notice. It will take us a while to get the report and to also go through the report.</p>
CASA 07	27/5/10	86	Senator MACDONALD	<p>Senator IAN MACDONALD—Are you aware if OzJet did apply for either of the types of licences you have mentioned to me? I am going back within the last couple of years.</p> <p>Dr Aleck—OzJet held an air operators certificate, so they would have applied for one. I could not say when it was issued. I would have to take that on notice.</p>
CASA 08	27/5/10	86-87	Senator MACDONALD	<p>Senator IAN MACDONALD—I am asking whether Mr Hart reported on an OzJet application for some form of licence, which I am told was a cargo licence, that was regularly refused by CASA. You are telling me that no-one here has that information?</p> <p>Mr McCormick—We do not have the specifics of Mr Hart's investigations with it. As I said, Senator, we will take that on notice.</p> <p>Senator IAN MACDONALD—But no-one has any knowledge of OzJet being refused a cargo licence?</p> <p>Mr McCormick—OzJet's history has not been, perhaps, the smoothest of sailing and it has eventually resulted in it being out of business. If you wish to know specifically about OzJet, we can take that on notice.</p> <p>Senator IAN MACDONALD—I understand OzJet was placed in administration and then sold and that following the sale of OzJet a cargo licence was actually granted by CASA. I assume, in my limited vocabulary, that the cargo licence would refer to the aircraft being used as a freighter and requiring a particular licence. Does anyone have any information</p>

				that can confirm or otherwise that, following the sale of OzJet by the administrator, the new owners applied for a cargo licence? Mr McCormick —No, Senator. We will take that on notice.
CASA 09	27/5/10	87	Senator MACDONALD	Senator IAN MACDONALD —In our role as parliamentarians, we often get complaints from people, particularly in relation to CASA. I have sat in the position of Senator Conroy on many an occasion and have been through a litany of complaints, back in Dick Smith's days and other days. It was suggested to me that OzJet sought a cargo licence, it was refused by an officer of yours who subsequently left CASA and joined the company that bought OzJet, which then was granted the licence that had been refused previously. I am going to ask you to take that on notice and see if your investigations reveal anything along that line which might be of interest to the committee. Is that possible to do, do you think? How could there be an explanation for that, if that were true? Mr McCormick —I will take that question on notice about whether one of our previous CASA officers had refused it and then gone to OzJet and then it was issued. We are very cognisant of workplace relations and, of course, the restrictions on trade. That particular scenario—you are the first person to raise it with us to my knowledge.
CASA 10	27/5/10	87-88	Senator MACDONALD	Senator IAN MACDONALD —Okay. You talk about the Commonwealth Ombudsman. How many complaints in the last 12 months have been made to the Commonwealth Ombudsman about CASA operations or officers? Mr McCormick —I will defer to Dr Aleck, because he has had much closer dealings with the ombudsman on a personal level. We currently have an Ombudsman investigation into a particular complaint which we deal with regularly. So we have at least one, but I will just defer to Dr Aleck. Dr Aleck —I would have to take on notice the actual number of complaints that have gone to the Ombudsman, but I do know that the number of complaints that go to the Ombudsman that are generated by CASA matters are very small compared to the other complaints they deal with. Senator IAN MACDONALD —You put out an annual report, and I have the 2008-09 report where you list Administrative Appeals Tribunal merits reviews. Do you have on hand the 2009-10 figures? Mr McCormick —The 2008-09 figures that you are referring to, again— Senator IAN MACDONALD —No, I have those. There were 47, as I understand it, Administrative Appeals Tribunal merits reviews of regulatory decisions, up from 34 the previous year and up from 26 the previous year. I was just wondering how many you have had in 2009-10 to date, recognising that the year is not finished yet. Mr McCormick —We will take that on notice. We can give you that figure.
CASA 11	27/5/10	89	Senator MACDONALD	Senator IAN MACDONALD —You are only able to issue ASICS—as I understand they are called in the industry—that is, aviation security identity cards, to pilots and CASA

				<p>employees. Is that correct?</p> <p>Mr McCormick—Sorry, are you asking if there is someone excluded from being able to apply for one of those?</p> <p>Senator IAN MACDONALD—No. They are only supplied to pilots and CASA employees; is that correct?</p> <p>Mr McCormick—I am sorry, Senator. I will take that on notice.</p> <p>Senator IAN MACDONALD—Who are those aviation security identification cards issued to? My question is: are they only issued to pilots and CASA employees or do they go more widely?</p> <p>Mr McCormick—They go more widely than that. We issue them to pilots who operate in and out of airfields and to CASA staff because of their requirement to be on those airfields—that is registered or certified airfields, going back to our earlier discussion about the types of airfields. As to whether anyone else is eligible for those cards outside of the category of pilot, we do issue them to other people. We have them with, for instance, people who work on the airfield like air refuellers et cetera. As to whether it is the same ASIC card, I am sorry, I will take that on notice.</p>
OTS 01	27/5/10	91	Senator MACDONALD	<p>Senator IAN MACDONALD—Perhaps on notice would you let me know whether there is any merit in trying to have those cards apply equally to wherever they are used?</p> <p>Mr Mrdak—Certainly, we will get you some advice on that.</p>
CASA 12	27/5/10	93	Senator LUDLAM	<p>Senator LUDLAM—I am not sure if what I am talking about is prescriptive, but it seems to be a different reading of the rule book. One says that your clock starts when you arrive and the other says that the clock starts when the plane starts moving. This can lead to discrepancies of some period of hours.</p> <p>Mr McCormick—That is correct. Internationally there are various systems that use different start times. That is not unknown or unique to Australia.</p> <p>Senator LUDLAM—All right, but for a period of four years the association has been complaining that this is putting people at risk.</p> <p>Mr McCormick—I am unaware of what happened before I arrived on 1 March last year.</p> <p>Senator IAN MACDONALD—Mr McCormick, do any of your colleagues who have been here a lot longer than you know?</p> <p>Mr McCormick—We can take that on notice.</p>
CASA 13	27/5/10	95	Senator LUDLAM	<p>Senator LUDLAM—The civil aviation order—the 48 general exemption et cetera, the one that I quoted to you right at the beginning—what status does that have? Is that a guideline or is it a law?</p> <p>Mr McCormick—It is not primary legislation as such; it is an instrument. It is an order written by us, but it is not law.</p> <p>Senator LUDLAM—It is delegated legislation, but what happens if you are in breach of something like that? You are breaking the law?</p>

				<p>Mr McCormick—I will defer. I could give you an answer, but it is perhaps best if it comes from a lawyer, so I will pass it to Dr Aleck.</p> <p>Dr Aleck—The civil aviation order is made under the Civil Aviation Regulations and a noncompliance with a requirement in the order could constitute a breach of the regulation. I should point out that the order itself contains an exemption provision. So, under the order, exemptions from the provisions of part 48 can be approved by CASA, in which case a departure from the order would not be a breach.</p> <p>Senator LUDLAM—Okay, if you have asked. My understanding is that that order mandates that the clock starts when you arrive on deck, not when the wheels of the aircraft start moving. So are Qantas and Jetstar in breach of their obligations under that regulation or not?</p> <p>Mr McCormick—I did not bring all the civil aviation orders with me, I am sorry, Senator. We will have to take that on notice.</p>
CASA 14	27/5/10	96	Senator LUDLAM	<p>Senator LUDLAM—I find it a little bit puzzling that, in terms of something as clear-cut as this—and Commissioner Hart may or may not have been a legal expert, but he quite succinctly paraphrased what Dr Aleck just told us; I do not think those two views are inconsistent at all—it seems very much as though, at least at the time when he wrote that, there were no exemptions in place. Would that give you a concern if, for a period of four years, our carriers have been transporting people about the place in breach of regulations—quite important ones, I would have thought—governing fatigue on duty?</p> <p>Mr McCormick—I do not know that, Senator. As I have said, I do not have that information in front of me and the small part of the transcript you read to me does not give me any insight into what the rest of that report had about where he reached that conclusion. I will say now that I did not put a lot of strength into or reliance on Mr Hart’s conclusions.</p> <p>Senator LUDLAM—That is interesting. Do you think he might have been wrong in the sense of this?</p> <p>Mr McCormick—I am unable to answer that, Senator. As I said, I will take it on notice. I think the issue here also is that the change of a definition does not necessarily turn something from safe to unsafe.</p>
CASA 15	27/5/10	100	Senator ABETZ	<p>Senator ABETZ—All right. How many other times has CASA been made aware that flights have gone beyond 12 nautical miles for search and rescue operations and you have not put them through this sort of third degree?</p> <p>Mr McCormick—How many times have flights gone beyond 12 nautical miles for search and rescue?</p> <p>Senator ABETZ—Yes.</p> <p>Mr McCormick—I do not know whether we will have that data, but I will take it on notice and we will see if we can find it.</p>

CASA 16	27/5/10	102	Senator BACK	<p>Senator BACK—Earlier in the day we were talking to Airservices Australia personnel about the required navigational technology that is being examined and introduced, and Mr Russell was giving us an overview of where it was with regard to pilot programs at four airports—Brisbane, Adelaide, Sydney and Melbourne—and he was speaking of the steps to be taken before such a move would be rolled out, let us say, commercially. I wonder if you could tell us to what extent your agency has to date been examining the RNP system? As yet, have you approved the required navigation performance system that is under test by Airservices Australia?</p> <p>Mr McCormick—I will take that on notice please, Senator, if I could. We do not have in front of us information about that other than what Airservices provided to you.</p> <p>Senator BACK—So there would not be any hold-up from your side to the rolling out of that particular technology that you are aware of at this stage? There is no impediment from CASA's side at this time that you are aware of to the continuing implementation of that rollout?</p> <p>Mr McCormick—That is not in my area, I am sorry. We will have to take on notice anything you wish to know about that.</p>
OTS 02	27/5/10	103-104	Senator BACK	<p>Senator BACK—Which airports then does the QantasLink Dash 8 400 series serve? In other words, which airports would be the subject now of passenger and baggage screening under the guideline that we are referring to?</p> <p>Mr Wilson—There is a situation whereby a number of airports—I believe in the order of 19—are currently serviced by the Q400 and are not subject to screening requirements. That number may or may not change between now and 1 July 2012, of course, depending on the operational arrangements that the airlines put in place. I do not have with me a precise list of the names of the airports.</p> <p>Senator BACK—Could you take that on notice, and could you pick up Blackwater, Barcaldine and Blackall in that report back to us. There seems to be some confusion as to whether those three airports do or do not operate with the Dash 8 400 series aircraft, so if you could pick that up in your response, I would be appreciative.</p> <p>Mr Wilson—I will. We will provide you a list of the airports that currently would require screening, given the services that are in operation today.</p>
OTS 03	27/5/10	105	Senator BACK	<p>Senator BACK—On notice, would it be possible to have some understanding of the numbers of passengers per annum at each of the 19 airports identified so that we could get some indicator of what the predicted additional cost to a ticket would be for an aircraft operator operating into and out of those airports?</p> <p>Mr Mrdak—We can certainly provide you, from our ABS data, with details of current passengers through a number of these airports, but that of itself would not enable us to determine what the cost is. As Mr Retter has indicated, the cost will vary depending on the equipment that is purchased, how much fit-out is required, and the way in which the</p>

				screening authority—either the airport or the airline—chooses to operate the screening. There are a number of variables here which would make it very difficult. The analysis we have done, as Mr Retter has outlined, gives, we think, some assurance that we will minimise any cost to regional airports.
OTS 04	27/5/10	114	Senator MACDONALD	<p>Senator IAN MACDONALD—How many of those cards have been issued in the current financial year? Do you have the breakdown by month of approval?</p> <p>Mr Dreezer—No. I would have to take that on notice.</p> <p>Senator IAN MACDONALD—Can you give me the global figure—how many this financial year so far?</p> <p>Mr Dreezer—If you could just give me a second, I will check my notes.</p> <p>Senator IAN MACDONALD—Yes.</p> <p>Mr Dreezer—I do not have the figures for this financial year, but there have been 28,571 applications completed by AusCheck since 1 October 2008.</p> <p>Senator IAN MACDONALD—1 October 2008?</p> <p>Mr Dreezer—Sorry, I do have the figure. 14,743 of those applications were completed in this financial year, between 1 July 2009 and 30 April 2010.</p> <p>Senator IAN MACDONALD—On notice, can you give me the breakdown by month of approval, please?</p> <p>Mr Dreezer—Yes, we can do that.</p> <p>Senator IAN MACDONALD—Can you also give me a breakdown by year of how many applicants have appealed their decision to the secretary of the department in the current financial year and how many of those appeals have been successful?</p> <p>Mr Wilson—We will take that on notice.</p>
OTS 05	27/5/10	118	Senator BACK	<p>Senator BACK—That is a relief to know. Do binary explosives get picked up by this system?</p> <p>Ms Spencer—Different systems can pick up different components. I would have to check that with my technical people, if you do not mind, so I will take that on notice.</p>
ISTP 02	27/5/10	120-121	Senator NASH	<p>Senator NASH—On vehicle regulations with regard to pedestrian safety: there has been some discussion about whether or not vehicles should be allowed to have a bullbar fitted because of the potential danger to pedestrians. That really was in the short context. Is that something that the department is looking at in terms of rules and requirements that might come into force?</p> <p>Mr Mrdak—I know that a number of manufacturers are moving forward with various technologies to assist in the identification of pedestrians. You can see a number of models of vehicles now starting to hit the top end of the market which actually have assistance measures to identify potential collisions with pedestrians and to take action in terms of those, so the technology is starting to come into production in a number of models. I need to take that on notice, if it is okay, as to where we are at with the regulatory standards.</p>

ISTP 03	27/5/10	121	Senator NASH	<p>Senator NASH—Could you take that on notice for me. Speaking as a farm girl, I am very interested in this. There has been a bit of discussion about the difficulties posed for regional people travelling into the cities if, down the track, bullbars are banned. Has there been any consideration of that within the department or is it fully a matter for the state jurisdictions?</p> <p>Mr Mrdak—I think it has been raised by various groups in the past but I am not aware that that it has ever been seriously looked at as a regulatory requirement. Let me take that on notice.</p>
ISTP 04	27/5/10	121	Senator NASH	<p>Senator NASH—I always do this with ATS. There is always something I ask that is somewhere else. Can you help me out at all?</p> <p>Mr Robertson—With the design rules associated with buses under the ADRs, I am not aware of any recent work in regard to the number of steps associated with bus designs. But we can take that on notice and find out for you.</p> <p>Senator NASH—All right. Perhaps you could find out whether any work has been done lately on the specifications of buses, whether they are appropriate from a safety perspective and, if so, is there any move—</p> <p>Mr Robertson—The safety perspective of the passenger alighting?</p> <p>Senator NASH—The safety of a passenger getting on and off a bus, to be simplistic, and if there is any move to change any of those or have any change in the requirements.</p> <p>Mr Mrdak—Certainly.</p>

Questions on Notice Budget Estimates 2010-2011

Infrastructure, Transport, Regional Development and Local Government Portfolio
Wednesday 26 and Thursday 27 May 2010

QON No.	Date Asked	Hansard Reference/Written	Senator	Question
ISTP 05	N/A	Written	Macdonald	<p>I refer to the shambolic state of conflicting land transport regulations that continue to bedevil the interstate trucking sector. It is now over two years and a half years since the Rudd Government was elected with its promise of 'cooperative federalism' that was to usher in a new era of sweetness and light and solve the problems of conflicting legislative arrangements that work against an efficient national economy.</p> <p>The Government's own Regulatory Impact Statement, A National Framework for Regulation, Registration and Licensing of Heavy Vehicles, dated May 2009 cites the cost of conflicting transport regulation to be \$2.4 billion. Are you aware of that?</p> <p>Do you accept that figure? How much do you think the regulatory inefficiencies in our federation costs the transport sector?</p>
ISTP 06	N/A	Written	Macdonald	How are the heavy vehicle driver fatigue reforms agreed to by transport ministers in early 2007 and rolled out from September 2008 going?
ISTP 07	N/A	Written	Macdonald	Have Tasmania and the Northern Territory agreed to adopt the reforms yet? When will they take them up? When do you think we will have national heavy vehicle driver fatigue reforms?
ISTP 08	N/A	Written	Macdonald	I have mentioned this before, but I would like an update. Is it still the case that a truck operator carrying hay bales and stacked to its maximum allowable three metre width in Victoria will be over-width in New South Wales where the maximum width is 2.83 metres? Is it still true, therefore, that a farmer in Victoria who loads his truck with hay as wide as legally possible in Victoria should be careful if he drives into New South Wales?
ISTP 09	N/A	Written	Macdonald	What other anomalies are there with regard to the treatment by Queensland, New South Wales and Victoria regarding the heavy fatigue laws?
ISTP 10	N/A	Written	Macdonald	Has the Government sorted the differences that exist between the States in their treatment of vehicle axle and gross weights, dimensions, vehicle road worthiness and load restraint; to name a few?
ISTP 11	N/A	Written	Macdonald	<p>I refer to the delayed establishment of a single national heavy vehicle regulator. It has an interesting history.</p> <p>In the Government's Regulatory Impact Statement, A National Framework for Regulation, Registration and Licensing of Heavy Vehicles, dated May 2009, the Government proposed</p>

				<p>that a regulator administering the heavy vehicle sector be operational by 2012. But then, it seems that the Australian Transport Ministers could not accept this date, with the timetable slipping to 2013, according to their communiqué dated 22 May 2009.</p> <p>Now I notice, according to the Government's media release dated 25 February 2009 that Queensland will become the host jurisdiction for the national heavy vehicle regulator.</p> <p>According to the media release, this regulator will be responsible for putting in place nationwide rules and regulations for all vehicles over 4.5 tonnes, including inspection standards, safe driving hours, mass limits and registration.</p> <p>All this is very encouraging.</p> <ol style="list-style-type: none"> 1) How many staff will this regulator have? 2) Who will be their employer? State Governments? The Federal Government? 3) What will be the annual cost of the regulator? 4) Who will pay for it?
ISTP 12	N/A	Written	Macdonald	<ol style="list-style-type: none"> 1) What will be the legislative basis for the regulator? 2) How will the legislative arrangements work? 3) Will States pass template legislation developed by the Federal Government? 4) Will States pass legislation that refers to legislation passed by another State, such as Queensland?
ISTP 13	N/A	Written	Macdonald	<ol style="list-style-type: none"> 1) How will the regulator deal with recalcitrant States that refuse to accept national standards? 2) Will it be able to, for example, force States such as Western Australia to join the national heavy vehicle fatigue management reforms?
ISTP 14	N/A	Written	Macdonald	What sanctions or consequences will apply to give the regulator teeth?
CASA 17	N/A	Written	Williams	As passenger operators will be required to adopt formal safety management systems including and approved check-and-training organisation, what evidence is there of the need for this extra imposition?
CASA 18	N/A	Written	Williams	What safety benefit will accrue to the travelling public in regulating a smaller air charter company to the same standard as QANTAS?
CASA 19	N/A	Written	Williams	How many charter Air Operators Certificates does CASA expect to cancel following these new regulations?
CASA 20	N/A	Written	Williams	What do you expect would the economic impact on one and two man operations in implementing these changes?
CASA 21	N/A	Written	Williams	Would you be concerned that small rural communities, particularly those that have already lost a commercial airline service, may also lose their small charter operator as a result of the new

				regulations?
CORP 01	N/A	Written	Barnett	How many permanent staff recruited since additional estimates (Feb 2010)? What level are these staff?
CORP 02	N/A	Written	Barnett	How many temporary positions exist or have been created since additional estimates?
CORP 03	N/A	Written	Barnett	Since additional estimates, how many employees have been employed on contract and what is the average length of their employment period?
CORP 04	N/A	Written	Barnett	1) Have staffing numbers been reduced as a result of the efficiency dividend and/or other budget cuts? a) Since the efficiency dividend was introduced? b) Since additional estimates? 2) If so, where and at what level?
CORP 05	N/A	Written	Barnett	Are there any plans for staff reduction? If so, please advise details ie. reduction target, how this will be achieved, services/programs to be cut etc.
CORP 06	N/A	Written	Barnett	If your Department/agency has been identified in the budget as delivering further efficiencies (savings), how will these be delivered? (for example, if the budget papers say 'improvement to strategic work practices' or similar) what are these and how will they be delivered?
CORP 07	N/A	Written	Barnett	What changes are underway or planned for graduate recruitment, cadetships or similar programs? If reductions or increases are envisaged please explain including reasons, target numbers etc.
CORP 08	N/A	Written	Barnett	<u>Government Advertising</u> What communications programs has the Department/Agency undertaken since additional estimates and what communications programs are planned to be undertaken? For each program, what is the total spend? (by 'communications program' it is meant communication of a government message to the public – possibly by advertising (print, television etc), possibly through the erection of signs, plaques etc, or through other mediums. The recent (current) Government TV advertising campaign on health reform and specific health initiatives are examples, BER signage is an example, advertising on the Government's proposed new tax system would be another example.) A breakdown of how much was spent/is planned to be spent on each program/initiative should be provided.

CORP 09	N/A	Written	Barnett	<u>Hospitality</u> What is the Department's hospitality spend FYTD? Please detail date, location, purpose and cost of all events. For each Minister/Par Sec's office, please detail total hospitality spend FYTD. Please detail date, location, purpose and cost of each event.
CORP 10	N/A	Written	Barnett	<u>Board Appointments</u> What is the gender ratio on each board and across the portfolio? What is the gender ratio of appointments made to boards since the Government came to office in November 2007?
CORP 11	N/A	Written	Barnett	<u>Grants</u> Has the Department complied with interim requirements relating to the publication of discretionary grants?
CORP 12	N/A	Written	Barnett	<u>Freedom of Information</u> 1) Has the Department/agency received any advice from the Government or any other source on how to respond to FOI requests? 2) How many FOI requests has the Department received? 3) How many have been granted or denied? 4) How many conclusive certificates have been issued in relation to FOI requests?
CORP 13	N/A	Written	Barnett	<u>Community Cabinets</u> 1) What was the cost of Ministers travel and expenses for the Community Cabinet meetings held since additional estimates? 2) How many Ministerial Staff and Departmental officers travelled with the Minister for the Community Cabinet meeting? 3) What was the total cost of this travel? 4) What was the total cost to the Department and the Ministers office?
CORP 14	N/A	Written	Barnett	<u>Reviews</u> 1) What is the total number of Reviews both completed and ongoing in the portfolio/agency or affecting the portfolio agency since November 2007? 2) Please provide a breakdown of reviews completed since the government came to office (only those commenced after the current government came to office) including: a) when those reviews were provided to Government, b) estimated cost of producing each review (and total cost) and c) if the Government has responded to the review or information about when the Government has indicated it will/will not respond to the review. 3) How many reviews are ongoing? 4) How many reviews have been completed since additional estimates?

				5) What further reviews are planned in the portfolio/agency?
CORP 15	N/A	Written	Barnett	<p><u>Consultancies - All answers should be current at the time the answer is submitted.</u></p> <ol style="list-style-type: none"> 1) How many consultancies have been undertaken or are underway since November 2007? Please identify the name of the consultant, the subject matter of the consultancy, the duration and cost of the contract, and the method of procurement (ie. open tender, direct source, etc). 2) Please also include total value for all consultancies, including figures for total spending on consultancies and also value of contracts awarded? Provide total figures since November 2007 and a breakdown on these figures for FY 2008/09 and 2009/10 FYTD. 3) Is the Department/agency up to date with its reporting requirements on the Government's tenders and contacts website? Are the figures available on that site correct? 4) How many consultancies are planned for this calendar year? Have these been published in your Annual Procurement Plan (APP) on the AusTender website and if not why not? In each case please identify the subject matter, duration, projected cost and method of procurement as above, and the name of the consultant if known.
CORP 16	N/A	Written	Barnett	<p><u>Government Payment of Accounts</u></p> <ol style="list-style-type: none"> 1) Has the portfolio/agency paid its accounts to contractors/consultants etc in accordance with Government policy in terms of time for payment (ie. within 30 days)? If not, why not, and what has been the timeframe for payment of accounts? Please provide a breakdown, average statistics etc as appropriate to give insight into how this issue is being approached.) 2) For accounts not paid within 30 days, is interest being paid on overdue amounts and if so how much has been paid by the portfolio/department agency for the current financial year and the previous financial year? 3) Where interest is being paid, what rate of interest is being paid and how is this rate determined?
ISTP 15	N/A	Written	Bushby	<p><i>Motor Vehicle Standards Act 1989</i> <i>Motor Vehicle Standards Amendment Regulations 2005 (No 1)</i></p> <ol style="list-style-type: none"> 1) Is there any current intention to revise the date in Regulation 17 which requires the Minister to approve an application to import a non-standard road vehicle or a vehicle that does not have an identification plate if the vehicle was manufactured before 1 January 1989? 2) If there is an intention to revise this date, or has a new date or process for determining a new relevant date (to be substituted for 1 January 1989), been determined? If not, has consideration been given to what that date may be or how it might be determined?

				3) If it is not the current intention to revise this date, is it intended that the date 1 January 1989 will remain as the relevant date for the purposes of this regulation ad infinitum, regardless of the number of years that pass in the meantime, or is it a matter that has not been considered?
ISTP 16	N/A	Written	Bushby	<p>1) How many vehicles were imported under the older vehicle scheme in each of the years 2000 to 2009 inclusive (setting out each year separately)?</p> <p>2) How many vehicles were imported under the RAWs scheme in each of the years 2000 to 2009 inclusive (setting out each year separately)?</p> <p>3) How many vehicles were imported under a Letter of Compliance in each of the years 2000 to 2009 inclusive (setting out each year separately)?</p> <p>4) How many vehicles were imported as personal imports in each of the years 2000 to 2009 inclusive (setting out each year separately)?</p>
ISTP 17	N/A	Written	Bushby	How many vehicles manufactured in 1989 were imported in each of the years 2000 to 2009 inclusive (separately setting out the figures for each year and the scheme under which they were imported)?
ISTP 18	N/A	Written	Bushby	How many workshops are currently approved under the Registered Automotive Workshop Scheme?
ISTP 19	N/A	Written	Bushby	What evidence does the Department have that older vehicles manufactured after 1988 do not meet current emissions performance and safety requirements?
ISTP 20	N/A	Written	Bushby	Does the Department have evidence to suggest that vehicles manufactured before 1989 are generally likely to meet current emissions performance and safety requirements and if so, what is that evidence?
ISTP 21	N/A	Written	Bushby	Does the Department have evidence to suggest that vehicles manufactured before 1989 are more likely to meet current emissions performance and safety requirements than vehicles manufactured after 1988 and if so, what is that evidence?
ISTP 22	N/A	Written	Bushby	Given that the Explanatory Statement attached to Select Legislative Instrument 2005 No 78 indicates that one of the policy considerations behind changing Regulation 17 from a 15 year rolling date to 1 January 1989, was that the Government was concerned that vehicles do not meet current emissions performance and safety requirements, why is it that older vehicles which are more likely to fail that test, are not required to take it, whilst those built after 1988 face a more stringent test regarding emissions performance and safety requirements?
ISTP 23	N/A	Written	Bushby	Given that the Explanatory Statement attached to Select Legislative Instrument 2005 No 78 indicates that one of the policy considerations behind changing Regulation 17 from a 15 year rolling date to 1 January 1989, was that the Government was concerned that vehicles do not meet current emissions performance and safety requirements, why is it that, in respect of cars made after 1988, they can only be imported if they are entered on the Specialist and Enthusiastic Vehicle Scheme (SEVS) Register – even though many cars made after that date and not on that register would meet or even exceed current emissions performance and safety

				requirements?
ISTP 24	N/A	Written	Bushby	Please detail the requirements that need to be met before a car can be entered onto the SEVS Register.
ISTP 25	N/A	Written	Bushby	Can a vehicle manufactured after 1988 be successfully entered onto the SEVS Register if it is based on a vehicle sold on the mass market in Australia, but is a special factory edition or a substantially updated altered and improved version of that vehicle and, in that guise, was never sold or available new in Australia, even if the characteristics unique to it being a special factory edition, or related to its substantial updating, alteration or improvement, lead to it being the subject of numerous motoring articles, or relate to its performance, its appearance or unusual design features?
ISTP 26	N/A	Written	Bushby	If not, what is the policy consideration behind not allowing such a vehicle to be entered onto the register, given that the SEVS is intended to allow Australian driving enthusiasts the opportunity to enjoy specialist vehicles not sold here on the mass market and that this policy position means that there are a number of variants of specialist vehicles that were sold elsewhere in the world that Australians are not able to enjoy – for example the 1995 model series 2 BMW M5 (substantial update, new chassis and running gear and different more powerful engine) or the BMW 850CSi – neither of which were available new in Australia and both of which represent the pinnacle of their respective vehicle platforms in terms of performance, appearance and unusual design features. Both also, in those specific variants (that were never sold new in Australia), also featured widely in specialist motoring magazines in 'as manufactured' condition.
ISTP 27	N/A	Written	Bushby	If a type of vehicle has been entered on the SEVS Register, what emissions performance, safety requirements and other standards will it have to meet to pass a RAWs assessment?
ISTP 28	N/A	Written	Bushby	Does each vehicle of its type have to be assessed to pass the RAWs process, or does the passing of one example allow the subsequent passing of equivalent vehicles without the same full assessment? If the latter, does such a vehicle have to pass a lesser assessment by a registered workshop and, if so, what differences would apply to the level of assessments?
ISTP 29	N/A	Written	Bushby	Can any registered workshop assess any vehicle that is on the SEVS Register? If not, what steps would be required before a registered workshop could assess a particular vehicle that is listed on that register?
ISTP 30	N/A	Written	Bushby	What are the requirements that need to be met for an Australian to be eligible to import a vehicle from another country under the personal import scheme? Please answer this question in full, in the sense that if all requirements as set out in your answer were met, such an Australian would have certainty that they could import such a vehicle.
ISTP 31	N/A	Written	Bushby	What specific changes have been implemented, either through regulation or practice, affecting the requirements that need to be met in order to import a vehicle into Australia under any of the Letter of Compliance, personal import, older vehicle, or RAWs schemes, since November 2007?

ISTP 32	N/A	Written	Bushby	Have any changes been made to the operation of these schemes which affect the timelines available to apply to import a vehicle into Australia?
ISTP 33	N/A	Written	Bushby	What specific visa types allow migrants to qualify to personally import a vehicle into Australia? How long would such a migrant have to apply to import a personally owned vehicle?
ISTP 34	N/A	Written	Bushby	Does the timeline available to such a migrant to apply to personally import a vehicle commence upon their entry into Australia, or from the date they are awarded a visa of a type that qualifies them to apply to personally import a vehicle?
ISTP 35	N/A	Written	Bushby	If a person is in Australia and, whilst here, first obtains a visa of a type that qualifies them to apply to personally import their vehicle, will any rules, practices or regulations limit their ability to do so if they have been in Australia for 6 months or more when they obtain that visa? If so, please advise what rules, practices or regulations would so limit that ability.
AMSA 06	N/A	Written	Siewert	<p>Report from the Australian Maritime Safety Authority (AMSA) entitled “Fact finding report into the reported collision involving the New Zealand registered craft <i>Ady Gil</i> and the Japan registered whaling ship <i>Shonan Maru No. 2</i> in the Southern Ocean on January 6th, 2010.”</p> <p>Can AMSA please explain why on page four, the report states that the incident did not occur in Australia’s territorial seas yet the GPS position from the <i>Bob Barker</i> only a few hundred meters away from the <i>Andy Gill</i> has the position at 64 Degrees 2 minutes and .835 seconds South and 143 Degrees 5 minutes and .52 seconds East. This is inside the Australian Antarctic Economic Territorial Zone.</p> <p>Why does the report say the incident occurred in international waters?</p>
AMSA 07	N/A	Written	Siewert	<p>On page six of the report, the position of the collision is stated as taking place 1300 nautical miles South of Tasmania and 170 nautical miles North of the Antarctic coast. This places the incident within the 200-mile Australian Antarctic Territorial Zone (AATZ) yet the report states that the incident did not occur in the AATZ.</p> <p>Why?</p>
AMSA 08	N/A	Written	Siewert	Can AMSA please explain why the report said that the investigation was hampered by lack of witnesses, yet the entire incident was witnessed by six crewmembers on the <i>Ady Gil</i> and numerous crewmembers from Sea Shepherd and television film crew onboard the nearby <i>Bob Barker</i> ?
AMSA 09	N/A	Written	Siewert	Can AMSA please explain why the report said that the investigation was hampered by the “quality” of the video yet there were three video angles, two of which were taken by professional cameramen, one on the <i>Ady Gil</i> and the other on the <i>Bob Barker</i> . The third angle was taken from the Japanese vessel <i>Shonan Maru 2</i> .

				This means that there was video from the ship struck, the <i>Ady Gil</i> , from the ship striking, the <i>Shonan Maru 2</i> and position of cameraman observer on the <i>Bob Barker</i> ?
AMSA 10	N/A	Written	Siewert	Can AMSA please explain why the report says that the investigation was hampered by the difficulty of interviewing witnesses yet all six crew on the <i>Ady Gil</i> were interviewed?
AMSA 11	N/A	Written	Siewert	Can AMSA please explain why in page four of the report it states that this report is not related to the investigation by the Australian Federal Police on Japan's request into the collision. In other words, Japan is not cooperating with the AMSA investigation into the collision but has requested that the Australian Federal Police investigate Sea Shepherd on their behalf?
AMSA 12	N/A	Written	Siewert	On Page 11, the AMSA report stated that the <i>Shonan Maru 2</i> remained in the area but did not respond to the mayday signal by the <i>Ady Gil</i> . The <i>Bob Barker</i> responded and rescued the crew. The report contains the testimony and the video footage from the <i>Ady Gil</i> crew and video footage from the <i>Bob Barker</i> . The Japanese refused to provide video or testimony. Is it true that Australia is assisting Japan in their investigation against Sea Shepherd, but Japan refuses to assist Australia in their investigation of the actions of the <i>Shonan Maru 2</i> ?
AMSA 13	N/A	Written	Siewert	The captain of the <i>Shonan Maru 2</i> rammed and destroyed a multi-million dollar vessel and almost killed six crewmembers of which one suffered rib injuries so why has no one from Australia, New Zealand, or Japan questioned this captain?
AMSA 14	N/A	Written	Siewert	The <i>Ady Gil</i> had the right of way because the <i>Ady Gil</i> was on the starboard side of the <i>Shonan Maru 2</i> , but there is no mention of this in the report. Instead, the report states that the video appears to show the <i>Shonan Maru 2</i> returning to offer assistance to the <i>Ady Gil</i> . This did not happen, and the report is prejudiced by the wording "appeared," and further still there is no mention that the <i>Shonan Maru 2</i> "appeared" to be to the port side of the <i>Ady Gil</i> despite the fact that the video clearly indicates that it was the vessel that should have given way. Instead the <i>Shonan Maru 2</i> can be seen to alter course to starboard and not to port, a course change that led to the collision that cut the <i>Ady Gil</i> in half. The <i>Shonan Maru 2</i> is also seen in the video training their water cannon on the crew of the <i>Ady Gil</i> before, during, and after the ramming of the <i>Ady Gil</i> . Yet there is no mention of this. Instead the report states that the <i>Ady Gil</i> was harassing the Japanese fleet, implying that because of that the <i>Ady Gil</i> may have been responsible. Can you please explain these discrepancies?
NB-II 31	N/A	Written	Xenophon	Regarding the Adelaide Hills rail alignment, I understand some public concerns have been raised by the local member, Jamie Briggs MP. What public consultation was undertaken in the planning stages of this project?
NB-II 32	N/A	Written	Xenophon	I understand the location of the Ambleside crossing loop was changed when it was discovered that the original site was not appropriate. What public consultation was undertaken regarding the changed location?

NB-II 33	N/A	Written	Xenophon	<ol style="list-style-type: none"> 1) As part of this consultation, did the department take formal comments or submissions from the community? 2) If so, how many comments or submissions were received? 3) What percentage was from individual residents as opposed to businesses and local government? 4) What was the general feel of the submissions or comments from individuals, as opposed to businesses and local government?
NB-II 34	N/A	Written	Xenophon	What compensation will the department be offering to residents affected by the new loop?
NB-II 35	N/A	Written	Xenophon	What alternatives were there to the new Ambleside loop?
NB-II 36	N/A	Written	Xenophon	Were these alternatives considered both before the original loop was decided on, and once it was clear an alternative loop would have to be planned?
NB-II 37	N/A	Written	Xenophon	Were these alternatives also open to public consultation?
OTS 06	N/A	Written	Xenophon	What security measures are in place overnight at regional airports, with specific regard to the securing of planes?
OTS 07	N/A	Written	Xenophon	Does the Office of Transport Security acknowledge that, given regional airports have little to no security at night, it is possible a package could easily be snuck onto a plane or, worse, a plane stolen and flown by a potential terrorist?
OTS 08	N/A	Written	Xenophon	What is the Office of Transport Security doing to address these concerns / possibilities?
OTS 09	N/A	Written	Xenophon	What current security checking is done of packages loaded at the last minute for airport-to-airport deliveries?
OTS 10	N/A	Written	Xenophon	Does the Office of Transport Security acknowledge that it is possible for someone to impersonate an engineer with a high-level security pass, and therefore what is the Office of Transport Security doing to address these concerns / possibilities?
ISTP 36	N/A	Written	Nash	<p>According to the DOTARS information bulletin entitled Importation of converted vehicles under the pre 1989 scheme a ‘...if a vehicle has been modified or converted after original manufacture – so that the vehicle no longer meets original specifications – the date of manufacture is taken to be the later date of conversion.’</p> <p>This is contrary to previous understandings relating to the importation of converted vehicles.</p> <p>How does:</p> <ul style="list-style-type: none"> • an engine swap; • a brake upgrade; and • a suspension swap or upgrade; <p>change a vehicle’s MFG identity, when if we apply a common sense test it still retains its original body/chassis?</p>

				<p>The DOTARS interpretation seems to be at odds with accepted practice within the competent State and Territory vehicle registration authorities. Modified production vehicles, and their modifications, are subjected to the various standard registration formalities requiring an engineer's certification resulting in the vehicle being accepted as a particular year's make and model – notwithstanding the modifications.</p> <p>(NB: the exception to this rule is a different body sitting over a different chassis model or chassis year. This is when the identity is deemed to be the make/year of chassis.)</p> <p>If State and Territory vehicle registration authorities are not required to reflect date of modification, what is the purpose of this change in regulation? What prompted the need for this change in regulation? What of the concerns of those who wish to sell their vehicle?</p> <p>Under the changed/modified regulations a vehicle that has been the subject of a post-production modification prior to entering Australia affectively suffers a change of birth date. If the vehicle was manufactured in 1970 and the modifications had been carried out in 2010, according to the regulations set out by DOTARS, the vehicle – e.g. an iconic 1970 Ford Mustang on landing in Australia becomes recognized as a 2010 Ford Mustang for DOTARS purposes. Does this not complicate issues between federal and state/territory registration authorities as to the provenance of a vehicle?</p>
NB-II 38	N/A	Written	Nash	<ol style="list-style-type: none"> 1) Gateway Motorway- I understand this project involves the construction of a link from the Gateway Motorway at Nudgee to the Bruce Highway. It will provide for the widening of a 16 kilometre section from Nudgee Road to the Gympie Arterial Road junction. I further understand the Commonwealth has committed \$125 million. Is that correct? 2) Is it correct that the progress on this project is the provision of \$10 million of Commonwealth money to the QLD Government to fund a planning study? 3) According to a media release issued by the Government on 20 August 2008 the Rudd Government provided this money pledging that the study would be complete by June 2009. According to the Minister's website, the planning study will be finished by late 2010. Is it correct that the planning study will now be 18 months late? 4) How much of the \$10 million federal money has been spent?
NB-II 39	N/A	Written	Nash	<p>ARTC's Hunter Valley rail network is largely dedicated to coal-related above rail services.</p> <ol style="list-style-type: none"> 1) Does ARTC believe that its risk profile and weighted average cost of capital will need to be adjusted as a result of the resource super profit tax and its potential impact on coal mine output, coal mine investment, and the economic life of coal mines in the Hunter Valley? 2) Does ARTC anticipate requiring further equity injections by the government to fund its investment program on either the interstate network or the Hunter Valley network? Can

				<p>these anticipated equity injections, including estimated amounts and timings, be outlined?</p> <p>3) Will ARTC be seeking changes to its Interstate Undertaking as a result of the government's \$1 billion equity injection announced in the 2010-11 budget? In particular, will ARTC be seeking adjustments to its weighted average cost of capital and forecast capital expenditure program?</p> <p>4) Will ARTC participate in any bid for the below rail network currently owned by Queensland Rail and scheduled for privatisation by the Queensland government?</p> <ol style="list-style-type: none"> Will ARTC fund this bid, whether in part or whole, through current capital or will it require equity injections by the Federal government? Does ARTC anticipate that acquisition of the Queensland Rail below rail network will substantially alter ARTC's risk profile on the Interstate Network and on the Hunter Valley network? In considering any bid for the Queensland Rail below rail network, has ARTC considered the potential impacts of the government's resources super profit tax on the risk profile and costs of the acquisition? In particular, does ARTC believe that the super profit tax will increase the risk exposure of any bid and the capital costs of any acquisition? <p>5) ARTC submitted an access undertaking for its Hunter Valley network in April 2009. Why has this undertaking still not been accepted by the ACCC?</p> <p>6) What provisions has ARTC made for legal disputes relating to land acquisitions for the rail line to the proposed Moorebank intermodal terminal?</p> <p>7) What provisions has ARTC made for delays and greater than anticipated costs relating to the delivery of the Southern Sydney Freight Line?</p> <ol style="list-style-type: none"> Does ARTC believe these delays and higher costs will have negative implications for its projected north-south traffic volumes and subsequent revenue forecasts? Is ARTC exposed to any financial penalties payable to either the state or local governments or to other businesses as a result of delays in the delivery of the Southern Sydney Freight Line? <p>8) What are the projected costs and delivery timeframes for the Geelong Port rail upgrades?</p>
IA 05	N/A	Written	Nash	<p>1) What is the current status of Infrastructure Australia's work in developing the National Ports Development Plan?</p> <p>2) What industry consultation has been undertaken to date?</p> <p>3) When is it anticipated that this Plan will be released?</p> <p>4) When is it anticipated that the Plan will be released to the relevant State/Territory Governments?</p> <p>5) When is it anticipated to be publicly released?</p>
ISTP 37	N/A	Written	Nash	<p>1) What involvement does the Department have in the implementation of the Seamless National Economy National Partnership initiative as part of the 'Infrastructure Challenge'?</p>

				<p>enunciated in the Minister's portfolio statement?</p> <p>2) How many of the 27 deregulation priorities and 8 major competition reforms fall within the purview of the Department?</p> <p>3) What are the relevant deregulation and major competition priorities?</p>
ISTP 38	N/A	Written	Nash	<p>I refer to the report Rebuilding Australia's Coastal Shipping Industry: Inquiry onto Coastal Shipping Policy and Regulation tabled in October 2008 by the Standing Committee on Infrastructure, Transport, Regional Development and Local Government. This report made several recommendations regarding competitiveness of the Australian industry, training of maritime employees and the need review some existing legislation. In the budget the Department committed to completing the advice to Government on response to the HoR Standing Committee with recommendations in the 2010-2011 financial years.</p> <p>1) What is the status of the Department's consideration of the Report's recommendations?</p> <p>2) Which of the recommendations have been considered?</p> <p>3) Which of the recommendations are yet to be considered?</p> <p>4) What is the timeframe for the Government to consider the report in detail?</p> <p>5) What is the status of Recommendation 2 calling on a 2000 review of the <i>Navigation Act 1912</i> be completed and amendments made to Part VI of the Act?</p> <p>6) What is the status of Recommendation 10 recommending the establishment of one national maritime training authority?</p> <p>7) What discussions have been held with the Department of Education, Employment and Workplace Relations in relation to this investigation?</p> <p>a) If discussions have taken place, have they concluded?</p> <p>b) What was involved?</p> <p>c) Who was consulted?</p> <p>d) If no discussions have taken place, when will they take place?</p> <p>e) Who will be consulted?</p>
ISTP 39	N/A	Written	Nash	<p>1) What is the current status of progress towards the national maritime safety regime?</p> <p>2) What industry consultation has been conducted with relevant stakeholders?</p> <p>3) Who has been consulted?</p> <p>4) What consultation has been undertaken with relevant State/Territory Governments?</p> <p>5) When will be finalised by AMSA and the Department and seeking COAG approval?</p> <p>6) When is it anticipated that the changes will be made public?</p> <p>7) What allowances will be made for industry participants to adapt to the new requirements?</p> <p>8) When is it anticipated that the requirements will be brought before COAG?</p> <p>9) Will the changes be implemented from 1 January 2013?</p> <p>10) If not, when will the changes take effect?</p>
AMSA	N/A	Written	Nash	<p>I understand that AMSA will be provided with extra resources to allow it to regulate all</p>

15				<p>commercial vessels –</p> <ol style="list-style-type: none"> a) How much does this total in the current 2010-2011 Budget? b) And for each of the forward estimates? c) What precisely is it budgeted that this money be spent on in 2010-2011? <ol style="list-style-type: none"> i) Employing more staff? ii) Administrative costs? iii) Acquiring capital assets?
AMSA 16	N/A	Written	Nash	<ol style="list-style-type: none"> 1) What is it budged that the \$14.5 million on joint Indonesian operations under the existing MOU be spent on? <ol style="list-style-type: none"> a) How many training safety inspectors will be trained? b) How many accident investigators will be trained? c) How many joint search and rescue exercises will be undertaken? 2) What is the scope of Australia's role in this project? 3) Will this additional funding be used to help secure our borders and prevent people smuggling?
AMSA 17	N/A	Written	Nash	<p>I refer to the announcement in August 2009 that the Australian Government has initiated proceedings at the International Maritime Organisation (IMO) to increase the limit to shipowners' liability for cleanup costs,</p> <ol style="list-style-type: none"> 1) What is the current status of proceedings? 2) What are the details of the proposal? <ol style="list-style-type: none"> a) What was the proposed increase in liability? b) What consultation was undertaken in determining this proposal? c) Who was consulted in determining this proposal? 3) When will proceedings be finalised? 4) How much did AMSA collect in levies from industry in the Pacific Adventurer oil spill in the 2009-2010 financial year? 5) When will the increased levy rate to fund the Pacific Adventurer clean up costs be lowered to the original rate of 11.25 cents per net registered ton (from 14.25 cents)? 6) How much income has AMSA collected from 1 April 2010 to date?
OTS 11	N/A	Written	Nash	<ol style="list-style-type: none"> 1) What are the additional offences that will preclude the grant of an MSIC under the changes announced in January 2010? 2) What industry consultation was undertaken with industry stakeholders? 3) What procedures are in place for the current 12,000 holders of an MSIC to be reassessed? 4) Will this reassessment occur immediately or only when their current MSIC expires? 5) How many MSICs have been issued in the 2009-2010 financial year? <ol style="list-style-type: none"> a. Please break down by month of approval

				<p>6) Can you give a breakdown by year of how many applicants have appealed their decision to the Secretary of the Department in the 2009-2010 financial years?</p> <p>7) Can you give a breakdown by year of how many applicants have <u>successfully</u> appealed their decision to the Secretary of the Department in the 2009-2010 financial years?</p> <p>8) What appeal mechanisms will be incorporated into the new arrangements?</p>
LGRD 14	N/A	Written	Nash	<p>1) Outline the role of Regional Development Australia?</p> <p>2) Where will the funding come from for projects that have been identified by RDA as worthy of receiving funding?</p>
LGRD 15	N/A	Written	Nash	<p><u>Local Government Reform Fund</u></p> <p>1) What was the process for identifying the projects to be funded?</p> <p>2) How many states have received money and has this been announced publicly?</p> <p>3) Were all projects which are being funded, jointly supported by state government and state associations and included in submissions received from state government? Were there any others funded?</p> <p>4) Did the Government seek advice from any other body other than the Department about these projects? Eg. ACELG?</p> <p>5) Has all the money (\$25m) been spent?</p> <p><u>Australian Centre of Excellence for Local Government</u></p> <p>1) What have been the outcomes of the Centre so far – since its establishment on 1 July 2009?</p> <p><u>FAGs</u></p> <p>1) What is the value of bringing forward 25% of next years FAGs into this financial year?</p> <p>2) Can you explain in detail how the indexation adjustment included in Budget Paper Number 3 (p 110, Table 2.11.1, foot note (b) indicates the escalation factor is 0.7710) was derived?</p>
OTS 12	N/A	Written	Back	<p>Impact of security measures on regional aviation – costs passed onto passengers</p> <p>1) IN terms of infrastructure where does aviation rate in comparison with roads, rail, ports etc?</p> <p>2) How is funding allocated to the upgrading of security arrangements at regional airports?</p> <p>3) Is this one-off capital funding?</p> <p>4) Was how airports / airlines were going to fund ongoing expenses related to this measure been considered?</p> <p>5) Does it anticipate increased costs being passed onto passengers?</p>
OTS 13	N/A	Written	Back	<p>Secure cockpit doors will be required to be fitted to aircraft</p> <p>1) The changes to security arrangements in aircraft relating to cock pit doors, what are the compliance criteria for this measure?</p>

				<ol style="list-style-type: none"> 2) Which classes of aircraft does it apply? 3) Had a risk analysis been carried out on this proposal? 4) Was consultation carried out with representatives from all sectors of the aviation industry? 5) What feedback from received from small aircraft owners / aviation carriers? 6) Was this taken into consideration? 7) Were you aware that the weight limitations would result in smaller aircraft needed to remove revenue generating seats to accommodate this? 8) Had you anticipated that this would have to be passed onto the passengers?
AA 06	N/A	Written	Back	Explain the meaning of the terms / acronyms PBN, RNAV and RNP and how they relate to Australian airports?
AA 07	N/A	Written	Back	<p>Qantas has announced that it is expanding use of the latest generation of GPS-based navigation systems to some Melbourne flights and that the technology presents “a perfect flight path, gate to gate”. The technology is referred to as RNP (Required Navigational Performance).</p> <ol style="list-style-type: none"> 1) What is the level of take-up of RNP systems in Australian aircrafts and internationally? 2) What airports are integrating use of this technology in arrival and departure procedures? 3) The media report indicated that Melbourne was going live that month (3/12/2009) and that Perth and Sydney would follow soon. Can you confirm this and any plans for adopting this technology at other airports?
AA 08	N/A	Written	Back	<p><i>In 2006 ASA launched the “Brisbane Green trial” worked with Qantas, Naverus and in conjunction with CASA to trial use of satellite navigation and sophisticated cockpit systems to avoid terrain and weather constraints. These Green Approaches are a pre-programmed flight path. This is designed to reduce fuel burn, aircraft noise and emissions.</i></p> <p><i>ASA notes that due to the success of the Brisbane Green Project, it is expected to be introduced at many of Australia’s major airports. The implementation program will start with 15 airports. To date there have been in excess of 26,000 Green Approaches (and departures) conducted nationally.</i></p> <ol style="list-style-type: none"> 1) How does the “success” of the Brisbane project fit in with Qantas’s announcement of RNP take-up for their Melbourne flights and at other airports such as Perth and Sydney?
AA 09	N/A	Written	Back	What is RNP-AR? (Required Navigation Performance- Approval Required)?
AA 10	N/A	Written	Back	<p><i>The Airservices Quarterly Report to Industry (December 2009) indicated that Airservices had developed Required Navigation Performance (RNP) concept tracks for the first four airports (Brisbane, Melbourne, Adelaide and Sydney).</i></p> <ol style="list-style-type: none"> 1) How much of the detailed design has already been produced?

				<ol style="list-style-type: none"> 2) How much of the \$10.7 million, that was set aside for this project has already been committed and to what parts of the project? 3) What is the current status of this project given the stated implementation of Q4 2010 for Brisbane, Melbourne, Adelaide and Sydney? 4) Can Airservices provide copies of the RNP-AR “Concept Tracks” which were referred to their Quarterly Report to Industry in December 2009 and any that may have been developed subsequently?
AA 11	N/A	Written	Back	<p>What are the relationships between RNP-AR and both previously published and future procedures:</p> <ol style="list-style-type: none"> 1) STAR (RNAV): Standard Arrival Route (Required Area Navigation)? 2) RNAV (GNSS): Global Navigation Satellite published on 11 March 2010 for major Australian airports? 3) PBN: Performance Based Navigation?
AA 12	N/A	Written	Back	<p><i>Naverus states that they provide “performance based navigation and required navigation performance”.</i></p> <ol style="list-style-type: none"> 1) What is the role of US firm Naverus in this project? 2) What are the details of Naverus’ contract for detailed design of RNP-AR procedures for Brisbane, Melbourne, Adelaide and Sydney airports and its value? 3) If more than one contract has been entered into with Naverus please inform the Committee what are the relevant contract dates and details of each contract? 4) Airservices media release of June 2009 issued upon the signing of the Naverus contract mentioned 28 major airports –can you identify each of these airports? 5) For which other airports had ‘planning for rollout’ commenced in December 2009 and what is the current status of this work? 6) Will RNP-AR procedures need to be developed for Perth? 7) If so when will this occur, or do these procedures already exist under a different name? 8) Does Airservices Australia have plans for community consultation for the rollout of RNP-AR? 9) When does Airservices consider is the most appropriate stage and timing for community engagement and consultation with respect to RNP-AR’s given that concept tracks were completed in December 2009 and detailed design should, by now, be well advanced if not complete for some tracks at some airports? 10) Has any community engagement with respect to this project already been undertaken with whom and when did this occur? 11) What information was provided and what were the outcomes? 12) Have any RNP-AR procedures been the subject of internal ASA or external environmental assessment and, if so, will Airservices provide copies of this assessment?

				<p>13) Have any RNP-AR procedures been referred to the Minister for Environment Protection under section 160 of the Environment Protection and Biodiversity Conservation (EPBC) Act and if so when?</p> <p>14) Have Airservices Australia ever referred any matter to the Minister for the Environment under section 160 of the EPBC Act for reason of aircraft noise rather than heritage concerns? If so, where and when?</p>
CORP 17	N/A	Written	Birmingham	<p>Buildings' energy efficiency Please list every building occupied by the Department.</p> <p>For each building:</p> <ul style="list-style-type: none"> • Has an energy efficiency audit been undertaken? If so, what rating was achieved and what action has been taken to improve energy efficiency as a result of any audit undertaken?
ISTP 40	N/A	Written	Ludlam	Regarding the decision of the Australian Transport Council on heavy vehicle charges, what steps are being taken within the new regulatory framework to recognise the distinction between trucks and buses?
ISTP 41	N/A	Written	Ludlam	What if any similar measures to the Green Car Innovation Fund can be made available for the development of green and innovative vehicle technologies for the heavy vehicle sector, in particular public transport vehicles?
ISTP 42	N/A	Written	Ludlam	What is the schedule for adoption of the National Guidelines for Passenger Transport and Land use Planning Integration within State Departments and the Commonwealth Departments of Transport, Planning?
ISTP 43	N/A	Written	Ludlam	Will these Guidelines be superseded by the upcoming COAG agreement on Capital City Strategies?
ISTP 44	N/A	Written	Ludlam	What is the progress on the actions agreed to by the ATC on the "visibility of strategically important data?"
P&R 05	N/A	Written	Ludlam	What consideration has been given to the development of a central research body for transport, along the lines of the US Transportation Research Board?