

Rural and Regional Affairs and Transport Legislation Committee

Questions on Notice

Budget Estimates 2012-2013, Wednesday 23 May 2012

Infrastructure and Transport Portfolio

Q no.	Program/ Division or Agency	Senator	Broad topic	Question	Proof Hansard page & hearing date or Written Q	Date rec'd	Date tabled
1	CORP 01	NASH	Value of Alinga Street & Northbourne Avenue Buildings	<p>Senator NASH: Do you have a value of the actual buildings themselves?</p> <p>Mr Banham: No. I would not know the value.</p> <p>Senator NASH: Could you take it on notice to give us a reasonable estimate of the value of the buildings themselves, thank you.</p>	12 23/05/2012		
2	CORP 02	JOYCE	Lease Cost for Rosebury Premises	<p>Mr Banham: We have premises at Rosebery in Sydney.</p> <p>Senator JOYCE: How much does that cost us a year?</p> <p>Mr Banham: I do not have that figure with me. I will get it to you.</p>	12 23/05/2012		
3	CORP 03	MACDONALD	Efficiency Dividend	<p>Senator IAN MACDONALD: Time has escaped me. Could you on notice indicate to me, not in great deal, which areas of service that your department has in the past provided at a high level or at a useful level? Can you give a brief explanation, as you have just given with research? You do not do all the research that you would like to, but you feel that for the government's immediate programs on the books you can do the research that is necessary. I assume you are not doing research into things that the government might be wanting to look at in two or three years.</p> <p>Mr Mrdak: We are happy to take that on notice and indicate that what we are also doing as part of this process is looking at all of our processing and the like within the department to get the efficiencies and meet all of the statutory requirements. So there is a series of processes underway. But I am happy to take that question on notice for you.</p> <p>Senator IAN MACDONALD: I feel for you. All governments ask you to use the efficiency dividend. But it brings back my original comment that if you can be this efficient this year, you must have been</p>	16 23/05/2012		

				<p>bloody inefficient last year. It is not personal. I do not mean to be offensive. It is a matter of common sense.</p> <p>Mr Mrdak: I would couch it differently. I would couch it as we are very efficient and we are going to be more efficient.</p> <p>Senator IAN MACDONALD: Indeed. Why were not you more efficient last year? Without writing a book, I am interested in some of the areas, on notice. As I say, do not write a book, because you have more important things to do. Can you give a brief explanation of the areas where, if you had more money, you would put in more money?</p> <p>Mr Mrdak: Certainly.</p>			
4	CORP 04	McKENZIE	Legal Fees	<p>Senator McKENZIE: I want to ask something on notice. It goes to the legal fees of the department and the agencies. From my rough calculations to a question on notice, we have over \$10 million being spent on legal fees. I would like that broken down. We have \$2 million from Airservices Australia. We have \$1.7 million from Airservices Australia for another issue. The department has spent \$1.2 million with the Australian Government Solicitor. Could I have further detail for the over \$1 million in legal bills in the answer to question on notice 25?</p> <p>Mr Mrdak: Certainly. We obviously have a number of legal actions which we deal with, I think, which are predominantly the areas covered by those larger expenditures. Obviously we appear in a number of corporate processes at a time. But I will get you some more detail in relation to those.</p>	16 23/05/2012		
5	CORP 05	McKENZIE	In-house Staff Training Costs	<p>Senator McKENZIE: That would be great, thank you. On the training given to staff, there is one in-house total cost, albeit for 25,000 staff, of over \$23 million. The reason was to align the department's actual workforce and its skills with the skills required to achieve the department's outcome. I would like a little more detail around that.</p> <p>Mr Mrdak: I will get you some detail.</p>	16 23/05/2012		
6	CORP 06	Heffernan	Staffing	<ol style="list-style-type: none"> 1. (a) How many ongoing staff recruited this financial year to date? (b) What classification are these staff? 2. (a) How many non ongoing positions exist or have been created this financial year to date? (b) What classification are these staff? 3. This financial year to date, how many employees have been employed on contract and what is the average length of their employment period? 4. Provide details of what staffing changes have occurred in DOIT 	Written		

				<p>from the 2012-13 Budget. Provide a list of additional and/or redundant positions, the classification and the program those positions are part of or have been taken from.</p> <p>5. Please list the SES positions you have in DOIT in the years this financial year to date. Identify the different levels and how many are permanent positions.</p>			
7	CORP 07	Heffernan	Graduates	<p>1. Will there be any training after the 2012 Calendar year for 2012 Graduates? If yes, please details including costs and what the training is.</p> <p>2. What was the cost for recruiting 2012 Graduates? Please itemise and detail costs.</p>	Written		
8	CORP 08	Heffernan	Government Advertising	<p>1. What was the total cost of all advertising for the financial year to date?</p> <p>2. Is the advertising campaign or non-campaign advertising? Provide details of each advertising, including the program the advertising was for, the total spend and the business that provided the advertising services.</p> <p>3. Has the Department of Finance and Deregulation provided any advice about the advertising? Provide details of each advertising item.</p> <p>4. Has the Peer Review Group (PRG) and/or Independent Communications Committee (ICC) provided any advice about the advertising? Provide details of each advertising item.</p> <p>5. Did the Advertising comply with the Guidelines on Information and Advertising Campaigns by Australian Government Departments and Agencies? Provide the details for each advertising item.</p> <p>6. Provide details for any other communications program, including details of the program, the total spend and the business that provided the communication services.</p> <p>7. What advertising – Campaign and Non-Campaign – and other communications programs is DOIT undertaking, or are planning to undertake?</p>	Written		
9	CORP 09	Heffernan	Hospitality and Entertainment	<p>1. What is DOIT's hospitality spend for this financial year to date? Detail date, location, purpose and cost of all events.</p> <p>2. For each Minister and Parliamentary Secretary office, please detail total hospitality spend for this financial year to date. Detail date, location, purpose and cost of each event.</p>	Written		

				<ol style="list-style-type: none"> 3. What is DOIT's entertainment spend for this financial year to date? Detail date, location, purpose and cost of all events. 4. For each Minister and Parliamentary Secretary office, please detail total entertainment spend for this financial year to date. Detail date, location, purpose and cost of each event. 5. What hospitality spend is DOIT planning on spending? Detail date, location, purpose and cost of all events. 6. For each Minister and Parliamentary Secretary office, what hospitality spend is currently being planned for? Detail date, location, purpose and cost of each event. 7. What entertainment spend is DOIT planning on spending? Detail date, location, purpose and cost of all events. 8. For each Minister and Parliamentary Secretary office, what entertainment spend is currently being planned for? Detail date, location, purpose and cost of each event. 9. Is DOIT planning on reducing any of its spending on these items? If so, how will reductions be achieved? 			
10	CORP 10	Heffernan	Board Appointments	<ol style="list-style-type: none"> 1. List all of the boards within this portfolio, including: board title, terms of appointment, tenure of appointment and members. 2. What is the gender ratio on each board and across the portfolio? 3. Please detail any board appointments for this financial year to date. 	Written		
11	CORP 11	Heffernan	Freedom of Information	<ol style="list-style-type: none"> 1. Has DOIT received any updated advice on how to respond to FOI requests? 2. What is the total cost to DOIT to process FOI requests for this financial year to date? 3. (a) How many FOI requests has DOIT received for this financial year to date? (b) How many requests have been denied and how many have been granted? (c) Has the department failed to meet the processing times outlined in the FOI Act for any requests? If so, how many and why? (d) Do any of these requests remain outstanding? If so, how many and why? 4. How many conclusive certificates have been issued in relation to FOI requests for this financial year to date? 	Written		
12	CORP 12	Heffernan	Community Cabinet Meetings	<ol style="list-style-type: none"> 1. What was the cost of Minister's travel and expenses for the Community Cabinet meetings held this financial year to date? 2. How many Community Cabinet meetings has the Minister attended? List date and location. 	Written		

				<ol style="list-style-type: none"> 3. (a) How many Ministerial Staff travelled with the Minister for the Community Cabinet meetings for this financial year to date? (b) What was the total cost of this travel? (c) Which Community Cabinet meetings did the Ministerial Staff attend? List date and location. 4. (a) How many Departmental Officers travelled with the Minister for the Community Cabinet meetings for this financial year to date? (b) What was the total cost of this travel? List travel type, accommodate and any other expenses. (c) Which Community Cabinet meetings did the Departmental Officers attend? List date and location. 5. What was the total cost to the Department and the Minister's office for the Community Cabinet meetings for this financial year to date? 			
13	CORP 13	Heffernan	Reviews	<p>For this financial year to date:</p> <ol style="list-style-type: none"> 1. How many Reviews are being undertaken? 2. What reviews have concluded, and for those that are still ongoing, when will those reviews be concluded 3. Which of these reviews has been provided to Government? 4. When will the Government be responding to the respective reviews that have been completed? 5. What is the estimated cost of each of these Reviews? 6. What reviews are planned? 7. When will each of these reviews be concluded? 	Written		
14	CORP 14	Heffernan	Consultancies	<ol style="list-style-type: none"> 1. How many consultancies have been undertaken this financial year to date? Identify the name of the consultant, the subject matter of the consultancy, the duration and cost of the arrangement, and the method of procurement (i.e. open tender, direct source, etc). Also include total value for all consultancies. 2. (a) How many consultancies are planned for this calendar year? (b) 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, cost and method of procurement as above, and the name of the consultant if known. 	Written		
15	CORP 15	Heffernan	Media Monitoring	<ol style="list-style-type: none"> 1. <ol style="list-style-type: none"> a. What was the total cost of media monitoring services, including press clippings, electronic media transcripts etcetera, provided to the Minister's office for this financial year to date? b. Which agency or agencies provided these services? 	Written		

				<ul style="list-style-type: none"> c. What is the estimated budget to provide these same services for the year 2011-12? d. What has been spent providing these services this financial year to date? <p>2.</p> <ul style="list-style-type: none"> a. What was the total cost of media monitoring services, including press clippings, electronic media transcripts etcetera, provided to DOIT for this financial year to date? b. Which agency or agencies provided these services? c. What is the estimated budget to provide these same services for the year 2011-12? d. What has been spent providing these services this financial year to date? 			
16	CORP 16	Heffernan	Social Media	<p>Has there been any changes to department and agency social media or protocols about staff access and usage of Youtube; online social media, such as Facebook, MySpace and Twitter; and access to online discussions forums and blogs since publication of the Australian Public Service Commission's Circular 2012/1: Revisions to the Commission's guidance on making public comment and participating online? If yes, please explain and provide copies of any advice that has been issue. If no, please explain why not.</p>	Written		
17	CORP 17	Heffernan	Contractors	<p>For this financial year to date:</p> <ul style="list-style-type: none"> a. Has DOIT ever employed Hawker Britton in any capacity or is it considering employing Hawker Britton? If yes, provide details (including the work undertaken and the cost). b. Has DOIT ever employed Shannon's Way in any capacity or is it considering employing Shannon's Way? If yes, provide details (including the work undertaken and the cost). c. Has DOIT ever employed John Utting & UMR Research Group in any capacity or is it considering employing John Utting & UMR Research Group? If yes, provide details (including the work undertaken and the cost). d. Has DOIT ever employed McCann-Erickson in any capacity or is it considering employing McCann-Erickson? If yes, provide details (including the work undertaken and the cost). e. Has DOIT ever employed Cutting Edge in any capacity or is it considering employing Cutting Edge? If yes, provide details (including the work undertaken and the cost). f. Has DOIT ever employed Ikon Communications in any capacity or is it considering employing Ikon Communications? If yes, 	Written		

				<p>provide details (including the work undertaken and the cost).</p> <p>g. Has DOIT ever employed CMAX Communications in any capacity or is it considering employing CMAX Communications? If yes, provide details (including the work undertaken and the cost).</p> <p>h. Has DOIT ever employed Boston Consulting Group in any capacity or is it considering employing Boston Consulting Group? If yes, provide details (including the work undertaken and the cost).</p> <p>i. Has DOIT ever employed McKinsey & Company in any capacity or is it considering employing McKinsey & Company? If yes, provide details.</p> <p>j. What contractors have been employed by the department/agency? If yes, provide details (including the work undertaken and the cost).</p>			
18	CORP 18	Heffernan	Discretionary Grants	<ol style="list-style-type: none"> 1. Could DOIT provide a list of all discretionary grants, including ad hoc and one-off grants for this financial year to date? Please provide details of the recipients, the intended use of the grants and what locations have benefited from the grants. 2. Has DOIT complied with interim requirements relating to the publication of discretionary grants? 	Written		
19	CORP 19	Heffernan	Commissioned Reports	<ol style="list-style-type: none"> 1. How many Reports have been commissioned by the Government in DOIT this financial year to date? Please provide details of each report including date commissioned, date report handed to Government, date of public release, Terms of Reference and Committee members. 2. How much did each report cost/or is estimated to cost? 3. How many departmental staff were involved in each report and at what level? 4. What is the current status of each report? 5. When is the Government intending to respond to these reports? 	Written		
20	CORP 20	Heffernan	Government Payments of Accounts	<ol style="list-style-type: none"> 1. For this financial year to date, has DOIT paid its accounts to contractors/consultants etc in accordance with Government policy in terms of time for payment (i.e. within 30 days)? 2. If not, why not? Provide details, including 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) 	Written		

				<ol style="list-style-type: none"> 3. For accounts not paid within 30 days, is interest being paid on overdue amounts and if so how much has been paid by DOIT for the current financial year and the previous financial year? 4. Where interest is being paid, what rate of interest is being paid and how is this rate determined? 			
21	CORP 21	Heffernan	Stationery requirements	<ol style="list-style-type: none"> 1. How much was spent by DOIT on the government (Ministers/ Parliamentary Secretary) stationery requirements (i.e. paper, envelopes, with compliments slips) this financial year to date? 2. What is DOIT's stationery costs for the financial year to date? 3. What was DOIT's stationery costs for 2009-10 and 2010-11? 	Written		
22	CORP 22	Heffernan	Media Subscriptions	<ol style="list-style-type: none"> 1. (a) Has there been any change to your pay TV subscription since the 2011-12 Additional Estimates (February 2012)? If yes, please provide the reason why, the cost and what channels. (b) What is the cost for this financial year to date? 2. (a) Has there been any change to your newspaper subscriptions since the 2011-12 Additional Estimates (February 2012)? If yes, please provide the reason why, the cost and what newspapers. (b) What is the cost for this financial year to date? 3. (a) Has there been any change to your magazine subscriptions since the 2011-12 Additional Estimates (February 2012)? If yes, please provide the reason why, the cost and what magazines. (b) What is the cost for this financial year to date? 	Written		
23	CORP 23	Heffernan	Travel Costs	<ol style="list-style-type: none"> 1. For the financial year to date, please detail all travel for Departmental officers that accompanied the Minister and/or Parliamentary Secretary on their travel. Please include a total cost plus a breakdown that include airfares (and type of airfare), accommodation, meals and other travel expenses (such as incidentals). 2. For the financial year to date, please detail all travel for Departmental officers. Please include a total cost plus a breakdown that include airfares (and type of airfare), accommodation, meals and other travel expenses (such as incidentals). 3. (a) Are the Government's Lowest Practical Fare travel policy for Domestic Air Travel (Finance Circular No. 2009/10) and Best Fare of the Day for International Air Travel (Finance Circular No. 2009/11) guidelines being followed? (b) How is this monitored? (c) If the guidelines are not being followed, please explain why. 	Written		

				<ol style="list-style-type: none"> 4. Are lounge memberships provided to any employees? If yes, what lounge memberships, to how many employees and their classification, the reason for the provision of lounge membership and the total costs of the lounge memberships. 5. When SES employees travel, do any support or administrative staff (such as an Executive Assistant) travel with them? If yes, provide details of why such a staff member is needed and the costs of the support staff travel. 			
24	CORP 24	Heffernan	Legal costs	<ol style="list-style-type: none"> 1. What sum did DOIT spend on legal services for this financial year to date within the department/agency? Please provide a list of each service and costs. 2. What sum did DOIT spend on legal services this financial year to date from the Australian Government Solicitor? Please provide a list of each service and costs. 3. What sum did DOIT spend on legal services this financial year to date from private firms? Please provide a list of each service and costs. 4. What sum did DOIT spend on legal services this financial year to date from other sources? Please provide a list of each service and costs. 	Written		
25	CORP 25	Heffernan	Education expenses	<ol style="list-style-type: none"> 1. What are DOIT's guidelines on study? Please provide details. 2. For this financial year to date, detail all education expenses (i.e. in house courses and tertiary studies) for DOIT. Include what type of course, the total cost, cost per participant, the employment classification of each participant, how many participants and the amount of study leave granted to each participant (provide a breakdown for each employment classification). Also include the reason for the study and how it is beneficial for DOIT. 	Written		
26	CORP 26	Heffernan	Executive Coaching and Leadership Training	<ol style="list-style-type: none"> 1. In relation to executive coaching and/or other leadership training services purchased by DOIT, please provide the following information for this financial year to date: <ol style="list-style-type: none"> a. Total spending on these services. b. The number of employees offered these services and their employment classification. c. The number of employees who have utilised these services, their employment classification and how much study leave each employee was granted (provide a breakdown for each employment classification). 	Written		

				<ul style="list-style-type: none"> d. The names of all service providers engaged. <ol style="list-style-type: none"> 2. For each service purchased from a provider listed under 1 (d), please provide: <ul style="list-style-type: none"> a. The name and nature of the service purchased. b. Whether the service is one-on-one or group based. c. The number of employees who received the service and their employment classification. d. The total number of hours involved for all employees (provide a breakdown for each employment classification). e. The total amount spent on the service. f. A description of the fees charged (i.e. per hour, complete package). 3. Where a service was provided at any location other than DOIT's own premises, please provide: <ul style="list-style-type: none"> a. The location used. b. The number of employees who took part on each occasion (provide a breakdown for each employment classification). c. The total number of hours involved for all employees who took part (provide a breakdown for each employment classification). d. Any costs the department or agency's incurred to use the location. 			
27	CORP 27	Heffernan	Media Training	<ol style="list-style-type: none"> 1. In relation to media training services purchased by DOIT, please provide the following information for this financial year to date: <ul style="list-style-type: none"> a. Total spending on these services. b. The number of employees offered these services and their employment classification. c. The number of employees who have utilised these services, their employment classification and how much study leave each employee was granted (provide a breakdown for each employment classification). d. The names of all service providers engaged. 2. For each service purchased from a provider listed under 1 (d), please provide: <ul style="list-style-type: none"> a. The name and nature of the service purchased. b. Whether the service is one-on-one or group based. c. The number of employees who received the service and their employment classification (provide a breakdown for each employment classification). d. The total number of hours involved for all employees (provide 	Written		

				<p>a breakdown for each employment classification).</p> <p>e. The total amount spent on the service.</p> <p>f. A description of the fees charged (i.e. per hour, complete package).</p> <p>3. Where a service was provided at any location other than DOIT's own premises, please provide:</p> <p>a. The location used.</p> <p>b. The number of employees who took part on each occasion.</p> <p>c. The total number of hours involved for all employees who took part (provide a breakdown for each employment classification)</p> <p>d. Any costs the department or agency's incurred to use the location.</p>			
28	CORP 28	Heffernan	Paid Parental Leave	<p>1. Please list how many staff in DOIT are eligible to receive payments under the Government's Paid Parental Leave scheme?</p> <p>2. For this financial year to date list which department/agency is providing its employees with payments under the Government's Paid Parental Leave scheme? Please list how many staff and their classification are in receipt of these payments.</p>	Written		
29	CORP 29	Heffernan	Training for Portfolio Minister and Parliamentary Secretary	<p>1. For this financial year to date, how much has been spent on training for the Minister and Parliamentary Secretary in DOIT? Itemise each training, cost and for which Minister and/or Parliamentary Secretary the training was for.</p> <p>2. For this financial year to date, how much has been spent on training for staff of the Minister and Parliamentary Secretary in DOIT? Itemise each training, cost and for which Minister and/or Parliamentary Secretary the training was for.</p> <p>3. For this financial year to date, how much has been spent on training for designed to better suit the needs of the Minister and Parliamentary Secretary in DOIT? Itemise each training, cost and for which Minister and/or Parliamentary Secretary the training was for, and how many employees attended and their classification.</p>	Written		
30	CORP 30	Heffernan	Corporate Cars	<p>Please update if there have been any changes since Additional Estimates 2011-12 (February 2012):</p> <p>1. How many cars are owned by DOIT & each agency?</p> <p>2. Where are the cars located?</p> <p>3. What are the cars used for?</p> <p>4. What is the cost of each car for this financial year to date?</p>	Written		

				5. How far did each car travel this financial year to date?			
31	CORP 31	Heffernan	Taxi Costs	<ol style="list-style-type: none"> 1. How much did DOIT spend on taxis this financial year to date? Provide a breakdown of each business group in each departmental/agency. 2. What are the reasons for taxi costs? 	Written		
32	CORP 32	Heffernan	Credit Cards	<ol style="list-style-type: none"> 1. Provide a breakdown for each employment classification that has a corporate credit card. 2. Please update if there have been any changes since Additional Estimates 2011-12 (February 2012): <ol style="list-style-type: none"> a. What action is taken if the corporate credit card is misused? b. How is corporate credit card use monitored? c. What happens if misuse of a corporate credit card is discovered? d. Have any instances of corporate credit card misuse have been discovered? List staff classification and what the misuse was, and the action taken. e. What action is taken to prevent corporate credit card misuse? 	Written		
33	CORP 33	Heffernan	Printing of Documents	Does DOIT print any hard copies of reports/statements/papers they produce? If yes, please list how many copies, where they are delivered and the cost.	Written		
34	CORP 34	Heffernan	Provision of Equipment	<ol style="list-style-type: none"> 1. Did DOIT provide mobile phones to the Minister and Parliamentary Secretary and their offices, what type of mobile phone is provided and the costs. 2. Did DOIT provide electronic equipment to the Minister and Parliamentary Secretary and their offices, what are the ongoing costs for this financial year to date? What were the running costs for 2009-10 and 2010-11? 3. Is electronic equipment (such as ipad, laptop, wireless card, vasco token, blackberry, mobile phone (list type if relevant), thumb drive (not an inclusive list)) provided to DOIT staff? If yes provide details of what is provided, the purchase cost, the ongoing cost and a breakdown of what staff and staff classification receives it. 4. Please update if there have been any changes since Additional Estimates 2011-12 (February 2012): (a) Does DOIT provide the Minister and Parliamentary Secretary and their offices with any electronic equipment? If yes, provide details of what is provided, the cost and to who it is provided. 	Written		

35	CORP 35	Heffernan	Electricity Purchasing	<ol style="list-style-type: none"> 1. Provide an update of DOIT electricity purchasing agreement. Provide details of when this was entered into and the length of the agreement. 2. What were DOIT electricity costs for 2009-10 and 2010-11? 3. What are DOIT electricity costs for this financial year to date? 	Written		
36	CORP 36	Heffernan	Information for the Australian Greens and Independents	<ol style="list-style-type: none"> 1. Does DOIT provide any information and/or undertake any requests for the Australian Greens? If yes, please provide the following information: <ol style="list-style-type: none"> a. How is such work and/or information requests commissioned? b. What work/information requests have been undertaken? Provide details and a copy of each work produced. c. Has any such work and/or information requests been unable to proceed? If yes, provide details including what the work and/or information requests were and why it could not be undertaken. d. How long is spent undertaking work and/or information requests for the Australian Greens? How many staff are involved and how many hours? Provide a breakdown for each employment classification. 2. Does DOIT provide any information and/or undertake any requests for the Independents? If yes, please provide the following information: <ol style="list-style-type: none"> a. How is such work and/or information requests commissioned? b. What work/information requests have been undertaken? Provide details, including who the work/information was for and a copy of each work produced. c. Has any such work and/or information requests been unable to proceed? If yes, provide details including what the work and/or information requests were, who they were from, who they were for and why it could not be undertaken. d. How long is spent undertaken work and/or information requests for the Independents? How many staff are involved and how many hours? Provide a breakdown for each employment classification. 	Written		
37	CORP 37	Heffernan	Shredders	Has DOIT purchased any shredders in the last 12 months? If yes, provide details of how many shredders were purchased, the cost of each shredder, why each new shredder was needed and the purpose for which the shredder is to be used.	Written		

38	CORP 38	NASH	Staffing	<ol style="list-style-type: none"> (1) What is the total number of staff in the Department? (2) How does this compare to this time at Budget estimates in 2011? (3) What is the reason for the change? (4) Is this expected the increase/decrease over the next 12 months? (5) If so, by how many staff, what division are they in and what is the reason for the decrease/increase? (6) Can you provide figures of the total number of staff from the Department and its agencies in each state and territory? (7) How many staff are currently on secondment to other Departments? Please provide a breakdown of how many are on secondment to each Department. Please provide the reason for their secondment in each case. (8) Is the Department on track to meet its efficiency dividend in 2011-12? (9) How will this be met? Through operational efficiencies? (10) What type of activities does “operational efficiencies” refer to? (11) What changes were made to processes or procedures to achieve the efficiency dividend? (12) Will any staff be made redundant to meet this target? If yes, provide details. (13) How does the Department intend to meet its efficiency dividend over the next 12 months? (14) What activities and changes will this involve? 	Written		
39	CORP 39	McKenzie	Carbon tax	<ol style="list-style-type: none"> 1. Has the department modelled the impact of the carbon tax on their running costs? If so, what was the outcome? If not, why, not? 2. (a) How much electricity does the department use? (b) What are the department’s electricity costs for the financial year to date? 	Written		
40	CORP 40	McKenzie	Efficiency dividend	<ol style="list-style-type: none"> 1. Please detail the strategies being used to meet the efficiency dividend. 2. What is the process for continuing to identify savings? 3. Of those identified but not yet implemented, what is the reason for the delay and what is the proposed implementation timeline? 	Written		
41	CORP 41	McKenzie	Energy efficient vehicles	<ol style="list-style-type: none"> 1. In relation to Blade Cars, is ordering one car considered an effective trial? 2. What other cars are being trialled? 3. How will the trial be assessed? 4. When will the trial be assessed? 	Written		

				<p>5. Will results of the trial be made public?</p> <p>6. Is there a plan for rollout if the trial is successful?</p>			
42	OTS 01	FAWCETT	Air Cargo Supply Chain	<p>Senator FAWCETT: Sure. So what has been the total expenditure on the program to date?</p> <p>Mr Retter: I would have to take that on notice. The expenditure would be related directly to the staff that I have working on this issue and any travel that they have done domestically or internationally. It would vary from year to year.</p> <p>Mr Wilson: In terms of expenditure on the program itself, as in the administered funding, there has been no expenditure to date.</p>	20 23/05/2012		
43	OTS 02	FAWCETT	Security Upgrades at Regional Airports	<p>Senator FAWCETT: One area where funding is provided is security upgrades at regional airports. I would like to move to that if I can. Obviously they are due to come into effect on 1 July this year. Can you tell me how many airports have been required to upgrade their security?</p> <p>Mr Retter: It is 21.</p> <p>Senator FAWCETT: Can you provide me with a list of them? I am happy for you to take that on notice.</p> <p>Mr Retter: I can provide you with that information now if you wish.</p> <p>Senator FAWCETT: On notice is fine.</p>	20 23/05/2012		
44	OTS 03	FAWCETT	Security Upgrades at Regional Airports	<p>Senator FAWCETT: Does that funding cover the cost of a through-life support contract that may be wrapped in to the procurement?</p> <p>Mr Retter: I will have to take that on notice.</p> <p>Senator FAWCETT: Take that on notice. Can you also give us an indicative cost as to how much that through-life support component is expected to be over the life of the equipment?</p> <p>Mr Retter: Certainly.</p>	21 23/05/2012		
45	OTS 04	FAWCETT & COLBECK	Fee Increases Due to Security Upgrades at Regional Airports	<p>Senator FAWCETT: Are you aware of any airports that are proposing to raise fees to the travelling public or operators to cover the cost of these upgrades?</p> <p>Mr Retter: Yes.</p> <p>Senator FAWCETT: How many airports and by how much?</p> <p>Mr Retter: It varies from airport to airport depending upon the number of passengers, the categorisation of the airport and the costs associated with the operation of those facilities. For example, a regional airport that has one flight a week that has a screening point operating for two hours a day will have a different cost profile to an</p>	21-22 23/05/2012		

				<p>airport that has multiple flights occurring every day. Therefore, it will have increased operating costs. It could vary from \$10 up to a figure depending upon what the airport profile is.</p> <p>Senator COLBECK: Do you have any numbers on any of those?</p> <p>Mr Wilson: We do not have them here. I can take it on notice to provide them.</p> <p>Senator COLBECK: I would appreciate it if you can provide us on notice with the details of the individual cost increases based on—</p> <p>Mr Retter: The cost decisions are very much the airport’s decisions. We will have figures on passenger numbers, but that is it.</p> <p>Mr Wilson: We will attempt to obtain information from the individual airports.</p> <p>Senator COLBECK: I appreciate that. So you should be able to get hold of costs to operate over a cycle and number of passengers. That will potentially allow a calculation to be made based on those numbers. Is that right?</p> <p>Mr Wilson: Yes.</p>			
46	OTS 05	FAWCETT	Passenger Screening	<p>Senator FAWCETT: But as part of your regulatory impact statement do you look at operations that are on the margins—we are talking regional centres here—where often the choice between somebody flying or choosing road transport is a determinant as to whether that service continues? And \$50 a ticket is a fair increase in terms of somebody making that decision. So I am surprised that you have not actually got some detailed feedback about the flow-on impact to the potential viability of some services.</p> <p>Mr Wilson: I have not been advised of any services that will close or are at risk of closure through this individual measure.</p> <p>Senator FAWCETT: I can give you one. Alliance flies to Coober Pedy, which is not one of your listed airports, on a charter basis. They do it with groups of seniors who go out for tourism. Coober Pedy is heavily reliant on tourism. The Fokker aircraft just fall over the 20,000 limit. The advice that Alliance sought from the department last year was that, because the passengers who got on the plane were screened and were the same passengers coming home, there was no requirement for remote screening. Everyone was happy with that. They were then advised that that would change—that that was no longer the case and they would have to screen. They wrote to the department in December last year and did not receive a reply until April this year, which indicated that they will need to screen at Coober Pedy, even though it is the same group of people. The current situation is that that service is</p>	22 23/05/2012		

				<p>now at risk.</p> <p>Mr Wilson: I will have to take that on notice to be able to provide you with a detailed response to that specific issue. With regard to the implementation of this policy, one thing the government has done is introduce an airport classification scheme to ensure that the airports can adjust the screening arrangements to best suit the risk profile of the individual airports. Mr Retter might be able to provide some more detail with regard to that.</p>			
47	OTS 06	FAWCETT	Portable Screening Equipment	<p>Senator FAWCETT: What kind of volume and weight considerations might an airline have to consider with the portable systems? Obviously, the more volume and weight, the fewer passengers and the less revenue.</p> <p>Mr Retter: That is true, Senator. It is an option. I have not got, and will have to take on notice, the actual weights of the pieces of equipment we are talking about. We are talking about things like hand wands, portable ETD machines and potentially a portable walk-through metal detector. The weight is not excessive, but, yes, there is some weight and obviously there is a trade-off there.</p>	24 23/05/2012		
48	OTS 07	COLBECK	Port Incidents in Fremantle and Hobart	<p>Senator COLBECK: I am certainly interested in that. I do not know whether you have that information or whether you can take it on notice for me.</p> <p>Mr Wilson: We can take it on notice. It will have been a response, I believe, by the jurisdictional police. We can inquire as to what charges have or have not been laid and what the situation is with regard to those incidents in Hobart.</p> <p>Mr Retter: To reinforce that point, jurisdictional police can use state based law—notably, trespass—or they can choose, as the Western Australian police did in the Fremantle port incident that you refer to, to use our legislation to prosecute those individuals. As Mr Wilson said, we can check on the results of those prosecutions.</p>	26 23/05/2012		
49	OTS 08	Fawcett	Airport security	<p>What feedback has been received from airlines regarding their desire or capacity to conduct security screening?</p>	Written		
50	OTS 09	Heffernan	Enhanced Cargo Examination Program	<ol style="list-style-type: none"> 1. Will the Enhanced Cargo Examination Program continue following the cancellation of funding by the Australian Government? 2. How will the Enhanced Cargo Examination Program now receive funding? (follow-up) 	Written		

51	OTS 10	Ian Macdonald	AFP Cost recovery	<p>The Government has announced in its 2012-13 Budget paper #2 that the Australian Federal police will commence a program of cost recovery in return for providing policing services at international airports. This measure will apply to ten (10) airport operators and will recover between \$38.2m and \$40.5m in the 2013-13 through 2015-16 financial years.</p> <ol style="list-style-type: none"> 1. Has the department sought assurance from the relevant Airport operators that these additional operating costs will not be passed on to passengers moving through these airports? 2. Does the department then concede that the cost per person of moving through an international airport will be increased in line with this increased call on the purse of operators of international airports? 3. Can the department provide the Australian people with any reassurance that if an airport operator seeks in the alternative to use private security providers that these providers will be Australian companies? 4. What security vetting occurs where private enterprise security operators are employed to provided public security services in international airports within the Australian jurisdiction? 5. If the Government starts to dilute the presence of Australian security services at international airports, how can the Government proceed with any certainty that security objectives are in fact being met? 6. The airports in question include Darwin and Cairns. As substantial tourism portals, will the government be providing any subsidy to offset this increase and the potential deleterious impact on tourism traffic through these airports (and the subsequent impact on local economies)? 	Written		
52	AAA 01	EGGLESTON	Air Traffic in Perth, Karratha and Port Hedland	<p>Senator EGGLESTON: Thank you very much. I would like to ask you some questions about Perth airport. There has obviously been a really dramatic increase in the amount of traffic through Perth airport. Are you able to quantify that?</p> <p>Mr Mrdak: Senator, I do not have the figures with me. But there certainly has been a significant growth in the last year or so.</p> <p>Mr Doherty: Senator, I cannot answer the exact amount, but we can certainly take that on notice to provide that.</p> <p>Senator EGGLESTON: I would be very interested in knowing the specific figures. It seems likely to continue to grow with the amount of</p>	29-30 23/05/2012		

				<p>fly-in fly-out workforce traffic through the airport. There have also been dramatic increases in traffic in both Karratha and Port Hedland, I think. Can you take that on notice?</p> <p>Mr Mrdak: There has been significant growth at both Karratha and Port Hedland in the last two years, which has resulted in the introduction of ATS services and the like. So we can give you that information. We can give you the data.</p>			
53	AAA 02	EGGLESTON	Air Traffic in Perth, Karratha and Port Hedland	<p>Senator EGGLESTON: One of the answers or solutions seems to have been direct flights from Sydney, Melbourne and Brisbane into Port Hedland and Karratha. What impact are those direct flights having? How often are those direct flights occurring in terms of lightening the load overall on Perth airport?</p> <p>CHAIR: This is a very important issue, but I may have to start winding it up because there are other senators.</p> <p>Senator EGGLESTON: I will not ask any more questions.</p> <p>CHAIR: Thanks, Senator Eggleston. If I can have the shortest direct answer, that would be great.</p> <p>Mr Mrdak: We will get you the traffic numbers in relation to that. It has been one of the ways in which companies have managed the growth. But it is more about sourcing labour from the east coast states for fly-in fly-out to places like Karratha and Port Hedland. But obviously what that has led to is Airservices Australia upgrading its facilities and airspace management in both those locations.</p>	30 23/05/2012		
54	AAA 03	RHIANNON	Risk Assessments at Sydney Airport	<p>Senator RHIANNON: In the early 1990s, an airport crash risk assessment was undertaken for the environmental impact statement on Sydney airport's third runway. Since then the population at risk, if there is a crash, has been increasing due to urban consolidation. Could you share with the committee the last time an assessment of the current and future crash risk as a result of the airport's siting was undertaken?</p> <p>Mr Mrdak: I am not aware of any such detailed analysis since that time. I will take that on notice.</p> <p>Senator RHIANNON: Nobody else is aware. So it appears that there may not have been an assessment since the early 1990s?</p> <p>Mr Mrdak: Not in the same context as that environmental impact assessment I am aware of. But the aviation agencies obviously maintain a constant oversight of regulatory and operational risks arising from the traffic growth. Obviously, safety measures are taken as necessary by Airservices Australia and CASA to ensure safe operations at the airport.</p>	30-31 23/05/2012		

				<p>Senator RHIANNON: I was after the assessments—the assessment within the context of the EIS or a risk assessment in any other capacity. Could you take that on notice?</p> <p>Mr Mrdak: Certainly.</p>			
55	AAA 04	RHIANNON	Upgauging at Sydney Airport	<p>Senator RHIANNON: Could you take on notice to provide more information about the upgauging? How much upgauging can Sydney airport handle?</p> <p>Mr Mrdak: Certainly. The joint study looked at this very closely. There has been a significant increase in the numbers of people per aircraft. That will continue. We have some projections of that in the study.</p>	31 23/05/2012		
56	AAA 05	FAWCETT	Forced Landing Areas for Aircraft	<p>Senator FAWCETT: There is a specific report. I would like you to look into it. That report made recommendations about the requirement for forced landing areas for aircraft. There were 240-odd incidents leading up to 31 December 2010 in the decade before that. They include degradations in the forced landings and 75 energy failures. I would like you to revisit the discussion on public safety areas that has been pushed off to a later date. I would like your response to that on notice as to whether it is adequate.</p> <p>Mr Mrdak: Certainly, Senator. I will do that.</p>	33 23/05/2012		
57	AAA 06	FAWCETT	Aviation White Paper	<p>Senator FAWCETT: Mr Doherty, thank you. I ask you to take this on notice, given that we are rapidly running out of time. How will the department implement your stated vision from the white paper and your response to me that airports are predominantly about aviation? How will you actually achieve that vision statement for your department's view of airports if you do not monitor the investment and the upkeep? I ask you to also extend that to ALOP aerodromes, particularly given that the transfer deed specifically prohibited local government from doing things like building dams or things that might attract bird life? Right at the moment there are a number of councils who are doing things like interrupting drainage, creating bird habitats and building dams right next to runways. I would like your detailed explanation about how you will maintain oversight of aviation infrastructure that is clearly degrading at both the leased airports and within the ALOP space.</p> <p>Mr Mrdak: Certainly, Senator. I think Mr Doherty was talking about specific development commitments, but we will come back to you with a statement in relation to how we oversight them. As I said,</p>	33 23/05/2012		

				ALOP, as we have discussed, is largely a matter for local government. The guidelines under NASAG try to deal with some of those issues you have raised. So we will come back to you with a detailed answer.			
58	AAA 07	XENOPHON	Mr Russell's Resignation	<p>Senator XENOPHON: Were there any communications between the minister and Mr Russell prior to his resignation in respect of his resignation?</p> <p>Mr Mrdak: Not that I am aware of.</p> <p>Senator XENOPHON: Could you take that on notice?</p> <p>Mr Mrdak: I will. But this is a matter for the board. The board engages the CEO. It is a matter for the board.</p>	34 23/05/2012		
59	AAA 08	FAWCETT	Engagement with Coroners	<p>Senator FAWCETT: Mr Mrdak, as secretary of the relevant department, how would you propose to engage with the coroners to make sure that we, as a nation, close this loophole to make our air environment safer?</p> <p>Mr Mrdak: I think Mr Dolan has indicated the relationship with coroners is on a much better footing than it has been ever before. I think the work of the ATSB has led that. I think it then becomes a matter of addressing the relationship between the safety regulators and security regulators, as necessary, with the coroners. It is probably one I would take on notice and give a bit of thought to, if you do not mind.</p> <p>Senator FAWCETT: You do not accept that your department and you, as secretary, have a duty of care and an oversight to make sure that two agencies who work for you do actually complement their activities for the outcome that benefits the aviation community?</p> <p>Mr Mrdak: We certainly do ensure that agencies are working together. That is certainly occurring. You have asked me the more detailed question about coroners and relationships with the agencies. I will have a bit of a think about that, if that is okay.</p>	61 23/05/2012		
60	AAA 09	Fawcett	Sydney Airport	<ol style="list-style-type: none"> 1. Will the Department adopt recommendation 8 contained within the report by the Joint Study on Aviation Capacity in the Sydney Region? 2. If so, will the Department undertake this review and what is the time frame for this to take place? 3. Are there any operational or technical reasons why Recommendation 7 contained within the report by the Joint Study on Aviation Capacity in the Sydney Region could be rejected in favour of moving regional services outside of the slot management system at Sydney Airport? 	Written		

				<p>4. Will the Department adopt Recommendation 6 contained within the report by the Joint Study on Aviation Capacity in the Sydney Region?</p> <p>5. If so, how will the Department undertake this review and what is the timeframe for this to take place?</p>			
61	AAA 10	Fawcett	PANS-OPS	<p>1. The SA State Government has proposed building heights of 30 storeys or more in the Adelaide CBD. How does the Department intend to deal with conflicting interests of aviation flight paths and government development proposals?</p> <p>2. Will PANS-OPS requirements have to be changed or will the Department disallow inappropriate city developments?</p> <p>3. What consultation will occur with airlines and other AOC holders?</p>	Written		
62	AAA 11	NASH	Carbon tax	<p>1. If the carbon tax applies to domestic aviation operators- does this mean that any Qantas international flight will have a carbon tax- and other carriers outside Australia won't have to pay Australia's carbon tax – as they are not domestic aviation operators?</p> <p>2. Can you give examples of where carbon tax would apply to domestic aviation operators?</p>	Written		
63	AAA 12	NASH	Enroute Subsidy Scheme	<p>(1) Can you confirm that there was no money to extend the En Route Subsidy Scheme in the 2012-13 budget?</p> <p>(2) From 1 July 2012 the En Route Subsidy Scheme will cease for non-aero-medical operators?</p> <p>(3) I refer to Question in Writing number 90 from the last estimates hearings, which was:</p> <p>In relation to the proposed replacement scheme announced in the Aviation White Paper, can you please provide a list of regional airports and routes that would have been eligible under that scheme?</p> <p>And the answer was: The current guidelines for aeromedical services will continue to apply.</p> <p>Really what was being asked was the Aviation White Paper's announcement that quote "the Government will use the Australian Standard Geographical Classification... to identify those routes that will qualify for the subsidy."</p> <p>I realise that the Government never introduced this scheme but what</p>	Written		

				<p>I'm asking is what are those routes that would have qualified using the Australian Standard Geographical Classification?</p> <p>I'm not interested in the scheme that will operate from 1 July 2012. I'm interested in the scheme announced in the White Paper that was never introduced by the government.</p> <p>Surely you should have this information given the programme was announced in the White Paper. So can you provide me with a list of the routes that would have been eligible under the scheme announced (but not implemented) in the Aviation White Paper?</p>			
64	AAA 13	Williams	Aircraft Models	<ol style="list-style-type: none"> 1. Would you agree that since 2005 there have been upgrades to particular models of aircraft? 2. Would you agree that commercial jets are getting quieter as technology improves? 3. Why hasn't the list been updated to allow these newer, quieter aircraft to operate/ 4. Can you appreciate that this is a disincentive for the industry to upgrade to quieter, more fuel-efficient aircraft and emissions-friendly aircraft? 5. Are you aware that over the last 7 years low noise curfew-exempted jet aircraft movements have averaged less than 1 per day at Sydney Airport and less than 1 per week at Adelaide Airport with many of these being medical emergency landings? 	Written		
65	AAA 14	Xenophon	International flights	<p>In answer to Question 87 on notice from Additional Estimates in February this year, DIT stated:</p> <p>“An Australian airline can link a domestic flight to an international flight, using a single flight number (a so called “tag” flight) if they choose to do so, provided the applicable bilateral air services arrangements permit such services. In these circumstances, the domestic leg is considered part of the international flight for the purposes of the Air Navigation Act 1920 and the economic rights which it regulates.”</p> <ol style="list-style-type: none"> 1. Does an Australian airline “choose” to add a domestic ‘tag’ flight or does it have to apply to DIT for approval to create the linkage? 2. Have any Australian carriers sought to add ‘tag’ flights but been denied because the applicable bilateral air services arrangements 	Written		

				<p>do not permit such services?</p> <ol style="list-style-type: none"> 3. Do the bilateral air services arrangements that permit Australian domestic 'tag' flights automatically include reciprocal arrangements in the partner country? 4. Given that cabotage by foreign carriers is not generally permitted, are there any practical implications for bilateral air services arrangements that are enlivened by permitting Australian International carriers to carry domestic passengers on the 'tag' sectors? 			
66	AAA 15	Xenophon	International flights	<p>In Question 107 on notice from Additional Estimates in February this year, CASA was asked:</p> <p>“How many sectors conducted solely within Australian airspace may be designated as international “tag” flights? How is such a determination monitored?”</p> <p>The answer provided was: “10: The Department publishes a summary of routes and frequencies that international airlines are authorised to operate in accordance with the Air Navigation Act 1920. This summary includes approvals given to airlines to operate domestic sectors as part of an international service. The timetable summary is available at: http://www.infrastructure.gov.au/aviation/international/timetable.aspx</p> <p>A search of the NORTHERN SUMMER 2012: 25 MARCH 2012 / 27 OCTOBER 2012 Timetable Summary did not easily reveal any permissible 'tag' flights by foreign airlines nor was there any obvious entry that showed the Jetstar 'tag' flights.</p> <ol style="list-style-type: none"> 1. Could you provide a listing of approved tag flights in Australia for foreign airlines and for Australian designated International airlines, including a worked example of how a member of the public could find such information? 2. Are codeshare flights considered to be international flights whenever an international airline is one of the partners? 3. Does each International Air Service Licence specify the approved routes that the operator may fly? 4. Noting the answer to Question 88 on notice from Additional Estimates in February this year, does DIT provide other agencies with regularly updated data on flight designations, given the 	Written		

				<p>implications for the exemption of international flight from a range of Australian legislation?</p> <p>5. Does DIT participate in the Border Protection Task Force set up and led by DPM&C?</p> <p>CASA considers any flights that proceed more than 12 miles offshore to be an international flight because it leaves Australian territory. On the other hand, the Migration Act 1958 defines the Migration Zone that includes offshore resource and sea installations, many of which are more than 12 miles offshore. DIAC does not consider flights to those offshore resource and sea installations to be international flights. In the answer to Question 87 on notice from Additional Estimates in February this year, DIT stated:</p> <p>For the purposes of the Air Navigation Act 1920 administered by the Department, a flight (described by its flight number) will be considered an international service if it crosses the Australian border. If a flight (described by its flight number) does not cross the Australian border it is a domestic flight.</p> <p>6. What does DIT consider to be the Australian border?</p>			
67	AAA 16	Xenophon	Airservices	<p>During Estimates, on a number of occasions Mr Mrdak made reference to issues relating to the CEO being “a matter for the Board”.</p> <p>1. While it is clear that the officers of Airservices are subject to the scrutiny of the Senate, what Parliamentary oversight arrangements apply to the Board?</p> <p>2. (a) Who is responsible for authorising the travel and expenses for the CEO of Airservices? (b) To whom do they report?</p> <p>3. What is DIT’s role in regard to the operations of Airservices Australia?</p> <p>4. Did DIT conduct a review of Mr Russell’s overseas travel expenses? If not, are you aware of any other agency being directed to conduct such a review?</p> <p>5. What was the period of time between Mr Russell being provided with a copy of the Review and the tendering of his resignation?</p>	Written		
68	AA 01	XENOPHON	Mr Russell’s Resignation	<p>Senator XENOPHON: There was never any refund by Mr Russell in a personal capacity for any of those expenses?</p> <p>Mr Clark: There was never any?</p>	35 23/05/2012		

				<p>Senator XENOPHON: A refund by Mr Russell in a personal capacity for any of those expenses?</p> <p>Mr Clark: On one occasion during the period of time I was signing off, yes, there was.</p> <p>Senator XENOPHON: And how much was that for?</p> <p>Mr Clark: I will have to take that on notice and give you the detail.</p>			
69	AA 02	XENOPHON	Mr Russell's Resignation	<p>Senator XENOPHON: I go to the exit of Mr Russell from Airservices Australia. Did he receive a payout as a result of exiting Airservices Australia before his contract expired?</p> <p>Mr Clark: As I understand, Mr Russell and the board are currently in discussions about his final monies as they relate to his resignation.</p> <p>Senator XENOPHON: So it was a resignation?</p> <p>Mr Clark: It was a resignation.</p> <p>Senator XENOPHON: Will that payout be made public?</p> <p>Mr Clark: The final details of Mr Russell's settlement, if you like, or final monies, rather, in regard to his resignation would be subject presumably to an arrangement between him and the board. I could certainly take that on notice, though.</p>	35 23/05/2012		
70	AA 03	XENOPHON	Senior Executives who have left Airservices	<p>Senator XENOPHON: Could you take it on notice as to who the general managers were or their positions? Can you provide a list of that, please?</p> <p>Mr Clark: Yes. Of course.</p> <p>Senator XENOPHON: Could you indicate to me the terms of payouts for those general managers who have left and the circumstances in which they left. Airservices Australia's annual report makes reference to bullying and harassment claims. What was the extent of those payouts, without specifying individual cases, for the 11 general managers that you refer to? I have a figure of 18. In any event, how much has been paid out in the last five years for terminations of senior executives?</p> <p>Mr Clark: I think that was a previous question on notice which we responded to.</p> <p>Senator XENOPHON: No. You did not provide details. You did not provide me a quantum.</p>	36 23/05/2012		
71	AA 04	XENOPHON	Spousal Costs	<p>Senator XENOPHON: On notice, can you please provide details of how much Mr Russell's spouse cost taxpayers?</p> <p>Mr Clark: Yes. Of course.</p>	36 23/05/2012		

72	AA 05	XENOPHON	Air Traffic Controllers	<p>Senator XENOPHON: In 2010-11, the figures I have are that the expenditure is \$772.6 million, with staff numbers of 3,886, an increase of 29.7 per cent and 890 extra staff members. Of that 29 per cent increase, what increase was there in air traffic controllers in that time?</p> <p>Mr Clark: The number of air traffic controllers has increased slightly over that period of time. I can certainly provide more detail on notice.</p> <p>Senator XENOPHON: Not by 29 per cent, though.</p> <p>Mr Clark: No. Not by 29 per cent.</p> <p>Senator XENOPHON: I suggest to you maybe only two or three per cent?</p> <p>Mr Clark: Well, I would certainly have to take that on notice in terms of the sheer number. But the increase in staff within Airservices Australia has been predominantly around new functions, such as the environment function. Airservices Australia is also now delivering some \$200 million worth of capex around Australia both regionally and within capital cities. That has caused us to increase quite significantly the number of project staff. We have also commenced a range of new services, both aviation risk and firefighting and air traffic control, in at least three locations in recent times.</p>	37 23/05/2012		
73	AA 06	XENOPHON	Eurocat Project	<p>Senator XENOPHON: I want to go to Mr Harfield in relation to the Eurocat project. That is the simulator. Is that right? Is that what it is?</p> <p>Mr Harfield: 'Eurocat' is a broad term because Eurocat is the name of our actual air traffic management system that we use operationally. But there is a project that is underway that is updating our simulator in that regard.</p> <p>Senator XENOPHON: And that project has cost something in the order of how much—\$33 million?</p> <p>Mr Harfield: I will have to take it on notice as to the exact amount, but it is in that vicinity.</p>	37 23/05/2012		
74	AA 07	XENOPHON	St Hilliers Voluntary Administration	<p>Senator XENOPHON: I will roll it into one. I am happy for this to be taken on notice. As I understand it, the St Hilliers construction arm went into voluntary administration recently, but ASIC searches could have indicated problems with that contractor for some time. Did you conduct due diligence of the liquidity of St Hilliers at the time you signed up with them?</p> <p>Mr Clark: It is certainly normal practice for us to conduct due diligence on any tenderer that we are dealing with. In relation to St Hilliers, Senator, I will certainly have to take that on notice.</p>	38 23/05/2012		

75	AA 08	LUDLAM	Perth Airport	<p>Senator LUDLAM: Okay. My final batch, then, will be on notice. How far away are we from having that technology installed at Perth airport, where air traffic as a result of FIFO traffic has gone absolutely berserk and residents are justifiably pretty annoyed at the amount of noise in and out of Perth? Can you provide us with an update of whether or when RNP technology will be considered for Perth airport?</p> <p>Mr Harfield: We will take that on notice, Senator.</p>	39 23/05/2012		
76	AA 09	MACDONALD	Gold Coast Airport	<p>Senator IAN MACDONALD: The master plan approved will substantially increase the capacity, as I understand. Has there been an independent audit of flight paths and approaches? Is that the assessment you are talking about?</p> <p>Mr Harfield: I will have to take that on notice, Senator.</p>	39 23/05/2012		
77	AA 10	MACDONALD	Gold Coast Airport	<p>Senator IAN MACDONALD: Because of time constraints, I will ask you to, on notice, tell me what the consultation process is planned to be. Who are you consulting and how are you doing it? Has there been an EIS on the new arrangements? There have been complaints, as I understand, of build-up of black soot on roofs from aircraft pollution. Have you heard that one?</p> <p>Mr Harfield: I have not personally, Senator.</p> <p>Senator IAN MACDONALD: Could you look to see if that is right? Has any investigation taken place? Is it accurate or not accurate? I understand the extension of the airport runway by 380 metres will allow larger aircraft, meaning that they will spend more time over Kingscliff and, indeed Surfers Paradise, if it is coming from the other way. Can you tell me what the community consultation process has been about that?</p> <p>Mr Harfield: I will take that on notice.</p>	40 23/05/2012		
78	AA 11	XENOPHON	Air Traffic Controller Training	<p>Senator XENOPHON: Have you not cut the course time in the last few years?</p> <p>Mr Harfield: No, Senator. The average course length for an ab initio trainee—that is somebody that we are taking off the street—is usually about 12 months in our learning academy. Then they do probably six to eight months out on the job training.</p> <p>Senator XENOPHON: It was longer previously, was it not?</p> <p>Mr Harfield: No. It used to actually be shorter. It used to only be about nine months in the learning academy and about six months after that depending on whether you are an ab initio or an experienced controller, like somebody who has come from the Defence Force or</p>	41 23/05/2012		

				<p>from an overseas ANSP. It may be shorter.</p> <p>Senator XENOPHON: I do not want to hold things up. Can you provide on notice what the difference has been over the years in time lines? Thank you.</p>			
79	AA 12	XENOPHON	Performance Bonus Criteria	<p>Senator XENOPHON: Will the department and will Mr Clark have any difficulty in providing us with details of what those performance criteria are? We do not need to know the quantum of such.</p> <p>Mr Mrdak: We would be happy to take it on notice. I think Mr Clark was not making the point you were suggesting, that performance bonuses are tied to the profitability of the business.</p>	42 23/05/2012		
80	AA 13	FAWCETT	Reports about Near Misses or Incidents	<p>Senator FAWCETT: My last question: How many reports in the last five to six years have highlighted issues with air traffic control training or recurrent training or standards that have contributed to near misses or incidents worthy of reporting by ATSB?</p> <p>Mr Harfield: Can I take that on notice to give you the detail?</p> <p>Senator FAWCETT: Suffice it to say there have been several?</p> <p>Mr Harfield: Off the top of my head, not in the context of what you are saying about near misses. We have probably had some to do with training in regard to what we call compromised separation—when we have a loss of separation event and how the controller recovers from it. It has been picked up in a number of ATSB reports and that has been supported by the ATSB or the training regime that we put in place to ensure all air traffic controllers on an annual basis are doing recovery training.</p>	43-44 23/05/2012		
81	AA 14	SMITH	Perth Airport	<p>Senator SMITH: Thank you very much. In light of your previous comments I will restrict my questions to one, but look forward to an opportunity of meeting with Airservices soon. Specifically with regard to Perth airport, do you anticipate, or are there any factors that may lead to or require, a full review of the WA route review project at any time over the next two years?</p> <p>Mr Clark: In WA, as you could appreciate, there has been a significant volume in growth of movement out of Perth. Indeed, 75 per cent of all intrastate pax movements now relate to the mining industry. There has been a huge amount of growth and volume. You would certainly be aware of the recent review that we had undertaken and the question in relation to that necessarily. There is an awful lot of stuff that Airservices Australia from is doing in Perth a safety perspective, not the least of which is installing a radar in Paraburdoo to try and take</p>	44 23/05/2012		

				care of and deal with some of the traffic that is travelling north early in the morning and coming back in the afternoon servicing the mining industry. We are also looking at encouraging ATSB fleet fitment—so transponders on aircraft in order to provide a better surveillance service necessarily. In relation to your question specifically, if I may, we could take that on notice.			
82	AA 15	XENOPHON	Fatigue Risk Management System	<p>Senator XENOPHON: Mr Harfield, would you have any difficulty in providing a copy of the fatigue risk management system?</p> <p>Mr Harfield: Not at all.</p> <p>Senator XENOPHON: Perhaps it could be provided on notice.</p>	44	23/05/2012	
83	AA 16	Xenophon	Staffing	<ol style="list-style-type: none"> 1. Are all Senior Executives in ASA employed on a standard contract? If not, what guidance is followed in negotiating the terms of individual contracts? 2. Under the existing ASA Executive Contracts, what are the termination benefits payable on resignation? 3. In the case of ‘mutually agreed separation’, is there a limit on ‘ex gratia’ payments and who approves the quantum? 4. Was Mr Russell’s contract materially different from other Senior Executives in regard to termination benefits payable on resignation? 5. (a) Was Mr Clark as CFO involved in the review of Mr Russell’s overseas travel expenses directed by the Minister? (b) Who conducted the review? 6. Given that his resignation was of immediate effect, when was Mr Russell removed from Airservices’ payroll? 7. Given the precipitate nature of his resignation, why was there any need for Mr Russell and the board to enter into any “discussions about his final monies as they relate to his resignation”? 8. Who authorised Mr Russell’s ‘final monies’? 9. During the hearing, Mr Clark agreed to provide a list of Senior Executives who have left ASA, but there may be some doubt as to the period required. Could you provide a list of Senior Executives (by name) who have left ASA since Mr Russell took up his appointment in July 2005? 10. During the hearing, Mr Clark agreed to provide details of the termination payments of the Senior Executives who have left ASA. For consistency, those details should match the people and the period (from July 2005) listed in response to Question 9 and the quantum should be net of accrued leave and pro-rata bonus 	Written		

				<p>entitlements. In addition, could you provide the period of service with ASA of each of those Senior Executives?</p> <p>11. For the same list of Senior Executives:</p> <ol style="list-style-type: none"> a. how many left to take up employment opportunities that they had already secured elsewhere? b. how many were dismissed and for what reasons? c. how many had completed their contracts? d. what position did they hold and for how long? e. what were their salary packages (listed but not identified)? <p>12. Mr Clark indicated that financial reporting by ASA was not previously to the same standard as, in the quoted example, CASA. (a) What system does Airservices use to prepare budgets? (b) Is it similar to that used by, for example, CASA or ATSB?</p> <p>13. Is the ASA budgetary process consistent with accepted accounting standards? If so, has that always been the case?</p> <p>14. Mr Clark in evidence stated that he had been signing off Mr Russell's credit card since August 2011. He further stated that it was not signed off by the Board. Could you confirm that Ms Caroline Fleming was responsible for signing off Mr Russell's credit card expenditures up until the day that she left?</p> <p>15. Who was responsible for signing off Mr Russell's credit card expenditures from the time of Ms Fleming's departure until Mr Clark assumed the responsibility in August 2011?</p> <p>16. Why was the responsibility for sign-off transferred from the Head of People & Change to the CFO after some 6 years of the previous arrangements?</p> <p>17. Was Mr Clark aware when he gave evidence that the Minister had written to the Chairman expressing very clearly the need for Board sign-off of the CEO's expenses?</p> <p>18. Could you provide the list of attendees and the organisations they were representing for each of the functions hosted by Mr Russell at the Ottoman restaurant?</p> <p>19. Could you provide:</p> <ol style="list-style-type: none"> (a) a list of overseas trips undertaken by Mr Russell since 01 July 2008, (b) the names of any other ASA Senior Executives who accompanied him or were at the same locations, and (c) confirmation that, in each case, no other Senior Executive incurred any expenses at functions where Mr Russell was present? 			
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84	AA 17	Xenophon	Major Projects	<p>You provide basic advice in your Report to Industry on major projects.</p> <ol style="list-style-type: none"> 1. Are there publicly available documents that provide greater transparency of project performance in terms of time and costs? 2. What are the range and median time and cost performance on major projects since 01 July 2007? 3. Who are the 5 most frequently used contractors for major projects since 01 July 2007? 4. How well has each of those 5 contractors performed in terms of scheduled time and cost targets? 5. (a) What is the SAP Upgrade Project? (b) How much has it cost; and (c) have all performance milestones been met? 	Written		
85	AA 18	Xenophon	Alan Wood Building	<p>In relation to the refurbishment of the Alan Wood Building:</p> <ol style="list-style-type: none"> 1. Please provide details of what due diligence processes were undertaken by Airservices before St Hillier's was engaged. 2. What is the name of the person or company (and the principle person in that company) undertaking the interior design work in the Building? 3. What due diligence processes were undertaken before the appointment of this person/company? 4. What prior experience with this type of project does this person/company have? 5. What is the value of this contract and what are the payment arrangements for this contract, given that the construction contractor has gone into administration? 6. (a) Were there any conflicts of interest in appointing this person/company? (b) Were they disclosed, and (c) did the relevant persons exclude themselves from the procurement process? 	Written		
86	AA 19	Xenophon	Airservices culture	<p>Last year Mr Russell in Estimates suggested that the information I had been provided that suggested that the culture within ASA was one of retribution and fear was ill-founded. He spoke at some length about Just Culture and corporate openness. Since that time, I have had increasingly negative feedback about the ASA culture.</p> <ol style="list-style-type: none"> 1. (a) Have you recently conducted an Employee Opinion Survey? (b) What were the results? 2. (a) How does feedback about the Executive management performance compare to the national average? (b) Do you believe 	Written		

				<p>that it supports Mr Russell's view that "all is well" within ASA?</p> <ol style="list-style-type: none"> 3. The 2011 Annual Report mentions allegations of harassment and bullying within Airservices. How many bullying and harassment claims have been made and investigated at Airservices since 01 July 2007? 4. (a) Have there been any complaints in writing to the Board about the conduct or behaviour of Mr Russell? (b) What did the Board do to investigate these complaints? 5. How much has been spent on legal fees (internal and external) on disputes with current and ex-employees who have made bullying and harassment claims? 6. How much has been spent of legal fees (internal and external) on defending or settling disputes with employees who were dismissed? 7. Were these expenditures reported to the Board? 8. (a) Has the Board approved these payments and (b) have they been reported in annual accounts? 9. Did Mr Russell or any other executives ever attend a bullying/harassment program? If so, when? 			
87	AA 20	Xenophon	Workforce Plan	<p>The 2011 Annual Report indicated that an updated Workforce Plan was due to be completed by EOY 2011. (a) What happened to that update and (b) when will the 2012 update be completed?</p>	Written		
88	AA 21	Xenophon	Staffing	<p>The ASA website indicates that, of a total of 3853 full-time staff, Air Traffic controllers make up just under 25%, technical officers just over 7% and fire fighters a little over 19%.</p> <ol style="list-style-type: none"> 1. How do these proportions compare to similar organisations in the US, UK, Europe and Canada? 2. How does the total size compare with organisations covering similar traffic densities? 3. Regarding manpower planning models: <ol style="list-style-type: none"> (a) What manpower planning systems does Airservices have in place? (b) Who designed them? (c) Have these systems been design-audited? When and by who? (d) What were the outcomes? Were any recommendations implemented? 4. Are there any recognised shortages in manpower? If so, how are these being addressed? 5. What are the rates of staff turnover by category? 	Written		

				<ol style="list-style-type: none"> 6. What are the current age group demographics for the 3 operational personnel groups, i.e. Air Traffic controllers, technical officers and fire fighters? 7. What annual recruitment rate have you forecast for each operational group for the next 3 years? 8. What is your expected pass rate for training recruits in each of the 3 operational groups? 9. How long does each operational group take between recruitment and achieving full operational status? 10. What planning ratios do you use for instructors and supervisors (in Full Time Equivalents (FTEs)) for each phase of training for each operational group? 11. For Air Traffic controllers, (a) what are the types of Training & Checking (T&C) personnel and (b) what are the ratios of line controllers for each type of T&C person? 12. How many days per year are set aside for the types of recurrent training set out in Chapter 5 of the Manual of Standards? 13. For each of the 3 operational groups, what operational reserve coverage do you provide to cover for unscheduled absences? 14. For each of the 3 operational groups, what percentage of normal hours is worked as overtime? 15. For each of the 3 operational groups, how is Workforce Plan validated and how often? 16. For each of the 3 operational groups, how often do you measure the achieved percentage of the validated mature establishment? 17. What percentage of the validated mature establishment is agreed upon as the trigger for recruitment activity? 18. What is the practical maximum rate of training for each of the 3 operational groups, without compromising standards or agreed training resource models? 			
89	AA 22	Xenophon	Training for controllers	<ol style="list-style-type: none"> 1. Can you provide an outline of the ‘cradle to grave’ training system for controllers that Airservices has in place? 2. Does this system align with any international benchmarks or standards? Which ones? 3. ASA uses simulators as part of the training system. (a) When were the simulators purchased? (b) How long has each of them been in use? 4. What is the expected useful lifetime of each simulator? 5. (a) Has each simulator met the project specifications and requirements? (b) Are they fully effective in their design role? 	Written		

				<ol style="list-style-type: none"> 6. (a) Has the purchase of the Eurocat simulator been value for money? (b) Have the reductions in manpower that preceded the introduction of the simulator been sustainable? 7. Are all recurrent training and staff development targets being consistently met? 8. Does the operational ATC system support the training system with active and current controllers as and when they are required? 			
90	AA 23	Xenophon	FRMS	<p>You have chosen to adopt a Fatigue Risk Management System (FRMS). The 2011 Annual Report says: “Airservices operations are regularly audited by CASA to ensure all procedures, including fatigue management, are in accordance with CASA standards.” Mr Harfield confirmed that in evidence.</p> <ol style="list-style-type: none"> 1. Who designed the system – a specialist supplier or an in-house team? 2. (a) What is the science behind the system? (b) Has it been reviewed since 2005? 3. What CASA standard applies to the Airservices FRMS? 4. The Annual Report mentions a minimum break of 10 hours between shifts – does this vary to account for Circadian Rhythm? 5. What periodic shift limits are in place to prevent short-term and chronic fatigue in Air Traffic controllers? 6. What mechanisms exist to detect unreported fatigue in Air Traffic controllers on active duty? 7. How many Air Traffic controllers have reported as unfit for duty in the last year due to fatigue? 8. If a controller declared him/herself unfit for duty due to fatigue, (a) how is that lost time managed and (b) do you require them to take sick leave? 	Written		
91	AA 24	Xenophon	TIBA procedures	<ol style="list-style-type: none"> 1. Could you provide specific details (date, time, reason etc) for each occasion when TIBA procedures were invoked since July 2009? 2. How many reportable incidents have occurred in each period of TIBA airspace activation since July 2009? 3. Invoking TIBA is clear evidence of a service failure. Could you outline the SMS or other processes you employ to review each event and to prevent recurrence? 4. Has the SMS been substantially reviewed since 2005? 5. (a) Are you satisfied that there is a robust reporting culture within ASA? (b) Could you provide the number of reports per year since 	Written		

				2005? 6. What mechanisms are ASA using to provide feedback to the staff on the various SMS processes and outcomes?			
92	CASA 01	EGGLESTON	Polar Aviation	<p>Senator EGGLESTON: As you will recall last time, I asked some questions about the cost of legal action that CASA has engaged in with Polar Aviation, a small aviation company in Port Hedland. You provided a written answer in response to those questions, and I have had a response from Clark Butson, who is the owner of Polar Aviation. In brief, he says that what CASA is suggesting—that it paid a total of \$65,305 in legal fees since the audit that started this chain of events on 14 May 2006, now over eight years ago—is not a complete answer. He says that you correctly admitted there was a payment to Polar Aviation of \$30,929 in your unsuccessful appeal in the Federal Court, which he says would bring the total up to \$96,234 spent. He points out that there was a period of about two years when Blake Dawson, which is a national legal firm, represented CASA in this case, and their fees have not been included in your answer.</p> <p>Overall, I am very interested in pursuing this matter because this has gone on for a long time and there are quite serious issues about the way CASA has engaged with Polar Aviation. I would like to know, first of all, how much CASA and the Commonwealth spent with Blake Dawson, as it was formerly known—it is now an international company, I believe, or joined an international firm—in legal proceedings involving Polar Aviation? Secondly, what is the total cost of legal expenses in the matter of Polar Aviation v Clark Butson and Polar Aviation, Clark Butson v CASA, to include: (a) all internal and external inputs with respect to legal representation in and out of court; (b) all legal costs engaged to represent CASA in this matter; and (c) what part Commsec has played to date and at what cost in this matter? I do not expect you to be able to provide these answers today so I will put them on notice.</p> <p>Mr McCormick: The answer to question 25 on notice had the rolled up amounts for all our legal services in it. We will take those questions on notice.</p>	45 23/05/2012		
93	CASA 02	GALLACHER	OH&S	<p>Senator GALLACHER: Mr McCormick, we heard evidence at an earlier inquiry that these people basically knocked up trying to get a result out of CASA when they raised a complaint about occupational health and safety. My question is: does CASA have a written protocol on handling complaints and queries regarding OH&S concerns raised</p>	46 23/05/2012		

				by airline employees? I am happy to leave that on notice. Mr McCormick: We will take that on notice; thank you.			
94	CASA 03	XENOPHON	Breakdown of Separations	Senator XENOPHON: On notice, in the event that you receive that in the next week or so before the cut-off for questions on notice, could you provide further information in respect of that? Mr McCormick: Yes, certainly.	51 23/05/2012		
95	CASA 04	XENOPHON	Review of Airservices Australia	Senator XENOPHON: When will we know, do you think? I understand that you are undertaking a thorough review of Airservices Australia. What time frame are you looking at for an interim report or a final report? Mr McCormick: We do not have a time line at this stage. When we do have one, I will give it to you as an answer on notice, if you like.	52 23/05/2012		
96	CASA 05	XENOPHON	Air Traffic Controller Incident	Senator XENOPHON: It was put to me that there was an incident on 12 February this year, when there was a two-hour break in terms of the air traffic controller, the rated person, being away from that post and another person was there but not of the same equivalent rating. I think normally under the rules it is supposed to be for 20 minutes, but the rated air traffic controller is the one who is responsible. Would you be concerned about a two-hour break period? Mr McCormick: Yes, I would be. We have discussed with Airservices this principle of the short break and they are proposing some amendments to the procedure which we hope will address these issues. Senator XENOPHON: Perhaps you could take on notice that incident that was put to me about 12 February.	52 23/05/2012		
97	CASA 06	FAWCETT	MOS 139	Senator FAWCETT: I will come back quickly to your role in the process of airport development, under local government. In fact under MOS 139, when an airport operator wishes to choose things like critical aircraft to determine runway length and a whole range of other things for the aircraft, you are supposed to be consulted. Can you confirm—I am happy for you to take this on notice—who was consulted when, for example, Jandakot decided that 2 Bravo would be their critical aircraft? Local government and state government in New South Wales have similar requirements to MOS 139 in terms of consultation, particularly where proposed development may infringe on the obstacle limitation surface. Were you consulted at Bankstown when the Toll building was put in on the final approach for the	53 23/05/2012		

				<p>helipad? The helicopter operators now have to fly over, the whole time. For example, with places like Casino, they built a whole caravan park or motor home village on the extended centre line of the runway and had to shorten the runway by 1,500 feet to still allow appropriate clearance. Were you consulted on that? Bearing in mind that it might not be your regulation but that it was state and local government requirements, you should have been consulted on that.</p> <p>Mr McCormick: I will take that on notice because Airservices and the department are involved in this to some extent as well.</p>			
98	CASA 07	Fawcett	Staffing	<ol style="list-style-type: none"> 1. Will the relocation of CASA staff from Bankstown Airport to Sydney involve a break in CASA's lease of the airport accommodation? 2. What penalty will apply to the break of lease? 3. What is the cost of refurbishment of the Sydney office? 4. Are aviation companies (AOC holders, maintenance etc.) charged for CASA services on a fee for service basis or on actual cost recovery i.e. will increases in travel time for CASA staff to go to and from Bankstown result in an increase in charges to the aviation sector? 5. How long is the drive time to/from Bankstown from the new office location? 6. How frequently will staff travel to Bankstown for face to face communications with aviation industry? 7. Is this more or less than current frequency of face to face contact? 8. What productivity losses will this travel time represent? 9. How can CASA maintain or improve services with decreasing productivity? 	Written		
99	CASA 08	Xenophon	International flights	<p>A previous omnibus QON (No 107) from Additional Estimates on 14 Feb 12 asked CASA the following questions:</p> <p>“6. Is there a legal and or policy distinction between an international flight sector and a domestic flight sector? 7. Are they mutually exclusive? 8. Who determines the nature of the flight from a regulatory perspective?”</p> <p>The answer referred back to the Department of Infrastructure and Transport response to a similar question. That response was couched in terms of the Air Navigation Act 1920, an act that CASA does not</p>	Written		

			<p>regulate and which is predominantly focused on economic rather than safety regulation. It did not address the third question.</p> <ol style="list-style-type: none">1. In the context of the regulatory responsibilities of CASA, are there legal and/or policy distinctions between an international flight sector and a domestic flight sector?2. In the context of the regulatory responsibilities of CASA, can a flight sector be characterised as both an international flight sector and a domestic flight sector?3. In the context of the regulatory responsibilities of CASA, who determines whether a particular flight sector is characterised as an international flight sector or a domestic flight sector?4. How is a permission to engage in International flights indicated on an AOC – is it simply a statement that the operator is authorised to “fly into or out of Australian territory”?5. At Estimates on 27 May 10, Dr Aleck stated that “Unless an operator is authorised to conduct international operations, then 12 nautical miles is the extent of the distance from the coastline they can travel lawfully.” (page RRA&T 145). Is that still the case?6. In the context of the regulatory responsibilities of CASA, are all scheduled operators automatically granted International authorisation if the air routes between their approved domestic destinations involve flight beyond the 12 mile limit?7. In the context of the regulatory responsibilities of CASA, are flights to and from offshore oil and gas platforms and support vessels outside the 12 mile limit treated as International flights?8. In answer to QON 15 from Estimates in May 2010, CASA indicated that it was “in the process of reminding all domestic AOC holders of the limits of Australian territory and the type of permissions required for any operations conducted outside Australian territory.” Could you indicate where an operator could source the current advice? <p>On 21 Oct 10 in Estimates, CASA indicated (pages RA&T 161, 162) that:</p> <p>“Our procedures and administrative arrangements have been updated to handle AOC applications from operators wanting to conduct operations into and out of Australia in a more effective way. For example, the operations specification which is attached to an air operator certificate will be changed so that operators will be authorised</p>			
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				<p>to fly outside 12 nautical miles when departing from or arriving into an Australian aerodrome. Also, they will be authorised to fly between aerodromes located on or up to 200 nautical miles off the Australian mainland, in Tasmania and in the Australian Torres Strait Islands. This initiative resolves the majority of cases where there is uncertainty about the operators being properly authorised for these flights...”</p> <p>9. Could you provide examples of the relevant Operational Specifications for the various types of operations?</p> <p>10. What does CASA rely on as the official pictorial source (map, chart, etc.) of the various territorial limits and zones for reference by air operators?</p> <p>11. Given that there are different fatigue management rules in the Standard Industry Exemptions for International and domestic operations, does CASA look to ensure that an operator declaring a flight as an International ‘tag’ flight is more than just a means to avoid more stringent domestic rules, particularly those for Late Night Operations?</p> <p>12. Has CASA conducted any on-site surveillance of the specific training of Jetstar’s foreign cabin crew?</p> <p>13. Has CASA conducted any in-cabin line surveillance of the final sectors of the Jetstar ‘tag’ flights that led to the specific complaints raised with this Committee?</p> <p>14. When asked previously about the number of sectors conducted solely within Australian airspace that may be designated as international “tag” flights, CASA deferred to DIT. Can you confirm that CASA has no regulatory interest if an operator chooses to designate a flight sector within Australia as an International ‘tag’ flight?</p>			
100	CASA 09	Xenophon	Fatigue Risk Management Systems	<p>Fatigue Risk Management Systems (FRMS), whether prescriptive or enterprise-specific, have been in place for pilots for many years. It has been recently suggested that cabin crew fatigue is adequately managed through AOC holders’ safety management systems (SMS) and, where they exist, their FRMS.</p> <p>1. What guidelines do CASA inspectors use to judge the effectiveness of these controls and to require AOC holders to amend those controls?</p> <p>2. What formal training do CASA Inspectors undergo in terms of the assessment and monitoring of fatigue risk management schemes?</p>	Written		

				<ol style="list-style-type: none"> 3. The UKCAA runs courses for all comers on the interpretation and implementation of their fatigue management legislation. (a) Does CASA offer any equivalent training for Australian stakeholders? (b) Is there any intention to do so? 4. What plans does CASA have to introduce FRMS requirements for aircraft maintenance workers? 5. In a broader context, CASA introduced the concept of a Safety Sensitive Aviation Activity (SSAA) in Part 99 “Drug and alcohol management plans and testing” of the Civil Aviation Safety Regulations (CASR) 1998. Given that the consequences of fatigue are often described in similar terms to the effects of drugs and alcohol, does CASA have any plans to require FRMSs to include SSAA employees? 			
101	CASA 10	Xenophon	Air Traffic Control	<p>I have been developing a growing disquiet about the state of Air Traffic Control (ATC) in Australia. Not only does it seem that there is a significant increase in the number of Breakdown of Separation (BoS) and Loss of Separation (LoS) events, but I am now hearing a lot about lack of resources, compromised training, fatigue issues and a repressive management culture. The message from the coalface is that things are getting worse, not better.</p> <p>While I note the CASA evidence that a holistic examination of Airservices is underway, I can’t help wondering how effective the regulatory oversight of Airservices has been up until now, should these things prove to be true.</p> <ol style="list-style-type: none"> 1. Have any Safety Cases been prepared in accordance with the provisions of Chapter 6 of the Manual of Standards Part 172 – Air Traffic Services? <ol style="list-style-type: none"> (a) If so, how many? (b) If so, what do they relate to? (c) Have they been assessed by CASA as competent examinations of the issues? 2. Does CASA consider the Airservices’ Safety Management System (SMS) to be a mature system? 3. Does CASA consider the Airservices’ Safety Management System (SMS) to be an effective system? 4. Is CASA satisfied that the operational risks related to changes in the training systems and manpower planning have been adequately assessed and appropriately mitigated? 	Written		

				<ol style="list-style-type: none"> 5. Mr McCormick stated that the individuals responsible for the oversight of Airservices Australia are all previous employees of that organisation. How does CASA ensure independence in the conduct of audits of Airservices? 6. It has been suggested to me that the Training and Checking system required by CASR Part 172 and by the Manual of Standards (MOS) has been severely compromised by under-resourcing, particularly in terms of operational staff. Is CASA satisfied that Airservices have the required management and resources in place to ensure that all elements of the training and checking requirements ('from cradle to grave') are being consistently met? 7. Mr McCormick stated that "...If there is a large turnover then we would look to see if there was any generic issue; whether there is the same issue coming up, or why people have left..." Given its monopoly Government Business Enterprise (GBE) type status, how do you act on any management concerns you may have – particularly since it would be virtually impossible to "ground" them? 8. We are aware from our airline standards activities that there is a substantial amount of recent material on Safety Management Systems (SMS). The Advisory Circulars (ACs) for CASR Part 172 relating to SMS and Safety Cases date back to 2005. I am advised that those ACs are particularly lacking in substance compared to similar documents in other jurisdictions. Is there any plan to modernise those ACs? 9. Are ATS SMS audits conducted against the recent ICAO Safety Management Manual framework or against the very "lite" material in the CASR Part 172 ACs? 10. Are ATS Safety Cases assessed and audited against the recent material published by the UK CAA and EuroControl or against the older material in the CASR Part 172 ACs? 11. From a safety management and organisational perspective, ATS seems very similar to an airline. While I note your rejection of my proposed amendments to the Civil Aviation Act to mandate FRMS across the broad spectrum of "safety sensitive" occupations, I am quite surprised that there is apparently no regulatory requirement for Airservices to manage operational fatigue among its controllers. Is CASA considering a regulatory change to ensure that fatigue among controllers does not become an issue? 12. Although Airservices has adopted an FRMS, is it included as part of the CASA audit schedule, given that it is not legally required? 			
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				<p>13. If you do audit the Airservices FRMS, now or at some future time, what benchmark will you adopt?</p> <p>14. Given the monopoly position of Airservices, the safety of aircraft operated in controlled airspace has a very high dependency on the safe performance of ATS. I have some questions in relation to the safety and compliance audit program for Airservices.</p> <p>(a) When was the most recent audit undertaken?</p> <p>(b) What were the findings in terms of the number of observations and Request for Corrective Action (RCAs)/Non-compliance Notices (NCNs)?</p> <p>(c) Where there any repetitive or recurring findings?</p> <p>(d) Have all relevant areas of Airservices been audited over the last 3 years?</p> <p>(e) If not, over what time period?</p> <p>(f) How many audits have been conducted over the last 3 years?</p> <p>(g) How many observations have been issued over the last 3 years?</p> <p>(h) How many RCAs/NCNs have been issued over the last 3 years?</p> <p>15. What has been the strongest enforcement action taken by CASA against Airservices over the last 5 years?</p> <p>16. It is a key element of CASR Part 143 “Air Traffic Services Training Providers” that the organisation must be Registered Training Organisation (RTO) within the Australian Quality Training Framework. The Australian Skills Quality Authority (ASQA) is the national regulator of the vocational education and training (VET) sector.</p> <p>(a) Is CASA delegated authority from ASQA to conduct RTO audits on Airservices to ensure continuing compliance with CASR Part 143?</p> <p>(b) if not, has CASA requested the ASQA to conduct an RTO audit as part of CASA’s holistic examination of Airservices?</p> <p>(c) if not, why not?</p> <p>(d) when was the last RTO audit conducted on Airservices by ASQA or its predecessor body?</p> <p>(e) how many RTO audits have been conducted by ASQA or its predecessor body on Airservices?</p>			
102	CASA 11	Fawcett	Aviation safety	Please outline the safety investigations undertaken at Archerfield Airport, including the auction site located at the end of the main runway.	Written		

				What actions have been or will be taken to ensure public safety and aircraft operator safety at Archerfield?			
103	ATSB 01	LUDLAM	Train Derailments	<p>Senator LUDLAM: I do not know if you have this with you or on your website. Could you provide us with the dates and places of the three events that you referred to?</p> <p>Mr Foley: By all means.</p>	57 23/05/2012		
104	ATSB 02	Williams	Human factor	How many of the incidents or accidents that ATSB have investigated are due or partly due to human factors?	Written		
105	IA 01	MACDONALD D	Moorebank Intermodal Terminal	<p>Senator IAN MACDONALD: It will sell the GBE like they are going to sell the NBN. Ha, ha! Is the advice from Infrastructure Australia in 2009 a public document?</p> <p>Mr Mrdak: I do not believe it is. I think it is advice to the government. Certainly Infrastructure Australia reports to government have indicated the project as a high-priority project. I do not think the evaluation report itself is public. I will take that on notice, if you do not mind.</p>	64 23/05/2012		
106	IA 02	LUDLAM	Project Funding	<p>Senator LUDLAM: I wonder whether this has a bearing—or whether you have said, 'No I will not provide an answer to that question on notice'—on funding that has been awarded to support extractive industries as opposed to funding that has been awarded to support roads or passenger rail or public transport initiatives. Is it possible to provide a break-up?</p> <p>Mr Deegan: Projects are all available in our June 30 report that we publish each year and they are all available on our website—the ones that are being funded. It is easy enough to give you a printout of the page and mark up which is which. But they are all driven, rather than on a political basis—that might have been the case in the past—on an economic assessment about the benefit that these projects will give to Australia. So it covers a range of areas.</p> <p>Senator LUDLAM: No, I do not need help with a printout; but I could use a hand with a mark-up, if you are offering to do that for us.</p> <p>Mr Deegan: Sure; happy to do that.</p> <p>Senator LUDLAM: Just in two different colours of highlighter pen; that would be appreciated.</p> <p>Mr Deegan: I am not sure whether that will survive the computer, but we will find a way.</p>	69-70 23/05/2012		

107	IA 03	BACK	Impact of Loss of Engineers on Infrastructure Projects	<p>Senator BACK: The other area, totally unrelated, is that we have an education and workplace relations committee looking at engineering and related skills in this country. Engineers Australia and another witness reported to us the other day that their best estimate is that we are losing—'we' presumably being the taxpayer—upwards of \$6 billion a year in infrastructure projects that, because of inadequate supplies of engineers and those linked to them, are not being properly defined in the first place. Tenders are not being correctly written, reviewed and allocated, there are delays in projects actually being undertaken and completed, there is poor quality work and then there is the need to go back and redo work post completion. Are you familiar with that evidence, or that information presented to us as evidence, and does that figure of \$6 billion per annum on infrastructure projects surprise you?</p> <p>Mr Deegan: Senator, I am not familiar with the evidence, but I will take that on board.</p> <p>Senator BACK: I only raise it because, if there is any element of truth anywhere near that figure, it seems to me that there is the potential for us to dig into it for the benefit of all parties.</p> <p>Mr Deegan: In terms of tendering, the Infrastructure Australia council will consider on Friday a report on the procurement processes. We will be providing advice about a benchmarking project so the private sector can see the sorts of time lines there should be for simple tenders, more complex PPPs and the like. We have had a very positive response from jurisdictions to that. They feel there is a need to benchmark and to push people to draw the time lines tighter and get the information prepared upfront. That would make a substantial difference to some of the cost issues and certainly some of the frustration issues that go with tendering, and we would try and drive some of that change. In terms of the impact of loss of engineers on that particular issue, I will take that on notice.</p>	71-72 23/05/2012		
108	IA 04	Ian Macdonald	National Port Strategy	<p>We draw your attention to remarks made at Additional Estimates in February 2012 by Mr Deegan regarding the logistic challenges facing operations at the Port of Townsville and at Abbott Point.</p> <ol style="list-style-type: none"> 1. What strategies have been put in place since last estimates to address the logistic challenges at these critical transport and industrial hubs? 2. Has the national port strategy progressed further in encompassing the needs of the mining and resources sector? 	Written		

				<p>3. The COAG priorities specified in the National Port Strategy document published by the department include planning for ports and infrastructure developments. Has the private sector – in particular the resources industry – been substantially engaged to facilitate this planning?</p> <p>4. (a) Is the Bureau of Infrastructure Transport and Regional Economics on track to report (as previously announced) at the end of 2012 on the introduction of dedicated freight land transport infrastructure? (b) What are the bureau’s terms of reference in investigating these infrastructure developments?</p>			
109	IA 05	NASH	Staffing at IA	<p>(1) How many staff are presently employed at IA?</p> <p>(2) Where are they located? (How many are at each location?)</p> <p>(3) Is this expected the increase/decrease over the next 12 months?</p> <p>(4) What is your budget for 2012-13?</p>	Written		
110	IA 06	NASH	2012 Report to COAG	<p>Priority List</p> <p>(1) What is the latest update on the 2012 report to COAG?</p> <p>(2) When will the report be finalised?</p> <p>(3) When will it be released?</p>	Written		
111	IA 07	NASH	2011 Report to COAG	<p>(1) In the June 2011 report to COAG was released you put a number of project appraisals and briefs on the IA website. Is it standard practice for IA to produce a brief and appraisal for every project that is submitted to IA or just the ones on the priority list?</p> <p>(2) How is it decided which projects get an appraisal and which don’t?</p> <p>(3) Are all of the appraisals and briefs publicly available? If not, why not?</p> <p>(4) Is it your intention to release another batch of appraisals and briefs when the 2012 report to COAG is released?</p> <p>(5) What happens after a brief and appraisals are compiled? What does IA do next?</p>	Written		
112	IA 08	NASH	National Infrastructure Construction Schedule	<p>(1) What involvement did Infrastructure Australia have in the creation of the National Infrastructure Construction Schedule website?</p> <p>(2) Did IA provide any financial or other support in the creation of the website?</p>	Written		
113	IA 09	NASH	Do Australians in Regional Areas Deserve Quality Drinking Water?	<p>(1) The recent ‘Do Australians in Regional Areas Deserve Quality Drinking Water?’ conference was presented by IA as an opportunity to advance discussions with industry, academics and</p>	Written		

			conference	<p>all levels of government to try and reach some sort of agreement, there appears to have been little media or information about the outcomes of the conference. Can you advise who the attendees of the conference were and what the outcomes/agreements stemming from this conference were?</p> <p>(2) The report in 2010 on regional towns water quality and supply was widely rejected by local councils who felt they had not been adequately consulted. What consultations have taken place between the Minister/dept and local councils since the release of the report? And what future consultations are planned?</p> <p>(3) In January 2011 following release of the report IA stated they were developing a 'plan of action' to respond to the report's findings. Has the plan of action been finalised?</p> <p>(4) The 2012-13 budget states 'water reform' is a key part of IA's work program for the year. Can we expect further progress in the area of water quality this year?</p>			
114	NB-II 01	NASH	Projects Funded from Contingency Reserve	<p>Senator NASH: Are there any earmarked to go against that contingency fund at this stage?</p> <p>Mr Jagers: Yes. There are a number of projects. Would you like me to outline them?</p> <p>Senator NASH: Yes, if you could run through them briefly. Is it very extensive, because I am happy for you to provide it on notice?</p> <p>Mr Jagers: It is about 20 projects.</p> <p>Senator NASH: If you could provide that on notice, that would be good. How much money is actually in the contingency fund?</p> <p>Mr Mrdak: That would be a matter for the department of finance. It is a whole-of-government process.</p> <p>Senator NASH: So the total of these projects against whatever is in the contingency fund—what is that value?</p> <p>Mr Mrdak: We will take that on notice and I will get that for you in the course of this morning.</p>	15 23/05/2012		
115	NB-II 02	MACDONALD	Yeppen Flood Plain Study	<p>Senator IAN MACDONALD: So you are waiting for some response from the minister. I do not want to put any pressure on anyone in the very temporary absence of the minister. Is it appropriate to ask when you sent the brief to the minister?</p> <p>Mr Mrdak: I will take that on notice and get you an answer.</p> <p>Senator IAN MACDONALD: Mr Mrdak, perhaps on notice as well, could you let me know when there might be a response to the Yeppen flood plain study. Can anyone tell me the extent of the consultation in</p>	75 23/05/2012		

				<p>relation to that study?</p> <p>Mr Pittar: In broad terms, my understanding is that the consultants that were engaged to undertake that study did have as part of their process at least a couple of occasions where they were able to or did engage in consultations with the community. I do not have any more detail than that. There certainly was a level of consultation with the community.</p>			
116	NB-II 03	MACDONALD	Nation Building Program Funding for Northern Australia	<p>Senator IAN MACDONALD: Perhaps it has gone to the department of regional Australia. Also, last time I asked you about the Outback Way. In question No. 62 you said that some money had gone to remote roads in Northern Australia—\$52 million for the upgrading of Northern Territory roads and \$30 million for the upgrading in Cape York and north-west Queensland, in a fifty-fifty partnership. I am not quite sure when that answer came in, but can you tell me what is happening with both of those allocations of money?</p> <p>Mr Pittar: They form part of the current Nation Building Program. With the community, beef and mining roads in the Northern Territory, the Australian government is making progress payments to the Northern Territory government on the basis of work completed on those roads, and that is the same situation with the remote community access roads on Cape York in Queensland.</p> <p>Senator IAN MACDONALD: I see that was for the program from 2008-09 through to 2013-14. Can you give me on notice a schematic or a dot point update on how much of the \$52 million and \$30 million respectively has been spent, where it has been spent and how far from completion are the works for which those allocations were made?</p> <p>Mr Jagers: We can take that on notice.</p> <p>Senator IAN MACDONALD: Is that easy enough to get?</p> <p>Mr Jagers: I believe we can provide that, yes.</p>	76 23/05/2012		
117	NB-II 04	MACDONALD	Nation Building Program Funding for Northern Australia	<p>Senator IAN MACDONALD: On notice, can you give me details of how much of the \$52 million has been spent to date, when and where? Then I am interested in what the additional was in this year's budget.</p> <p>Mr Pittar: For the Northern Territory as a whole it was \$50 million. The precise carve-up of where that funding will go is currently being considered.</p> <p>Senator IAN MACDONALD: It was mentioned in this year's budget that it is to be spent before 30 June 2012?</p> <p>Mr Pittar: Correct.</p> <p>Senator IAN MACDONALD: I would be interested in details of the</p>	76-77 23/05/2012		

				<p>additional \$50 million that is going to be spent between 8 May and 30 June this year.</p> <p>Mr Pittar: We can take that on notice.</p> <p>Senator IAN MACDONALD: I would be very interested in that detail. Similarly, with the \$30 million towards the upgrade of the remote community access roads in Cape York, can you tell me anything about that now?</p> <p>Mr Pittar: I do not think I have sufficient detail with me on that.</p>			
118	NB-II 05	MACDONALD	Yeppen Flood Plain Study	<p>Senator IAN MACDONALD: When would you anticipate that the minister might be dealing with that report?</p> <p>Mr Mrdak: I cannot give you a time frame at this stage. The new Queensland government has indicated its intention to look at a number of projects in light of coming to office. We have to give it an opportunity to look at whether it wishes to provide a revised approach. The best I can do is to take it on notice. I know the minister generally turns these things around relatively quickly, but I will endeavour to find out as soon as possible when he is able to deal with it.</p>	77 23/05/2012		
119	NB-II 06	MACDONALD	Funding for Yeppen	<p>Senator IAN MACDONALD: Again, is there a timetable of works for that that you could get me on notice?</p> <p>Mr Pittar: I would expect so. I imagine it would also be on the Queensland Department of Transport and Main Roads website. They have information on projects as well. We can get the information on notice.</p> <p>Senator IAN MACDONALD: If you would not mind ascertaining that. If it is on a website, if you could give me the reference then that would be sufficient. Was I waiting for the minister to come back for this? No. You said the Queensland recovery program is being spent through the department of regional Australia.</p>	78 23/05/2012		
120	NB-II 07	NASH	Moorebank Intermodal Terminal	<p>Senator NASH: My understanding, though, was that the private sector proposal actually said they would pay for the roads and the warehouses for Defence.</p> <p>Mr Mrdak: My understanding is that they have indicated they will be willing to provide funding to clear an initial portion of it—</p> <p>Ms O'Connell: A small portion.</p> <p>Mr Mrdak: The first 10 hectares. The full construction of all of the replacement logistic facilities would be a matter for Defence.</p> <p>Ms O'Connell: That is correct. To remove from the full 80-odd hectare site would be a cost to Defence. For an initial 10-hectare slice,</p>	83 23/05/2012		

				<p>my understanding is that for the private sector proposal the Qube consortia have said they would do that at their cost. But that is not for the full site. Senator NASH: If it is not for the full site as you understand it, what then would be the rough ballpark figure for the clearing of the rest of that site?</p> <p>Mr Mrdak: I would need to get that on notice from Defence in terms of that. I do not have those figures with us.</p>			
121	NB-II 08	WILLIAMS	Muswellbrook Bypass	<p>Senator WILLIAMS: That would be good if you could, please. Do you know what the estimated total cost of the construction of the Muswellbrook bypass is? This is something that has been pushed for 30 years.</p> <p>Mr Foulds: I do not have that detail with me. I would have to—</p> <p>Senator WILLIAMS: Would you be able to find that out?</p> <p>Mr Foulds: Yes, I would.</p>	85 23/05/2012		
122	NB-II 09	WILLIAMS	Pacific Highway Funding	<p>Senator WILLIAMS: I note in an answer to a question on notice from the last estimates hearing you advised that not a single project on the Pacific Highway was funded under an 80-20 funding split. I want to refer you to the following projects which were funded at around that level: Urunga duplication, \$60 million project, Commonwealth contribution \$54 million, a 90-10 split; Bulahdelah bypass, \$315 million project, Commonwealth contribution \$303 million, 96-4 split; Ballina bypass, \$640 million project, Commonwealth contribution \$450 million, 70-30 split; Devil's Pulpit upgrade, \$77 million project, Commonwealth contribution \$62 million, 80-20 split. Given that these projects were funded at around that level, I will ask you to take on notice the funding splits of all of the sections of the Pacific Highway where the Commonwealth contribution for the proposed project exceeded 50 per cent of the total project. If you could you take on notice any funding of the Pacific Highway where the Commonwealth contribution was more than 50 per cent, I would appreciate it.</p>	86 23/05/2012		
123	NB-II 10	LUDLAM	Perth Light Rail Project	<p>Senator LUDLAM: Are there any conditions attached to the Commonwealth funding? Can you outline it for us? I have the statement that came with the budget papers. Perhaps you could explain to us what exactly we are getting?</p> <p>Ms O'Connell: It forms part of the Nation Building Program and the memorandum of understanding that goes with that. It is a matched contribution in terms of Western Australian funding. The payment is dependent on reaching project milestones, so the delivery of the</p>	88 23/05/2012		

				<p>business case, planning study, the works undertaken. The Australian government contribution is also capped at that amount.</p> <p>Senator LUDLAM: Could you table for us what those milestones are and what the expectation is for delivery of those?</p> <p>Ms O'Connell: We are happy to take that on notice.</p> <p>Mr Mrdak: We will take that on notice and get that for you.</p>			
124	NB-II 11	LUDLAM	Perth Light Rail Project	<p>Senator LUDLAM: Were you disappointed or surprised to find that, as you were making your funding announcement, the project was being scaled back?</p> <p>Mr Jagers: We are yet to have detailed discussions with WA about the scope of the study and what will or will not be included. So we are obviously in the process of doing that.</p> <p>Mr Mrdak: And we will seek further advice from Western Australia on their thinking as part of these discussions in the next couple of weeks. Senator LUDLAM: I would appreciate it if you are able to table anything that would shed some light on that decision, particularly whether Curtin University is being expected to make some kind of contribution, for example—whether that is what the story is. Does the department support a metro-wide transport planning approach that considers the future expansion of the light rail network in Perth to include growing urban activity centres such as Fremantle, Cockburn and Murdoch, where a lot of serious growth and consolidation are occurring?</p>	89 23/05/2012		
125	NB-II 12	LUDLAM	Liveable Cities Program	<p>Senator LUDLAM: So that is a little unit within the Major Cities Unit to identify this kind of planning and strategy work?</p> <p>Mr Mrdak: It is the \$20 million Liveable Cities Program which the government recently announced the outcomes of, and that is handled by this division, nation building.</p> <p>Mr Jagers: Yes. There are four projects there that involve cycle access or cycle paths.</p> <p>Senator LUDLAM: I do not know whether I should ask you this or the liveable cities folk later.</p> <p>Mr Mrdak: Liveable cities is here in nation building.</p> <p>Senator LUDLAM: Perhaps you could just hit those with a highlighter pen for me so that I know what those four are—if you could take that on notice.</p> <p>Mr Mrdak: We will certainly do that.</p>	90 23/05/2012		

126	NB-II 13	LUDLAM	Bike Lanes and Paths on Federally Funded Roads	<p>Senator LUDLAM: I do not expect you to have all of this in front of you because this will be a range of projects, but could you table for us in your own time a breakdown of the type of bike facilities attached to federally funded roads with speeds above 50 kilometres or a traffic density of 5,000 vehicle movements or more? I pinched those numbers out of the New South Wales bike network matrix.</p> <p>Mr Mrdak: We will see—</p> <p>Senator LUDLAM: What I am looking for specifically is the proportion of lanes on road versus separated or segregated paths.</p> <p>Mr Mrdak: We will find that information.</p>	91 23/05/2012		
127	NB-II 14	LUDLAM	Roads to Rail Funding Ratio for 2012-13	<p>Senator LUDLAM: Moving on, if I may, my reading of the 2011-12 budget was that it committed five times as much new funding to roads as to rail. There was some of the rail funding in there, but the road funding was about five times as much. The COAG Reform Council's report on cities of this April was quite an intelligent confirmation that our cities are buckling under growing road congestion and transport was identified as a top priority to fix by the CRC expert panel chair, Mr Brian Howe. My reading of the 2012-13 budget is that it is not a 5 : 1 ratio anymore; it is a 12 : 1 ratio in new funding. Can you confirm whether that is true or not?</p> <p>Mr Mrdak: I would need to check the figures. There has certainly, as you say, been an expansion of rail funding. I will take that on notice, if I can, and give you the exact number.</p> <p>Senator LUDLAM: I am posing to you that the expansion of road funding was much greater. I realise that we are winding back actual funding relative to previous budgets, and that is part of the surplus measures, I suppose. Can you provide for us the funding ratio in the 2012-13 budget of roads to rail, whether that be passenger or freight?</p> <p>Mr Mrdak: Certainly.</p>	91 23/05/2012		
128	NB-II 15	LUDLAM	Nation Building Programs in Perth	<p>Senator LUDLAM: That stuff is all positive. The Gold Coast light rail is a positive one. What I am talking about is orders of magnitude. Nation building programs in Perth at the moment—\$3.7 billion in WA and \$2.4 billion over 2012-13 to 2015-16, all massive urban freeway projects plus a very welcome little \$4 million speck in the bucket for light rail. We are trying to track this sort of expenditure from year to year. I was a bit freaked out last year that it was five to one; this year it is 12 to one. Can you confirm for us if that is true or not?</p> <p>Mr Mrdak: We will get you those numbers. Again I would look at this in the context of which of those road projects would you not wish</p>	92 23/05/2012		

				to have proceeding. They all meet a critical need.			
129	NB-II 16	LUDLAM	Great Eastern Highway	<p>Senator LUDLAM: Yes, but we are not spending billions and billions of dollars on these things in Perth, unfortunately, so let us just leave it to traffic. If you were funding a massive investment in light rail or heavy rail in Perth, I would be delighted to put those questions to you about patronage and so on, but we are not; we are putting in more freeways. In the instance of the Great Eastern Highway, those roadworks are the biggest cloverleaves that we will have in Perth—along Tonkin Highway and Roe Highway extensions and so on. Let us just keep it to that Great Eastern Highway corridor around towards the airport. When do those projections tell you that that traffic will simply be seized up and that there will need to be presumably another widening, according to this logic?</p> <p>Mr Mrdak: I would need to have a look at the numbers and come back to you in relation to that.</p> <p>Senator LUDLAM: Yes, if you could.</p>	92-93 23/05/2012		
130	NB-II 17	LUDLAM	Liveable Cities Program	<p>Senator LUDLAM: Can you tell us how many in total came from WA? I notice that suburban centres immediately south of Perth got funding for four projects that looked to me as though they were of a pretty high standard. How many applications in total came from WA?</p> <p>Mr Mrdak: I will see whether we have that information with us.</p> <p>Mr Jagers: We do not have it here.</p> <p>Mr Mrdak: I am sorry; we do not have that with us but we will get that on notice for you.</p>	93-94 23/05/2012		
131	NB-II 1	EDWARDS	Torrens and Goodwood Junction Project	<p>Senator EDWARDS: Was the member for Adelaide involved integrally in the discussions to get this project underway?</p> <p>Mr Mrdak: I am not aware of any discussions. There may have been discussions. I am happy to take that on notice.</p>	95 23/05/2012		
132	NB-II 19	EDWARDS	Heavy Vehicle Program Funding for Dukes Highway	<p>Mr Jagers: In South Australia in the first round of the heavy vehicle program there were three rest stops in South Australia. There were 10 upgrades to existing rest stops, six in the parking and decoupling bays, and three upgrades to existing parking and decoupling bays. In the second round there were two new rest areas.</p> <p>Senator EDWARDS: Are any of those on the Dukes Highway?</p> <p>Mr Foulds: I would have to take that on notice.</p>	95 23/05/2012		

133	NB-II 20	EDWARDS	Heavy Vehicle Safety and Productivity Program	<p>Senator EDWARDS: There was \$20.3 million of joint state-Commonwealth funding for South Australia, which obviously was out of that program, which was due to be spent. How much of it has been spent?</p> <p>Ms O'Connell: In relation to the Heavy Vehicle Safety and Productivity Program, Senator?</p> <p>Senator EDWARDS: Yes.</p> <p>Ms O'Connell: The program as it has stood would conclude at the end of this financial year with the new program that the government announced in the budget commencing next financial year.</p> <p>Mr Mrdak: We will take it on notice and get back to you.</p>	96 23/05/2012		
134	NB-II 21	EDWARDS	Dukes Highway	<p>Mr Jagers: We have a range of projects that were funded on the Dukes Highway. Would you like us to take you through those projects now?</p> <p>Senator EDWARDS: You can take that on notice. That is fine.</p> <p>Mr Mrdak: We will give you the specific road safety measures.</p> <p>Senator EDWARDS: That is not my big issue. You can take that on notice. Have they come in on budget and on time? That is obviously the supplementary question.</p> <p>Mr Jagers: There are a number that were completed. There was an overtaking lanes project that was completed in January this year that involved \$5.3 million from the Australian government. There are a number of other projects, including rest areas and hazard mitigation, that are either completed or under construction at the moment. We are happy to give you a breakdown of what we are doing on the Dukes Highway in terms of safety.</p> <p>Senator EDWARDS: There are some safety targets that we are looking to hit, aren't we, with this program? Is there sufficient funding for it under the current program?</p> <p>Mr Jagers: There is an agreed level of funding with the South Australian government around a number of initiatives at the moment. I would have to take on notice what the safety targets were to hit in relation to that and where we are up to. I do not have that in front of me.</p> <p>Senator EDWARDS: I am just interested in whether we still have some way to go.</p> <p>Mr Pittar: We are working closely with the South Australian government on the highest priority works on the Dukes Highway in relation to, as Mr Jagers said, things like overtaking lanes, dividing median treatments and that sort of thing and hazard reduction on the</p>	96-97 23/05/2012		

				<p>side of the road. The South Australian government, within the overall funding envelope, has identified the areas for priority attention.</p> <p>Ms O'Connell: We will come back to you with a complete program of works and what has been done and what is still to be done.</p> <p>Senator EDWARDS: Every time I make some inquiry with the state government they say that I have to be better at getting money from you guys so they can do more. This is why I am asking the question, so that it is relevant. They handball my inquiries back to me and say, 'You've got to go and talk to Mr Mrdak about all this.' If you could just include, when you come back to me, things like the new centre line treatments that are being installed at four locations. They cover about 39 kilometres. The highway is 189 kilometres. Are we rolling these out in the time frames or can we be doing it faster across the whole highway? It is a problem area. I will wait for your response on that one. I will now go to the South Road-Sturt Road intersection. No changes?</p>			
135	NB-II 22	EDWARDS	South Road	<p>Senator EDWARDS: Of the \$20 million, you have spent nothing on property acquisitions, although you have provision for it, which is good. Is that right?</p> <p>Ms O'Connell: I think it is best if we take this on notice and come back to you on the division of the \$20 million and also an expectation of the time line for concluding the planning process and what it contains.</p> <p>Senator EDWARDS: I am not looking to take cheap shots here. I would not even mind a briefing on it as to where we are at.</p> <p>Ms O'Connell: We are happy to.</p> <p>Senator EDWARDS: It sounds like we have a few problems with it. The people of South Australia do not really know what is going on.</p> <p>Mr Mrdak: We are happy to take that on notice, Senator, and, through the minister, come back to you.</p>	98 23/05/2012		
136	NB-II 23	NASH	Inland Rail Proposal	<p>Senator NASH: Over what period will that \$300 million be rolled out?</p> <p>Mr Mrdak: The first year of funding—my colleagues will correct me—is \$30 million in 2014-15. I will ask Mr Jagers just to give you the profile at this stage.</p> <p>Mr Jagers: In 2015-16 we are expecting \$30 million.</p> <p>Senator NASH: I am sorry?</p> <p>Mr Jagers: Let me start from the beginning: 2014-15, \$30 million; 2015-16, \$30 million; 2016-17, \$120 million; and 2017-18, \$120 million.</p>	99 23/05/2012		

				<p>million.</p> <p>Senator NASH: I need you to take this on notice because I cannot run through it all now, but can you give me a breakdown of exactly what that funding is allocated to do within each of those four-yearly brackets?</p> <p>Mr Mrdak: Certainly.</p>			
137	NB-II 24	Edwards	Liveable Cities Program	<ol style="list-style-type: none"> 1. In a joint press release between the Minister for Infrastructure and Transport and the Member for Adelaide, called “Gillard Government backs a vibrant Adelaide”, the Government has agreed to co-fund Vibrant Adelaide: Energising the City to “transform the western end of Hindley Street. <ol style="list-style-type: none"> a. Can the Department detail the objectives of this project? b. Is there a project brief which you can provide? c. Can the Department provide the project application for funding the Department would have received when it called for applications for funding? d. What funding criteria did this project satisfy? e. Are there any conditions on the provision of funding, if so what are they? f. When will the project be completed? g. How much is the South Australian Government contributing: <ol style="list-style-type: none"> i. with in-kind resources ii. cash funding h. How much is the Adelaide City Council contributing: <ol style="list-style-type: none"> i. with in-kind resources ii. cash funding 2. Budget Paper No. 3 (p94) under the National Partnership on liveable cities has \$0.7m allocated to South Australia for 2011-12 and 2012-13. What is this money to be spent on? 	Written		
138	NB-II 25	Edwards	Gawler Line Modernisation/ Electrification	<p>With reference to the South Australian Government’s suspension of spending on the Gawler Line Modernisation/Electrification project:</p> <ol style="list-style-type: none"> 1. How much of the \$293.5 million committed under the Building Australia Fund has been expended so far? 2. How is the original Federal funding agreement affected by the South Australian government decision to suspend the project? 3. Specifically, which components of the project has the 	Written		

				<p>Commonwealth funding been spent on which won't be utilised as a consequence of the South Australian Government suspension? Provide an itemised list with their respective costs.</p> <ol style="list-style-type: none"> 4. Is the South Australian Government required to reimburse the Federal government for the funding expended on the project that will now not be completed? 5. Provide the original application for funding to the Building Australia Fund for the Gawler Line Modernisation project. 6. If the South Australian Government had not intended to electrify the Gawler Line would the project still have met the eligibility criteria under the original application criteria? If so which eligibility criteria did it meet? 			
139	NB-II 26	Ian Macdonald	Roads to Recovery	<p>At previous estimates the committee was advised that the reconstruction process following Cyclone Yasi and the Queensland floods would continue until mid-2013.</p> <ol style="list-style-type: none"> 1. What projects remain outstanding in the Queensland Road Recovery program? 2. How much has been spent to date on the Queensland Road Recovery program? 3. What projects have been approved and/or conducted as joint venture projects between Commonwealth and State governments, and state Governments and Local Councils? 4. What criteria/process has the department applied to determining its priorities as the program has been conducted? 	Written		
140	NB-II 27	NASH	Moorebank Intermodal	<ol style="list-style-type: none"> (1) Please provide a breakdown of the \$559 million allocated for the movement of Defence from the School of Military Engineering site. (2) Can you provide a breakdown of the \$559 million by contract value exceeding \$5 million? (3) If not, have any contracts been signed for the relocation? Please provide details. (4) Please provide a breakdown of the \$332 million allocated for the construction of a new School of Military Engineering at Holsworthy? (5) Can you provide a breakdown of the \$332 million by contract value exceeding \$5 million? (6) If not, have any contracts been signed for the construction of a new School of Military Engineering at Holsworthy? 	Written		

				<p>(7) Can I assume you are aware of the private sector proposal to build an intermodal terminal on the adjacent site?</p> <p>(8) Do you agree that there are two competing proposals – it's one or the other, not both?</p> <p>(9) If the private sector SIMTA proposal is approved by the NSW Minister for Planning and Infrastructure, where does that leave the government Moorebank Project Office proposal?</p> <p>(10) What discussions have there been with the ACCC on likely access conditions for each proposal?</p> <p>(11) Is it fair to say that both will be open access?</p> <p>(12) [If 'Commonwealth involvement in the terminal design etc put forward as a reason for preferring MPO] Why is more Commonwealth oversight needed than would be offered by the ACCC, which would have to authorise any access regime?</p> <p>(13) If they assert the private sector proposal may not be open access, well isn't it the case that Qube logistics already operate a number of intermodal facilities on an open access arrangement?</p> <p>(14) Is Commonwealth endorsement of the MPO proposal an attempt to by-pass the NSW statutory planning process, which otherwise would decide which to prefer on a whole-of-precinct basis?</p>			
141	NB-II 28	NASH	Sydney Transport Infrastructure: Project Highlights	<p>From the Sydney Transport Infrastructure: Project Highlights paper released with the Budget:</p> <p>The Australian Government is willing to provide up to \$25 million to the NSW Government, subject to a matching funding commitment by the NSW Government for it to establish this Special Purpose Vehicle [as recommended by Infrastructure Australia to assist in delivering NSW transport projects].</p> <p>(1) Is this money in the budget?</p> <p>(2) When will it be paid?</p> <p>(3) What negotiations have been undertaken with the NSW Government for the establishment of the Special Purpose Vehicle?</p> <p>(4) Has the NSW Government committed to providing the matching \$25 million funding?</p> <p>(5) How will this SPV link with the work of Infrastructure Australia?</p>	Written		
142	NB-II 29	NASH	Nation Building Program	<p>(1) What projects will have to be cut or delayed to allow for the \$35.4 million cut to the Nation Building Program?</p> <p>(2) If no projects are to be cut, so the \$35.4 million was previously</p>	Written		

				<p>unallocated funding under the Nation Building Program?</p> <p>(3) What is the current unallocated balance in the Nation Building Programme?</p>			
143	NB-II 30	NASH	Nation Building Program	<p>(1) This budget has made a number of commitments from the Nation Building 2 programme, what information can you give us on the current status of the programme? How much will it be?</p> <p>(2) Is the bulk of the funding still in the contingency reserve fund?</p> <p>(3) How much in the contingency reserve fund is earmarked for the Nation Building 2 programme?</p> <p>(4) If they don't know: I note that the above budget item (see Nation Building questions above), cut the Nation Building 2 programme by \$2 million. How can you cut money from a programme when you don't know how much it is?</p> <p>(5) Are MOUs currently being negotiated with all the State and Territory Governments?</p> <p>(6) What is the status of these negotiations?</p> <p>(7) When is it expected that they will be finalised?</p> <p>(8) Is funding still allocated for the following projects:</p> <ul style="list-style-type: none"> o Parramatta-Epping Railway (NSW) \$2.08 billion o Inland Rail (Melbourne to Brisbane) – preconstruction study \$300 million o Moreton Bay Rail Link (Queensland) \$742 million o Richmond Bridge (NSW) \$18 million o Price Highway West (VIC) \$257.5 million o Calliope Crossroads (QLD) \$95 million o Great Eastern Highway (WA) \$60 million o Tasman Highway (TAS) \$13 million <p>(9) Can you detail every project that has been announced to be funded from the Nation Building 2 programme?</p>	Written		
144	NB-II 31	NASH	Infrastructure Jobs Fund	<p>(1) From the Portfolio Budget Statement that the Infrastructure Jobs Fund that the programme has blown out and will now end in 2013-14 rather than 2011-12 as it was originally scheduled. What is the reason for the delay?</p> <p>(2) Wasn't this a measure announced in the stimulus package?</p> <p>(3) Given the Auditor General has criticised the Jobs Fund as not representing good value for taxpayer money and didn't create any jobs during the GFC, hasn't this programme been a mess from start to finish?</p> <p>(4) What changes has the Department implemented to ensure</p>	Written		

				taxpayers are getting value for money?			
145	NB-II 32	NASH	Building Australia Fund	(1) What is the current uncommitted balance of the Building Australia Fund? (2) Will any of the \$1.5 billion budget surplus be invested in the Building Australia Fund?	Written		
146	NB-II 33	Williams	Bruce Highway	Can you confirm that no new money was allocated to the Bruce Highway in the 2012-13 budget?	Written		
147	NB-II 34	Williams	Cooroy to Curra upgrade	<ol style="list-style-type: none"> 1. I note from the Minister's media release for Queensland that Section B of the Cooroy to Curra upgrade will be complete by the end of 2012-13 and that the Commonwealth has contributed \$388 million to the upgrade. The original commitment was for \$488 million. (a) Can you confirm that the \$100 million was the money reallocated in the 2011-12 budget? (b) Can you give a more specific time frame for the completion of the Section B project? (c) Section B is supposed to be complete by the end of this year. Can you confirm that this commitment will be upheld? (d) When will Section B be finished? 2. In relation to Section A, the Government committed \$200 million for further planning and land acquisition. (a) Is this the total of the Government's commitment to Section A under the current Nation Building Programme? (b) Has this money been paid to the Queensland Government? (c) Has the planning for Section A been complete? If not, when will it be complete? (d) Is any more funding required for the planning to be complete? (e) Has the land been acquired? If not, when will this happen? (f) When will construction on Section A commence? And when will it be completed? 3. (a) When will Section C be commenced? And finished? (b) What is the current status of the Section C upgrade? (c) How much will Section C cost? 4. (a) When will Section D be commenced? And finished? (b) What is the current status of the Section D upgrade? (c) How much will Section D cost? 5. When will the whole Cooroy to Curra upgrade be finished? 6. Is there any hope of the upgrade being complete by 2020? 	Written		

148	NB-II 35	Williams	Sydney Transport Infrastructure: Project Highlights paper	<p>I refer to the following statement from the Sydney Transport Infrastructure: Project Highlights paper released with the Budget:</p> <p>The Australian Government is willing to provide up to \$25 million to the NSW Government, subject to a matching funding commitment by the NSW Government for it to establish this Special Purpose Vehicle [as recommended by Infrastructure Australia to assist in delivering NSW transport projects].</p> <ol style="list-style-type: none"> 1. What does “willing to provide” mean? 2. Is this money in the budget? When will it be paid? 3. What will the Special Purpose Vehicle actually do? 4. What will the \$25 million that the Government is “willing to provide” be used for? <ul style="list-style-type: none"> -Establishment of an office? -Paying wages? -Paying consultants? 5. What negotiations have been undertaken with the NSW Government for the establishment of the Special Purpose Vehicle? 6. Has the NSW Government committed to providing the matching \$25 million funding? 7. How will this SPV link with the work of Infrastructure Australia? 	Written		
149	NB-II 36	Williams	F3 to M2	<p>In an interview on ABC Radio on 9 May 2012 Minister Albanese said in relation to the 2012-13 budget:</p> <p>“... we certainly have \$25 million in new money to create a special purpose vehicle for the F3 to M2 and M5 East links. The idea of that is to create a vehicle which would be run by NSW to go to the market, to the private sector to create a vehicle which would be run by NSW to build these missing links... and in addition to that we have \$150 million for the F3 to M2 if required that could be part of the incentive depending on which model for building that construction comes up.”</p> <ol style="list-style-type: none"> 1. Can you explain to me what is meant when the Minister refers to the additional \$150 million for the F3 to M2 in the budget? 2. Is this the same \$150 million that was delayed in the 2011-12 budget or is it new money? <ul style="list-style-type: none"> - If it is new money, where is it in the budget papers? - If it's the same \$150 million, so to be clear there is no new 	Written		

				<p>money in the budget for the F3 to M2?</p> <ol style="list-style-type: none"> 3. In relation to the Minister's statement that the \$150 million "could be part of the incentive depending on which model for building and construction comes up". What does this mean? 4. Is the \$150 million no longer being used for a feasibility study? If not, why not? If so, what will the money be used for? 5. The Minister says the money "could" form part of an incentive to build. Does that mean that the money may not go to the F3 to M2 link and might be redirected elsewhere? 6. What assurances can you provide that this money allocated to the F3 to M2 will actually be spent on the F3 to M2 link? 			
150	NB-II 37	Williams	NICS website	<p>I note the recently announced National Infrastructure Construction Schedule (NICS) website.</p> <ol style="list-style-type: none"> 1. Who was the website created by? 2. How much was the contract to construct the website? 3. Were tenders called for to create the website? 4. How was it determined which projects would be on the NICS website? 5. Can you explain why no projects from the Bruce Highway are available on the list? 6. I note also that the F3-M2, M4 East and M5 upgrade aren't on the list. Why is that? 7. What about the Parramatta to Epping Railway which the government has confirmed as one of its priority projects in NSW? 	Written		
151	NB-II 38	McKenzie	National Approach to traditional Contracting of Infrastructure Projects review	<ol style="list-style-type: none"> 1. Why hasn't the Developing a National Approach to traditional Contracting of Infrastructure Projects review been provided to government, even though it was completed in November 2011? 2. When will it be provided to the government? 3. When is a response considered likely? 4. Will the review be made available to the public? 	Written		
152	ARTC 01	JOYCE	Sydney Office Lease Costs	<p>Senator JOYCE: Tell me about your office in Sydney. Whereabouts is that?</p> <p>Mr Fullerton: It is on the 15th floor in Carrington Street.</p> <p>Senator JOYCE: What does the lease cost on that office?</p> <p>Mr Fullerton: I would have to take that on notice, but I think it is around \$150,000 a year.</p>	100 23/05/2012		

153	ARTC 02	JOYCE	Southern Sydney Freight Line	<p>Senator JOYCE: How much have you spent on the southern Sydney freight line in the previous 12 months?</p> <p>Mr Fullerton: I would need to take that on notice, but the project itself will cost about \$1 billion when it is completed. I think, project to date, probably about \$650 million has been spent.</p>	102 23/05/2012		
154	ARTC 03	RHIANNON	Emissions and Air Quality Testing in Hunter Valley	<p>Senator RHIANNON: That certainly is considerable work. A number of the locals have raised the issue of air quality and are worried about being exposed to diesel particulate. Are those types of concerns something the ARTC addresses?</p> <p>Mr Fullerton: In relation to the Hunter Valley we have been. We are currently conducting tests at Islington and one other location.</p> <p>Senator RHIANNON: In what form are those tests?</p> <p>Mr Fullerton: It is measuring emissions and air quality adjacent to the track, in terms of both fine particulates and other gases.</p> <p>Senator RHIANNON: How fine? That has been quite controversial in the Hunter Valley.</p> <p>Mr Fullerton: It is obviously looking at dust that could be generated when trains run past.</p> <p>Senator RHIANNON: If you want to take it on notice, could you give the micron size? There have been disputes about what is being covered, so that would be useful.</p> <p>Mr Fullerton: I can take that on notice. The EPA has specified what we need to be measuring, but I can bring that back.</p> <p>Senator RHIANNON: At how many sites is that being done?</p> <p>Mr Fullerton: Two sites.</p> <p>Senator RHIANNON: Which were they again?</p> <p>Mr Fullerton: Islington is one. I need to check the other site.</p> <p>Senator RHIANNON: Could you take that on notice too?</p> <p>Mr Fullerton: Right.</p>	104 23/05/2012		
155	ARTC 04	RHIANNON	Rail Noise Measurements	<p>Senator RHIANNON: Coming back to around Moorebank and any of your Sydney operations, are you looking at issues there to do with emissions?</p> <p>Mr Fullerton: The planning process for building a freight line along that corridor is quite long and detailed. What that has led to on that corridor, particularly where noise would present as an issue to adjacent homes, is the requirement for us to build about six kilometres of noise walls at certain locations along that 36-kilometre length of track and, in some locations, to build double-glazing on houses and supply other noise mitigation. That is all being done as part of the project and to</p>	104 23/05/2012		

				<p>meet planning requirements.</p> <p>Senator RHIANNON: You just said on certain parts of the route. I did understand the noise barriers are not right along the route.</p> <p>Mr Fullerton: No. The assessment is that, where the noise is a certain amount above the current noise level, there is a requirement to build a noise barrier. It is around a 5½-dBA increase above the current noise level that obviously is generated by passenger trains running on the corridor. Where a dedicated freight line has lifted that threshold by that amount, we have a requirement to build—and have done—the six-kilometre noise walls.</p> <p>Senator RHIANNON: How do you judge that it is above a certain amount? When are the measurements being taken? Clearly the noise varies at different times.</p> <p>Mr Fullerton: I would need to come back with the detail about how that is measured, if I could.</p>			
156	ARTC 05	JOYCE	Time by Rail from Parkes to Sydney	<p>Senator JOYCE: How long does it take for a train to get from Parkes to Sydney?</p> <p>Mr Fullerton: I would need to take that on notice, but I think it would only be about eight hours.</p> <p>Senator JOYCE: How long would it for a train to get from Brisbane to Parkes by the inland rail?</p> <p>Mr Fullerton: Again I would need to take that on notice but, as I mentioned earlier, the Melbourne to Brisbane corridor—</p>	109 23/05/2012		
157	ARTC 06	Fawcett	Rail network	<ol style="list-style-type: none"> 1. What is the comparative maintenance costs attributed to passenger and freight operations on the interstate rail network? 2. Why does the current ARTC access pricing regime fail to reflect this difference? 	Written		
158	ARTC 07	Heffernan	Interstate rail network	<ol style="list-style-type: none"> 1. What is the comparative maintenance costs attributed to passenger and freight operations on the interstate rail network? 2. Why does the current ARTC access pricing regime fail to reflect this difference? (follow-up) 	Written		

159	AMSA 01	WILLIAMS	Draft Marine Orders Part 3	<p>Senator WILLIAMS: Thanks, Chair. Mr Peachey, welcome. There have been concerns raised with me about the transparency of the AMSA process in its consultation about draft Marine Orders Part 3, issue 7. Do you know how many submissions AMSA received during its Marine Orders Part 3 consultation period?</p> <p>Mr Peachey: We received 202 written submissions.</p> <p>Senator WILLIAMS: In the break-up of those submissions, do you know how many were from companies?</p> <p>Mr Kinley: We will have to take that on notice.</p> <p>Senator WILLIAMS: Do you know how many submissions were from other organisations? Can you take that on notice?</p> <p>Mr Kinley: I can take that on notice. All I can tell you at this stage is that 180 were from individual seafarers.</p> <p>Senator WILLIAMS: That was my next question. One hundred and eighty from individual seafarers?</p> <p>Mr Kinley: Yes, largely from one particular union.</p> <p>Senator WILLIAMS: How many submissions were received through the AMSA MO3 consultation webpage? Did you get many through your webpage?</p> <p>Mr Kinley: We will take that on notice.</p> <p>Senator WILLIAMS: The AMSA webpage submission options include a question asking if the author wished the submission to be private. How many of the persons or organisations requested privacy?</p> <p>Mr Kinley: We will take that one on notice.</p> <p>Senator WILLIAMS: How many of the persons or organisations indicated that their submissions were public? Do you want to take that on notice as well?</p> <p>Mr Kinley: Yes.</p> <p>Senator WILLIAMS: Would you have any idea of how many submissions were received from government departments?</p> <p>Mr Kinley: None that I am aware of, but I will check on that.</p>	110-111 23/05/2012		
160	AMSA 02	NASH	Calls from Organisations about Illegal Boats	<p>Senator NASH: How many times has Ian Rintoul, a member of the Refugee Action Coalition, or any members of the Australian United Hazara Association contacted AMSA to inform them of people-smuggling operations or boats either in distress or otherwise?</p> <p>Mr Young: I do not have an answer to that question. That requires some research. Could I take it on notice?</p> <p>Senator NASH: That would be great. I expect you could take this question on notice as well: if anybody from the association itself, apart from that gentleman, has?</p>	112 23/05/2012		

				<p>Mr Young: Yes.</p> <p>Senator NASH: Thank you. Could you also take on notice how many times AMSA has received calls from organisations such as that? I suspect these will need to be on notice too. If any of these people or organisations have contacted AMSA about illegal boats, in what circumstances is that communication made? By that, I mean are the calls received before or after the boats are intercepted or before or after they have arrived in Australian waters? Also, how many reports from any of these individuals or groups about vessels needing assistance have actually required the assistance of Australian authorities to secure life onboard illegal vessels? Again, I am expecting you to take these on notice. Also, have you reported the calls to the AFP, and if not, why not? If you could take those on notice, that would be useful.</p> <p>Mr Young: Certainly.</p>			
161	AMSA 03	COLBECK	OH&S	<p>Senator COLBECK: I have had some inquiry in relation to the requirements of first-aid kits across different levels of vessels under the harmonised OH&S guidelines. Is there any scale of those or is there the same sort of requirement across all sorts of vessel types? Could you break that down for me?</p> <p>Mr Kinley: Under the Navigation Act at the moment there are requirements for first-aid supplies and equipment for large ships. There are some requirements under the National Standard for Commercial Vessels.</p> <p>Senator COLBECK: Does that come under your responsibility?</p> <p>Mr Kinley: It will do from 1 January next year. I am not aware of any issues surrounding the interaction of those standards with the harmonised workplace health and safety laws. I would have to get back to you on that one.</p>	113 23/05/2012		
162	AMSA 04	Parry	Eddystone Lighthouse	<ol style="list-style-type: none"> 1. I understand that the first order main light at Eddystone Point was switched off in 2011. Can you tell me what light now operates there? 2. What were the reasons for this change from the strong light to the small beacon? 3. What community consultation was undertaken before this decision was made? 4. Are you able to outline the AMSA's future plans for the Eddystone Point Lighthouse? 5. Is it accepted that there is still a need for such a light on this treacherous part of the coast? 	Written		

				6. Would smaller vessels, for example, those sailing during Sydney to Hobart and the Three Peaks boat races – rely on the Eddystone Point Lighthouse for safety?			
163	AMSA 05	Williams	Regulations	<p>1. Does Malcolm Larsen, who is in charge of Marine Order 3, have any marine qualifications?</p> <p>2. Is it correct that three year cadetships have now been reduced to 12 months cadetship?</p> <p>3. Does AMSA accept that downgraded standards could lead to more maritime incidents?</p>	Written		
164	STP 01	EDWARDS	Heavy Vehicle Safety and Productivity Program	<p>Senator EDWARDS: I will look forward to it. That is fine. How much revenue has the road user charge generated this year?</p> <p>Mr Mrdak: I would have to take that on notice.</p> <p>Senator EDWARDS: No problem.</p> <p>Mr Mrdak: That is a Treasury figure. We will get that for you.</p>	95 23/05/2012		
165	STP 02	WILLIAMS	National Heavy Vehicle Regulator	<p>Senator WILLIAMS: You were seeking applications for CEO for the regulator. Have those applications closed?</p> <p>Mr Mrdak: There is a process now under way. An initial round of applications has closed. There is a process now under way to short-list those with the chair designate, Bruce Baird. That process will take place over the next few weeks.</p> <p>Senator WILLIAMS: So the applications have closed. How many applications did you receive?</p> <p>Mr Mrdak: I would have to take that on notice. I do not have those details with me.</p>	115 23/05/2012		
166	STP 03	COLBECK	TFES	<p>Senator COLBECK: In relation to the operation of the scheme itself, there is an annual review of rates. I think I referred to that as a ‘parameter review’ that would be done on an annual basis.</p> <p>Ms Gosling: Yes, that is right.</p> <p>Senator COLBECK: When is the next parameter review due?</p> <p>Ms Gosling: I am not sure. I could possibly get that information for you or take it on notice. I am going from memory now, but I think there was one done at the end of last year.</p> <p>Senator COLBECK: I have a letter from Searoad here that advises of a significant increase in freight rates across Bass Strait as of 1 July. In this particular case, briefly, the increases arise from the federal government’s carbon tax which will become effective on 1 July 2012</p>	119-120 23/05/2012		

				<p>and which is applicable to the fuel consumed by Searoad ships. Secondly, the Victorian government's legislation to levy on the Port of Melbourne Corporation an annual port licence fee, which the Port of Melbourne Corporation intends to recover by increasing current tariffs, wharfage, channel fees and other charges, will become effective from 1 July.</p> <p>TT-Line has said to their customers that there will be increases to freight rates as a result of the carbon tax, as a result of the port licence fee in Victoria and also a general rate increase. They say that their increase will be in double digits, so in excess of 10 per cent. Would that sort of price increase be a trigger for a parameter review?</p> <p>That is a fairly hefty increase in the cost of freighting goods backwards and forwards across Bass Strait. What plans does the government have to deal with that?</p> <p>Ms Gosling: Certainly they are factors that would be taken into account during the parameter review.</p> <p>Senator COLBECK: Are there any current plans to conduct a parameter review?</p> <p>Ms Gosling: As I said, I would have to take on notice when one would be due.</p>			
167	STP 04	COLBECK	TFES	<p>Senator COLBECK: Okay, I will come back after. I am concerned that there is no activity from government in relation to the matter.</p> <p>Mr Mrdak: I think the discussion you had earlier with Mr Deegan indicates that the measures being looked at as part of this package are not just around exporters. It is around how to deal with this issue—</p> <p>Senator COLBECK: Yes, but they are medium- to long-term, Mr Mrdak. I appreciate that that work is happening and that is good, but what I am looking at is the impact on the Tasmanian economy from 1 July. Our unemployment rate went from 7.2 to 8.3 per cent last month and this does not help. Can you come back to us pretty quickly and tell us what your action is going to be and when?</p> <p>Mr Mrdak: Certainly.</p>	121 23/05/2012		
168	STP 05	NASH	Seatbelts on School Buses	<p>Ms O'Connell: Since its introduction in 2007-08 the program has provided \$4.2 million to install seatbelts in school buses. That will be up until the end of this current financial year. That is the spend, \$4.2 million; less than \$1 million a year over that period of time.</p> <p>Senator NASH: Sorry, how much was actually allocated?</p> <p>Ms O'Connell: I do not have that but it was certainly in excess of that. That has never been fully spent.</p>	122-123 23/05/2012		

			<p>Senator NASH: It is quite important that I get that differential, so if you could provide on notice—even if maybe somebody could dig it out and give it to us tomorrow perhaps rather than in the next few months. That would be great. Has there been any communication with stakeholders by the department or bus companies to try and figure out why there has not been a full take-up of the prescribed funding to do this?</p> <p>Mr Mrdak: The eligibility criteria had not changed for some time. The eligibility criteria which were put in place when the program was first brought into existence have continued. Essentially, we have certainly worked closely and in a number of rounds we have actively sought application from school bus operators for this program. As Ms O'Connell says it has been continuously undersubscribed.</p> <p>Ms O'Connell: Senator, the program has upgraded 267 school buses around Australia. This means quite a number of school buses that—</p> <p>Senator NASH: What is the target? How many school buses?</p> <p>Ms O'Connell: I do not know what the target full population is. We would have to go around each state and ask what the full target of school buses is.</p> <p>Senator NASH: But surely they would know how many school buses were on the runs. There has to be a figure somewhere.</p> <p>Ms O'Connell: We can certainly ask.</p> <p>Senator NASH: It is a really important issue. A certain amount of funding is being allocated to do a job; but, if you do not know how many buses there are that actually need to be retrofitted, how do you know if you ever achieve the target?</p> <p>Mr Mrdak: We certainly have estimates of numbers of buses and we can get that for you.</p> <p>Senator NASH: Yes, if you could, that would be great. I am really interested to see what sort of percentage of the 267 could use that. What I am trying to draw down into—and no aspersions on the department at all—is if there are buses that have not taken up the opportunity of this funding, why not? We need to know why not, because it is a huge safety issue. There may be things that the department can do that can rectify the low take-up rate.</p> <p>Mr Mrdak: In some cases it has been simply that some buses just have not had the design features—the necessary ability to retrofit seatbelts into them because of the structural nature of the bus. So, for some situations, it just will not work. The current guidelines require that the applicants have to have a contract with a state or territory government to operate a school bus and be licensed and accredited as a</p>			
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				<p>bus operator. They have to operate a school bus outside a capital city metropolitan area and they have to be assessed under the national guidelines as being in what is called a high-risk area, because of the nature of the regional and rural roads which they are travelling on. Also that they are not getting assistance under any state or territory programs. So there are a range of criteria and that has been consistent for some time.</p> <p>Senator NASH: What is the definition of 'high risk' in terms of a high-risk area for regional roads?</p> <p>Mr Mrdak: I can get you the details and guidelines.</p>			
169	STP 06	NASH	Seatbelts on School Buses	<p>Senator NASH: I do not know how long it would take. I suspect that in a small country town there is not an operator who can do the retrofit. So I suspect it is a reasonable period of time these buses are going to be off the road. What the guidelines say is that the operator of the bus has to wear the cost of providing the service in the interim? Was that considered at all?</p> <p>Ms O'Connell: Senator, I think in terms of school bus services there are significant periods of the time when they are not operating as a school bus.</p> <p>Senator NASH: Yes, I understand that. Are you saying they would have do it in school holidays? A lot of these school buses keep running even during school holidays.</p> <p>Ms O'Connell: Yes. We will have to check the guidelines to see whether there is any opportunity for payment while the bus is off the road. I do not believe that is the case but we would have to check that.</p> <p>Senator NASH: If it is something that could be considered. I understand that maybe there is an opportunity to do it school holidays but, again, that is a reasonably narrow window for people. Maybe, Minister, you would not mind taking on notice for me for the responsible minister if this could be considered. It may well be something that just fell through the cracks and people just did not consider that it might be a cost imperative falling on perhaps the owner-operator of the bus. Maybe it could be caught in the funding allocated for this program—the whole purpose of which is trying to make things safer for children. So if you could do that that would be really useful.</p> <p>Mr Mrdak: We will get some further advice on that, Senator.</p>	123 23/05/2012		
170	STP 07	LUDLAM	Electric Bicycles	<p>Senator LUDLAM: Electric bicycles. I know it is a little bit random; I am just doing my job here. I might throw it to you, Minister, if I am</p>	123-124 23/05/2012		

				<p>in the wrong place. Maybe the Chair can help out. There are in fact electric bicycle regulations sitting before government at the moment. Is that something that the officers at the table have had anything to do with?</p> <p>Mr Mrdak: No, Senator.</p> <p>Senator LUDLAM: There are baffled stares all around.</p> <p>Mr Mrdak: I am happy to take on notice and see if I can assist you.</p> <p>Senator LUDLAM: Even if all you could do, Mr Mrdak, is point me to the right officers to put that to. I understand there are electric bike regulations sitting before government at the moment. These things obviously sit in a bit of an unusual niche in that they will travel very rapidly and are not necessarily suited to either being on-road or off. I am just trying to find out where those regulations are up to, whoever is able to help.</p> <p>Mr Mrdak: I will certainly make inquiries as to whether they are captured by regulations. As you know, we have a role in terms of Australian design rules for vehicles entering the Australian market. But it would depend on essentially the capability of the motors involved as to whether they have to meet the requirements of an ADR.</p> <p>Senator LUDLAM: Yes, are we getting warmer? Am I potentially in the right place?</p> <p>Mr Mrdak: If it relates to vehicle design standards and whether they trigger a requirement like that in terms of entry into the market, then they would fall in ours. But we will find out and come back to you.</p>			
171	STP 08	Boswell	Shipping Reform Package Bills	<p>Coastal Trading (Revitalising Australian Shipping) Bill 2012 Coastal Trading (Revitalising Australian Shipping) (Consequential Amendments and Transitional Provisions) Bill 2012 Shipping Registration Amendment (Australian International Shipping Register) Bill 2012 Tax Laws Amendment (Shipping Reform) Bill 2012 Shipping Reform (Tax Incentives) Bill 2012</p> <hr/> <p>OVERVIEW</p> <p>The five Bills that comprise the shipping reform package are designed to provide a regulatory framework for coastal trading in Australia which will stimulate growth in the number of Australian ships on our coast, enhance the role of shipping as part of our national freight network and maximise the use of Australian flagged vessels.</p> <p>The package attempts to achieve these objectives by:</p>	Written		

- Introducing a variety of changes to the way the industry is taxed including accelerated depreciation
- Creating a second register of ships to be known as the Australian International Shipping Register (AISR)
- Abolishing Part VI of the Navigation Act 1912 and in doing so abolishing single voyage permits and replacing them with a new three tiered licence system

BACKGROUND

The Australian shipping industry is in decline with the number of Australian flagged vessels declining from 55 to 21 in the past decade with only four operating on international routes.

In 2008 the House Committee for Infrastructure, Transport, Regional Development and Local Government tabled a report into the coastal shipping industry in Australia, recommending a number of reforms.

In 2009 the Minister established a Shipping Policy Advisory Group and a discussion paper was released in December 2010 as a result of their advice.

In September last year the Minister announced that he would be introducing a shipping reform package and broadly outlined its contents. At this time little detailed information was provided to the industry on precisely what form the reforms would take.

Days before Christmas, the Minister released the exposure draft of the Coastal Trading Bill for public comment. Through this consultation process serious deficiencies were identified in the Bill's drafting. This resulted in a second draft being released on 20 February 2012, together with the remaining four Bills making up the package.

Despite the complex and wide-ranging changes in the package, stakeholders were only given until the 5 March 2012 to comment on the legislation.

Additionally, an industry roundtable was held on 28 February 2012 where over 60 industry representatives attended and attempted to raise their concerns with the Bill.

			<p>The public consultation on the revised package raised further significant concerns.</p> <p>Despite this, the Minister introduced the package, with some further revisions, on 22 March 2012.</p> <p>The package was referred to the following Committees for their consideration:</p> <ul style="list-style-type: none"> • House Committee for Infrastructure and Communications • Senate Committee for Economics • Senate Committee for Education and Employment <p>The Senate Committees are due to report in June. It is unclear when the House Committee will table its report but it is expected that they will hold at least one public hearing to examine the 29 written submissions already received.</p> <p>The Coastal Trading (Revitalising Australian Shipping) Bill 2012 establishes a completely new licence system:</p> <ol style="list-style-type: none"> 1. General Licence: provides unrestricted access to engage in coastal trading in Australian waters for Australian registered vessels, crewed by Australians, permanent residents or persons with appropriate work visas. A General Licence lasts for a maximum of five years. 2. Temporary Licence: provides limited access to engage in coastal trading for specifically identified voyages in a 12 month period for foreign registered vessels or vessels on the AISR.(a minimum of 5 voyages per year is required before a temporary licence will even be considered. 3. Emergency Licence: provides access to engage in coastal trading in Australian waters which is time limited to deal with an identified emergency situation. This is designed to cover emergencies such as natural disasters. <p>Shipping Registration Amendment</p> <ul style="list-style-type: none"> • Currently there are only four Australian flagged vessels participating solely in international trade • Tax Laws Amendment (Shipping reform) Bill 2012 <p>Shipping Reform (Tax Incentives) Bill 2012</p> <p>These two Bills provide a series of taxation incentives for Australian</p>			
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			<p>flagged or AISR vessels. The Bill provides for the following:</p> <ul style="list-style-type: none">• A zero company tax rate for Australian shipping companies;• Provision for accelerated depreciation of vessels via a cap of 10 years to the effective life of those vessels (down from 20 years);• Roll-over relief from income tax on the sale of a vessel where a replacement ship is purchased by the end of two years;• An employer refundable tax offset in relation to seafarers where the seafarer has served on overseas voyages for at least 91 days in the income year on an eligible vessel; and;• An exemption from royalty withholding tax for payments made for the lease of shipping vessels by Australian resident companies. <p>These measures will cost \$254.4 million over the forward estimates.</p> <p>Questions</p> <ol style="list-style-type: none">a. The Government is making a considerable investment in this policy, the taxation measures will cost \$254.4 million over the forward estimates.b. How many more Australian flagged/licensed ships do you expect as a result of this policy?c. When do you expect the benefits of the policy to take effect? Will it be 3 years, 5 years, 10 years?d. There were a number of concerns raised by stakeholders and they were also raised at the public hearing at the Senate Economics Inquiry on Tuesday 15 March, with the operation of the Temporary Licence. What was the basis for the condition that 5 was the minimum amount of voyages per year was required before a Temporary Licence will even be considered?e. How can a legitimate shipper move a cargo where there is no licensed vessel, and therefore needs a temporary license, when the shipper has less than 5 voyages for a year.f. So if one shipment of ethanol is required, or farmers in WA need fertilizers it appears that there is no provision for a one off shipment in the bill as it stands. Is any consideration being given to allowing one off shipments?g. For many of the dry bulk shipping users it is very difficult to predict with any certainty the number of voyages, the nature and volume of cargo and the ports of loading etc for an entire 12 month period. Do you expect shippers to fraudulently concoct future fictitious voyages so that they can move one or less than 5 cargoes?			
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				<p>h. The conditions of this legislation is effectively removing flexibility for the consumers of shipping industry and increasing the regulatory burden. Is there any consideration being given to the fact that the one of the unintended consequences of the bill is that there will be a reduction in competition and flexibility of shipping on coastal routes?</p> <p>i. I understand that General Licence Holders will be given the right to submit an application to the Department of Infrastructure and Transport objecting to some of the voyages sought if they believe they are capable of carrying the particular cargo. I understand under the Bill, the Minister has the power to block the granting of a licence and that third parties such as the union movement are also able to submit comments on every application. Why are indirect parties allowed to comment on temporary licence applications when they are not bound in the freight arrangements?</p> <p>j. What time frame has the department committed to a decision on Temporary Licence applications once the department receives the application, it is published and the unions have commented on the applications?</p> <p>k. How will shippers interests and requirements be met and weighted in the Minister's decision making?</p> <p>l. The Act requires reasonable requirements be considered – what is reasonable to one party may not be to another. Reasonable requirements must include total cost of freight, including laytime, demurrage etc and other requirements best only known and decided in on by the shippers and their customers. How will this bill maintain competition on the coast when essentially there is a limited number of vessels with a right of carriage?</p> <p>m. How will the Government ensure there is no escalation in freight costs? This could effectively remove competition.</p> <p>n. How will Government ensure that the industry is not overserved with mandated ships, not operating at full capacity, but passing on their lower utilization costs to shippers?</p> <p>o. The bill favours the shipping industry which is a service sector over the industries they serve. Have any of the views of the consumers of shipping been considered?</p> <p>p. Why can't a shipper who owns their own ship and places it on the second register be allowed to carry their own cargo?</p> <p>q. Why do they need a temporary license to do this?</p> <p>r. What is the status of the Productivity Compact between the unions and owners?</p>			
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				<p>s. Will a full regulatory impact assessment on this compact be provided?</p> <p>t. How will you ensure the Productivity Compact is in place before the legislation is passed and how will it be enforced?</p> <p>u. The Bill gives the Minister through regulation the ability to set the minimum wage for seafarers on the Australian International Shipping Register for each category of seafarer which cannot be lower than the International Transport Workers Federation (ITF). Will it be at least the international rate?</p> <p>v. Could the Minister determine higher wages for seafarers on the AISR than the International Transport Workers Federation agreement? If this happens, this will not fulfil the objective of creating an internationally competitive register?</p> <p>w. Is it wise to introduce what are likely to be costly changes to shipping at a time when Australian bulk goods are already facing a higher Australian dollar and the costs of the Carbon tax?</p> <p>x. The Deloitte Access Economics Study commissioned by the Dry Bulk shipping users found that freight costs on the coast will go up by 16 percent and could lead to 570 job losses. That is a substantial cost that manufacturers have to absorb on top of all the other costs associated with the carbon tax and the governments renewable energy targets. It is currently one third more expensive to ship around the coast of Australia than import from Asia and about the same as importing from Brazil. Has the department assessed that this shipping bill could lead to increased imports further adding to the increasing woes of the Australian manufacturing sector?</p> <p>y. You could also have the situation where it is cheaper for bioethanol and molasses to be exported into Asia from Qld and domestic requirements would then be imported into Melbourne. Do you anticipate that you will have a dedicated General Licence vessel that will able to meet the specifications to carry Bioethanol or Molasses?</p> <p>z. If we look at sugar it is a highly competitive industry. Currently Brazil and Thailand are major competitors to Australia. They are working on small margins, high volumes and with the issue with costs and reliability this could have serious implications for the sugar industry in Australia. There are jobs at stake in the Sugar Industry in my home state of Queensland. If the Government is trying to encourage “Made in</p>			
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				Australia “ then this could be just a free kick to our competitors. Has the regulatory impact assessment looked at broader impact on jobs in specific industries such as sugar and cement?			
172	STP 09	Colbeck	Tasmanian Freight	<ol style="list-style-type: none"> 1. Is the Department providing the Government with advice regarding extending the freight equalisation scheme across Bass Strait to all north and southbound freight? 2. Has the Department been asked to provide advice to government on the inclusion of all freight northbound and southbound to and from Tasmania in the Tasmanian Freight Equalisation Scheme? 	Written		
173	STP 10	Ian Macdonald	Heavy vehicle Road User Charge	<p>The Government has announced in the 2012-13 Budget Paper # 2 that it will increase the Road User Charge applied to fuel costs by 10% (for vehicles with a gross mass of more than 4.5 tonnes) thus reducing the fuel tax credit paid to eligible heavy vehicle operators. The Government anticipates that this measure will save \$680m over the four-year forward estimate.</p> <ol style="list-style-type: none"> 1. Has the department of transport and infrastructure made an assessment if the financial impact of this measure on small business operators in the road haulage industry? 2. Have private sector road haulage operators been consulted in the process of devising this 10% increase in the Road user Charge (from 23.1 to 25.5 cents)? 3. Will a dispensation be made for those road haulage operators who conduct their business in northern and remote Australia and who are by definition required to travel far greater distances? 4. Has the department conducted a financial impact assessment to determine the goods and services that will be most susceptible to having this increase “passed on”? 	Written		
174	STP 11	NASH	Seatbelts on school buses	<ol style="list-style-type: none"> 1. Are the specific institutions that bus companies have to take their buses to be retro – fitted with seat belts? 2. Can the Department outline the list of institutions that retro – fits seat belts? 3. The uptake of buses applying for the grant is low can the department outline the communication the department has had with bus companies and stakeholders? 4. Does the department have a cost analysis of how much does it cost of a typical retro – fit of seat belts? 5. Can the department provide a list of past recipients who have accessed this grant? 	Written		

175	STP 12	Williams	Road User Charge	<ol style="list-style-type: none"> 1. I understand that the increase in the Road User Charge was in line with a recommendation put forward by the National Transport Commission. Can you go through the NTC's calculations for how the 10% increase was recommended? 2. I understand that the NTC uses a formula to determine if the Road User Charge should be increased. Can you run through the formula for us? And what assumptions does the formula rely on? 3. Can you provide me with a copy of the formula the NTC uses to determine how much the trucking industry should pay for their use of the roads? 4. I understand that the Australian Trucking Association disputes the assumptions that the formula is based on and believes they are being overcharged by in excess of \$1 billion. What is your response to their assertion? 5. Where does the Road User Charge money go? Does it just go into consolidated revenue fund? 	Written		
176	STP 13	Williams	Maritime Labour Convention (MLC)	<p>I understand that some time ago the Parliament passed legislation ratifying the Maritime Labour Convention (MLC) into Australia. At the time the MLC hadn't come into effect internationally because there had not been enough country ratifications.</p> <p>I understand that the MLC will come into force in international law 12 months after the date on which there have been ratifications by 30 International Labour Organisation members.</p> <p>I understand that the shipping reform package before the Parliament refers to the MLC and incorporates its standards into the Australian International Second Register.</p> <ol style="list-style-type: none"> 1. Can you provide me with an update as to how many signatories the MLC has presently? 2. What other countries are currently going through the process of ratification? 3. When is it expected to come into force internationally? 	Written		
177	PAR 01	JOYCE/NAS H	Inland Rail System	<p>Senator JOYCE: We have a de facto inland rail system. The trouble is it is on the road. We have 6,000 trucks a day going through Moree or something, have we not?</p> <p>Mr Mrdak: Certainly. But the question is how much of that freight is doing the full length from Brisbane to Melbourne and how much of it</p>	9 23/05/2012		

				<p>is serving intermediate points along the way. So those sorts of things come into play.</p> <p>Senator NASH: Could you actually take that on notice for us and provide it by freight task and the various legs of that route?</p> <p>Mr Mrdak: Certainly. We will see what data we have.</p>			
178	PAR 02	JOYCE	High Speed Rail	<p>Mr Mrdak: The government has allocated \$20 million to this point for studies on high-speed rail. That work will be completed by the end of this year.</p> <p>Senator JOYCE: Have they actually been out there surveying routes? Will they make the route for this new preferred line public?</p> <p>Mr Mrdak: That is the intention. I believe by the end of this year we will have advice to governments on a preferred alignment.</p> <p>Senator JOYCE: My gosh!</p> <p>Senator NASH: Can you take on notice exactly what the \$20 million is being spent on and who is doing what?</p> <p>Mr Mrdak: Certainly, that is fine. We can give you that detail. The first stage of the work was released last year. The government's commitment was to complete the first stage within six months. That was done. The second stage of work, the more detailed financial and economic analysis and route analysis, will be completed by the end of this year.</p>	106 23/05/2012		
179	PAR 03	JOYCE	High Speed Rail	<p>Senator JOYCE: What power requirements would this high-speed rail have? What is it run on? Electricity?</p> <p>Mr Mrdak: It is electric.</p> <p>Senator JOYCE: Does it run on tracks or is it one of these levitation jobs?</p> <p>Mr Mrdak: We are looking at wheel on rail.</p> <p>Senator JOYCE: What power requirements would that have?</p> <p>Mr Mrdak: It is not inconsiderable, but the advice we have is that it is within the capacity of the existing grid. I can get that detail for you.</p>	108 23/05/2012		
180	PAR 04	JOYCE	High Speed Rail	<p>Senator JOYCE: Can you give me an example, in the study you have done so far, of any high-speed rail that actually pays for itself around the world. I think I asked you this before.</p> <p>Unidentified speaker: You did.</p> <p>Mr Mrdak: I will come back to you in relation to that. Essentially, as I said, there are a number of services that cover operating cost, but obviously capital contribution in those services—</p> <p>Senator JOYCE: But can you give me an example of any? It might</p>	108 23/05/2012		

				<p>be the one in Taiwan or Shanghai.</p> <p>Mr Mrdak: I will come back to you on notice.</p> <p>Senator JOYCE: I suppose the question I am getting at is: what population numbers are they dealing with as opposed to ours? We have a total population down the east coast of around 20 million—maybe even less; maybe 19 million, 18 million—and that would be the size of one of those towns.</p> <p>Mr Mrdak: Certainly there are services in Europe which are serving centres of equivalent size to Melbourne, Sydney and Brisbane. I can get you some details of that.</p>			
181	PAR 05	LUDLAM	IMF Report	<p>Senator LUDLAM: Yes, and we did speak of that either the last time or the time before. If you are not directly aware of this IMF thing that I am citing tonight, there is probably not much use pursuing this too much further. Could you take on notice for us whether the projections that you look at would include the scenario that the IMF is warning of there. So by 2022 sustained doubling of spike, a sustained doubling of the world oil price, what that would do to Australia and the infrastructure that we are building today?</p> <p>Mr Williamson: Certainly, Senator.</p>	124 23/05/2012		
182	PAR 06	LUDLAM	IMF Report	<p>Senator LUDLAM: You have offered to take a couple of points on notice. But just to conclude here: if you have time to review the IMF report, is it the view of you folk—and I am not trying to verbal anybody at the table—that we could cop the IMF scenario without substantially changing the way we do business here in Australia?</p> <p>Dr Dolman: I think we would have to take that on notice and have a look at the report in detail.</p>	125 23/05/2012		
183	PAR 07	Williams	High Speed Rail	<ol style="list-style-type: none"> 1. When is stage 2 of the high speed rail expected to be complete? 2. So the High Speed Rail unit will assess the report? 	Written		
184	MCU 01	LUDLAM	National Cycling Strategy	<p>Mr Mrdak: Last Friday the progress report on the national cycling strategy was presented to Australian transport ministers. I would be happy to provide you with a copy of that.</p> <p>Senator LUDLAM: Thank you.</p>	90 23/05/2012		
185	MCU 02	McKenzie	Major Cities	<p>Answer to QoN 79 explains that the Major Cities Unit uses an ABS definition in the categorising major cities as those with a population over 100,000. According to the ABS, the city of Bendigo had a population in 2011 of 105,563 and first had over 100,000 population in</p>	Written		

				<p>2008 (3218.0 - Regional Population Growth, Australia, 2010-11 ABS).</p> <ol style="list-style-type: none">1. In light of this, (a) why has Bendigo not been declared a Major City? (b) Will it be declared soon? (c) What is the timeframe? The ABS ASGC Remoteness Area measure, commonly used across a number of Australian Government departments, lists major cities only as state capitals (and excluding Darwin and Hobart).2. What ABS measure of Major Cities does the Major Cities Unit use? Please explain the answer to QoN #79 in more detail.3. Again in reference to QoN #79, please outline what reporting and policy development the Major Cities has undertaken in recent times. According to your website, no new policies have been released for 12 months, and the last report issued was in October 2011.			
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