

Questions on Notice Supplementary Budget Estimates 2009-2010

Infrastructure, Transport, Regional Development and Local Government Portfolio

Tuesday 20 October 2009

QON No.	Date Asked	Hansard page reference/ Written	Senator	Question
CORP 01	20/10/09	6	Senator MACDONALD	<p>Senator IAN MACDONALD - You are quite right, Minister, but there was not a minister for Western Australia either. In this government there is a parliamentary secretary for Western Australia, there is one for Northern Australia, which includes the Northern Territory and Northern Queensland, but there is not one for Queensland. So why is Western Australia preferred over Queensland?</p> <p>Senator Conroy—I will take that on notice.</p> <p>Senator IAN MACDONALD—And also for New South Wales.</p>
CORP 02	20/10/09	6	Senator MACDONALD	<p>Senator IAN MACDONALD - If you want to stand on the precision of the law, let me then just ask: what exactly does Mr Gray do in relation to Western Australia that all of the lower house members and senators for Western Australia and the other ministers from the west – I think that there are some- do not do? What is Mr Gray going to do that others do not?</p> <p>Senator Conroy—I will take that on notice to see if there is anything further to the information you have been given already that Mr Albanese is willing and able to advise you on.</p>
NB-II 01	20/10/09	10	Senator ABETZ	<p>Senator ABETZ—I am sure you are not interrupting a question, Minister. What is the status of each election commitment within the infrastructure portfolio? Minister, what website should I be looking at?</p> <p>Senator Conroy—The point I was making was that it is not Infrastructure Australia’s job to answer such a question, as Mr Deegan has correctly pointed out. If there is any further information or a relevant source that I can refer you to, I will take that on notice and refer you to it.</p> <p>Senator ABETZ—Minister, are you aware of each election commitment that was made?</p> <p>Senator Conroy—As you know, this is not my portfolio. I am sure we are pretty close to achieving all of our election commitments and are looking forward to a new batch we will be making when the next election comes around and then delivering them as well in full.</p> <p>Senator IAN MACDONALD—Mr Mrdak, on notice, can we get a list of the website—</p> <p>Senator Conroy—I just took it on notice.</p> <p>Senator IAN MACDONALD—and a short comment on where each one is at being delivered—that is the question.</p> <p>Senator Conroy—We will take that on notice and any information we are able to give you on that question we will forward to the committee.</p>
IA 01	20/10/09	10	Senator MACDONALD	<p>Senator IAN MACDONALD—The projects assessed and recommended by Infrastructure Australia involve billions of dollars of expenditure. When will Infrastructure Australia release the modelling and analysis on the projects that have been approved so that the taxpayers who are paying for them can actually see why some of these projects have been selected and why some have not?</p> <p>Mr Deegan—The methodology used by Infrastructure Australia is publicly available. The decision as to the release of analysis is a matter for government.</p> <p>Senator IAN MACDONALD—Minister, can that analysis be released so people can understand why various projects have been approved and others have not?</p>

				Senator Conroy —I am happy to take that on notice and see if the minister would like to release any further information for you.
IA 02	20/10/09	11	Senator MACDONALD	<p>Senator IAN MACDONALD—You say that the cost-benefit analysis that Infrastructure Australia uses to assess infrastructure priorities is publicly available on your website?</p> <p>Mr Deegan—The methodology is available, yes.</p> <p>Senator IAN MACDONALD—On your website?</p> <p>Mr Deegan—Yes, it is.</p> <p>Senator IAN MACDONALD—You heard the discussion before. I know you do not have a huge staff, but you do have a bigger staff than I do. Could you get a hard copy of that and send it to the committee as a question on notice?</p> <p>Mr Deegan—Senator, the material is easily printed down—we can circulate that appropriately. There is quite a lot of material and I hope you enjoy reading it.</p> <p>Senator IAN MACDONALD—Yes, thank you.</p>
IA 03	20/10/09	13	Senator MACDONALD	<p>Senator IAN MACDONALD—Thank you for that. I have two more questions before I pass over to others to follow their projects. You may not be familiar—and I am not sure whether this is to Mr Mrdak or Mr Deegan—with the Townsville port eastern access corridor. It is a 6.5 kilometre rail link taking the main line from the north-west mineral province around the town and into the port from the south, rather than going directly through Townsville with all the safety and traffic interruption projects. I understand application has been made to Infrastructure Australia for assistance with that eastern corridor project—\$180 million I think was applied for. As at two or three weeks ago, there had been no response to that. Mr Deegan, have you focused on that at all or are you aware of it?</p> <p>Mr Deegan—I am not aware of the request made of my office, if that is the case. I look at all the correspondence and I am not aware of that.</p> <p>Senator IAN MACDONALD—I was told two weeks ago on 29 September that an application had been made to Infrastructure Australia. I am not sure when it was made but obviously some time before that date.</p> <p>Mr Deegan—We have a practice of responding to all the people who are generous enough to spend their time on these applications. I will take that on notice and come back to you, Senator.</p> <p>Senator IAN MACDONALD—Mr Mrdak, it could have come from Queensland Rail, the QR network, which is of course an independent statutory body.</p> <p>Mr Deegan—I will have to take it on notice.</p>
CORP 03	20/10/09	13	Senator MACDONALD	<p>Senator IAN MACDONALD—Mr Mrdak, how much has the department spent on consultancy services since November 2007? Can you provide a complete list of current consultancy services? Is that possible to do?</p> <p>Mr Mrdak—Yes, certainly. If you can bear with me, I will take that on notice and try and get that to you as soon as possible. That is all consultancies since November 2007 and current consultancy contracts underway?</p> <p>Senator IAN MACDONALD—Yes, and for each consultancy could you indicate the rationale for the project and its intended use. Also, for each consultancy, please indicate why the department's agencies could not have undertaken that work by themselves, so why did you need consultants rather than doing it internally?</p> <p>Mr Mrdak—Certainly, Senator. We draw a lot of that from the Senate order and the publication on AusTender; we will pull that together for you.</p>

CORP 04	20/10/09	14	Senator MACDONALD	Senator IAN MACDONALD —My next question is how much the department has spent on advertising and marketing since November 2007 and what the justification is. Again, I think that might be the Senate order. Mr Mrdak —We do publish those and I will get that information for you.
CORP 05	20/10/09	14	Senator MACDONALD	Senator IAN MACDONALD —If you could also provide a list of discretionary grants that have been made in that period. Again, I think most of these are part of the Senate order. Mr Mrdak —They are, Senator. Senator IAN MACDONALD —And the commission reports as well? Mr Mrdak —I will check the Senate order and if there anything that is not captured there, Senator, I will get that to you through the committee.
IA 04	20/10/09	16	Senator WILLIAMS	Senator WILLIAMS —Have you ever heard a town called Barraba? Mr Deegan —I know Barraba, yes, Senator. Senator WILLIAMS —Do you know if Barraba has put in an application for any funding under an Infrastructure Australia recommendation for water supply? Mr Deegan —I would have to take that on notice.
CORP 06	20/10/09	18	Senator NASH	Senator NASH —Indeed, they just came out of my mouth. Exactly what is the cost per square metre that is being paid for this location? Mr Deegan —I will take that on notice, Senator. Senator NASH —Do you have a ballpark figure of roughly how much above the average that is? Mr Deegan —I will take that on notice, just in terms of accuracy.
CORP 07	20/10/09	22	Senator NASH	Senator NASH —We were just on the issue of the cost of floor space for the building that you are in. I appreciate that you may have to take this on notice—I want that to be very clear—but did the department undertake to determine what would be an average cost of floor space for a similar type of accommodation for Infrastructure Australia and the Major Cities Unit before they decided to go ahead with the location that you are currently in? Mr Mrdak —That is probably one for me. Yes, my understanding is the department did do an analysis. I do not have that here, but I am happy to take that on notice to determine the analysis that was undertaken which led to the department contracting the floor space which is occupied by Infrastructure Australia.
IA 05	20/10/09	23	Senator LUDLAM	Senator LUDLAM —With regard to the projects in Victoria that were actually funded in the last federal budget, could you come back to us with some information about whether all of that information that has actually been withheld from the public domain was made available to Infrastructure Australia? If you like, I can provide the details you some specific documents that have been refused. I will do that after the hearing. Mr Deegan —Thank you.
NB-II 02	20/10/09	23	Senator LUDLAM	Senator LUDLAM —All right. Can you tell us whether there have been any propositions to you from the Western Australian government for funding of the Roe Highway extension in the southern suburbs of Perth? Mr Deegan —There have been a range of discussions with the Western Australian government about road linkages in and out of the airport. Senator LUDLAM —No. This is a different part of the city. Mr Deegan —Primarily our focus has been about transport issues in and around the airport—public transport and roads. There may be applications through other processes for some of those roads to which you refer, but I will double-check.

				<p>Senator LUDLAM—If you can. The road link that I am specifically interested in is the Roe Highway stage 8 extension. Can you tell us the status of negotiations—whether there have been any formal or informal requests or sounding out for Commonwealth funding—for that proposal?</p> <p>Mr Deegan—I can report to you on whether there has been any material to Infrastructure Australia but, again, the department may be better placed to respond to that.</p> <p>Senator LUDLAM—That is all right; I will put it to them also.</p>
IA 06	20/10/09	24	Senator LUDLAM	<p>Senator LUDLAM—Right. So there is a rail corridor there. The communities in that part of the country actually were created along that rail line. The New South Wales government is now looking at going further than taking the service off the line and taking the line out all together. I realise that your role is mainly about provision of infrastructure, but what role would you play if a government was considering taking out a key piece of infrastructure?</p> <p>Mr Deegan—There are a range of issues to do with rail in New South Wales and Western Australia in particular—some to do with grain and others to do with passenger transport operations. The extent to which we get involved depends on the long-term national productivity issues associated with those rail lines. We have had discussions with a number of community groups involved in the Casino Murwillumbah process, some of whom sought funding for the rail to be restored from the Commonwealth. You get those tensions between state and Commonwealth governments in those matters. They are productive discussions at the moment. I am not aware of proposals to remove the line but, again, I will take that on notice and see what I can find out.</p>
NB-II 03	20/10/09	24	Senator LUDLAM	<p>Senator LUDLAM—I might be able to provide you with some material as well. It seems that you are in discussions with some of those groups, and I realise that it is quite a politically charged issue. Moving across the country to Western Australia, can you tell us the status of your thinking on the grain line? Again, there is a proposal to basically eliminate quite a bit of the rail track in WA.</p> <p>Mr Deegan—There is a separate review that the department is engaged in on grain issues in Western Australia. The department may be better able to respond. Certainly, as part of our ports and freight work, we have an overview of grain issues across the country. But the detailed report on grain rail in Western Australia is a matter for the department to respond to.</p> <p>Mr Mrdak —The first report in relation to the WA grain lines, which was a commitment the government gave in the election to undertake, has been completed. Discussions are now taking place between the Australian government, the WA government and rail operators and users in WA in relation to how we take that forward, particularly in the development of an investment program. I might ask my colleague, Ms O’Connell, to give you an update on where that work is at.</p> <p>Ms O’Connell—As my colleague said, that study has been undertaken and the government is considering a response to that study and the work that will be undertaken that follows from that.</p> <p>Senator LUDLAM—Can you tell us what the approximate timetable for a response might be?</p> <p>Ms O’Connell—Certainly. I will find out and then come back to these hearings and let you know.</p>
IA 07	20/10/09	25	Senator MACDONALD	<p>Senator IAN MACDONALD—It is good to see it happening. With respect to Abbot Point at the other end of Queensland—well, not quite the other end—have you received any applications from the Queensland government for the massive amount of work that is proposed for that new power house energy hub of Australia?</p> <p>Mr Deegan —Yes. On page 10 of our report provided with the budget, we identify the Abbot Point multicargo facility in Queensland as a priority infrastructure pipeline project with real potential and one that we are continuing to work on with the Queensland government.</p> <p>Senator IAN MACDONALD—What would we see publicly? It is in your report; is that publicly</p>

				<p>available?</p> <p>Mr Deegan—Yes.</p> <p>Senator IAN MACDONALD—Is there any more detail anywhere on a website that is publicly available?</p> <p>Mr Deegan—I will check that for you. I think Queensland have quite a considerable amount of material about the Abbot Point proposal publicly available, but I will check that. I will take that on notice.</p> <p>Senator IAN MACDONALD—Yes. Do not give it to me; just refer me to it. I know that is contrary to what we were saying before, but that would be better in this instance.</p>
IA 08	20/10/09	25-26	Senator MACDONALD	<p>Senator IAN MACDONALD—Thank you for that. Moving on to the Torres Strait Islands, the airport up there at Horn Island suffers at the moment because you cannot get those Q400 aircraft in and the bigger Dash 8s. As you know, getting to the Torres Strait Islands is entirely dependent upon air transport, which is what the problem with the Q400s is all about. They cannot land at Horn Island, and they have made an application to Infrastructure Australia for assistance. Mr Deegan, are you aware of that?</p> <p>Mr Deegan—I will take that on notice. A lot of projects are before us, and I will just check whether that has come to us or gone to the department, or both.</p> <p>Senator IAN MACDONALD—Okay. Also, could you give me any update on notice on what is happening at Horn Island. It is a very, very essential piece of infrastructure that ticks a lot of boxes, not just in the infrastructure area but in the social inclusion area as well. I would be interested to see where it is going and perhaps to draw your attention to it. There is what is called an alliance, a northern mayors' alliance, which is really the local government leaders from Northern Queensland. They made a list of submissions to Infrastructure Australia, as I understand it, about a range of projects, such as stage 2 of the Burdekin Falls Dam, the Connors River overflow on the Flinders, the Mount Bedford irrigation project, Port Abbot, which we have mentioned, Peninsula Road, and various others, including the Townsville to Mount Isa railway line, major upgrades, a baseload power station and the Bruce Highway. Mr Deegan, do you recall or are you aware of a sort of group approach for general funding for that area?</p> <p>Mr Deegan—Yes. A number of parts of the country had local government, state government and, indeed, in some parts, the Commonwealth working together with private sector players to draw together a submission for a whole region. It is certainly an approach that we would encourage because that way you get the whole range of things. South-East Queensland mayors put in a submission; people in the Pilbara have been putting together some sensible work; south-west Western Australia have done so; and I have mentioned before that South Australia and Victoria worked collaboratively together on a project across the border. Some of the issues that Senator Ludlum raised about New South Wales and Queensland is an area where there could be such an approach. We are continuing to work on that northern alliance series of proposals. I understand there are some further discussions next week here in Canberra about some of the energy issues associated with that area in particular. I understand that both members of the department and I will be attending that to get further information and have further discussion with those key players.</p> <p>Senator IAN MACDONALD—Okay. Is that with the mayor, Councillor Les Tyrell?</p> <p>Mr Deegan—I do not have the names with me, but I could check them.</p>
IA 09	20/10/09	27	Senator ABETZ	<p>Senator ABETZ—Minister, will the government provide to the Australian people the modelling and analysis of each project that we are told does exist?</p>

				Senator Conroy —I am happy to take that on notice and get the minister's advice.
IA 10	20/10/09	28	Senator ABETZ	<p>Senator ABETZ—Can you then explain to me what you meant before when I thought you said the government had agreed to fund certain projects before the full process had been gone through?</p> <p>Mr Deegan—It is not as black and white as that. These are often complex projects.</p> <p>Senator ABETZ—I am sure they are very complex.</p> <p>Mr Deegan—There are a range of issues to deal either with the project financing, the planning approval regime and the delivery mechanisms that might be involved. On a number of occasions the Commonwealth has indicated an interest in taking those projects further.</p> <p>Senator ABETZ—What projects are they? Are you able to provide us with a list of those?</p> <p>Mr Deegan—An example would be the Northbridge rail link in Western Australia.</p> <p>Senator ABETZ—That is one, but can you provide us with a full list?</p> <p>Mr Deegan—Yes.</p> <p>Senator ABETZ—You might need to take that on notice.</p> <p>Mr Deegan—Thank you.</p>
NB-II 04	20/10/09	30	Senator ABETZ	<p>Senator ABETZ—I asked whether Infrastructure Australia could detail the status of infrastructure projects identified as priorities in its report to COAG. I understand that that is more departmental rather than Infrastructure Australia specific.</p> <p>Mr Mrdak—I would be happy to give you a summary of where we are at on each of those projects, if that would assist you.</p> <p>Senator ABETZ—I know you would be happy to, but would the minister? He will not be referring me to a website of numerous pages, will he? We will keep our fingers crossed!</p> <p>Mr Mrdak—I was going to give you a brief summary now, if that would help.</p> <p>Senator ABETZ—Even better.</p> <p>Mr Mrdak—I am happy to give you more detailed information. They are essentially the projects which were announced in the federal budget arising from the Building Australia Fund funding. There were three projects in South Australia: the Gawler rail modernisation and electrification project—</p> <p>Senator ABETZ—How many projects are we going to be talking about?</p> <p>Mr Mrdak—There are 15.</p> <p>Senator ABETZ—In that case, I invite you to take that on notice or, if that is a handy summary that could potentially be photocopied without divulging information that we opposition senators are not entitled to—</p> <p>Mr Mrdak—My summary unfortunately contains some cash flow projections which are ours and not in the public arena.</p> <p>Senator ABETZ—Could you delete those?</p> <p>Mr Mrdak—I will provide you with a short summary document of where we are at with each of those 15.</p>
IA 11	20/10/09	31	Senator ABETZ	<p>Senator ABETZ—What were the costs of developing the national public-private partnership policy?</p> <p>Mr Deegan—I will take that on notice. It would be part of our workload, but I will get that to you. That work was undertaken with both New South Wales and Victorian governments, as well as private sector involvement.</p>
NB-II 05	20/10/09	33	Senator LUDLAM	Senator LUDLAM —To Meekatharra, central Western Australia. As I say, it is the only strip between Kalgoorlie and the north-west towns that is unsealed, so a lot of road freight transport has to come through Kalgoorlie into Perth and then back out, taking the long way around. It has been under

				<p>discussion for funding for 20 years, perhaps longer. I am just wondering whether anything at all has crossed either of your desks from the state government or from the local shires concerned about funding that stretch of road.</p> <p>Mr Mrdak—I am not aware of anything. I would have to check whether that actually is part of the national network.</p> <p>Senator LUDLAM—I believe it is.</p> <p>Mr Mrdak—If I may, I will take that on notice and just check what the status of any such proposal, and whether we have considered any such proposal, and I will come back to you if I can.</p>
ARTC 01	20/10/09	42	Senator NASH	<p>Senator NASH—But trawling through that, I did not see any ministerial releases on your website from the previous government. Is this a new initiative or did I miss something?</p> <p>Mr Marchant—In the archives you will see some previous releases. There has been no policy change in the company on how we deal—</p> <p>Senator NASH—In all of 2007, there was not one from the minister at the time. I must admit, I have not been further through the archives. It seems quite unusual.</p> <p>Mr Marchant—I have been the CEO of ARTC since May 1998. I can assure you that our policy on our website and on publishing has not changed one iota under any government, nor have we been approached by any government to change our policy. If we did, I am not sure that we would respond positively. The company cherishes very much its role as a company and its shareholding framework. There were very few press releases done jointly under the previous government for various reasons unrelated to that structure. There are some press releases there, by the way, if you go back in the archives, but they are not frequent.</p> <p>Senator NASH—Perhaps you could take it on notice and point us to those. I am happy to go to the website and have a look, but if you could just at least point us to those that would be helpful.</p> <p>Mr Marchant—Sure. There were very many joint ones done on the lease announcements in New South Wales and the rest. In fact, there are joint documents on the website executed by the company and the government. I will send you some.</p>
NB-II 06	20/10/09	46	Senator ABETZ	<p>Senator ABETZ—Of course, but there was ultimately a final list, was there not, that was included in the MOU? When did you finalise the list, please?</p> <p>Ms McNally—The list was finalised when the MOUs were provided to the states and territories.</p> <p>Senator ABETZ—And what date was that?</p> <p>Ms McNally—I would have to take that on notice.</p>
NB-II 07	20/10/09	46	Senator ABETZ	<p>Senator ABETZ—Thank you very much. Can I then move on to NBII No. 15 in the same estimates. I asked: I just want to know which is which because, looking at the website, I am not informed as to which one is a specific election promise and which one is not.</p> <p>That was in relation to projects that are on the website. We were told in relation to election promises, ‘Look at the website’, that the website contains election promises and projects that were not election promises. We wanted to sort those out, separate them out, so I asked:</p> <p>I just want to know which is which because, looking at the website, I am not informed as to which one is a specific election promise and which one is not.</p> <p>The minister said: As I said, we will take it on notice and see what information the Minister can make available to you. Do you know what I was told: The Nation Building Program projects can be found on the Nation Building Program website.</p> <p>Well, duh! I know that. I wanted the separation as to which ones were election promises and which ones were developed after the election.</p>

				Senator Conroy —We will take that on notice and see if there is any further information the minister is able to provide.
NB-II 08	20/10/09	47- 48	Senator ABETZ	<p>Senator ABETZ—NBII 16, I asked: Is Tasmania considered to be regional in that definition? I was provided with the answer, ‘No’. Unfortunately, I note that in the way this question has been provided the answer ‘No’ may in fact relate to something else, so I just want clarification on this one. It was a good, specific answer, and I appreciate that for a change, but just to ensure that there is no confusion, if you have NBII 16 in front of you—</p> <p>Ms McNally—It is.</p> <p>Senator ABETZ—you will see the question about halfway down the page:</p> <p>Senator ABETZ—Right. Is Tasmania considered to be regional in that definition? Is it that question that is being answered as ‘No’ at the bottom of the page?</p> <p>Ms McNally—The question relates to Tasmania being regional, Senator.</p> <p>Senator ABETZ—It does.</p> <p>Ms McNally—Basically, Tasmania is not of itself considered to be regional, but there would be things in Tasmania that are regional.</p> <p>Senator ABETZ—All right. Thank you for that. Further on, Mr Tongue said: I do not have that information to hand, but I will endeavour to get it for you.</p> <p>That was in relation to: Out of the larger figure, is Tasmania, for example, considered to be regional, and so its \$800 million is included in that regional figure?</p> <p>Ms McNally—Some of the \$800 million for Tasmania would be considered to be regional, Senator. The \$800 million itself is not all for regional activity. For example, you would not include the Kingston bypass in a regional figure.</p> <p>Senator ABETZ—A great local one that I have been campaigning on for quite some time. Thank you very much. I said: If it is not too difficult an exercise, if you could disaggregate and provide it to us on notice, we would appreciate that. Thank you for that.</p> <p>But there has been no disaggregation provided, has there?</p> <p>Ms McNally—No, Senator.</p> <p>Senator ABETZ—Could you please provide that disaggregation?</p> <p>Ms McNally—I will take that on notice, Senator.</p> <p>Senator ABETZ—Could you please provide that disaggregation?</p> <p>Ms McNally—I will take that on notice, Senator.</p>
NB-II 09	20/10/09	48	Senator WILLIAMS	<p>Senator WILLIAMS—Just on Nation Building—Infrastructure Investment, in New South Wales \$42.7 million has been set aside for boom gates and other safety measures at 55 level crossings. That works out to around \$776,000 per level crossing, which seems very expensive. Were tenders called to carry out the installation of these boom gates?</p> <p>Ms McNally—The boom gates work in New South Wales I think is being overseen and managed by the ARTC. I would have to check with them.</p> <p>Senator WILLIAMS—Oh dear, we are a bit late on that! Are you sure that is the case?</p> <p>Ms McNally—We would have to check with the ARTC.</p>
NB-II 10	20/10/09	49	Senator WILLIAMS	<p>Senator WILLIAMS—I am interested to know how many projects were funded in regional Australia compared to the cities. Do you have any idea of that?</p> <p>Ms McNally—I could take that on notice.</p>
NB-II 11	20/10/09	51	Senator WILLIAMS	Senator WILLIAMS —Are there any all-weather road rest areas or have they all been put on bitumen roads?

				Ms McNally —I would have to take that on notice.
NB-II 12	20/10/09	53 -54	Senator MACDONALD	<p>Senator IAN MACDONALD—Is there any way we can find out when the bulldozers are going to start?</p> <p>Ms O’Connell—In terms of the overall program’s commitment to funding this project within the nation building program, we consult with the state government about commencement dates, which are dependent on the timing of studies and other works that are going on within the state. We will take the question on notice and go and talk with the state government about the commencement of this specific project.</p> <p>.....</p> <p>.....</p> <p>Senator IAN MACDONALD—The money is allocated. Is there anything you can do to ensure that your money, which you have allocated, is actually used to actually do what it was allocated for—that is, to build a road?</p> <p>Senator Conroy—I look forward to hearing those announcements, as I am sure you will.</p> <p>Ms McNally—Yes.</p> <p>Senator IAN MACDONALD—Ms McNally said, ‘Yes.’ Could you tell me what you can do?</p> <p>Ms McNally—The specific project is identified in the MOU with the Queensland government as an Australian government commitment within the forward estimates period.</p> <p>Senator IAN MACDONALD—I do have a lot of questions to go through but the same answer is going to be given—that is, ‘Yes, the money is allocated if you live long enough.’ My life span is looking to be about 20 years from here, and I may not be alive when it is spent.</p> <p>Senator Conroy—That is completely inaccurate Senator Macdonald, as you know. Ms McNally has indicated it will be in the forward the estimates period.</p> <p>Ms McNally—That is right.</p> <p>Senator Conroy—That is quite a defined period. I am planning on living longer than the forward estimates; I am not sure about you. Maybe you have other arrangements.</p> <p>Senator IAN MACDONALD—Anyhow, you are not going to be able to tell me—</p> <p>CHAIR—Sorry. Senator Macdonald. Mr Mrdak was answering you as well.</p> <p>Mr Mrdak—As Ms McNally did undertake to do, we will seek advice from the Queensland Department of Main Roads in relation to what their current project schedule is. We will come back to you in relation to that.</p>
IA 12	20/10/09	55	Senator BACK	<p>Senator BACK—Sure. I have two other brief questions. Can you give us any advice on the Perth Airport multimodal links project or is that actually in Infrastructure Australia?</p> <p>Ms McNally—I think it is probably more for the airport, the Perth Airport multimodal links project.</p> <p>Senator BACK—Yes.</p> <p>Ms McNally—I do not have that information with me, so I can take that on notice.</p>
NB-II 13	20/10/09	56	Senator MACDONALD	<p>Senator IAN MACDONALD—You were going to get me details about the Gairloch Floodway. I do not want to give you a huge amount of paperwork to do, but would it be too much trouble to do that for the whole of Queensland?</p> <p>Ms McNally—No, Senator. I can provide you with a copy of the MOU that is on our website, where it is listed.</p>
NB-II 14	20/10/09	56	Senator	Senator IAN MACDONALD —I am just wondering: can you extend that to all of the Queensland projects?

			MACDONALD	<p>Ms McNally—That have not commenced? It would be unlikely that there would be fixed dates for a number of the projects.</p> <p>Senator IAN MACDONALD—As many as you can.</p> <p>Ms McNally—We will take that—</p> <p>Senator IAN MACDONALD—We are hoping that Gairloch is going to happen and I think I mentioned a couple of others. Anyhow, what is programmed to actually start soil turning and bulldozers working in the next year? I am not sure whether it is the financial year or the calendar year. I assume they would have a couple of years out. What I am really after is this. Over the next, say, two years—if that is reasonable—where are the bulldozers going to start? I appreciate the funding that you have for me, and thank you for getting that. I think we probably got it before, but thank you anyhow. What I want to know is not when the allocations are being made—that is good; that is great—but when they start, if that is possible.</p> <p>Ms McNally—Yes.</p>
IA 13	20/10/09	58	Senator MACDONALD	<p>Senator IAN MACDONALD—There was not as much in it as I might have hoped, but we are grateful for small mercies. The only other question I want to raise with you on the Nation Building Program is what is called the Outback Way—the road from Winton in Queensland to Laverton in Western Australia, across the centre of Australia and past the Arndaritjika Aboriginal Corporation at Harts Range, which has another local name. The Queensland, Western Australian and Northern Territory governments are putting in bits each year. But it has been put up as a Nation Building Program, I understand, by the Outback Highway Development Council Inc. There is a Friends of the Outback Way group, a parliamentary group, which Senator Crossin and I co-chair. In early September some of us drove from Alice Springs to Winton over part of it. Does it feature anywhere in the Nation Building Program or, if not, in Infrastructure Australia or anywhere else within the department?</p> <p>Ms O’Connell—We will take on notice whether there is a submission to Infrastructure Australia on it, and I will get back to you on that. In relation to the Nation Building Program, I will ask my colleague to respond.</p>
NB-II 15	20/10/09	59	Senator FISHER	<p>Senator FISHER—Can you tell me those two exchanges again?</p> <p>Ms McNally—The Port River Expressway to Regency Road, and the second one was the interchange works at Darlington. In terms of the Port River Expressway to Regency Road, much of the planning works have actually been undertaken and they are expected to be completed early in 2010, but the first phase of that particular planning has been completed and a preferred scheme has been announced. That was announced on 15 October.</p> <p>Senator FISHER—Can you provide the committee with a copy of that?</p> <p>Ms McNally—I can.</p>
NB-II 16	20/10/09	60	Senator FISHER	<p>Senator FISHER—Depending upon the study, on which part or parts of South Road will the balance of the \$500 million be spent—in other words, some \$460 million?</p> <p>Ms McNally—It will be spent on those particular aspects of the road that the study has been undertaken for, so the Port River Expressway to Regency Road and the interchange works at Darlington.</p> <p>Senator FISHER—Anything else?</p> <p>Ms McNally—I have not really got any other information with me, Senator. I would have to take that on notice.</p> <p>Senator FISHER—Can you, please?</p> <p>Ms McNally—Yes, Senator.</p>

NB-II 17	20/10/09	61	Senator FISHER	<p>Senator FISHER—I have not got specifically who it is. Basically they will be contracts that are let by the South Australian government but I can take that on notice.</p> <p>Senator FISHER—Can you, please.</p> <p>Ms McNally—They are certainly required to undertake consultation, particularly as part of their environmental assessment work.</p> <p>Senator FISHER—Can you provide some detail on notice around the consultations as well?</p> <p>Ms McNally—I am happy to do that, Senator.</p>
NB-II 18	20/10/09	62	Senator FISHER	<p>Senator FISHER—So, of that, what is the cost estimate for the pre-October 2009 announced total cost, pre- October 2009 announced grade separations?</p> <p>Ms McNally—I would have to take that on notice. I do not have that information with me. I have only got the current information. Basically it would not be a lot different.</p> <p>Senator FISHER—You see, it begs the question: what about the Sturt Road grade separation alone? The state government suggested in 2006 that would cost about \$140 million; is that right?</p> <p>Ms McNally—I have not got that information with me.</p> <p>Senator FISHER—Can you answer that on notice, please?</p> <p>Ms McNally—Yes, sure.</p>
NB-II 19	20/10/09	62	Senator FISHER	<p>Senator FISHER—So, speaking of timetable, when will the grade separation bits of the project start?</p> <p>Ms McNally—Until the planning is completed I cannot answer that definitively, but I would be happy to look into that and take that on notice.</p> <p>Senator FISHER—Thank you, and likewise when will they be completed.</p> <p>Ms McNally—Yes, Senator.</p> <p>Senator FISHER—How much money then is available for the grade separations as announced in September 2008, February 2009 and July 2009? How much money is left out of \$500 million from the federal government's contribution to fund those grade separations, where will the grade separations be, how much will each one cost and from where will those bits and pieces of the \$500 million come?</p> <p>Ms McNally—So you are just really trying to understand how the \$500 million has been spread across the package of works?</p> <p>Senator FISHER—It may well be that that is what I am struggling to understand, but if you answer those questions on notice, thank you, plus say whatever you want to say now.</p>
NB-II 20	20/10/09	64	Senator ABETZ	<p>Senator ABETZ—Could you take it on notice so that we can have it in anticipation for next time who was invited from the South Australian federal representatives?</p> <p>Ms McNeill—Sorry, but I should clarify that, Senator. That was just for two bridges. The main project in total will not be opened until late next year.</p> <p>Senator ABETZ—But I am sure there will be three separate openings with three separate photo opportunities. So if you can tell us about all three, Ms McNeill. Thank you very much for that. I would like to know about all three.</p>
NB-II 21	20/10/09	64	Senator ADAMS	<p>Senator ADAMS—It is a really good project and I am very interested, because I am on another committee that is involved with Indigenous communities and that is the reason I am asking the question. Who would evaluate whether these people have been successful or they need more help or what government policy could be utilised to perhaps extend their occupations?</p> <p>Ms McNally—It is certainly something we could look into, Senator.</p>
NB-II 22	20/10/09	65	Senator ADAMS	<p>Senator ADAMS—I do have a question regarding the Chester Pass Road which is in the great southern area of Western Australia. It carries at the moment 15 per cent of our grain to Albany, but it will be increasing. Has any funding been applied for?</p>

				<p>Ms McNally—What was the name of the road, Senator? I missed it.</p> <p>Senator ADAMS—Chester Pass Road.</p> <p>Ms McNally—I do not think I have got information on that one with me. I will have to take that on notice, Senator.</p>
NB-II 23	20/10/09	66	Senator NASH	<p>Senator NASH—Would you mind taking on notice for the committee a detailed breakdown of the \$36 million and where it is going with respect to the road?</p> <p>Ms McNally—Sure.</p>
ISTP 01	20/10/09	69	Senator ABETZ	<p>Senator ABETZ—What is the delay factor in processing invoices against the scheme?</p> <p>Ms Riggs—Senator, I understand that many invoices are taking several weeks to process at this stage.</p> <p>Senator ABETZ—And does several weeks include 10 weeks?</p> <p>Ms Riggs—Several is a number bigger than two or three, I guess, Senator.</p> <p>Senator ABETZ—All right. If we cannot get any greater specificity than that, and you are making work for yourself, can you take on notice how many invoices are currently awaiting assessment, how many of those have been awaiting assessment for seven days, 14 days, 21 days, 28 days, 35 days, 42 days, 49 days, 56 days—and I will get my maths right—63 days, 70 days and in excess of 70 days, please.</p> <p>Ms Riggs—Senator, I will seek to discover whether those numbers are easy to extract from the system that Centrelink runs on our behalf. I will, however, indicate to you that the most recent number that I have with me in terms of claims on hand is that, as at the end of September, there were 1,655 claims on hand.</p>
ISTP 02	20/10/09	71	Senator O'BRIEN	<p>Senator O'BRIEN—So someone can make an overriding decision? Is that how the appeal system would work?</p> <p>Ms Riggs—Senator, I think it would be better if I answered your question on notice. I am comfortable that there are appeal provisions built into the new ministerial directions.</p>
ISTP 03	20/10/09	72	Senator BUSHBY	<p>Senator BUSHBY—It is just a limited discussion,</p> <p>Mr Hogan—I think you have rightly identified pre-1989 vehicles and vehicles under the Specialist and Enthusiast Vehicle Scheme which are processed through the Registered Automotive Workshop Scheme.</p> <p>Senator BUSHBY—Yes—and personal imports?</p> <p>Mr Hogan—And personal imports.</p> <p>Senator BUSHBY—Was there a major change made in 2003 to introduce the RAWs process to stop the 15-year roll-in under which you could import an older car? That was 2003?</p> <p>Mr Hogan—That is correct.</p> <p>Senator BUSHBY—Are you able to provide me with information showing how many vehicles have been imported by each of those three methods since 2003?</p> <p>Mr Hogan—I would have to take that on notice.</p> <p>Senator BUSHBY—I am happy with that. In doing so, could you also let me know what vehicle models were issued with plates in respect of each of those methods?</p> <p>Mr Hogan—Yes, I can.</p> <p>Senator BUSHBY—Not for every car but for each particular type of car.</p> <p>Mr Mrdak—That may well be a large category of vehicles. We would have to check how extensive that would be. We will make every effort.</p> <p>Senator BUSHBY—I would imagine that even if you looked at every type of vehicle that was made in the world it would still only be in the hundreds and not all of them would be imported into Australia.</p>

				<p>So it is not going to be an extensive list.</p> <p>Mr Mrdak—It may still require a significant use of resources. We will come back to you as to how extensive that is.</p>
ISTP 04	20/10/09	72	Senator BUSHBY	<p>Senator BUSHBY—Thank you</p> <p>Mr Hogan—Can I just add one to the list of ways you might import a used vehicle. The other way is through the letter of compliance scheme. That is if a letter of compliance can be provided by the vehicle manufacturer to certify that the vehicle met relevant Australian design rules at the time of manufacture.</p> <p>Senator BUSHBY—That would be mainly used by companies to bring in cars for evaluation, would it, or is it more widely used than that?</p> <p>Mr Hogan—No, it is generally used by private individuals.</p> <p>Senator BUSHBY—Can I have the information on that as well then?</p> <p>Mr Hogan—Yes, certainly.</p>
ISTP 05	20/10/09	72-73	Senator BUSHBY	<p>Senator BUSHBY—What are the policy considerations behind the decision—and I am happy for you to take this on notice, because I think it will probably take longer to answer than the time I have—to restrict the importation of used private vehicles into Australia? In answering that question, I acknowledge the need to maintain safety aspects of vehicles, but I am more interested in the policy considerations that restrict the importation of cars that do, or could with appropriate modifications, meet appropriate ADRs but still could not be imported. So I am interested in what keeps those cars out other than safety considerations. I am happy for that to be taken on notice.</p> <p>Mr Hogan—I will take that on notice.</p> <p>Senator BUSHBY—In terms of cars that are imported that were made prior to 1 January 1989, what safety considerations are they required to meet when they come into the country?</p> <p>Mr Hogan—As well as meeting federal legislation, they are subject to state registration requirements.</p> <p>Senator BUSHBY—In terms of federal legislation, what requirements do they need to meet? I am not sure of the answer to this. Is it the ADRs that applied as at the date of manufacture of that car? What standards are they required to meet?</p> <p>Mr Hogan—No, they are just pre-1989 vehicles.</p> <p>Senator BUSHBY—So, if they do not have side intrusion bars, they do not have to have them fitted?</p> <p>Mr Hogan—That is right.</p> <p>Senator BUSHBY—In terms of a car imported through the RAW process, what safety modifications are required to be made to the special enthusiast vehicle?</p> <p>Mr Hogan—They must meet applicable Australian design rules.</p> <p>Senator BUSHBY—When providing me with the policy, can you also advise me why there are higher safety requirements for a post-1989 car that comes in as a specialist enthusiast vehicle than for cars that were made prior to 1989?</p> <p>Mr Hogan—Yes, I can.</p>
AMSA 01	20/10/09	82	Senator JOHNSTON	<p>Senator JOHNSTON—Could you take on notice how long it was that each of the aircraft were without their search radar and when search radars were installed in all aircraft?</p>
AMSA 02	20/10/09	82	Senator JOHNSTON	<p>Senator JOHNSTON—When will we be expected to see the Brisbane station manned?</p> <p>Mr Young—It will be some time, I think, in the second quarter next year, but I would like to be able to confirm that.</p> <p>Senator JOHNSTON—Take it on notice.</p>

AMSA 03	20/10/09	82	Senator JOHNSTON	Senator JOHNSTON —So they have not informed you of the issue of that direction notice by an airworthiness inspector, Mr Neil William Stallard? They have not informed you of that? Mr Young —I am not aware of it, Senator, but I can take the question on notice if you wish. Senator JOHNSTON —Okay.
LGRD 01	20/10/09	94	Senator NASH	Senator NASH —Can you outline for the committee the actual departmental assessment process that you apply to all of these project proposals that come through? Ms Foster —I might let one of the officers who is closer to it describe that. Mr Wood - The proponents of the projects provide detailed information to the department which we then assess against five areas of risk, which I will perhaps take on notice. I do not have those listed here, but I can get those five areas for you shortly. We will also take an assessment to see if an independent viability assessment is required for projects. That is itself based on a risk matrix to determine whether it is warranted to go out for an independent viability assessment. We then provide a summary of the assessment process, the risks and any treatments that are applied to reduce the level of risk. An example might be that there could be a risk to the commencement of a project because planning approvals are not in place. A risk treatment might be that no funding is released until planning approval is received. That information is then passed to the parliamentary secretary for consideration and the decision process.
LGRD 02	20/10/09	98	Senator NASH	Senator NASH —What I am trying to get at is where there has been a movement from an ACC office to an RDA office in another place, in any instance has the closing of the ACC office happened before the end of a lease has run out? Mr James —Some leases have been paid out. Senator NASH —Okay. How many? Mr James —I would have to take that on notice, Senator. Senator NASH —Okay. Could you take on notice how many leases have been paid out and the value of the payout of each lease? Thank you, Mr James.
LGRD 03	20/10/09	98-99	Senator NASH	Senator NASH —Can we go back to that, then? Who was that? What was the project? Ms Foster —I am not sure. Senator NASH —So you know there was one. Senator Conroy —We will take that on notice. We are not sure that we are at liberty to reveal that sort of information at this point. We will take it on notice and if there is anything further the minister would like to add we will get it to you.
LGRD 04	20/10/09	104	Senator MACDONALD	Senator IAN MACDONALD —Okay. Thank you for that assurance. There are many people anxiously waiting. Did the minister consider simply funding existing boards like, as I say, Townsville Enterprise, Advance Cairns, the Mount Isa to Townsville economic development zone, or whatever it is called—MITEZ? Senator Conroy —I am happy to take that on notice and see if the minister has anything to add.
LGRD 05	20/10/09	105	Senator MACDONALD	Senator IAN MACDONALD —So they have to be completed by 30 June 2010. Is that what you are you saying? Ms Foster —Certainly that is true of the \$250 million program. Our appropriation is for this financial year. Senator IAN MACDONALD —How is that going? Mr Mrdak —I was just going to add, with the \$550 million program they have to start within six months of contract signature. Senator IAN MACDONALD —And finish?

				Mr Mrdak —I will take that on notice. I think they have a little bit more time left. It depends on the project.
LGRD 06	20/10/09	106	Senator MACDONALD	Senator IAN MACDONALD —How much of the \$800 million was appropriated towards administration, or was that on top of that? Ms Foster —It was on top of the \$800 million, and I do not have that figure. Senator IAN MACDONALD —Perhaps you could let me have that on notice. Who did those assessments? Ms Foster —We used two companies. Again, I do not think I have the details to hand. Senator IAN MACDONALD —It might be helpful to all of us if I put these questions on notice.
LGRD 07	20/10/09	106	Senator MACDONALD	Senator IAN MACDONALD —The Australian Council of Local Government had its second meeting in June 2009. What is the cost of staging that event? Do you have that figure handy or can you get it to me on notice? Mr Mrdak —We will get it for you on notice, if that is okay. Senator IAN MACDONALD —You might tell me whether the figure included the welcome dinner on 25 June 2009. Could you also tell me now or on notice when the next meeting is to be? Has a date been set and a venue been set?
LGRD 08	20/10/09	106-107	Senator MACDONALD	Senator IAN MACDONALD —Thank you. I have some questions on FAGs which I will put on notice. The Centre of Excellence for Local Government has \$8 million in funding. Has that funding been provided to the successful institution and do we know the successful institution? Ms Foster —Yes we do, Senator. It was a consortium led by the University of Technology, Sydney. Senator IAN MACDONALD —Has that been paid over yet? Ms Foster —I believe it has but I would have to check and confirm that. Senator IAN MACDONALD - Can you tell me what the main conditions are attached to that funding? What are the guidelines of the program? Perhaps you can take that on notice.
LGRD 09	20/10/09	108	Senator MACDONALD	Senator IAN MACDONALD —Could I ask the minister's office to assist in future when he makes the announcement just to put in brackets which electorate the council is in that receives the— Senator Conroy —I will take that on notice. Yes, you can ask that.
ONA 01	20/10/09	109	Senator MACDONALD	Senator IAN MACDONALD —I assume that is written somewhere. If not, can you quickly give me the details of those 27 projects? Ms Foster —All of those projects were announced and listed on 3 July. There was an announcement which— Senator IAN MACDONALD —3 July this year? Ms Foster —That is right. Senator IAN MACDONALD —Since the last estimates. Could you perhaps just— Mr Mrdak —We would be happy to give you a list of those.
AAA 01	20/10/09	112-113	Senator NASH	Senator NASH —How many submissions were made in relation to the draft 2009 plan? Ms Gosling —I do not have that information here. I will attempt to get it, if I can, to give to you shortly. Senator NASH —Okay. Ms Gosling —I would be guessing, from memory, how many there were. Senator NASH —If you have officials here that might be able to find that for us during the course of

				<p>the evening, that would be really useful. If not, take it on notice. Perhaps they could also break it up into how many of those submissions were in support of the plan and how many were not in support of the plan.</p> <p>Mr Doherty—I am not sure that we can give you that information, because these submissions are made to the airport, commenting on aspects of the draft plan as it is published for consultation. The nature of the submissions is likely to be that it will focus on a specific element and indicate that the person submitting would like that to change.</p> <p>Senator NASH—All right.</p> <p>Mr Doherty—They would not normally make a comment necessarily on the whole of the plan.</p> <p>Senator NASH—Comment about the plan in general? All right. As far as is practical, if there is a certain element of the plan being discussed that they are either supportive of or not, that would obviously fit with the overall plan.</p> <p>Mr Doherty—Certainly. We may be able to identify the main areas where the comments went.</p> <p>Senator NASH—That is fine. I understand it might be difficult.</p>
AAA 02	20/10/09	114	Senator NASH	<p>Senator NASH—Thank you very much, Chair. In relation to those six movements, I understand there are three planes in and out over the three hours.</p> <p>Mr Doherty—Do not hold me directly to three planes. It was a matter of a handful of planes.</p> <p>Senator NASH—Yes, but I think you said six movements.</p> <p>Mr Doherty—I thought it might be slightly more than that in their longer term strategy. I think they were initially starting off with something like two to three aircraft but notionally moving to five reasonably quickly.</p> <p>Senator NASH—Would you like to perhaps take on notice just to confirm those figures for us?</p> <p>Mr Doherty—Yes, certainly. That will be in the document.</p>
AAA 03	20/10/09	115	Senator NASH	<p>Senator NASH—That is true. I understand that. Obviously, when you were looking at this master plan you must have had a look at the areas that, in your view, would be affected or not at all affected in terms of disturbing households. Can you provide for the committee any information on your deliberations on which households would not be affected to any degree by the noise? Surely you would have had to have taken that into account before you made the decision.</p> <p>Mr Doherty—To put it around the other way, we can provide I think from the plan an indication of the areas where it shows that noise is forecast.</p>
AAA 04	20/10/09	117	Senator MACDONALD	<p>Senator IAN MACDONALD—On notice, perhaps, could you give me some idea of the costs of developing that white paper?</p> <p>Mr Doherty—I can. The departmental cost has been absorbed within the cost of the division. We have a team dedicated to working on the white paper. During the process we have commissioned a number of consultancies—this is going through the green paper process last year and the white paper. The total cost of those was something less than a million dollars—\$700,000, I think, from memory.</p> <p>Senator IAN MACDONALD—Would it be easy enough just to give us that on notice?</p> <p>Mr Doherty—We can provide that.</p>
AAA 05	20/10/09	119	Senator MACDONALD	<p>Senator IAN MACDONALD—If I were not feeling so generous or happy we would perhaps argue that further. Let me ask this, finally: is it possible to get a list of all those who applied for funding under this program, and also a list of which ones actually received the funding?</p> <p>Mr Borthwick—The list of successful applicants is on our website and we are happy to provide that to you. All the unsuccessful ones were individually advised by the department, including a reason why they were not eligible for funding. We are happy to provide that as well.</p>

				Senator Conroy —We might take that one on notice, about whether or not we supply the ones that were not. In the past we have sought the advice of the unsuccessful tenderers about whether or not they would like their names released publicly. So we might just take that on notice and come back to you on that.
AA 01	20/10/09	124	Senator ADAMS	Senator ADAMS —I think what I will do when I am home is count every aircraft that comes in over those routes, because they are coming straight over the top of me and I know exactly what is going on. I am pretty good as far as aircraft go; I have had a lot of experience. I probably spend more time in the air than on the ground at the present time. But it really has made a huge difference. A lot of them are flying very low—a lot lower than they were, actually—and I do not know what has caused that. Once we get the east-west wind blowing, they are all coming in through that particular route, so I can see why the residents in the hills are complaining. To get on with my questions: is the government going to make the CASA safety report public? Mr Wilson —I will have to take that on notice. Senator ADAMS —You will get back to the committee and let us know? Mr Wilson —Certainly.
AA 02	20/10/09	132	Senator MACDONALD	Senator IAN MACDONALD —We had some discussion at the last estimates and the previous estimates about air traffic controller sick leave, and in response to my question you took it on notice. You gave me a table showing December 2008 through to May 2009 with single-day absences. Now that the agreement has been in force for some time, can you update those figures, either presently if you have them or on notice if you have not? Mr Russell —I am not sure that we have them with us tonight, but I will ask my colleague Jason Harfield to perhaps comment. We may need to take it on notice if that is okay. Mr Harfield —Since the agreement has come into place, we have seen a plateauing of absenteeism in the air traffic control environment and a downward trend, so we can supply the updated figures on notice.
CASA 01	20/10/09	138	Senator MACDONALD	Senator IAN MACDONALD —It will be very short! In response to some questions last time about TAWS A and TAWS B, you have given me some information. I had actually asked what the cost of a TAWS B—and if I can add to that TAWS A—might be. I said \$10,000, \$100,000, \$1,000, what is it? You took it on notice. You gave me an answer on notice but you did not answer that part of the question. What is the cost of a terrain awareness warning system A, which is a terrain display and radar altimeter, and a TAWS B, which is just, as I understand it, a terrain display; capable of allowing a terrain display. Mr McCormick —Yes, that is correct. We will get that information for you, if I can get back to you during this session. We thought that answer was comprehensive but obviously it was not.
CASA 02	20/10/09	140	Senator BACK	Senator BACK —Excellent. The only other question I have—and I am very interested to learn about those figures, which I think are remarkably low and you ought to be congratulated—is in relation to your integrity testing. Does the department subscribe to Australian Standard 4760, I think it is—‘Procedures for specimen collection and the detection and quantification of drugs in oral fluid’? Is that basically the guideline that the department is using? Mr McCormick —I am not aware of what the actual number is, but I can take that on notice and let you know.
OTS 01	20/10/09	143-144	Senator BACK	Senator BACK —All right, so let me ask the question again. Perhaps you cannot answer the question then on behalf of the minister. My interest is in the two areas that I have raised, and you have indicated that you cannot answer. The second area—again raised in speeches in the Senate, so I imagine it is in

				<p>the public arena—is the transfer of criminal liability from an airline operator to the captain of that aircraft in that particular event.</p> <p>Senator Conroy—I appreciate that you have raised this point and you are pursuing it. Obviously I am not in a position to comment myself, but I am happy to take that on notice and see if there is any further information the minister would like to provide in answer to that.</p> <p>Senator BACK—I recall those being the two issues that were raised in the Senate in regard to this and obviously, like everybody else who flies all the time, I want to see it moved forward. Again, it is the case that your officials cannot comment, but I ask that those two points be taken on board.</p> <p>Senator Conroy—As I say, I will take that on notice and pass that on to the minister for you and see if he would like to respond or has got anything he would like to add to the points you have made.</p> <p>Senator BACK—Thank you. Chair, that is it for me.</p>
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Written Questions on Notice Supplementary Budget Estimates 2009-2010

Infrastructure, Transport, Regional Development and Local Government Portfolio
Tuesday 20 October 2009

QON No.	Date Asked	Hansard Reference/Written	Senator	Question
NB-II 24	N/A	Written	Bushby	<ol style="list-style-type: none"> 1. Was there any correspondence sent to the Tasmanian Government by Minister Albanese prior to the closing date for submissions for funding through the \$22 billion infrastructure stimulus package in relation to that funding application? 2. If so, what date was that correspondence sent?
IA 14	N/A	Written	Bushby	<p>Has Infrastructure Australia had any interaction with the Tasmanian government:</p> <ol style="list-style-type: none"> a) prior to the closing date for submissions for the \$22 billion for major infrastructure projects, or b) on or after that date, whether by correspondence, submission, electronic means or orally?
IA 15	N/A	Written	Bushby	Has the Tasmanian Government, in any interaction with Infrastructure Australia, ever raised the issue of funding for upgrading the Midlands Highway in Tasmania to a dual carriageway?
NB-II 25	N/A	Written	Bushby	<ol style="list-style-type: none"> 1. Has Infrastructure Australia or the Department of Infrastructure, Transport, Regional Development and Local Government provided any advice to the Prime Minister, his office or his department on the issues of upgrading the Midlands Highway in Tasmania to a dual carriageway? 2. Is the Department aware of the basis on which the Prime Minister rule out the provision of funding for upgrading the Midlands Highway in Tasmania to a dual carriageway? 3. Is the Department aware whether the Prime Minister has actually travelled on that highway?
NB-II 26	N/A	Written	Bushby	<ol style="list-style-type: none"> 1. Has there been any work done within the Department on the cost of, route for, or other preparation work in respect to the upgrading the Midlands Highway in Tasmania to a dual carriageway, other than in respect of the already announced Brighton and Bagdad bypasses? 2. If so, what is the nature of the work undertaken?
NB-II 27	N/A	Written	Bushby	<ol style="list-style-type: none"> 1. When will work actually start on the Brighton bypass? 2. Why has construction of the Brighton Bypass been delayed? 3. How long will it be delayed for? 4. Will the issues leading to the delay cause a route diversion or a cost blow out?
NB-II 28	N/A	Written	Bushby	What proportion of the \$190m committed to being spent now on the Midlands Highway projects was first committed by the previous Government prior to December 2007?

LGRD 10	N/A	Written	Macdonald	<p>Regional and Community Local Infrastructure Program (RLCIP) <i>\$550 Million Strategic Projects component</i></p> <ol style="list-style-type: none"> 1. There is a requirement in all funding agreements for progress reports to be submitted at certain significant milestones. Can the Department inform the Committee whether progress reports have been submitted as required? 2. Can the Department inform the Committee whether any local council has failed to meet its obligations to provide a progress or completion report required under the terms of a funding agreement? 3. Did the Department undertake an Independent Viability Assessment for any of the successful projects under this program? 4. If so, can it provide details on who conducted such assessments and what was the cost of undertaking such assessments? 5. Were the costs of any such assessments borne by the Department or the applicant? 6. What were the outcomes of any Independent Viability Assessments? 7. Were any projects rejected as a consequence of an IVA? 8. How many? 9. How many projects that were subject to an IVA were accepted? 10. What is the status of any application that was subject to an IVA and subsequently approved?
LGRD 11	N/A	Written	Macdonald	<p>Regional and Community Local Infrastructure Program (RLCIP) <i>\$250 Million component</i></p> <ol style="list-style-type: none"> 1. The first \$250 million component of the program was announced by the Prime Minister in November 2008. The Guidelines state that progress reports were required by 30 May 2009. Can the Department inform the Committee if all progress reports were provided to the Department before this deadline? 2. Did any council fail to meet this deadline? 3. The Guidelines indicate that all funding was to be expended by 30 September 2009. Has there been any variation to this requirement? 4. Can the Department inform the Committee whether it is aware of any council not achieving this requirement? 5. Has the Department made any effort to inquire to the level of expenditure of funds provided under this element of the program? 6. As this program formed part of the Government's stimulus funding (Economic Security Strategy), is it important that this funding is expended within the timeframes outlined by the Prime Minister in his November 2008 announcement? 7. Final reports under this component of the program are required to be provided to the Department before 30 November 2009. Is this deadline still relevant? 8. If not, what is the new deadline?

				<p>9. Can the Department inform the Committee if they are aware of any council providing a final report early?</p> <p>10. How many if any?</p>
LGRD 12	N/A	Written	Macdonald	<p>Regional and Community Local Infrastructure Program (RLCIP) Round 2: \$100 Million (Non-Competitive Allocation)</p> <p>1. The Guidelines for this program are currently on the Department's website. Is this correct?</p> <p>2. The guidelines indicate that the closing date for proposals seeking funding under this component of the program will close in early November 2009. Can the Department inform the Committee why a definite closing date is not available?</p> <p>3. Can the Department inform the Committee when it expects to announce successful projects?</p> <p>4. Can the Department inform the Committee whether it is a requirement of this program that Round 1 projects be completed before Round 2 funding will be allocated?</p> <p>5. Can this affect whether a worthy project is given approval?</p> <p>6. It is understood that progress reports under this component of the program will be required before 31 May 2010, is this correct?</p> <p>7. Will there be adequate time between the successful projects being announced and this first milestone?</p> <p>8. Has the past round of funding informed the Department in terms of when milestones can be expected to be reached?</p>
LGRD 13	N/A	Written	Macdonald	<p>Regional and Community Local Infrastructure Program (RLCIP) Round 2 \$120 Million (Competitive Allocation)</p> <p>1. Can the Department inform the Committee that councils are being encouraged to identify projects that address the needs of the local indigenous community?</p> <p>2. Specifically, what types of projects are being sought in this category?</p> <p>3. Is the Department aware of any specific issues involved with projects involving indigenous communities that may delay a project (such as special permits or statutory approvals). If so, is it willing to vary the deadlines for these types of projects if they display special merit and have particular benefits for local communities?</p> <p>4. The Guidelines also recommend that Councils consider environmental sustainability as part of preparing their applications?</p> <p>5. Was this a particular weakness in the projects submitted in Round 1?</p> <p>6. Can the Department confirm to the Committee that the closing date for applications under this program is 15 January 2010?</p> <p>7. What resources does the Department have available to monitor local councils progress with these projects?</p> <p>8. Have officers from the Department inspected any Strategic Projects from Round 1, apart from visits with Ministers or the Prime Minister?</p>

				<p>9. How many projects have been inspected by officers from the Department?</p> <p>10. Is the Department aware of any local council trying to port this program, such as claiming funds for works not being constructed?</p> <p>11. If not, why does the Department consider it necessary to establish this program with a very heavy bureaucratic involvement?</p>
LGRD 14	N/A	Written	Macdonald	<p>Financial Assistance Grants (FAGs)</p> <p>1. Can the Department confirm to the Committee that payments to local government under the Local Government (Financial Assistance) Act for 2008/09 have included an accelerated payment for the 2009-10 Financial Year?</p> <p>2. Can the Department confirm that this additional payment was equivalent to the payment of the first quarter's payment for 2009-10?</p> <p>3. Can the Department explain to the Committee the method local councils receive their FAG grants?</p> <p>4. Are these payments made on a quarterly basis?</p> <p>5. Are they paid at the beginning or end of the quarter?</p> <p>6. Can the Department confirm that each local council will now only receive only 3 FAG payments in 2009-10 due to the early payment of the first quarter's payment in June 2009?</p>
NB-II 29	N/A	Written	Macdonald/ Nash	<p>National Public Private Partnerships Policy</p> <p>1. What were the costs of developing the National Public Private Partnership Policy?</p> <p>2. What is the status of the National Public Private Partnership Policy procurement strategy?</p> <p>3. How much has been spent on consultancies in regard to the development of the National Public Private Partnership Policy?</p>
IA 16	N/A	Written	Macdonald/ Nash	<p>Contracted PPP Projects</p> <p>1. How did Infrastructure Australia assess the economic viability and financial prudence of potential PPP infrastructure projects?</p> <p>2. Can Infrastructure Australia outline the total and individual project value of PPP projects entered into as a consequence of Infrastructure Australia's recommended infrastructure priorities to COAG?</p> <p style="padding-left: 20px;">a. For each project, what percentage of the total PPP project funding has been made by the Commonwealth?</p> <p style="padding-left: 20px;">b. Did Infrastructure Australia provide any advice to Treasury regarding the financial and economic viability of the PPP projects entered into by either the Commonwealth or state governments?</p> <p>3. What is the current status of PPP projects recommended by Infrastructure Australia?</p>
IA 17	N/A	Written	Macdonald/ Nash	<p>State Plans and PPP Projects</p> <p>1. Has Infrastructure Australia assessed the viability and merits of state infrastructure plans?</p> <p style="padding-left: 20px;">a. If so, can Infrastructure Australia outline the criteria used to make this assessment?</p>

				b. If not, then how can Infrastructure Australia justify Commonwealth investment in PPP projects at the state level?
IA 18	N/A	Written	Macdonald/ Nash	<p>Major Cities Unit <i>Budget Issues</i></p> <ol style="list-style-type: none"> 1. What are the budget allocations to the Major Cities Unit to 2013-14? 2. How many staff are employed within the Major Cities unit? 3. How much has been spent on consultancies by the Major Cities unit? 4. What have been the tangible outcomes from the cities unit to date? 5. Does Infrastructure Australia consider the Major Cities Unit to be adequately staffed and funded to develop a comprehensive plan for the infrastructure needs of our major cities? 6. Has the Department committed to a Major Cities Program as outlined by Rudd in December 2006? <ol style="list-style-type: none"> a. If so, what has been the cost to date of the Major Cities Program? b. If not, when will the program commence? c. What are the projected costs of the program to 2013-14? 7. Is Infrastructure Australia aware of any project slippages, cost overruns and project delivery issues surrounding the Major Cities Program?
IA 19	N/A	Written	Macdonald/ Nash	<p>Major Cities Unit <i>Link to Infrastructure Priorities</i></p> <ol style="list-style-type: none"> 1. How has the work or recommendations of the Major Cities Unit been linked to infrastructure assessments of Infrastructure Australia and its recommendations to COAG?
NB-II 30	N/A	Written	Macdonald/ Nash	<p>Nation Building Program <i>General Project Delivery</i></p> <ol style="list-style-type: none"> 1. Can the Department outline the number, cost, description and projected timeframes of infrastructure projects initiated since the Council of Australian Governments' Agreement of 5 February 2009 on the Nation Building program? <ol style="list-style-type: none"> a. If so, is the Department aware of any projects that have exceeded original cost estimates? b. If not, then how is the Department accounting for projects, particularly project expenditure, under the Nation Building program? 2. Can the Department outline the number, type, and cost of infrastructure projects that have been completed since the Council of Australian Governments' Agreement of 5 February 2009? 3. Can the Department provide: <ol style="list-style-type: none"> a. A complete list of projects that have been initiated under the Nation Building Program? b. A breakdown of the cost estimates and budget allocations of these projects for

				<p>the financial years 2008-09 to 2013-14?</p> <ol style="list-style-type: none"> 4. For all of the infrastructure projects under the Nation Building Program, can the Department outline all of the projects in the pipeline list require further demonstration of their strategic fit, economic benefits or deliverability before they could be considered as a priority by Infrastructure Australia? <ol style="list-style-type: none"> a. If not, can the Department explain why this assessment has not been made? 5. Has the Department made recommendations to COAG or PM&C concerning possible project interventions under the Nation Building program intended to address concerns with project slippages, cost overruns and project delivery? <ol style="list-style-type: none"> a. If so, what were the nature of these project slippages, cost overruns and project delivery issues? b. If not, does the Department believe that all the projects under the Nation Building program are being delivered on schedule and within budget? <ol style="list-style-type: none"> i. If so, how has the Department arrived at this conclusion? ii. If not, then what steps will the Department take to correct project slippages, cost overruns and project delivery issues? iii. If not, what are the additional costs to the tax payer of the project slippages, cost overruns and any other project delivery issues? 6. What advice, including financial costings, has the Department provided to, or received from, the Oversight Group charged with supporting and monitoring the implementation of key infrastructure and stimulus measures? [Note: the Oversight Group was established by the Council of Australian Governments' Agreement of 5 February 2009 under the Nation Building program] <ol style="list-style-type: none"> a. When will this advice and any financial costings be made publicly available? b. What is the frequency of any advice and financial costings provided? 7. Is the Department aware of any interventions or advice that the Oversight Group has made to prevent and address concerns with project slippages, cost overruns and project delivery of the Nation Building program? 8. Is the Department aware if the Heads of Treasuries for the states have reported to the Ministerial Council for Federal Financial Relations in regard to the expenditure and output benchmarks for additional Commonwealth funding? <ol style="list-style-type: none"> a. If so, to what extent have the benchmarks reported at B3 of the Council of Australian Governments' Agreement of 5 February 2009 been met by each state and territory? b. If so, how has the Ministerial Council made the assessment that the benchmarks have been met? c. If not, to what extent has the Commonwealth imposed sanctions as detailed in B8 of the Council of Australian Governments' Agreement of 5 February 2009?
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				9. Can the Department outline if any, and if so how many, issues are yet to be resolved before COAG that may impact on the delivery of the Nation Building program? a. How many of these issues have been resolved and how many are pending?
NB-II 31	N/A	Written	Macdonald/ Nash	Specific Project Delivery – Rail Projects 1. What is the status of the Hunter Valley Liverpool Range New Rail Alignment project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 32	N/A	Written	Macdonald/ Nash	1. What is the status of the Regional Rail Express in Victoria project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 33	N/A	Written	Macdonald/ Nash	1. What is the status of the Noarlunga to Seaford Rail Extension project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 34	N/A	Written	Macdonald/ Nash	1. What is the status of the East-West Rail Tunnel project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 35	N/A	Written	Macdonald/ Nash	1. What is the status of the Northbridge Rail Link project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 36	N/A	Written	Macdonald/ Nash	1. What is the status of the West Metro project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget?

				5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 37	N/A	Written	Macdonald/ Nash	Specific Project Delivery – Port Projects 1. What is the status of the Oakajee Port Common User Facilities project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 38	N/A	Written	Macdonald/ Nash	Specific Project Delivery – Road Projects 1. What is the status of the Pacific Highway – Bulahdelah Bypass project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 39	N/A	Written	Macdonald/ Nash	1. What is the status of the Darwin Port Expansion project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 40	N/A	Written	Macdonald/ Nash	1. What is the status of the Hume Highway – Turcutta Bypass project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 41	N/A	Written	Macdonald/ Nash	1. What is the status of the Hume Highway – Woomargama Bypass project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 42	N/A	Written	Macdonald/ Nash	1. What is the status of the Pacific Motorway – Springwood South to Daisy Hill project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget?

				5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 43	N/A	Written	Macdonald/ Nash	1. What is the status of the Goulburn Valley Highway – Nagambie Bypass project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 44	N/A	Written	Macdonald/ Nash	1. What is the status of the Princess Highway – Taralgon to Sale project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 45	N/A	Written	Macdonald/ Nash	1. What is the status of the Western Highway – Anthony’s Cutting Realignment project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 46	N/A	Written	Macdonald/ Nash	1. What is the status of the Hunter Expressway project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 47	N/A	Written	Macdonald/ Nash	1. What is the status of the Pacific Highway – Kempsey Bypass project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
NB-II 48	N/A	Written	Macdonald/ Nash	1. What is the status of the Canberra Airport Road Upgrade project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?

Transferred to DEEWR	N/A	Written	Macdonald/ Nash	Specific Project Delivery – Education Projects 1. What is the status of the Design Hub at RMIT project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
Transferred to DEEWR	N/A	Written	Macdonald/ Nash	1. What is the status of the Centre for Obesity project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
Transferred to DEEWR	N/A	Written	Macdonald/ Nash	1. What is the status of the Energy Technologies Building at UNSW project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
Transferred to DEEWR	N/A	Written	Macdonald/ Nash	1. What is the status of the New Horizons Centre project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
Transferred to DEEWR	N/A	Written	Macdonald/ Nash	1. What is the status of the Hearing Hub at Macquarie University project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
Transferred to DEEWR	N/A	Written	Macdonald/ Nash	1. What is the status of the Materials and Minerals Centre project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
LGRD 15	N/A	Written	Macdonald/	1. What is the status of the Smart Water Facility project?

			Nash	<ol style="list-style-type: none"> 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
Transferred to DEEWR	N/A	Written	Macdonald/ Nash	<ol style="list-style-type: none"> 1. What is the status of the School of Veterinary Science project? 2. Why is the project still at a planning stage? 3. How much has the Commonwealth expended to date on this project? 4. Is the project running to schedule and within budget? 5. Has the Department and Minister been provided with any advice as to the status and progress of this project?
ISTP 06	N/A	Written	Macdonald	<p>National Transport Strategy</p> <ol style="list-style-type: none"> 1. How much has been expended to date on the development of the national transport strategy? 2. What is the current status of the national transport strategy? 3. What are the projected costs of implementing the national transport strategy?
NB-II 49	N/A	Written	Macdonald	<p>Infrastructure Related Issues</p> <ol style="list-style-type: none"> 1. Does the department believe that projected volumes of rail traffic make the inland railway a commercially or economically viable project? 2. What current work is the Department undertaking in regard to infrastructure? 3. Has the Department conducted any cost analysis or assessment of the infrastructure required to support safety enhancements? – deleted as advised by Committee, email dated 11 Nov 2009. 4. What, if any, involvement has the department had with Infrastructure Australia? 5. What are the department's current projections of the costs of road, rail and port congestion on the Australian economy? 6. What are the infrastructure cost projections for the needs of regional and local governments over the next five years?
OTS 02	N/A	Written	Macdonald	<ol style="list-style-type: none"> 1. Has the Department conducted any cost analysis or assessment of the infrastructure required to support transport security enhancements? 2. Has the Department reviewed the Maritime Security Identification Card system? <ol style="list-style-type: none"> a. Does the Department consider that the MSIC should be extended beyond ports to other components of the supply chain?
ISTP 07	N/A	Written	Macdonald/ Nash	<p>Coastal Shipping Inquiry recommendations</p> <p>I refer to the report Rebuilding Australia's Coastal Shipping Industry: Inquiry onto Coastal Shipping Policy and Regulation tabled in October 2008 by the Standing Committee on Infrastructure, Transport, Regional Development and Local Government. As you will be aware this report made several recommendations regarding competitiveness of the Australian</p>

				<p>industry, training of maritime employees and the need review some existing legislation.</p> <ol style="list-style-type: none"> 1. Have the recommendations of that report been considered to date? 2. If yes, which of the recommendations have been considered? 3. Which of the recommendations are yet to be considered? 4. What is the timeframe for the Government to consider the report in detail? 5. What is the status of Recommendation 2 calling on a 2000 review of the Navigation Act 1912 be completed and amendments made to Part VI of the Act? 6. What is the status of Recommendation 10 recommending the establishment of one national maritime training authority? 7. What discussions have been held with the Department of Education, Employment and Workplace Relations in relation to this investigation? 8. If no discussions have taken place, when will they take place?
OTS 03	N/A	Written	Macdonald/ Nash	<p>Oversight of compliance at ports</p> <ol style="list-style-type: none"> 1. What compliance activities have been undertaken by OTS at our ports in: <ol style="list-style-type: none"> a. Financial year 2007-2008 b. Financial year 2008-2009 c. So far in financial year 2009-2010 2. How many OTS staff are involved in undertaking these compliance activities in: <ol style="list-style-type: none"> a. Financial year 2007-2008 b. Financial year 2008-2009 c. So far in financial year 2009-2010 3. ONLY if numbers have decreased: <ol style="list-style-type: none"> a. Why have compliance activities decreased? b. Why have staff numbers involved in this process decreased? 4. How does OTS determine which ports to inspect and which not to inspect? (ie is it a truly random process or does it rely on tip-offs or each port getting inspected in routine way?) 5. Did any of your inspections at ports in the last three financial years result in the port not meeting required standards? 6. If yes: <ol style="list-style-type: none"> a. Which ports? b. When? c. Why? 7. Have follow up inspections been done to ensure that all of these ports have been brought up to the required standards? <ol style="list-style-type: none"> a. If not, why not? b. If yes, give details?
NB-II 50	N/A	Written	Williams	<ol style="list-style-type: none"> 1. Were tenders called for construction of boom gates and other safety measures at 55 level

				<p>crossings as part of the \$42.7 million?</p> <ol style="list-style-type: none"> 2. What was the range of tender prices? 3. How many of the 5 projects have been completed? 4. Will the remainders be finished mid next year as promised? 5. What sort of education campaign will be run to alert road users to the boom gates?
IA 20	N/A	Written	Williams	<ol style="list-style-type: none"> 1. Has Infrastructure Australia received any applications for projects in the New England area or the Hunter? 2. How many applications? 3. Did they fit the criteria? 4. Are any under consideration for funding?
NB-II 51	N/A	Written	Parry	<p>Railway Funding: With regard to Tasmanian railways, the Minister would be aware funding committed by the Government to upgrade certain lines was redirected at the request of the State Government given its take over of the network.</p> <ol style="list-style-type: none"> 1. Can the Minister advise on what basis funding was committed to upgrading the Wiltshire line? 2. Further, can the Minister advise on what basis funding was committed to extend the Burnie to Melba Flats line into Zeehan? 3. What were the amounts of funding committed to each project? 4. What proportion of the funds was redirected to other projects? 5. Why did the Government agree to redirect this funding? 6. What approaches were made by the federal member for Braddon concerning the reallocation of this funding?
NB-II 52	N/A	Written	Parry	<p>Midland Hwy:</p> <ol style="list-style-type: none"> 1. With regard to the Midland Hwy in Tasmania, is it correct the Department has undertaken work in costing the upgrading of this road to a divided, four-lane standard? 2. If so, what was the figure arrived at and can we have detailed the basis on which this was determined? 3. Has the Tasmanian Government generally, and its Infrastructure Minister Graeme Sturges in particular, made any approaches to the Government concerning funding for the Midland Hwy? 4. If so, can we have detailed what approaches have been made and the responses given to date?
NB-II 53	N/A	Written	Parry	<p>Bass Hwy: While the Bass Hwy, west of Burnie is a state highway, there has long been an argument that it should be part of the national roads network given its critical importance to the economically productive Circular Head and Waratah-Wynyard municipalities.</p> <ol style="list-style-type: none"> 1. Can we have detailed what approaches have been made concerning the inclusion of this

				<p>road in the national network by federal parliamentarians over the past 12 months?</p> <p>2. Have any costings been prepared on what expenditure would be required to bring this road to a national highway standard?</p>
NB-II 54	N/A	Written	Parry	<p>Cam River Bridge:</p> <p>1. Has the Tasmanian Government generally, or its Infrastructure Minister Graeme Sturges in particular, made any approaches to the Government concerning funding for a duplication of the Cam River Bridge on the Bass Hwy west of Burnie?</p> <p>2. Similarly, can you detail what correspondence the Member for Braddon, Sid Sidebottom, has had with the Minister or Department concerning this issue?</p>
Transferred to AGD	N/A	Written	Heffernan	<p>Discontinuation of the Air Security Officer Program</p> <p>1. The Rudd Government has not committed to the Air Security Officer (ASO) Program beyond June 2010. How will the discontinuation of the program affect aviation security?</p> <p>2. Are you concerned by the discontinuation of the program?</p> <p>3. Are the flight crews informed when ASOs are on their flights?</p> <p>4. If a threatening situation arises, how would the flight crew communicate this to an ASO, if one were on board the flight?</p>
AA 03	N/A	Written	Heffernan	<p>Trial of Unicom system - air-traffic situational awareness trial</p> <p>I refer to the air-traffic situational awareness trial called Unicom that is being conducted by Air Services Australia. I understand this was an initiative of Air Services Australia and has been conducted at Dubbo, Wagga Wagga in late 2007 and then expanded to include Port Macquarie, Hervey Bay and Olympic Dam. I further understand that it is an attempt to provide an alternative arrangement for regional airports catering for higher capacity jets now using aerodromes in regional Australia without the expensive infrastructure associated with licensed air traffic controllers and control towers.</p> <p>1. Can you provide more information about the trial?</p> <p>2. I gather, from the answers provided by the Government to a number of Questions on Notice, raised in the May Budget Estimates that Airservices Australia finished the trial on 31 March 2009. Is that correct?</p> <p>3. I further understand that the trial cost \$650,000 and employed 19 casual employees. Is that correct?</p> <p>4. Is it correct that Airservices Australia has finished its report analysis of the trial?</p> <p>5. I further understand CASA has received this report. Is that correct?</p> <p>6. When did CASA receive this report, given Airservices Australia concluded its analysis in late March?</p> <p>7. According to the information provided on the Airservices Australia website, the future plan is to roll out Unicom services at similar regional airports around Australia.</p> <p>8. When is that going to happen?</p> <p>9. According to a number of non-answers this Committee received on the Unicom trial asked</p>

				<p>on Notice during the May Budget hearings, the Government is ‘considering the report’. Is the Government still considering the report?</p> <p>10. When did the Government receive the report?</p> <p>11. Is that the same as CASA receiving the report?</p> <p>12. Given that Airservices Australia concluded its analysis of the trial last March and it is now seven months later – when will the Government provide a response?</p> <p>13. How long does it take to receive a response?</p> <p>14. What are the conclusions of the trial?</p> <p>15. When will the taxpayer be advised as to the results of the expenditure of \$650,000 of its money?</p>
CASA 03	N/A	Written	Heffernan	<p>Camden Airport & filming of "Top Gear"-</p> <p>1. When filming, runway closures place additional pressure on student pilots who are expected to have aircraft back to base in order for following training sessions. With foreign students being trained at Bankstown airport and sent across for circuit training at Camden due to congestion at Bankstown, does CASA see a potential danger due the closure of the main runway leaving a short (half the length of the main runway) grass strip with restricted taxiway access for operations?</p> <p>2. What does CASA intend doing about the situation where BAL (Bankstown Airport Ltd) is advertising film studio use of Camden Airport, closing the main runway and taxiways to enable use by TV and car companies? The Sydney basin has insufficient capacity to handle the current training traffic, isn't this a misuse of airports and a detriment to safety?</p> <p>3. Airports are primarily intended for aircraft use, there are dedicated racetracks e.g. Eastern Creek available for car testing and filming. Airports should be available at all times for normal and emergency aircraft operations. No other GAAP airport permits this activity to happen. Only Jandakot has permitted this type of activity before, it has however ceased the practice, under an alleged direction from CASA. If this is correct, doesn't it illustrate inconsistency within regulatory oversight of GA airports?</p> <p>4. Can CASA confirm that a similar situation occurred at Jandakot Airport where the airport was used for filming and CASA directed the airport operator to cease this activity? Can you provide details of this incident/incidents?</p>
CASA 04	N/A	Written	Heffernan	<p>1. CASA have imposed a cap of 6 aircraft per runway in use at GAAP (<i>General Aviation Aerodrome Procedures</i>) airports, at Bankstown when parallel runway operations are in operation and 12 aircraft can operate in the circuit. This involves two separate radio frequencies, however often Bankstown is operated using one frequency and the cap is reduced to 6. This often results in aircraft being denied entry clearance. The situation is further exacerbated by the two entry points, aircraft entering Bankstown must arrive via 2RN or Prospect Reservoir, there have already been 4 fatalities over 2RN in the last few years, prior to the cap, now aircraft denied entry are orbiting or turning back into the</p>

				<p>traffic heading for the entry point.</p> <p>The situation now is far more dangerous than before CASA reacted to the Ambidji report and imposed the cap, shifting the danger from the airport to the entry points. What is CASA doing about this developing dangerous situation and when will they lift the Cap?</p> <p>2. The two entry points have always posed a danger, the recent and past accidents demonstrate that fact. The potential for conflict of aircraft of differing performance arriving at an entry point from oblique approach paths is obvious. At the entry point pilots are often listening to the Aerodrome Traffic Information Service (ATIS), then calling the Tower for clearance meanwhile trying to keep a lookout for other aircraft. This involves changes of radio frequency, a work load if you have two radios, but if you have only one it becomes doubly difficult for the inexperienced student. What does CASA intend doing about entry points to GAAP airports?</p> <p>3. The clearance to cross runways is a necessary safety initiative, however at night at Bankstown when only one runway is in use and illuminated. Why is clearance required to cross the unlit runway after landing and clearing the active runway? The changes to introduce a US Class D model to GAAP airports need to be implemented without undue delay, to offset the dangers identified in the Ambidji report, but at present we have an interim set of operating rules that have created an additional risk factor. CASA needs to implement the changes as soon as possible and to remove the impediments to operations as soon as possible. What is the time frame for full implementation of these changes?</p>
AA 04	N/A	Written	Heffernan	<p>1. In your answers on 20 October 2009 you advised you had submitted some reports to the Minister. What are names of the reports, dates submitted and could we have copies please?</p>
CASA 05	N/A	Written	Heffernan	<p>Random Drug Testing</p> <p>In reference to the response of Mr McCormick that “we are anticipating end of June or early July to return to drug testing, which will give us enough time to complete all our protocols and make sure we are correct.”</p> <p>1. Has random drug testing recommenced?</p> <p>2. How many tests have been conducted since testing recommenced?</p> <p>3. How many positive results have been recorded since testing recommenced?</p> <p>4. Have there been any more false positives recorded like the one at the Victorian Aero Club at Moorabbin on 8 April 2009?</p>
NB-II 55	N/A	Written	Back	<p>1. When will construction works start on the Great Eastern Highway Kooyong Road to Tonkin Highway section in accordance with the Labor Party’s 2007 election promise?</p> <p>2. Will work start before a general election is due?</p> <p>3. What are the reasons for the delays?</p> <p>4. Is the Federal Government still to contribute \$56.9m to the project in the next financial year?</p> <p>5. Where can I find this expenditure listed in the budget?</p>

AA 05	N/A	Written	Back	<ol style="list-style-type: none"> 1 What date did recent changes to the flight path for aircraft to and from Perth International and Domestic Airport come into effect? 2 Were changes to the flight path for aircraft to and from Perth domestic and international airports made on the basis of Civil Aviation Safety Authority (CASA) advice? <ol style="list-style-type: none"> (a) If so, what was the advice of CASA? (b) What were the safety concerns detailed by CASA? 3 Did Airservices Australia’s Western Australia Route Review Project at Perth address these safety concerns? <ol style="list-style-type: none"> (a) If so, what were the recommendations of that review? (b) What recommendations of this review were implemented? (c) How do the current (changed) flight paths address those, if any, safety concerns? 4 Was any assessment undertaken by agencies about potential noise impact resulting from changed flight paths? <ol style="list-style-type: none"> (a) If so, which organisation undertook the noise review? (b) What were the results of the assessment? (c) What specific areas/suburbs were to experience increased aircraft noise? 5 Were affected residents notified of the change in flight paths? <ol style="list-style-type: none"> (a) If yes, how were those affected residents notified? (b) If no, why were affected residents not notified? 6 Was period of public consultation conducted with regard to the changes in flight paths? <ol style="list-style-type: none"> (a) If so, what methods of public consultation were undertaken? (b) If no, why was public consultation not undertaken? 7 Were interested parties given the opportunity to make written submissions about the change in flight paths? 8 Were affected residents notified in writing about the change in flight paths? 9 Were public meetings held regarding the changes in flight path? <ol style="list-style-type: none"> (a) If yes? <ol style="list-style-type: none"> (i) Were the public meetings advertised? (ii) If so in which publications were advertisements placed and on what dates? (iii) How many public meetings were held? (iv) What dates were the public meetings held? (v) Where were the public meetings held? (vi) How many residents attended these public meetings? (vii) Who (specify names) attended each of these public meetings? (viii) Were elected representatives, including local councillors, State and Federal Members of Parliament notified that these public meetings were being held? <ul style="list-style-type: none"> • If so, which elected representatives were notified and did they attend the public meetings?
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				<ul style="list-style-type: none"> If no, why were these elected representatives not notified?
AA 06	N/A	Written	Back	<ol style="list-style-type: none"> Is it correct that Airservices Australia has a Noise Enquiry Unit which manages community feedback and logs complaints about aircraft noise? <ol style="list-style-type: none"> If yes, please detail about how complaints are registered? What process is undertaken by the Unit once a complaint is registered? Do complainants receive responses from the Unit? How many complaints were made to the Noise Enquiry Unit specifically relating to Perth for the period from November 1st 2008 to August 1st 2009? How many complaints were made about aircraft noise in Perth for the 12 months proceeding 1st November 2008? Residents of what areas/suburbs have made the most complaints about the changed flight paths?
AAA 06	N/A	Written	Back	<ol style="list-style-type: none"> Provide detail on whether the Government has / is considering introducing a Airport Noise Insulation Scheme for Perth, similar to the programs operated in Adelaide and Sydney? Provide reasons why If not, why? What is the noise requirement in order to qualify for this scheme in Adelaide and Sydney? What noise levels are being reported in all suburbs surrounding Perth Airport?
CASA 06	N/A	Written	Back	<ol style="list-style-type: none"> What role did CASA play in the Western Australia Route Review Project? Why did CASA instruct Airservices Australia make change Perth Flight Paths? Who has access to the environmental assessment report on the impact of these changes to the flight path? Should this document have formed part of public consultation surrounding changes to air flight paths? If not, why? Will you make publicly available the document which suggested these changes?
CORP 08	N/A	Written	Nash	<ol style="list-style-type: none"> What is the status of each election commitment within the Infrastructure portfolio? Which election commitments are experiencing slippages? Why? Where relevant, what are the revised implementation dates? What are the implications of each slippage?
CORP 09	N/A	Written	Nash	<ol style="list-style-type: none"> Does the Department prepare electorate level reports for Ministers? What data is included in these reports? How often is this updated? Why is this material not publicly available? Could we have a copy of latest reports? Has electoral specific data been used by the current Government in any grants scheme since November 2007? Are there plans to publish a full suite of electoral reports on the Department's website?

				<p>8 If not, why not?</p> <p>9 If so, when?</p> <p>10 What data will be included?</p>
CORP 10	N/A	Written	Nash	<p>1 How much has the Department spent on consultancy services since November 2007?</p> <p>2 How can the department justify this expenditure?</p> <p>3 Could the Department provide a complete list of current consultancy services?</p> <p>4 For each consultancy, please indicate the rationale for the project and its intended use.</p> <p>5 For each consultancy, please indicate why the Department or its agencies could not have undertaken the work themselves.</p>
CORP 11	N/A	Written	Nash	<p>1 How much has the Department spent on advertising and marketing since November 2007?</p> <p>2 Could the Department provide a complete list of current contracts.</p> <p>3 Please indicate the rationale for each service provided and its intended use.</p>
CORP 12	N/A	Written	Nash	<p>1 Could the Department provide a list of all discretionary grants, including ad hoc and one-off grants since November 2007?</p> <p>2 Please provide details of the recipients, the intended use of the grants and what locations have benefited from the grants.</p>
CORP 13	N/A	Written	Nash	<p>1 How many Reports have been commissioned by the Government in Infrastructure since November 2007?</p> <p>2 Please provide details of each report including date commissioned, date report handed to Government, date of public release, Terms of Reference and Committee members.</p> <p>3 How much did each report cost?</p> <p>4 How many departmental staff were involved in each report and at what level?</p> <p>5 What is the current status of each report?</p> <p>6 When is the Government intending to respond to these reports?</p>
ONA 02	N/A	Written	Nash	<p>Have the Department or its portfolio agencies conducted any cost analysis or assessment of the infrastructure required to support:</p> <p>(a) the infrastructure needs of Northern Australia?</p> <p>(b) airline safety enhancements?</p> <p>(c) the efficiency of Australia's airports?</p> <p>(d) transport security enhancements?</p> <p>(e) safety enhancements?</p>
AAA 07	N/A	Written	Nash	<p>Does the Department believe that the current monitoring of airport services by the ACCC is sufficient to promote competition and the efficiency of Australia's airline industry?</p>
AAA 08	N/A	Written	Nash	<p>1 What is the status of the airport white paper?</p> <p>2 What have been the costs of developing this paper?</p>
IA 21	N/A	Written	Nash	<p>Is the Department aware of any advice from the Minister of Infrastructure Australia as to why airport infrastructure priorities were identified by Infrastructure Australia?</p>

OTS 04	N/A	Written	Nash	<ol style="list-style-type: none"> 1 Has the Department reviewed the Maritime Security Identification Card system? 2 Does the Department consider that the MSIC should be extended beyond ports to other components of the supply chain?
NB-II 56	N/A	Written	Nash	Does the department believe that projected volumes of rail traffic make the inland railway a commercially or economically viable project?
NB-II 57	N/A	Written	Nash	What current work is the Department undertaking in regard to infrastructure?
NB-II 58	N/A	Written	Nash	What, if any, involvement has the department had with Infrastructure Australia?
NB-II 59	N/A	Written	Nash	What are the department's current projections of the costs of road, rail and port congestion on the Australian economy?
LGRD 16	N/A	Written	Nash	What are the infrastructure cost projections for the needs of regional and local governments over the next five years?
ISTP 08	N/A	Written	Nash	What is the current budget allocation to the Infrastructure and Surface Transport policy department?
IA 22	N/A	Written	Nash	<ol style="list-style-type: none"> 1 What is the current status of the National Ports Strategy? 2 What have been the costs of the strategy to date? 3 What are the projected costs of the strategy to 2013-14?
ISTP 09	N/A	Written	Nash	<p>I have mentioned in the place before the baffling and contradictory land transport regulations that impose such a significant burden on business and impede the efficient movement of goods throughout the nation.</p> <ol style="list-style-type: none"> 1 Do you accept that the cost to Australia's economy of inconsistent transport laws is about \$2.4 billion per year? 2 Is it still correct that in New South Wales, rigid semi-trailers and B Doubles may be loaded to a width of 2.83 metres only but in next door Victoria, these trucks can be loaded to three metres? 3 Is it true that a farmer in Victoria who loads his truck with hay as wide as legally possible would be in breach of the law if he drove into New South Wales? 4 Are you aware of any other bizarre anomalies like this?
ISTP 10	N/A	Written	Nash	<ol style="list-style-type: none"> 1 How is the rollout of approved routes for trucks with Higher Mass Limit road-friendly suspensions, going? 2 What is New South Wales up to with this reform?
ISTP 11	N/A	Written	Nash	What is the Government doing about sorting out the frustrating State-based variations in road transport regulations?
ISTP 12	N/A	Written	Nash	<p>I refer to the establishment of the Heavy Vehicle Regulator.</p> <p>I understand that the Regulatory Impact Statement looking at this issue – A National Framework for Regulation, Registration and Licensing of Heavy Vehicles, dated April 2009 proposed that the Heavy Vehicle Regulator be established by the end of 2010. Apparently that date has slipped.</p>

				<p>1 Is it true that the Australian Transport Ministers in its Joint Communiqué of 22 May 2009 moved the date out to 2013?</p> <p>2 When will it be established?</p> <p>3 What powers will it have?</p> <p>4 What progress has been made by the department in establishing the Heavy Vehicle Regulator?</p> <p>5 I see that in the answers the department gave to my Questions on Notice in the Budget Estimates last May 2009, NTS 03 and NST 04, you simply could not advise me of any details of this Regulator, except that it will require legislation. Well, it is now October. Presumably you will have some progress to report. What sort of legislation will be required?</p> <p>6 Will this body require any referral of powers by the States?</p>
ISTP 13	N/A	Written	Nash	<p>1 How many departmental officials are there working on heavy vehicle regulatory reform?</p> <p>2 Is there a dedicated section or branch?</p> <p>3 What seniority is the person in charge of your Heavy Vehicle Regulation Taskforce?</p> <p>4 Is it correct that the person in charge of this Taskforce is a Director?</p> <p>5 What is the budget of the area in your department devoted to heavy vehicle reform?</p> <p>6 How many meetings have they conducted?</p> <p>7 With whom? Which organisations?</p>
ISTP 14	N/A	Written	Nash	<p>1 What are the attitudes of the States towards a Heavy Vehicle Regulator?</p> <p>2 Are they prepared to refer powers?</p> <p>3 What model are you looking at – referral of powers, template legislation, model legislation?</p> <p>4 What will be the legislative basis of this Regulator?</p> <p>5 What powers will this Regulator have?</p>
ISTP 15	N/A	Written	Nash	<p>1 When will we see a National Rail Safety Regulator?</p> <p>2 I notice in the Joint Communiqué dated 22 May 2009 from the Australian Transport Council that COAG commits to establish a National Rail Safety Regulator by 2013.</p> <p>3 I notice that in COAG communiqué dated 2 July there is no reference to this body – just a commitment to ‘develop a national rail safety regulatory system’.</p> <p>4 Does this mean the Government is stepping back from this reform?</p> <p>5 Will the Government meet its commitment to establish this body by 2013?</p> <p>6 When will it happen?</p> <p>7 What will the powers of this body be?</p> <p>8 I understand that according to the Annual Review of Regulatory Burdens on Business, dated 15 September 2009 states, on page 245, that conflicting and duplicated rail safety regulation costs the rail industry \$42 million per year.</p> <p>9 This is clearly unacceptable. What is the Government doing to set up common rail safety</p>

				regulation so that Australia may actually have a national rail system?
IA 23	N/A	Written	Nash	<p>1 I refer to a number of transport infrastructure proposals to be funded by the Government in this budget. I notice that almost all of them, with the exemption of the O-Bahn track extension in the south of Adelaide, are projects recommended by Infrastructure Australia to proceed or as projects with ‘real potential’. Is this correct?</p> <p>2 These projects, covering a number of metropolitan rail, roads and ports projects, are flagged by Infrastructure Australia as priority projects or priority pipeline projects with ‘real potential’. I refer to Table 2 in the Infrastructure Australia National Infrastructure Priorities dated May 2009 on page 11. These projects are expensive and involve the expenditure of the Commonwealth taxpayers’ money of nearly \$8.5 billion and State taxpayers’ money of over \$600 million. Given that these projects are so dependent on the taxpayer, when will Infrastructure Australia release its modelling and analysis so the people of Australia can see for themselves why these projects have been selected and not others?</p> <p>3 Can you please explain why “commercial-in-confidence” as cited by the Minister as the reason for not releasing this data is an acceptable answer to the taxpayer?</p> <p>4 Why cannot the Government release this data, when if a private company was to embark on a large-scale infrastructure project it would most certainly release its justification to its share-holders. Why is the taxpayer different?</p> <p>5 The Government has also claimed that a purpose of Infrastructure Australia was to provide a transparent and open process of project selection. How can the Government make this claim if the Government will not release the data?</p> <p>6 Has the Minister been shown the modelling and analysis conducted by Infrastructure Australia?</p>
NB-II 60	N/A	Written	Nash	<p>1 I notice a number of projects have a significant shortfall of investment. I refer to the Regional Rail Express – the construction of a rail link from Werribee to Sunshine in Melbourne. The Federal Government has committed \$3.2 billion over the next six years to this project. Given that this project will cost around \$4.3 billion – where will the remaining \$1.1 billion come from?</p> <p>2 I notice that the Victorian Brumby Government in its Victorian Transport Plan has included the Regional Express as a priority. The State Government of Victoria is silent on its funding commitment. That is, at present it has allocated no State funds to the project.</p> <p>3 What agreements have been established between the Commonwealth and Victorian regarding Victoria’s contribution?</p> <p>4 Has infrastructure Australia pursued a private sector contribution?</p> <p>5 With whom? How are those negotiations proceeding?</p>
IA 24	N/A	Written	Nash	<p>1 I refer to the answer the Minister provided to a Question on Notice, IA 26, asked during last May’s Budget Estimates. The answer stated that, in regard to the recommendation by</p>

				<p>Infrastructure Australia to proceed with the rail link from West Weribee to Sunshine that: <i>The submission from the Victorian Government was independently assessed and recommended by the Infrastructure Coordinator.</i></p> <p>This is all most reassuring, that Infrastructure Australia conducted its own independent assessment of the Victorian submission, in coming to a decision to recommend the expenditure of \$3.2 billion of the taxpayers' money. I also note that in Question IA 31, when asked if the Minister will release the costings of this project that the Victoria Government has published its submission.</p> <p>So, I again ask the question. When will Infrastructure Australia release its analysis regarding the so-called Regional Express rail project?</p> <p>2 Is this to be the answer by the Minister regarding transparency and openness – that the submission by the Victorian Government is on the internet? What about the analysis conducted by Infrastructure Australia?</p> <p>3 Will Infrastructure Australia release its analysis so the Australia taxpayer can understand why over \$3 billion of its money is being spent on this project and not on another?</p>
NB-II 61	N/A	Written	Nash	<p>1 I also notice with interest that the Federal Government's commitment to the Gold Coast Light Rail in fact only involves, and I quote from page 415 of Budget Paper No.2, a possible equity contribution of \$365 million in 2009-10.</p> <p>Does that mean if no possible equity contribution is forthcoming by 1 July 2010 the offer is removed?</p> <p>2 What progress is being made to secure this equity contribution?</p> <p>3 What business analysis has been undertaken by Infrastructure Australia to justify this offer by the Federal Government?</p> <p>4 What will happen to the project if 'no possible equity contribution is forthcoming?</p> <p>5 Will the Federal Government fund all of it?</p> <p>6 I refer to the non-answer this Committee received to a Question on Notice IA 33 asked at the last May's Budget Estimate. The question related to the Gold Coast Light Rail and asked:</p> <p><i>What progress is being made to secure this equity contribution?</i></p> <p>Typically, the answer was unhelpful. It reads: Discussions continue. Well how are those discussions going?</p> <p>7 With whom are the discussions occurring?</p> <p>8 What decisions have been made?</p> <p>9 Has the private sector been approached for equity contributions?</p> <p>10 What financial commitment has the Government of Queensland made?</p> <p>11 What about local government?</p> <p>12 What will be the total cost of the project?</p> <p>13 When will it be built?</p>

NB-II 62	N/A	Written	Nash	<p>1 I notice that the West Metro rail project in Sydney will cost around \$8 billion and the Brisbane Inner City Rail around \$14 billion. For the West Metro the Government has provided \$91 million for a study and for the Brisbane Inner City Rail \$20 million for a study. Will the Federal Government commit to funding the full cost of these projects?</p> <p>2 What about some of the cost? How much?</p> <p>3 What assurance can the Government give that these projects will ever be built?</p> <p>4 What modelling and business analysis has been undertaken by Infrastructure Australia to give the taxpayer any confidence they will be built?</p> <p>5 I refer to the non-answer given by the Minister to a Question on Notice IA 35 in the last May Budget Estimates. The question asked: <i>The West Metro rail project in Sydney will cost \$8 billion, the Brisbane Inner City Rail \$14 billion; the Government has provided \$91 million for a study (for the West Metro rail project), and for the Brisbane Inner City \$20 million for a study. Will the Government commit to funding the full cost of these projects?</i> I notice the non-answer is: <i>The Government has provided funds for additional work to be undertaken on both projects.</i> What does that answer mean?</p> <p>6 Is the Government funding a series of studies for projects that will never see the light of day?</p> <p>7 What discussions have taken place between the Federal Government and Queensland and New South Wales regarding these projects?</p> <p>8 Have any discussions occurred with the private sector?</p> <p>9 Is the Government seeking a private equity contribution?</p> <p>10 Can the Government guarantee these projects will be built or are these studies just a few million dollars for media spin – to give the impression of activity?</p>
IA 25	N/A	Written	Nash	<p>1 The projects assessed and recommended by Infrastructure Australia are expensive and involve the expenditure of the Commonwealth taxpayers' money potentially in the tens of billions. Given that these projects are so dependent on the taxpayer, when will Infrastructure Australia release its modelling and analysis so the people of Australia can see for themselves why these projects have been selected and not others?</p> <p>2 The Government has also claimed that a purpose of Infrastructure Australia was to provide a transparent and open process of project selection. How can the Government make this claim if the Government will not release the data?</p> <p>3 Is Infrastructure Australia aware of any industry concerns about the process by which Infrastructure Australia selected its recommended infrastructure priorities?</p> <p>4 What is the nature of these concerns?</p> <p>5 Has Infrastructure Australia received any industry advice or comment regarding the transparency of its decision making processes and infrastructure recommendations?</p>

				<p>6 Can you please explain why “commercial-in-confidence” as cited by the Minister as the reason for not releasing this data is an acceptable answer to the taxpayer?</p> <p>7 Why cannot the Government release this data, when if a private company was to embark on a large-scale infrastructure project it would most certainly release its justification to its share-holders. Why is the taxpayer different?</p>
IA 26	N/A	Written	Nash	What advice did Infrastructure Australia provide to the Prime Minister’s department on infrastructure priorities?
IA 27	N/A	Written	Nash	<p>1 Can you produce the submissions/plans provided by the states to Infrastructure Australia?</p> <p>2 How did you assess these plans?</p>
IA 28	N/A	Written	Nash	Has the Minister been shown the modelling and analysis conducted by Infrastructure Australia?
IA 29	N/A	Written	Nash	What percentage of the budget allocation was spent on modelling the economic benefits of infrastructure proposals?
IA 30	N/A	Written	Nash	<p>1 What cost-benefit analysis is Infrastructure Australia conducting to assess the infrastructure priorities of Australia?</p> <p>2 What cost-benefit analysis is Infrastructure Australia conducting to assess the strategic priorities of infrastructure needs in Australia?</p> <p>3 What cost-benefit analysis is Infrastructure Australia conducting to assess the deliverability of infrastructure needs in Australia?</p>
IA 31	N/A	Written	Nash	Can Infrastructure Australia detail the status of infrastructure projects identified as priorities in its report to COAG?
IA 32	N/A	Written	Nash	Can Infrastructure Australia provide a list and estimated cost of all of the projects in the pipeline?
NB-II 63	N/A	Written	Nash	Does Infrastructure Australia consider that infrastructure projects are proceeding at an adequate pace?
IA 33	N/A	Written	Nash	<p>1 Does Infrastructure Australia consider that the Commonwealth and state governments have given adequate consideration to developing and implementing infrastructure plans?</p> <p>2 If so, how did Infrastructure Australia arrive at this conclusion?</p>
IA 34	N/A	Written	Nash	<p>1 Has Infrastructure Australia received any advice from the Department regarding future Commonwealth funding for future infrastructure projects?</p> <p>2 If so, then what are the projected budget outlays to 2013-14?</p> <p>3 If not, then what is the future role of Infrastructure Australia? What is its ongoing purpose in the absence of government funding?</p> <p>4 How many projects have been considered to date by Infrastructure Australia as part of the next phase of projects?</p>
IA 35	N/A	Written	Nash	<p>1 How has Infrastructure Australia assessed the economic sustainability of infrastructure projects?</p> <p>2 How has Infrastructure Australia assessed the environmental and social sustainability of</p>

				infrastructure projects?
IA 36	N/A	Written	Nash	<p>1 I refer to the Coastal Shipping Inquiry conducted by the Infrastructure Committee and Infrastructure Australia's recent National Infrastructure Priorities Report which both discuss the development of a National Ports Strategy. What is the current status of the development of the National Ports Strategy?</p> <p>2 When will it be finalised and made public?</p> <p>3 Which agencies will be involved in the creation of the National Ports Strategy?</p> <p>4 What consultation is being undertaken in the formulation of this plan?</p>
IA 37	N/A	Written	Nash	<p>1 Is there any update on when the remaining projects listed in Infrastructure Australia's National Infrastructure Priorities Report (released May 2009) will be funded?</p> <p>2 In which financial year?</p> <p>3 What percentage of the total project cost will be funded?</p>
NB-II 64	N/A	Written	Nash	<p>1 What is the latest update on the Oakajee Port "equity injection" funding provided in the May Budget?</p> <p>2 What will the 'equity injection' be spent on?</p> <p>3 What specific conditions (if any) has the Department put on the funds?</p>
NB-II 65	N/A	Written	Nash	<p>1 With construction to start in 2011, has the money been given to the WA State Government or the Geraldton Port Authority? If not, when will it be?</p> <p>2 Is the Department considering a further allocation of funds after the completion of the feasibility study in 2010?</p>
NB-II 66	N/A	Written	Nash	<p>1 What is the latest update on the Darwin Port Expansion project?</p> <p>2 What exactly will this money be spent on?</p> <p>3 What specific conditions (if any) has the Department put on the funds?</p> <p>4 I understand that the funding is subject to the outcome of further work currently underway, has the when is it anticipated this work will be finished?</p>
NB-II 67	N/A	Written	Nash	<p>1 I refer to the Nation Building Program (National Land Transport) Amendment Bill 2009 that, now it is passed, has given the Minister the power to approve AusLink Strategic Regional Projects (now called termed National Building Program Off Network Projects) for projects which are off the National Land Transport Network and which are not in regional areas of Australia. I understand that the budget for the Off Network Projects program is \$680 million. Is that correct?</p> <p>2 Is this between 2008-09 and 2013-14?</p> <p>3 Is that correct?</p> <p>4 Is it correct that of the total number of projects under the Off Network Projects is 41?</p> <p>5 Is the Minister aware that 31 out of the 41 projects are going to Labor seats?</p> <p>6 Is the Minister aware that only 9 projects are going to Coalition seats?</p> <p>7 Is the Minister aware that of the total project value of \$680 million for the Off Network</p>

				<p>Projects program, \$556 million, or 82 percent by value, is going to Labor seats?</p> <p>8 Is the Minister aware that the Off Network Projects program is a Labor Party election slush-fund?</p>
NB-II 68	N/A	Written	Nash	<p>1 I refer to the Government's promise made on 19 November 2007 that it would provide \$840 million towards a dedicated freight rail track from North Strathfield to Gosford. I notice on the departmental website for Minister Albanese, that the Federal Government is providing \$15 million to undertake planning for the Northern Sydney Rail Freight Corridor. This planning involves developing a concept design, environmental assessment and development approval for infrastructure improvements along the rail corridor between North Strathfield and Broadmeadow (a suburb of Newcastle). Apparently the focus of the planning will be on providing additional capacity for freight rail services; segregating passenger and freight services; and reducing peak-period restrictions on freight services. The planning work will be undertaken by the Transport Infrastructure Development Corporation (TIDC), a NSW Government corporation.</p> <p>You mentioned in the last Budget Estimates in May that this planning study is a 'full concept design and planning study' under part 3A of the New South Wales Environmental Planning and Assessment Act.</p> <p>How is the study going?</p> <p>2 When will it be finished?</p> <p>3 Is the \$15 million for the full cost of the study?</p> <p>4 Does it involve officials of the Federal department?</p> <p>5 How much will the cost be to build a dedicated freight rail track out to Gosford?</p> <p>6 Will \$840 million be enough?</p> <p>7 Does that money include land acquisitions?</p> <p>8 Is that required?</p> <p>9 Have they occurred?</p> <p>10 When will the freight route be built?</p>
NB-II 69	N/A	Written	Nash	<p>1 The Labor Party, in the 2007 election campaign promised to provide \$300 million for a state-of-the-art intermodal freight terminal at Moorebank. Obviously this is an important project, since it could go a long way to taking trucks off Sydney's roads. Now I understand this site has been the home of the Defence Department's School of Military Engineering.</p> <p>This Committee was advised during the Budget Estimates hearings in last May that the project is being taken forward by infrastructure Australia Coordinator Mr Michael Deegan. Apparently, according to Hansard, he 'is working closely with the Department of Defence in developing options in relations to this facility'.</p> <p>So how is this work going?</p> <p>2 What options are being considered?</p>

				<p>3 Why, after nearly two years since Labor promised to develop this site into a ‘state of the art intermodal facility’ has apparently nothing been done?</p> <p>4 When will this facility see the light of day?</p>
NB-II 70	N/A	Written	Nash	<p>In the recent budget the Labor Government has committed to spend a further \$488 million over four years towards the duplication of a twelve kilometre section of the Bruce Highway between Cooroy to Curra to provide a four land divided highway. This is on top of the \$200 million the Labor has already promised to the Cooroy to Curra section.</p> <p>I wish to clarify the dispersal of these funds.</p> <p>1 According to page 347 of Budget Paper No.2 2009-10, the Government has allocated \$176 million of the promised \$488 million in the financial year 2008-09. Is that correct?</p> <p>2 Now that financial year is now over. How much of this \$176 million allocation was actually spent in last financial year?</p> <p>3 If there is some unspent money, where is it. Is it a Queensland Government account? Can an official make clear to me this process?</p> <p>4 How much money will be spent on the duplication of this section in the 2009-10 financial year?</p> <p>5 What decisions have been made?</p>
NB-II 71	N/A	Written	Nash	<p>1 Does the Government still stand by the answer it gave in an answer to a Question on Notice lodged in the February 2009 Additional Budget Estimates that the cost of the Cooroy to Curra upgrade to be \$6.3 billion?</p> <p>2 Can any official explain to me the nature of this cost estimate?</p> <p>3 Can I please have some details regarding that figure?</p>
NB-II 72	N/A	Written	Nash	<p>1 Just to confirm, the Federal Government has accepted the eastern route for the Bruce Highway between Federal and Traveston Road – that is to build the Bruce Highway around the dam’s potential inundation area. Is this correct?</p> <p>2 The final version of the Federal Government’s Bruce Highway (Cooroy to Curra) Strategic Planning Study was released to the public in November 2008. With regard to that report, I refer to the map contained on page seven in its introduction. This map an explanation of the proposed routes of the Bruce Highway in the area potentially affected by the proposed Traveston Dam. This explanation reads: <i>Should the dam not proceed then the location of the highway may change to an alignment close to the existing Bruce Highway as originally favoured by the community.</i> So does the Government still stand by the incorrect answer to NB11 44 asked during the May 2009 Budget Estimates that the community prefers the eastern alignment, even though the Strategic Planning Study states that is not the case?</p>
NB-II 73	N/A	Written	Nash	<p>1 I understand the Queensland Government has asked for the approval of the Federal Minister for the Environment, Heritage and the Arts for the Traveston Crossing Dam.</p> <p>2 Is this correct? When did the Queensland Government request Minister Garrett’s</p>

				<p>approval?</p> <p>3 When must Minister Garrett give his approval?</p> <p>4 Should Minister Garrett not given his approval for the Traveston Crossing Dam, where what route will the duplicated section of the Bruce Highway between that would have been affected by the inundation take?</p> <p>5 Will the highway still take the unpopular eastern deviation?</p>
NB-II 74	N/A	Written	Nash	<p>1 Is it still correct that the \$488 million announced in the 2009-10 Budget for the Bruce Highway is to be spent to fund the eastern alignment?</p> <p>2 Is Queensland still contributing \$125 million on top of the \$488 million?</p> <p>3 When will the eastern deviation be built?</p> <p>4 How much extra is the taxpayer picking up as a result of the decision to build the Traveston Crossing dam?</p> <p>5 I understand that the Queensland Government will contribute \$125 million to the duplication of the Bruce Highway from Cooroy to Curra. Is that correct?</p> <p>6 How was that contribution calculated?</p>
NB-II 75	N/A	Written	Nash	<p>1 I notice that even though the eastern route around the area of potential inundation is longer – the Government claims that cost between this route and the shorter route along the existing site of the Bruce Highway – are the same. I refer to your answer to a Question on Notice lodged by this Committee after the February hearings. I quote Question No. NBII 58:</p> <p><i>Indicative estimates provided by the Queensland Department of Main Roads show that the costs would be similar, subject to delivery and construction schedules.</i></p> <p>Can anyone explain to me how a longer route can be the same cost as a shorter route? Is the topography that different?</p> <p>2 Do you have the respective cost estimates provided by the Queensland Government?</p> <p>3 Will you provide them to this committee?</p> <p>4 What is the basis for the answer to Question On Notice NBII 58?</p>
NB-II 76	N/A	Written	Nash	<p>1 Given that the Government has confirmed that this duplication will cost over six billion dollars and given Labor has promised slightly over two billion dollars, has the Queensland Government agreed to make up the four billion dollar shortfall?</p> <p>2 How are negotiations proceeding with the Queensland Government to make up for this funding gap?</p> <p>3 What funding arrangements regarding the upgrade of the Bruce Highway have been established between the Commonwealth and the Queensland Government?</p> <p>4 What is the expected completion date of duplicating the Bruce Highway around the expected site of the Traveston Crossing dam?</p>
NB-II 77	N/A	Written	Nash	<p>1 During the election campaign, according to its media release of 21 November 2007, Labor made a commitment to provide \$604 million to upgrade the Western Highway from</p>

				<p>Bacchus Marsh to the South Australian border. Now this is a perfectly worthwhile aim. I also understand that the \$604 million will go on to the Anthony's Cutting upgrade, the duplication of the highway between Ballarat and Stawell and finally to upgrade the highway from Stawell to the South Australian border.</p> <p>Is this correct?</p> <p>2 What is the allocation of the \$604 million?</p> <p>3 Is it correct that \$404 million will go to the duplication?</p> <p>4 Where will the remainder of the \$200 million go?</p>
NB-II 78	N/A	Written	Nash	<p>1 With regards to the Western Highway duplication project involving the construction of a four-lane carriageway along the existing Western Highway from Ballarat to Stawell – I note that the Federal Government provided five million in the 2008-09 Budget to advance project planning for this project.</p> <p>So in November 2007 Labor promised to duplicate the Western Highway, but at the moment has only provided \$5 million for a planning project to duplicate the highway between Ballarat and Stawell – a distance of 121 kilometres.</p> <p>Is that correct?</p> <p>2 How is the planning study going?</p> <p>3 Has it started?</p> <p>4 Is it finished?</p> <p>5 When will it be finished?</p> <p>6 When will the Government fulfil its election promise and duplicate the Western Highway between Ballarat and Stawell?</p> <p>7 When will planning commence to duplicate the remainder of the highway? That is, the remaining 181 kilometres?</p>
NB-II 79	N/A	Written	Nash	When will Labor duplicate the Western Highway to the South Australian border?
NB-II 80	N/A	Written	Nash	<p>1 When will the Government duplicate the Pacific Highway?</p> <p>2 Does the Government stand by its election commitment to complete a dual carriageway on the Pacific Highway between Sydney to Brisbane by 2016?</p>
NB-II 81	N/A	Written	Nash	<p>1 I understand the Government has committed \$3.1 billion towards the upgrade of the Pacific Highway from 2008-09 to 2013-14. I also understand the New South Wales Government has committed \$500 million towards the upgrade over the same period.</p> <p>Is this correct?</p> <p>2 I refer to the media release by the Federal Labor Party dated 21 November 2007. This media release states and I quote:</p> <p><i>Under AusLink 2 duplicate the Pacific Highway by 2016.</i></p> <p>Does the Government stand by its election commitment that it will duplicate the Pacific Highway by 2016?</p> <p>3 How much will it cost to meet the Government's election commitment – that is – how</p>

				<p>much will it cost to duplicate the Pacific Highway?</p> <p>4 Does the Government accept that the figure offered by the National Roads and Motorists Association in its January 2009 budget submission to the Australian Government, that it will cost \$6.7 billion to duplicate the Pacific Highway?</p> <p>5 Does that mean the Government is going to have to tip in another three to four billion after 30 June 2014 to provide the funds to meet its election commitment?</p> <p>6 Will the Pacific Highway be duplicated by 2016 as promised by Labor in the 2007 election?</p>
Transferred to DEWH&A	N/A	Written	Nash	<p>1 Has the Government committed any funds to undertake an independent assessment of environmental flow needs to the Mary River Estuary and Great Sandy Strait, as requested in a petition signed by 5393 Australians and tabled in the House of Representatives on 16 September 2009? If not why not?</p> <p>2 Queensland Premier Anna Bligh has implied that she can influence the decision on the proposed Traveston Crossing dam by urging the Prime Minister to agree to the proposal. If this the case, is this not contrary to the EPBC Act, under which the responsibility for the decision lies with Minister Garrett? Will you allow your environment Minister to make this decision on the science?</p> <p>3 Is the Minister intending to allow the request from Sunwater to water down the conditions of approval of Paradise Dam and in doing so jeopardise the Paradise Dam Court case, which the Federal Government has partially funded</p> <p>4 The Coordinator General has said that if the fish lift does not work, that the fall back position is to collect the lungfish / turtles / Mary River Cod etc by hand and carry them around the dam. Does the Minister consider this to be a credible alternative?</p> <p>5 Given the significance of the lungfish and that the Paradise Case has shown that there is no workable design for a fishway for lungfish in existence in the world, would the minister not be rather cavalier to grant approval to the Traveston Crossing dam in the hope the proponents will be able to come up with devices for successful fish and turtle transfer, not to mention methods that will enable successful breeding in situations where they would not normally breed. Is the minister not being asked to take this proposal a little too much on trust?</p> <p>6 Should politics overrule science and the proposed Traveston Crossing dam be approved, species with very long life cycles such the Lungfish, Mary River Turtles and Mary River cod, which live in excess of 50 Years, will be put at grave risk of extinction. What assurances can you give the Senate that the QUANGO \$2 company Queensland Water Infrastructure has the ability and intention to ensure the necessary long term management and compliance with all conditions that the Minister may impose under the EPBC Act?</p> <p>7 Will the Minister allow a (10 day) public submission on the 1200 conditions suggested by the Queensland Coordinator General's Report on the proposed Traveston Crossing dam?</p>

				<p>8 The Coordinator General's Report says there will be no downstream impact on the lower Mary Valley as a result of the Traveston Crossing dam. It seems incredible that a new dam would have no downstream impact. Can the department explain this bizarre assertion?</p> <p>9 In view of the fact that the \$27m fish lift on the Paradise Dam has attracted only three lungfish since its construction (and they were juveniles) does the Minister believe this same fish lift will work on the Traveston Crossing dam?</p>
LGRD 17	N/A	Written	Nash	<p>1 Please outline the financial amount, and location by electorate for each grant provided under the \$40 million National Bike Path Projects Fund.</p> <p>2 What local planning regulations will the infrastructure projects have to meet before construction can commence on cycling infrastructure under this initiative?</p> <p>3 What are the selection criteria for this cycling infrastructure funding?</p> <p>4 How much of the \$40 million fund has been allocated to date?</p> <p>5 When will construction commence?</p> <p>6 What sustainability metrics were used to decide how much funding was allocated to each project?</p> <p>7 What stakeholder engagement took place regarding the provision of funding under this initiative?</p> <p>8 When did this consultation take place and when did it conclude?</p> <p>9 What cost benefit analysis was undertaken before project funding was provided under this initiative?</p>
CASA 07	N/A	Written	Heffernan	<p>Howarth Aerospace Consultancy has studied aircraft accidents for approximately 12 years within Australia and oversee many in the USA.</p> <p>1. Why hasn't the federal government taken any actions to implement the findings of the ATSB recommendations as supplied below?</p> <p>Recommendation issued to: CASA Civil Aviation Safety Authority Output No: R20060004 Date Issued: 02 February 2006 Background: Why this Recommendation was developed</p> <p>Safety Recommendation</p> <p>Output Text: The Australian Transport Safety Bureau recommends that the Civil Aviation Safety Authority (CASA), review the requirements for the carriage of on-board recording devices in Australian registered aircraft as a consequence of technological developments.</p> <p>Response from: Civil Aviation Safety Authority Date Received: 11 May 2006</p>

				<p>Response Status: Closed - Accepted</p> <p>Response Text: The Civil Aviation Safety Authority will analyse the cost benefit of the recommendation regarding the carriage of on-board recording devices to this type of operation</p> <p>Response from: CASA</p> <p>Date Received: 17 July 2007</p> <p>Response Status: Closed - Accepted</p> <p>Response Text: On the issue of on board recording devices, this is a cost and maintenance burden with existing equipment. Low cost/new technology units are not currently available.</p> <p>Response Text: CASA will continue to monitor this.</p> <p>Response from: CASA</p> <p>Date Received: 07 September 2007</p> <p>Response Status: Closed - Accepted</p> <p>In reference to ATSB recommendation R20060004 (issued following the Benalla accident) on page 34 of the draft report [relating to 200502662]:</p> <p><i>The Australian Transport Safety Bureau recommends that the Civil Aviation Safety Authority (CASA) review the requirements for the carriage of on-board recording devices in Australian registered aircraft as a consequence of technical developments.</i></p> <p>Response Text: As you are aware, on 11 May 2006 CASA advised of an intention to conduct a cost/benefit analysis of the recommendation regarding the carriage of on-board recording devices to this type of operation.</p> <p>I understand that CASA has previously investigated this matter and, based on the equipment available at the time, could not justify mandating carriage of recording devices on low capacity aircraft. However, given other priorities, this has not yet been confirmed by way of a cost/benefit analysis.</p> <p>I have now directed that a cost/benefit analysis be undertaken. I expect to</p>
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				<p>have a result before the end of the year and will forward the results to you.</p> <p>Response from: CASA</p> <p>Date Received: 20 December 2007</p> <p>Response Status: Closed - Accepted</p> <p>Response Text: I refer to the letter dated 11 October 2007 from the Deputy Director, Information and Investigations to General Manager, Corporate Relations[CASA], enclosing an advance copy of amended Transport Safety Investigation Report on the fatal accident involving a Piper PA-31-350 aircraft registered VH-PYN, which occurred near Condobolin, New South Wales on 2 December 2006.</p> <p>The draft Cost Benefit Analysis for on-board recording devices will be completed by the end of this week [21 Dec 2007]. Consideration of this is to be completed and CASA will write to you again by the end of January 2008.</p> <p>ATSB Note:On 31 January 2008, CASA advised that the cost benefit analysis was being evaluated.</p> <p>Response from: CASA</p> <p>Date Received: 23 November 2008</p> <p>Response Status: Closed - Accepted</p> <p>Response Text: I refer to my letter of 7 September 2007 regarding the Australian Transport Safety Bureau (ATSB) Recommendation R20060004 relating to the Civil Aviation Safety Authority (CASA) reviewing the requirements for the carriage of on-board recording (OBR) devices in Australian registered aircraft.</p> <p>As you would be aware, there has been extensive liaison between CASA and the ATSB on this matter over the last twelve months. I can now advise that CASA has completed its cost benefit analysis (CBA). The CBA results confirm CASA's initial view that there is no justification to mandate the carriage of recording devices in smaller aircraft. The analysis considered 7 categories of small aeroplane operations, from Low Capacity RPT and Charter, down to aerial work, business and private operations and did not find fitment justified on safety grounds.</p> <p>CASA believes that the safety regulator's focus should be on passenger</p>
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carrying operations and preventing accidents by fitment of new generation technologies such as Airborne Collision Avoidance Systems, Terrain Avoidance and Warning Systems and Automatic Dependent Surveillance Broadcast equipment, rather than mandating fitment of OBR devices to assist in determining the cause of an accident.

The CBA determined that the industry was unlikely to make this investment on its own accord. The use of quick access recorders by larger airlines provides considerable economic and business benefits which outweigh the costs involved. With the recent emergence of low cost and light weight recorders for small aircraft it is expected that the take up of recorders may gather momentum over the next couple of years once suppliers become more active in the market and prices come down. In the interim, CASA will be monitoring voluntary fitment of OBRs.

The NSTB (National Transportation Safety Board) in the United States of America have the same request for FDRs (Flight Data Recorder) are on the most wanted list to be implemented as shown below:

[H.R. 2632 \(2003\) and H.R. 3336 \(2005\)](#)

Support for Proposed Flight Data Recorder (FDR) and Cockpit Voice Recorder (CVR) Upgrades, to provide dual recorders, front and rear, and a rear deployable recorder.

NADA/F has twice supported bi-partisan legislation to require updated dual recorders including a deployable rear recorder, from 2002 through 2006.

Although neither legislation passed, we hope legislation will be introduced again. While the FAA and NTSB have approved some upgraded standards for recorders, the traveling public needs more.

Special thank you to Congressmen David Price (D-NC) and John Duncan, Jr. (R-TN) for their leadership and support, and to the other Members of Congress who signed on to the legislation.

[About Flight Data Recorders](#)

The “Black Box” has always been the most important tool in air crash investigation, which includes the Flight Data Recorder (FDR) and Cockpit Voice Recorder (CVR). Yet the industry in the U.S., and the FAA, have a long history of delaying much-

				<p>needed upgrades in FDR/CVR equipment on passenger planes. NADA/F firmly believes that any delay in the recovery of flight data hinders the accident investigation progress.</p> <p>It is so important that today's technology be used on today's planes! For years the NTSB, NADA/F and others have pushed for better quality, more parameters, 25 hours of continuous sound, an independent power source, and more; but still the industry and the FAA delays these much needed upgrades.</p> <p>On March 9, 1999, the NTSB recommended dual combined FDR/CVR units, one in the front, and one in the rear, to provide data recovery back-up.</p> <p>2. Australia should be in the lead with this type of technology. Howarth Aerospace has been developing such a system over 12 years, the system has been demonstrated to CASA-ATSB and bodies within the aviation industry and allows a cost saving of millions of dollars to the Australian government each year - could we have an update with these systems and this technology?</p>
LGRD 18	Transferred from DEEWR	Written	Cash	<p>Jobs Fund - Bike Paths</p> <ol style="list-style-type: none"> 1. What is the total number of applications received under the National Bike Paths Projects component of the Jobs Fund? 2. How many of these applications were assessed as meeting the relevant gateway criteria? 3. How many of these applications were in a Priority Employment Area?
LGRD 19	Transferred from DEEWR	Written	Cash	<p>Jobs Fund - Bike Paths</p> <ol style="list-style-type: none"> 1. How many of the bike path projects which were recommended for approval, were successful? 2. Were any bike path projects which were not initially recommended, approved?
LGRD 20	Transferred from DEEWR	Written	Cash	<ol style="list-style-type: none"> 1. How many of the Infrastructure Employment projects which were recommended for approval, were successful? 2. Were any Infrastructure Employment projects which were not initially recommended, approved? 3. Did any Minister refer an Infrastructure Employment project to DEEWR for recommendation?
LGRD 21	Transferred from DEEWR	Written	Cash	<p>Jobs Fund - Infrastructure Employment</p> <ol style="list-style-type: none"> 1. What is the total number of applications received under the Infrastructure Employment component of the Jobs Fund? 2. How many of these applications were assessed as meeting the relevant gateway criteria? 3. How many of these applications were in a Priority Employment Area?