

**Rural & Regional Affairs and Transport Legislation Committee**  
**ANSWERS TO QUESTIONS ON NOTICE**  
Additional Estimates 2015 - 2016  
**Infrastructure and Regional Development**

**Question no.: 213**

**Program:** n/a

**Division/Agency:** Policy and Research

**Topic:** Red Tape Reduction

**Proof Hansard Page:** Written

**Senator Sterle, Glenn asked:**

Since the change of Prime Minister on 14 September, 2015:

1. Please detail changes to structures, officials, offices, units, taskforce or other processes has the department dedicated to meeting the government's red tape reduction targets?
  - a. What is the progress of that red tape reduction target
2. How many officers have been placed in those units and at what level?
3. How have they been recruited?
4. What process was used for their appointment?
5. What is the total cost of this unit?
6. What is the estimated total salary cost of the officers assigned to the unit?
7. Do members of the unit have access to cabinet documents?
8. Please list the security classification and date the classification was issued for each officer, broken down by APS or SES level, in the red tape reduction unit or similar body.
9. What is the formal name given to this unit/taskforce/team/workgroup or agency within the department?

**Answer:**

1. The only changes within the Department related to meeting the Government's red tape reduction target since the change of Prime Minister on 14 September 2015 have been a change in nomenclature (from the *Deregulation Unit* to *Regulatory Reform and Innovation Section*) and a reduction in staffing of 1.0 APS 6 officer.
  - a. The Department met its red tape reduction target for 2015. While still early in the year, the Department anticipates meeting its indicative target for 2016.
2. The unit responsible for coordinating the portfolio's red tape reduction targets is currently staffed by a 0.2 FTE SES Band 1 manager, 0.9 FTE EL2 officers, 2.0 FTE EL1 officers, 1.0 FTE APS 6 officers and 1 FTE APS 5 officer, all of whom also work on regulatory policy, innovation and capability issues.
3. Officers within the Regulatory Reform and Innovation Section were recruited from within the Department.
4. An internal Expression of Interest process.
5. Based on the above staffing numbers, the total cost for the Regulatory Reform and Innovation Section is approximately \$0.7m in 2015-16.
6. \$0.7m.
7. Yes.
8. Clearances and date of issue as per follows:  
*Senior Executive Service*
  - Negative Vetting 2 granted 19/02/2016

**Rural & Regional Affairs and Transport Legislation Committee**

**ANSWERS TO QUESTIONS ON NOTICE**

Additional Estimates 2015 - 2016

**Infrastructure and Regional Development**

*Executive Level*

- Baseline granted 07/12/2009
- Negative Vetting 2 granted 04/07/2014
- Negative Vetting 1 granted 25/06/2007

*APS levels*

- Negative Vetting 1 granted 03/08/2006
- Protected granted 21/12/2006

9. Regulatory Reform and Innovation Section.

**Rural & Regional Affairs and Transport Legislation Committee**  
**ANSWERS TO QUESTIONS ON NOTICE**  
Additional Estimates 2015 - 2016  
**Infrastructure and Regional Development**

**Question no.: 214**

**Program:** n/a

**Division/Agency:** Policy and Research

**Topic:** High Speed Rail

**Proof Hansard Page:** Written

**Senator Sterle, Glenn asked:**

1. In Estimates answers 132, 133 and 135 from October 2015 Estimates, it was indicated that there is “no formal work plan” exists for developing HSR.
2. Why not?
3. Can you provide the list of “action items” and associated timeframes?
4. When is the next meeting of the Senior Officials Group?
5. Can you provide a list of the officials which are members of the HSR Senior Officials Group?
6. What is the timeframe for jurisdictions to prepare an approach to preserve the HSR corridor? What is needed to expedite this work?
7. What is the last concrete action (eg purchase, easement, regulatory action) taken by any relevant jurisdiction to preserve a section of the HSR corridor, and when did it occur?

**Answer:**

2. The Australian Government’s priority for next steps on High Speed Rail is to work with the governments of New South Wales, Victoria, Queensland the Australian Capital Territory on corridor protection. This work is being progressed by the High Speed Rail Senior Officials Group and bilateral work between the Department of Infrastructure and Regional Development (the Department) its counterpart State and ACT departments.
3. Jurisdictions are seeking to incorporate the High Speed Rail preferred corridor in their city and regional plans, and into their land use planning processes. The timeframes for the finalisation of this work are the responsibility of the State and ACT governments in their role of controlling planning policies within their jurisdictions.
4. The next meeting has not been scheduled, but the Senior Officials Group will meet in 2016.
5. The Senior Officials Group membership is at the Deputy Secretary and Deputy Director-General (and equivalent) level in the Australian, New South Wales, Victorian, Queensland and Australian Capital Territory governments.
6. Bilateral work will continue between the Department and its State and ACT counterparts during 2016. The Senior Officials Group will meet in 2016 to consider progress.
7. The Senior Officials Group has been coordinating an analysis of the land development threat levels along the entire length of the corridor, and discussing the options for addressing these pressures through State and ACT city, regional and land use planning processes.

**Rural & Regional Affairs and Transport Legislation Committee**  
**ANSWERS TO QUESTIONS ON NOTICE**  
Additional Estimates 2015 - 2016  
**Infrastructure and Regional Development**

**Question no.: 215**

**Program:** n/a

**Division/Agency:** Policy and Research

**Topic:** State of Australian Cities Report

**Proof Hansard Page:** Written

**Senator Sterle, Glenn asked:**

1. How many “clicks” has the State of Australian Cities 2014-5 Report had?
2. How many “clicks” have the following SOAC reports had since they were placed online?
  - a. 2010 edition;
  - b. 2011 edition;
  - c. 2012 edition;
  - d. 2013 edition.
3. Has any work been undertaken in preparation for a 2016 State of Australian Cities Report yet?
4. What period will it cover? 2015-6 or 2016 or other?
5. When will this be published?
6. Is it expected to be more substantial in content than the 2014/2015 report?
7. Are you still intending to produce this report through the Bureau of Infrastructure, Transport and Regional Economics?
8. Will there be any input from the Minister for Cities and Built Environment? Or will it be overseen by the Minister for Infrastructure and Regional Development?
9. If the SOAC report is being produced by BITRE, does that mean that the staff allocated to work on cities policy in the Department of Environment will not contribute in any way to the research/policy angle of the report?
10. (IF YES) Does this mean cities policy research is occurring in both the BITRE and Department of Environment?
11. Would you say this is a duplication of resources?
12. Are the two departments communicating with each other?
13. What additional cities policy research has occurred since the appointment of a Minister for Cities?
14. Has the research focus changed since Minister Hunt took on the Acting Minister role?

**Answer:**

1. The State of Australian Cities 2014-15 report webpage has been viewed 10,334 times since its release on 29 February 2016. The webpage is where the internet browser displays the link to download the State of Australian Cities 2014-15 report, <<https://infrastructure.gov.au/infrastructure/pab/soac/index.aspx>>.
2. The webpage of previous editions of the State of Australian Cities report have been viewed as follows:
  - a. 2010 edition <<https://infrastructure.gov.au/infrastructure/pab/soac/2010.aspx>>: 996 times
  - b. 2011 edition <<https://infrastructure.gov.au/infrastructure/pab/soac/2011.aspx>>: 630 times
  - c. 2012 edition <<https://infrastructure.gov.au/infrastructure/pab/soac/2012.aspx>>: 1,788 times
  - d. 2013 edition <<https://infrastructure.gov.au/infrastructure/pab/soac/2013.aspx>>: 37,709 times

**Rural & Regional Affairs and Transport Legislation Committee**

**ANSWERS TO QUESTIONS ON NOTICE**

Additional Estimates 2015 - 2016

**Infrastructure and Regional Development**

3. The next State of Australian Cities report will be the responsibility of the Cities Taskforce (the Taskforce) at the Department of the Prime Minister and Cabinet (PM&C). All questions regarding future State of Australian Cities reports should be directed to the Taskforce at PM&C.
4. This is a matter for the Taskforce.
5. This is a matter for the Taskforce.
6. This is a matter for the Taskforce.
7. Previous State of Australian Cities reports were products of the Department of Infrastructure and Regional Development (the Department), rather than the Bureau of Infrastructure, Transport and Regional Economics.
8. The Assistant Minister for Cities and Digital Transformation has responsibility for the Cities Agenda.
9. N/A.
10. N/A.
11. N/A.
12. The Department has been engaging on a regular basis with the Taskforce since its establishment.
13. This is a matter for the Taskforce.
14. This is a matter for the Taskforce.

**Rural & Regional Affairs and Transport Legislation Committee**  
**ANSWERS TO QUESTIONS ON NOTICE**  
Additional Estimates 2015 - 2016  
**Infrastructure and Regional Development**

**Question no.: 216**

**Program:** n/a

**Division/Agency:** Policy and Research

**Topic:** Solar Roads

**Proof Hansard Page:** Written

**Senator Sterle, Glenn asked:**

1. Is the Department aware that the French Government has recently announced a plan to pave 621 kilometres of “solar roads” – roads which use pavement to generate solar energy for the grid?
2. Can the Department advise if any research at Federal level has gone into the potential for this in Australia?
3. Is this proven technology?
4. Is it likely to ever be cost-effective given the benefits it could create, particularly in Australian conditions?

**Answer:**

1. Yes.
2. No.
3. No, it is being trialled in the United States and France.
4. The planned overseas trials aim to investigate the practicality and cost effectiveness of solar roads.

**Rural & Regional Affairs and Transport Legislation Committee**  
**ANSWERS TO QUESTIONS ON NOTICE**  
Additional Estimates 2015 - 2016  
**Infrastructure and Regional Development**

**Question no.:** 217

**Program:** n/a

**Division/Agency:** Policy and Research

**Topic:** Cycling Strategy

**Proof Hansard Page:** Written

**Senator Sterle, Glenn asked:**

Did the King of Spain attend the Australian Bicycle Council meeting held on 29 and 30 February 2015 – the dates referred to in Estimates QON 128 from October Estimates?

**Answer:**

The Department of Infrastructure and Regional Development previously provided the incorrect date of the meeting in Hobart, which was held on 26-27 February 2015. The Australian Bicycle Council advises that the King of Spain did not attend this meeting.

**Rural & Regional Affairs and Transport Legislation Committee**  
**ANSWERS TO QUESTIONS ON NOTICE**  
Additional Estimates 2015 - 2016  
**Infrastructure and Regional Development**

**Question no.: 218**

**Program:** n/a

**Division/Agency:** Policy and Research

**Topic:** Cities Taskforce Activity

**Proof Hansard Page:** Written

**Senator Sterle, Glenn asked:**

1. On the last occasion, the Department indicated that it was part of a Cities taskforce, led by the Department of Environment.
2. What Taskforce meetings have DIRD officials attended since October last year?
  - a. Which dates?
  - b. Which officials?
3. Is there a Taskforce workplan as of 8 February 2016?
4. What work is DIRD specifically contributing to on Taskforce activities?
5. Which cities are being focussed on?

**Answer:**

1. The Cities Taskforce (the Taskforce) was established in the Department of the Environment to support the Government in developing the Cities Agenda. Staff from the Department of Infrastructure and Regional Development (the Department) have been seconded to the Taskforce. Responsibility for the Cities Agenda was recently moved to the Prime Minister and Cabinet portfolio, with the Hon Angus Taylor MP appointed as Assistant Minister to the Prime Minister for Cities and Digital Transformation.
2. The work of the Taskforce has, as at 29 February 2016, been guided by the advice of a Deputy Secretaries Committee on Cities that has met as required since October 2015. Meetings were attended by a Deputy Secretary or delegate on 8 October 2015, 22 October 2015, 16 November 2015 and 27 January 2016.
3. Questions relating to the operations of the Taskforce should be referred to the Taskforce.
4. The Department has seconded staff to the Taskforce, has membership of the Deputy Secretaries Committee on Cities, and is supporting the work of the Taskforce on matters such as strategic infrastructure investment, the Western Sydney airport, land transport market reform and encouraging private sector investment.
5. This is a matter for the Taskforce.



**Rural & Regional Affairs and Transport Legislation Committee**  
**ANSWERS TO QUESTIONS ON NOTICE**  
Additional Estimates 2015 - 2016  
**Infrastructure and Regional Development**

**Question no.: 219**

**Program:** n/a

**Division/Agency:** Policy and Research

**Topic:** Cities in Department of Environment

**Proof Hansard Page:** Written

**Senator Sterle, Glenn asked:**

1. At the last Estimates hearing on October Senator Gallacher raised concerns about the moving of Cities responsibility from the Department of Infrastructure to the Department of Environment – do you recall that?
2. And the Shadow Minister Mr Albanese has said the same. Can I ask: do you think having responsibility for cities in the Department of Environment has been successful so far?
3. How many staff from the Department of Infrastructure are now working in the Department of Environment?
4. How many DIRD staff are seconded to the Department of Environment, as distinct from having been permanently transferred?
5. For each seconded employee, when does the secondment end?
6. Are staff in the Department of Infrastructure separately working on any Cities policy (in addition to the State of Australian Cities report, which we know will continue to be produced through DIRD)? If so, what?

**Answer:**

1. Responsibility for cities was moved to the Prime Minister and Cabinet portfolio in February 2016, with the Hon Angus Taylor MP appointed as Assistant Minister to the Prime Minister for Cities and Digital Transformation.
2. See above.
3. As at 29 February 2016, the Department of Infrastructure and Regional Development (the Department) has seconded 7 staff to the Cities Taskforce (the Taskforce).
4. As at 29 February 2016, no staff have been permanently transferred to the Taskforce.
5. The lengths of these secondments remain to be confirmed.
6. The Department has a range of staff working on policy issues relevant to Australian cities, including the Infrastructure Investment Programme, Western Sydney airport, freight supply chain networks and land transport market reform. Responsibility for the next State of Australian Cities report has been transferred to the Taskforce.