

CHARTERS TOWERS REGIONAL COUNCIL

Exceptional Service for an Exceptional Community



30 September 2011

Our Ref: 11/09 RL8-24 581874

File Ref: 06/PLA/03

Enquiries: Ramon Jayo

The Committee Secretary
House of Representatives Standing Committee on
Regional Australia
Parliament House
CANBERRA ACT 2600

Submission No:	107
Date Received:	11/10/11
Secretary:	SL

Dear Sir/Madam

Re: Fly-In, Fly-Out / Drive-In, Drive-Out (FIFO & DIDO)

Reference is made to your letter of 1 September 2011, inviting submissions with respect to fly-in, fly-out / drive-in, drive-out (FIFO & DIDO) employment practices.

The matter was considered by Council at its meeting held 14 September, 2011.

Council appreciates that the issue is quite complex as decisions regarding options available for housing of employees are not simply driven by economic factors but rather, other considerations including desirability or location for attraction of workers and families and site specific issues catering for provision of adequate and safe amenity for establishment of communities to name a few.

However, of more relative ease to determine is the fiscal consequence of a region that does not have or has restricted access to FIFO ports. For instance, Charters Towers is not the beneficiary of a transport service direct from its airport. Workers involved are required to travel to Townsville to catch relevant transport modes. Whilst Townsville is only 130 kilometres in distance from Charters Towers, the continuous driving to and from has resulted in workers and their families departing the City to take up residence closer to ports to minimise the travel. But for the travel, the workers and families would have been content to remain.

Obviously, families leaving a community such as Charters Towers has an adverse economic impact on the community as a whole to the benefit of towns offering travelling facilities.

In the interest of equity and fairness and in the interest of allowing freedom of choice as to residence, it is suggested that subsidies should be available to airlines etc to provide pick up/drop off points at locations such as Charters Towers where facilities are available ie. airport.

The other matter of concern to Council is the non retention of any economic benefit to the community notwithstanding that the resources recovery necessitating FIFO/DIDO operations are occurring within its community and where more often than not, infrastructure owned and maintained by the community is essential to such operation (ie local roads).

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28 September 2011

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Council considers that some revenue resulting from royalty etc should be directed towards communities in that situation by way of compensation for disadvantages of the nature highlighted above.

Council would appreciate the opportunity to discuss its concerns including the ability to provide specific situations to assist the enquiry in understanding the concerns. Please advise whether such meeting would be possible.

For further assistance, please contact the undersigned at your convenience.

Yours faithfully

R Jayo

Acting Chief Executive Officer