

Rural and Regional Affairs and Transport Legislation Committee

Questions on Notice
 Additional Estimates 2016-17
Monday 27 February 2017

Infrastructure and Regional Development Portfolio

QoN No.	PDR No.	Division	Senator	Broad topic	Question	Proof Hansard page and hearing date or Written	Comments
National Transport Commission (1)							
1	000002	NTC	STERLE	DATA	<p>Senator STERLE: This is a turn up for the books—four senators at estimates. We must be missing something. There must be a big party going on outside. Anyway, thank you ,Chair. Good morning. I want to go straight to the NTC. There was a paper or report released in August 2016 called, Who moves what where. We understand why it was done. What I really want to ask is how come shipping was excluded from this study when shipping accounts for near on 100 per cent of freight movements in and out of Australia and, I think, about 17 per cent internally?</p> <p>Mr Retter: Good question. The fact is that our focus is on the movement of land freight. But, having said that, the fact is that the data that was collected included the movement of all freight into and out of ports, including data on containers, bulk and so on. But our focus was predominantly on rail and heavy vehicle movement of freight together with freight that is passing through inter-nodal points, including, obviously, our major ports. So in one sense we collected it. But the primary purpose of that data was to look at what is moving across Australia in road and rail, given the remit of the NTC is predominantly about service freight issues.</p> <p>Senator STERLE: I understand that. But if you are taking on these studies, of course infrastructure imports are all-inclusive of what comes off of ships. My question is whether anyone can tell me why shipping was left out?</p> <p>Mr Retter: I will get you an answer, if I may. I think to some extent we did look at shipping but perhaps not in the detail that you would want in terms of specific data on what tonnage was moving from port to port, if I'm correct and that is where you are heading in your question.</p>	5 27/02/2017	

					<p>Senator STERLE: Can you tell me whose decision it was to only study land transport? Was it the minister, the Commissioner or the NTC itself?</p> <p>Mr Retter: Ultimately, it would have been a decision in terms of the scope of the task that we were asked to undertake. But I would like to check, if I may, and come back to you on exactly the rationale for what the scope was and why it did or did not to some extent exclude shipping related stats.</p>		
Infrastructure Australia (9)							
2	000001	IA	STERLE	CONTRACTORS	<p>Senator STERLE: Sorry. Maybe I should go a few questions back. You have had to cut, which we are well aware of. We do not want to see any of these projects compromised and neither do you, I take it. That is a given. But how big an external use of contractors was there? I just can't get it in my head. I do not believe that you had a room full of people with empty desks with nothing to do.</p> <p>Mr Davies: Absolutely not, Senator.</p> <p>Senator STERLE: So why don't you paint a picture for us of how big an outsourcing that was.</p> <p>Mr Davies: We have the in-house team up to 26 now.</p> <p>Senator STERLE: From what?</p> <p>Mr Davies: That is a good question. I would have to check that out and take it on notice.</p>	6 27/02/2017	
3	000003	IA	STERLE	EXPENDITURE	<p>Senator STERLE: Are you saying that with a 15 year plan we will not have to do much work because there is not a lot of infrastructure planned. Is that what you're trying to say?</p> <p>Mr Davies: We are required to maintain the 15 year plan has a rolling plan. But it is more maintenance of the plan than actually starting from scratch. So the reliance on large external pieces of work is reduced. Now we are advancing smaller discrete pieces of work. We will control those pieces of work within the budget that we have. That is what we are doing right now.</p> <p>Senator STERLE: How much have we spent since 2013 on externals?</p> <p>Mr Davies: I do not have that figure.</p> <p>Senator STERLE: Surely! You have files as thick as a wine carton there. Does no one have it? You are all looking pretty blank. You are allowed to nod your heads.</p> <p>Mr Davies: I will have to take that on notice.</p>	8 27/02/2017	

4	000004	IA	GALLACHER	VALUES	<p>Senator GALLACHER: How many of the 23 business cases from last year actually got up?</p> <p>Mr Davies: It was 22.</p> <p>Senator GALLACHER: What was the value of those?</p> <p>Mr Davies: I would have to take that on notice. I know the value of the business cases on the priority list today is around \$60 billion.</p>	8 27/02/2017	
5	000005	IA	STERLE	EXPENDITURE	<p>Senator STERLE: Nothing has been presented to Infrastructure Australia as a preliminary estimate?</p> <p>Mr Parkinson: We have seen a preliminary estimate but, as Mr Davies says, that is an early draft. We have been back to the Western Australian government with a number of questions around that and we are awaiting a response. We do not have any details.</p> <p>Senator STERLE: Can you share what that cost is with the committee? It is taxpayers dollars; it shouldn't be a secret.</p> <p>Mr Parkinson: We would have to check with the Western Australian government whether that figure is in the public domain.</p> <p>Senator STERLE: Why? It has been out in the newspapers at about \$5.9 billion to \$8 billion or something. I missed the second reading on that one. Can you deny that it is not somewhere between 5.9 billion to \$8 billion? Is it top-secret?</p> <p>Mr Davies: We would have to check that number. As I said, it is an earlier draft. It is now 12 months old.</p>	16 27/02/2017	
6	000006	IA	LUDLAM	BENEFIT COST RATIO	<p>Senator LUDLAM: Can you confirm the current benefit cost ratio for the Perth Freight Link and when that number was established?</p> <p>Mr Pittar: I might have to take the benefit cost information on notice. That was part of the business case that was assessed by Infrastructure Australia and is part of that assessment report from IA.</p>	19 27/02/2017	
7	000007	IA	LUDLAM	BENEFIR COST RATIO	<p>Senator LUDLAM: Well then, colour me confused, because it was done in the business case before there was a commitment to do stage 2 underground. I feel like we had better iron this out now. Back when it was done, it was a service road and the number added up to whatever it was. We will try during the morning to nail down whatever it was. Originally it was 5.2 to 1. Do you have any updates on that? Since then, there has been a commitment by the state government, after a bit of confusion and back and forth, to drive this second leg underground from Stock Road. That is at a significantly higher cost than keeping the route on the surface. Surely that must change the benefit-cost ratio, or at least would change the cost side of it.</p> <p>Mr Pittar: I might need to take that on notice as well.</p>	19 27/02/2017	

8	000008	IA	LUDLAM	VALUE FIGURES	<p>Senator LUDLAM: Mr Davies, this question is maybe for you since you brought it up before. What dollar figure did you place on the environmental costs and benefits when your original assessment was being done? How do you value something like clean air, clean water, biodiversity or endangered species? How do you put a dollar figure on those?</p> <p>Mr Davies: Those are things that are examined as part of developing the business case in terms of the mitigation of the impact. I do not have those figures at hand for this particular project.</p> <p>Senator LUDLAM: Could you provide that for us, please?</p> <p>Mr Davies: We can see what is in the—</p> <p>Senator LUDLAM: I would appreciate it. For example, one of the benefits that the state government has expressed is that free-flowing traffic rather than stuff that is doing stop-start is lower atmospheric conditions. I have certainly heard that claim before. I have also heard that the project will wipe out half of the endangered Carnaby's black cockatoo and red-tailed cockatoo in that area of the Swan coastal plain. I am just wondering how you balance those up. If they all end up as a \$2.5 to \$1 figure, how have you relatively weighed those things up? Is that something you could provide for us?</p> <p>Mr Davies: Again, that would be part of the detail of the business case that we look up.</p> <p>Senator LUDLAM: That was a yes, though—that you would undertake to provide the breakdown?</p> <p>Mr Davies: We will see what is in the business case, Senator.</p>	22 27/02/2017	
9	000147	IA	RICE	TRENDS IN CAR AND ROAD USE	<p>How does the transport modelling that underpins assessment for projects take account of trends in car and road use in Australia including:</p> <ul style="list-style-type: none"> • Downward trend in young people driving • Increasing use of share cars • Driverless cars • Increasing cycling rates 	WRITTEN 14/03/2017	
10	000154	IA	STERLE	PRIOR ANALYSIS OF THE PERTH FREIGHT LINK	<p>Senator STERLE: Had you carried out an analysis of the Perth Freight Link prior to the Abbott government allocating the funds for the project in the 2014 budget?</p> <p>Mr Davies: I am not aware of the timing of that.</p> <p>Senator STERLE: Would someone be able to find that before you leave today, if that is</p>	15 27/02/2017	

					possible? Mr Davies: Yes.		
Australian Rail Track Corporation (4)							
11	000009	ARTC	RICE	SPEED RESTRICTIONS	<p>Senator RICE: I have been told by local residents that there are currently 23 temporary speed restrictions in place compared with the eight to 10 that were in place a year ago.</p> <p>Mr Fullerton: I need to take that on notice to verify whether that is correct or not. My advice is that the speed restrictions I am referring to—there are about eight to 10 speed restrictions.</p>	28 27/02/2017	
12	000010	ARTC	RICE	DATA	<p>Senator RICE: Yes, I hear you saying that. But I cannot understand, and the community cannot understand, why that raw data which determines the quality of the track needs to be confidential.</p> <p>....</p> <p>Mr Fullerton: I think the important thing is to make sure that whatever we communicate with the community on what we are doing to get the track up to performance—and that data is complex data that is generated—</p> <p>Senator RICE: Yes, but that is not an answer as to why that data should be confidential. It is complex, yes. But there are people who are capable of interrogating complex data. It is a matter of your reputation in the community, because the community are talking to me and they are concerned that you are hiding data. They are concerned that your assessment of the track—yes, it meets standards that you have determined with the Victorian government, but it does not meet the community standards. We have 23 temporary speed restrictions and we have ongoing really slow, inefficient services. What that means is that the community is being adversely affected.</p> <p>Mr Fullerton: I think that, if you have a look at the performance of the track and the ballast rehabilitation that we have implemented over five years, there has been a substantial improvement in the performance and the statistics show that.</p> <p>Senator RICE: Will you take on notice whether you could consider making that raw data available given that you have not been able to provide us with a good reason as to why it should be confidential?</p> <p>Mr Fullerton: I will, Senator.</p>	30 27/02/2017	

13	000011	ARTC	RICE	DATA	<p>Senator RICE: So you would release that data if the Victorian government agreed to have the lease made public?</p> <p>Mr Fullerton: We would release the lease document, which includes the performance requirements that are placed on us in terms of the lease.</p> <p>Senator RICE: And you would then release the data that you measure?</p> <p>Mr Fullerton: No, that is a separate issue, Senator.</p> <p>Mr Mrdak: I think Mr Fullerton has taken on notice his view on the data. We will come back to you on that one.</p>	32 27/02/2017	
14	000012	ARTC	McCARTHY	EXPENDITURE	<p>Senator McCARTHY: How much has been spent so far in 2016 and 2017 on this once in a generation project? At this stage in the financial year, how much do you expect to spend by the end of 2016-17?</p> <p>Mr Fullerton: Year to date, we have spent \$30.1 million. That is to 31 January. Project to date, we have spent \$92.7 million.</p> <p>Senator McCARTHY: What about in terms of the coming financial years—2017-18 and 2018-19?</p> <p>Mr Fullerton: I would need to take that on notice, but I think that, of that \$300 million of grant funding, we have had approval to spend \$285 million. That will be spent over the next 18 months.</p> <p>Senator McCARTHY: Could you take that on notice then in terms of the years 2017-18 and 2018-19?</p> <p>Mr Fullerton: I can, yes.</p>	33 27/02/2017	
Infrastructure Investment (62)							

15	000013	II	STERLE	FUNDING/ EXPENDITURE	<p>Senator STERLE: Sure. So, of that nearly \$8 billion—the \$7,982 million that has been allocated—can you tell us what projects you have allocated that money to?</p> <p>Mr Mrdak: Certainly. I can give you the numbers—firstly, on 2019-20, what the projected spend is, which falls within that year. We can take the balance on notice for you and I will try to get that to you as quickly as possible this morning.</p> <p>Mr Thomann: The predicted spend for the Infrastructure Investment Program is now \$4.084 billion. Along with the addition of the Financial Assistance Grants for local roads components, the number you would see in MYEFO for 2019-20 would be \$4.155 billion.</p> <p>Senator STERLE: That is part of the FAGs?</p> <p>Mr Thomann: With the addition of the local roads component of FAGs, that brings that number up to \$4.155 billion. You will see that number in the infrastructure table—payments to the states—in the MYEFO update.</p> <p>Mr Mrdak: In relation to projects beyond the forward estimates, we will take that on notice and come back to you as quickly as we can. But, as I said, it involves some large commitments such as Bruce Highway and also some other projects which are extending beyond 2020.</p>	35 27/02/2017	
16	000015	II	STERLE	FUNDING	<p>Mr Mrdak: Following the adjustments made in MYEFO, there are no longer any contingency amounts remaining in 2016-17.</p> <p>Senator STERLE: Is that usual?</p> <p>Mr Mrdak: It is not unusual. Governments have effectively committed the funds in the program.</p> <p>Senator STERLE: So there is no more commitment there—no more funding. Can you tell us what the contingency is for the Bruce Highway even though you have touched on it?</p> <p>Mr Mrdak: The unallocated component?</p> <p>Senator STERLE: Yes.</p> <p>Mr Mrdak: I will get that for you.</p>	35-36 27/02/2017	
17	000016	II	STERLE	FUNDING	<p>Senator STERLE: Let us do Queensland overall as well. There are a couple of projects in there, aren't there—the Midland Highway?</p> <p>Mr Mrdak: There is a range of programs in Queensland. There is only a component of the Queensland funding which is Bruce Highway. That remains unallocated in Queensland. I will get that number for you. As I said, it is allocated to the extent that it is committed to the Bruce Highway program, but it is not committed at this stage to specific projects beyond what has been announced in the program to date.</p>	36 27/02/2017	

					<p>Senator STERLE: It is just a little pot there in case.</p> <p>Mr Mrdak: I will see if Mr Pittar can help you, otherwise we will take it on notice and come back to you.</p> <p>Senator STERLE: I am happy for you to take it on notice. All I stress is that, if you are to take it on notice, can you come back before the close of the day?</p> <p>Mr Mrdak: That would probably be best. Rather than tying up your time now, we will try to get that to you through the course of the day.</p> <p>Senator STERLE: And we are not tying up officers for weeks on end.</p> <p>Mr Mrdak: It is best if we take it on notice.</p>		
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18	000017	II	STERLE	MILESTONES/ EXPENDITURE	<p>Senator STERLE: I will not dwell too much on it, because, to be honest with you—and Senator Back will back me up here—it is not hard for governments to sharpen the pencil when there is no bloody work over there. Let us move on to another angle then. As you stated, the federal government or the department will pass on payments when milestones are achieved. You did allude to that and we understand that is the case. Can I put this to you, Mr Pittar: in terms of the Swan Valley bypass, have all of the state government's milestones been met—all of them that you were expecting in this time period?</p> <p>Mr Pittar: We would pay on the basis of milestones. I do not have all of the milestones—</p> <p>Senator STERLE: You made that very clear.</p> <p>Mr Pittar: I do not have the milestones in front of me.</p> <p>Senator STERLE: I do not want to be here until midnight. You have made that very clear. I am quite happy if you—if you do not give me the answer I am looking for, I am not going to cry. But let us just get straight to the point if we can, just so that we do not get sick of each other's voices. Have they been met?</p> <p>Mr Pittar: As far as I am aware, Senator. I do not have the milestones sitting in front of me.</p> <p>Senator STERLE: Could you please find out for us?</p> <p>Mr Pittar: I can.</p> <p>Senator STERLE: Thank you. Can you tell us when the project should be or is expected to be completed?</p> <p>Mr Pittar: The Swan Valley bypass?</p> <p>Senator STERLE: Yes.</p> <p>Mr Pittar: We expect construction to conclude in 2019.</p> <p>Senator STERLE: Is that the beginning or the end or anything closer?</p> <p>Mr Pittar: At the moment I have 2019.</p> <p>Senator STERLE: All right. When you come back with the milestones and where we are at, that might give us a clue. Can I move on—</p> <p>....</p> <p>Senator STERLE: What I want to know is how much you have spent so far this year.</p> <p>Ms Leeming: This year is 30.</p> <p>Mr Mrdak: This year is 30.1—17.3 was last financial year, 2015-16.</p> <p>Senator STERLE: So it is 30. You heard my line of questioning to Mr Pittar, so I do not have to go through it all again and ask about milestones, why is it delayed and why hasn't the money been spent. Would you like to take it on notice, Ms Leeming?</p> <p>Ms Leeming: I am happy to.</p>	37 and 39 27/02/2017	
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19	000019	II	STERLE	MILESTONES	<p>Senator STERLE: Is it easy for you to table that to show us? All I was asking was what was expected to be spent, what was promised to be spent and what actually has been spent to 2016-17.</p> <p>Mr Mrdak: Certainly, we can do that for the Great Western Highway.</p> <p>Senator STERLE: And where are we with milestones. Do you want to do that on notice or do you just want to throw it at me now?</p> <p>Mr Mrdak: I think it is better if we do it on notice because that way we can actually give you the individual projects. In a program like Great Western, you are actually talking about a number of projects. What New South Wales has done, as you know well through other jurisdictions, is look at a section of road—say, Lithgow to Katoomba—and highlight some critical safety or productivity functions and they will do work at those locations as part of an overall program. We will get you the details of that.</p> <p>Senator STERLE: Could I expect those details this afternoon? Is that unreasonable for me to think that?</p> <p>Mr Mrdak: We will try, but I suspect that, given the amount of projects, it is probably going to be one that I would give to you in writing.</p>	39 27/02/2017	
20	000020	II	STERLE	EXPEDITURE/ MILESTONES	<p>Senator STERLE: Okay. Once again, if I can, I am going to try now so I do not have to put all of this work in the lunch break and then have six weeks of pain while we get to the other round of estimates and then questions all come in a flurry. Can you tell us why it has not met the projected spend so far? This is, once again, milestones.</p> <p>Ms Leeming: We have not finished the financial year.</p> <p>Senator STERLE: I am aware of that.</p> <p>Ms Leeming: Probably the main reason that we have not spent half the funding, if you thought you would spend half the funding in half the financial year, is that there have been a number of large procurement packages that have just been let by RMS, so those milestones have only recently been met. That is probably the main reason. But the project is progressing well. I would not say that it has delays on it.</p> <p>Mr Mrdak: No. It is one where work is progressing. Anyone who has driven the Pacific Highway recently would have seen large works packages underway. I think that at the moment our spend pro rata is about where it needs to be. But we will get you some details on that.</p>	40 27/02/2017	
21	000014	II	LUDLAM	EXPENDITURE	<p>CHAIR: I am just wondering whether there is information you are going to provide. Where there is a variation to a date, you might need another column that says what the reason was.</p> <p>Mr Mrdak: We will do that in terms of replying on notice where we can. Where we say</p>	43 27/02/2017	

					a project is delayed is really when it starts to push out its estimated completion date.		
22	000021	II	STERLE	FUNDING	<p>Senator STERLE: Was there any calculation on the component of the PFL for the other one you mentioned?</p> <p>Mr Pittar: Funding for a number of projects came from that specific allocation.</p> <p>Senator STERLE: Could you find them and let us know?</p> <p>Mr Pittar: I would need to take that on notice. I have not got that off the top of my head.</p>	44 27/02/2017	
23	000022	II	STERLE	FUNDING	<p>Senator STERLE: No dramas. Thank you. As part of the Perth Freight Link, the state government has proposed a freight user charge. We talked about this earlier. Is this a condition for Commonwealth funding? I know you cannot tell me how much it is. That is the state government.</p> <p>Mr Mrdak: The Commonwealth's involvement in the project was premised on the Western Australian government introducing a charging regime for the road. The charging regime for heavy vehicles was discussed prior to the project being supported. That is seen as a critical component of the project.</p> <p>Senator STERLE: And what was the outcome? You are not going to tell me per vehicle, but I am sure there will be some sums hidden somewhere for an expectation of how much it is going to pull in daily, monthly and yearly.</p> <p>Mr Mrdak: I do not think we have those figures with us in terms of what underpins the business case. But we can certainly take on notice what work has been done.</p>	44 27/02/2017	
24	000023	II	STERLE	EXPENDITURE	<p>Senator STERLE: Thank you for that, Mr Mrdak. Exactly how much did this cost the taxpayers with the lawyers, including the SC, in the two years and nine months with the combination of airfares, other personnel working on the case and whatever costs were associated to block the freedom of information application that Ms MacTiernan had put in? Can you supply me that, please?</p> <p>Mr Mrdak: I will take that on notice.</p> <p>Senator STERLE: If you take it on notice, could you have it back to me in an hour, Mr Mrdak?</p> <p>Mr Mrdak: I do not think that is going to be possible in an hour. I will do my best to have that to you by close of business tonight. If that is not possible, then I will table it back to the committee as soon as I can.</p> <p>Senator STERLE: Thank you. Could you break it up into every single external dollar cost to taxpayers?</p>	45, 99, 100, 114 27/02/2017	

					<p>Mr Mrdak: Certainly.</p> <p>...</p> <p>Senator STERLE: I have a question for you to take on notice. Mr Mrdak, did you have any luck with my request for the cost of the FOI on the Perth Freight Link?</p> <p>Mr Mrdak: I will check during the dinner break and come back to you straight after dinner, if I can</p> <p>Senator STERLE: Thanks, Mr Mrdak.</p> <p>...</p> <p>Senator STERLE: I am wondering, Mr Mrdak, how you went with my FOI information—costings, accommodation, travel, staff, legals, everything. How did you go?</p> <p>Mr Mrdak: Sorry. I still have teams working on it. I will try and get it tonight.</p> <p>...</p> <p>Mr Mrdak: While we are waiting for the new agency, Senator Sterle asked me a question earlier today in relation to legal costs of the FOI. I am advised by my officers that we are trying to compile that information. The invoices are not all received as yet from the legal firms. I will take that on notice and aim to have a full answer when we respond on notice.</p>		
25	000024	II	URQUHART	MILESTONES	<p>Senator URQUHART: Thanks very much. I have some questions on the Hobart airport roundabout—some storage issues and a couple of other things—so I will try to get through quickly. I understand that the government has committed \$24 million for a grade separation to replace the Hobart airport roundabout. Is that commitment still \$24 million?</p> <p>Mr Mrdak: Yes.</p> <p>Senator URQUHART: When does the government expect construction to begin on that project?</p> <p>Mr Mrdak: I will just see if we have those details with us.</p> <p>Ms Leeming: The Hobart airport roundabout was an election commitment. The Tasmanian government has agreed on the election commitments with the Commonwealth. A number of election commitments are starting to be progressed. That is not one that has started to be progressed as yet owing to the fact that there are complexities with that project, as I understand it—I do not have great detailed knowledge of it—with access to airport land, for example.</p> <p>Senator URQUHART: So you do not have a timeframe for that?</p> <p>Ms Leeming: We do not have a timeframe as yet. As soon as I become aware of one, I am sure I can brief the committee. But it is progressing and we are having some conversations both with our airport's branch and our infrastructure branch with the</p>	50 27/02/2017	

					state government.		
26	000025	II	URQUHART	FUNDING	<p>Senator URQUHART: I understand that the costs will be shared between the federal and state governments. Has the Commonwealth government approached the Tasmanian government about funding that commitment yet?</p> <p>Ms Leeming: We have agreed funding commitments.</p> <p>Senator URQUHART: Can you tell me what the proportion of that is?</p> <p>Ms Leeming: I might have to take that on notice, sorry, Senator.</p> <p>Senator URQUHART: Are you able to get back to me today?</p> <p>Ms Leeming: Yes.</p>	50 27/02/2017	
27	000028	II	LUDLAM	BUSINESS CASE	<p>Senator LUDLAM: Maybe, Senator Nash, you might want to take this if it strays into policy. The coalition made an election commitment that any infrastructure project receiving more than \$100 million in federal funding would require a full public business case to be conducted and a full public cost-benefit analysis to be conducted. Is that still formal government policy?</p> <p>Senator Nash: I would need to take that on notice. I am sorry, but it is not part of my portfolio. I would need some advice.</p>	54 27/02/2017	
28	000029	II	LUDLAM	BUSINESS CASE	<p>Senator LUDLAM: The nub of the question, I guess, is this commitment, which you have now on two occasions confirmed is still current policy. There has been no published business case or CBA for the Roe Highway project. I just wonder why we have strayed so far out of the guidelines. On how many other occasions have you funded a project without publishing those materials?</p> <p>Mr Mrdak: I will just check.</p> <p>Mr Pittar: We have a public form of a business case that was released in December 2014. Infrastructure Australia has also assessed the full business case and released its findings on that full business case.</p> <p>Senator LUDLAM: And the same goes for the cost-benefit analysis. There is summary material available, but as for the business case, there is no way to independently evaluate how you have weighted various factors that you clearly believe stack up. There is obviously a huge amount of public scepticism, not just amongst residents but people who do this stuff for a living. It would greatly assist if those materials were put into the public domain, as is government policy. Getting a top line benefit-cost analysis ratio does not tell us anything about how weightings were used to arrive at that particular number.</p>	55 27/02/2017	

					Mr Mrdak: I well understand. Let me take on notice that question.		
29	000030	II	STERLE	BUSINESS CASE	<p>Senator STERLE: During the last year's federal election, the government also committed \$20 million towards the upgrade of the intersection between Ocean Reef Road and Wanneroo Road. Can the department table the business case or the funding submission for this project?</p> <p>Mr Pittar: We do not have that. My understanding is that WA is currently working on the concept design for that project as well.</p> <p>Senator STERLE: So there is no business case that you have?</p> <p>Mr Pittar: I am not aware of one. I would need to check. I do not believe so.</p>	61 27/02/2017	
30	000031	II	STERLE	FUNDING	<p>Senator STERLE: In the last five years, has the department received any request from the Western Australian government for federal funding for any of the following projects: The Yanchep rail extension?</p> <p>Mr Pittar: I might have to take some of these on notice.</p> <p>Mr Mrdak: In relation to that, yes, there have been discussions held. A number of developers in that area have had discussions with ministers and the local member in relation to opportunities for Yanchep development.</p>	62 27/02/2017	
31	000032	II	McCARTHY	EXPENDITURE	<p>Senator McCarthy: Thank you, Mr Danks. So what is the interest bill thus far on that \$400 million of debt?</p> <p>Mr Danks: I am not sure I have that level of detail here. I can take that on notice.</p>	64-65 27/02/2017	
32	000033	II	RICE	EXPENDITURE	<p>Senator RICE: How much of the allocation towards asset recycling was spent and how much was not spent? What got reabsorbed back into the budget bottom line?</p> <p>Mr Mrdak: I would have to take that on notice. I do not have those details with me.</p>	67 27/02/2017	
33	000034	II	RICE	FUNDING	<p>Senator RICE: You will probably need to take this on notice. Do you have an analysis of how much, through these community programs, funding is being provided for active transport projects through those funding streams?</p> <p>Mr Mrdak: We would have to take that on notice.</p>	68-69 27/02/2017	
34	000035	II	STERLE (ACTING CHAIR)	FUNDING	<p>ACTING CHAIR: Is it true that over the forward estimates Victoria will be receiving less federal funding than every other state on mainland Australia?</p> <p>Mr Mrdak: I would have to check that.</p>	69 27/02/2017	

35	000036	II	STERLE (ACTING CHAIR)	FUNDING	<p>ACTING CHAIR: Can you now tell us about the Prime Minister's claim in the Herald Sun on 17 December last year that the Commonwealth had offered Victoria \$750 million. Is that true?</p> <p>Mr Mrdak: I am not familiar with that article, I am sorry. I would have to go and look at that.</p>	71 27/02/2017	
36	000037	II	RICE	FUNDING	<p>ACTING CHAIR: What was Infrastructure Australia's assessment of the East West Link project?</p> <p>Mr Mrdak: I would have to refresh my memory. I think it did list the project. I believe it was a priority or a high priority project, but I would need to take that on notice and come back to you. I will just get someone to check.</p> <p>Senator RICE: I thought \$1.5 billion had been allocated to a range of projects.</p> <p>Mr Mrdak: So \$1.5 billion had been prepaid effectively by the Australian government. The Australian government's commitment is on top of that. It will provide a further \$3 billion should the project proceed further. There were two commitments. There was \$1.5 billion and then a subsequent commitment of \$1.5 billion for the second stage. That \$1.5 billion that was paid to Victoria has now been reallocated to other projects.</p> <p>Senator RICE: So even though that \$1.5 billion has been reallocated, the federal government is still saying they would commit a total of \$3 billion if the project was built?</p> <p>Mr Mrdak: That is correct. An additional \$3 billion. We will take that on notice. It certainly appeared on their list, but it has been removed now that the project is not being proceeded with at the moment. So I will come back to you with the IA ranking and when that was done.</p>	72-73 27/02/2017	
37	000038	II	McCARTHY	FUNDING	<p>Senator McCARTHY: Mr Mrdak, what is the total federal funding commitment to this project with the Outback Way in terms of the road and tracks between Winton in Queensland and Laverton in Western Australia via Alice Springs?</p> <p>....</p> <p>Senator McCARTHY: So how much funding has been spent and how many kilometres of previously unsealed road has been sealed?</p> <p>Mr Pittar: I may have to come back to you on that one.</p> <p>Senator McCARTHY: On the sealing of roads, could you just give us some costs? Given that it covers two states and a territory, what are the costs per kilometre of sealing the roads?</p> <p>Mr Pittar: I do not believe I can give you anything that is particularly accurate in terms of costs for sealing the roads because the roads are often in very different stages of condition. So we are aware that some of the roads in the NT, for example, are a lot</p>	75 27/02/2017	

					<p>lower than the surrounding countryside. So before you can seal it, you need to build the road up to be at least at the same level as the surrounding countryside. Otherwise they will just flood. So the cost of getting them to a point where you could seal them would be higher than, say, a road that had the formation at least at ground level. So the costs would vary considerably depending on, if you like, the base at which you are starting.</p> <p>Senator McCARTHY: I appreciate, Mr Pittar, that there is different geography and landscapes along the way. But just in terms of the figures, you must have an idea—if you cannot, you can take it on notice—of the costs. You must be able to give the committee some idea of costings irrespective of the landscape and the terrain.</p> <p>Mr Pittar: It depends very much on what you are starting with. We can perhaps give some indicative costs, taking some assumptions into account. I do not have those figures with me.</p> <p>Mr Thomann: I think what my colleague Mr Pittar is trying to say is there is a significant variation in the cost per kilometre because across this length of road there are significant variations in the condition of the road. Some sections are sealed. Some sections are a single bitumen seal.</p> <p>Senator McCARTHY: I appreciate that.</p> <p>Mr Thomann: So we would probably have to take it on notice and give you a bit of an indication maybe section by section.</p>		
38	000039	II	McCARTHY	FUNDING	<p>Senator STERLE: All right. I want to finish mine and then we can get on. Let us talk about the Northern Australia Beef Roads Programme while we are up in that part of the world. Let us stay up there. Is the department able to tell us of the 15 priority projects announced by the minister last October how many of them are currently underway, if any?</p> <p>Mr Pittar: At this stage, we have project proposal reports, I believe, for three projects, which are the forerunner for construction to start.</p> <p>Senator STERLE: Which three are they, Mr Pittar?</p> <p>Mr Pittar: I do not know if I have that information in front of me. I believe that they are Queensland projects at the moment. I do not have the detail of which projects they are.</p> <p>Senator STERLE: All right. If can you find out which ones they are, give the costs. You know how to do it. And when they are starting.</p> <p>Mr Pittar: Sorry?</p> <p>Senator STERLE: Come back to us with which three projects they are, how much they cost, when are they starting and when they are going to be finished, please.</p> <p>Mr Pittar: Yes.</p>	76-77 27/02/2017	

					<p>Senator STERLE: Is the department able to tell us how many of the projects in the northern Australia roads program announced by the Deputy Prime Minister and the minister last September are currently underway?</p> <p>Mr Pittar: I do not have that information. I do not believe that any of them are actually under construction at this stage. Again, they are going through the approvals stage as well, with requirements on states to come back agreeing to projects.</p> <p>Senator STERLE: Let us just go with none at the moment. If there is any change, you will let us know. Is that easier?</p> <p>Mr Pittar: Yes.</p>		
39	000040	II	WATT	NARP	<p>Senator WATT: I would like to recap a couple of things that Senator Sterle has just covered with you about the beef roads and Northern Australia Roads Programme, or NARP. I will just start with the beef roads program. You may have been about to go and get this information. You told the committee that, to the best of your knowledge, with the beef roads program there are three project proposal reports that are underway. Is that correct?</p> <p>Mr Pittar: I did. I might need to correct what I said. I need to check whether we have project proposal reports for beef roads or the Northern Australia Roads Programme. I will leave that open until I can confirm that.</p> <p>Senator WATT: So it could be one or the other?</p> <p>Mr Pittar: It could be one or the other.</p>	77 27/02/2017	
40	000042	II	McCARTHY	PROGRAMS	<p>Senator McCARTHY: This might be a question for the minister. Have there been any MPs who have made similar representations to you about the exclusion of their electorates or parts of their electorates from this program?</p> <p>Senator Nash: Not that come immediately to mind. I am happy to take that on notice. There may have been one or two others. But just to be very clear, the boundaries have not changed. We have made it clear that after any of these types of programs run, we will review, obviously, the boundaries after round 1. But there have been no changes to the current boundaries.</p> <p>Senator McCARTHY: I know you have taken the previous question on notice, but I want to put an example to you about a strong case put forward by the member for Wakefield regarding the exclusion of parts of his electorate from this program. Do you understand the geography of South Australia and that you have excluded the regional town of Gawler from this program?</p> <p>Senator Nash: The individual towns, Senator, obviously are a matter I would need to look at. But I just need to be very, very clear that we have excluded the major metropolitan centres, and those boundaries will remain for round 1.</p>	80-81 27/02/2017	

41	000045	II	McCARTHY	GRANTS/ CONFLICT OF INTEREST	<p>Senator McCARTHY: Ms Zielke, how many MPs or applicants wrote to the department regarding potential conflicts of interest?</p> <p>Ms Wall: I would have to take that on notice. I do not have that information with me today.</p> <p>Senator McCARTHY: In these cases, how many actual conflicts of interest were identified? What steps did the department take to manage these?</p> <p>Ms Zielke: We can take that on notice at the same time. I will note that they are potential conflicts of interest.</p> <p>Senator McCARTHY: Did any grants proceed where a conflict of interest was identified?</p> <p>Ms Zielke: Again, we can put that in the information.</p>	82 27/02/2017	
42	000047	II	McCARTHY	GRANTS	<p>Senator McCARTHY: Have all projects awarded grants under this program proceeded?</p> <p>Ms Wall: There have been some that have withdrawn since approval. I would have to take it on notice with regard to the detail. We have had a number of projects where the scope has been changed slightly.</p> <p>Senator McCARTHY: So how many?</p> <p>Ms Wall: I would have to take that on notice.</p>	82 27/02/2017	
43	000049	II	McCARTHY	FUNDING	<p>Senator McCARTHY: Could you provide the committee with a list of projects and funding by electorate?</p> <p>Mr Mrdak: Well, I can certainly take that on notice.</p> <p>Senator McCARTHY: Sure.</p> <p>Mr Mrdak: That is something I will have to refer to our minister.</p> <p>Senator McCARTHY: Take that on notice. Are you able to speak about some of the projects, if I ask you about a few of them?</p> <p>Mr Mrdak: We can certainly see what information we can provide at the table. Otherwise we will have to take it on notice.</p> <p>Senator McCARTHY: It looks like there is a strong correlation between marginal seats and the amount of funding given. So the marginal Liberal seat of Gilmore, for example, has secured \$5.4 million in funding so far and yet the marginal Eden-Monaro got \$10,000. Is that correct?</p> <p>Ms Zielke: I do not have that information with me. I am also conscious of what Mr Mrdak had previously advised—that some of the projects are still being assessed. So you would need the complete grouping to be able to make assessments like that.</p> <p>Senator McCARTHY: I will give you that question on notice.</p> <p>Mr Mrdak: Certainly.</p> <p>Senator McCARTHY: So \$5.4 million for the seat of Gilmore. I beg your pardon; it is</p>	84 27/02/2017	

					<p>around \$10,000 for Eden-Monaro. It certainly looks like seats that are not coalition seats do not get as much. Is that a fair question?</p> <p>Mr Mrdak: I am not in a position to give you an answer to that. I would have to look at specific instances, I am sorry.</p> <p>Senator McCARTHY: If you could look at those examples of the seat of Gilmore and Eden-Monaro and the Victorian electorate of McEwan, that would be helpful.</p> <p>Mr Mrdak: We will come back to you with projects that are being funded in those electorates.</p> <p>Senator McCARTHY: And Corangamite as well, please.</p> <p>Mr Mrdak: Certainly.</p>		
44	000051	II	McCARTHY/STERLE	TOURISM PROJECTS	<p>Senator McCARTHY: No. That is separate again. There is \$2.5 million for the ridge walk connecting Tecoma to Montrose. There is Upwey to Montrose via Ferny Creek. You would know that, would you not? There is Mount Dandenong. There is \$10 million for the widening of the Mount Dandenong tourist road. Would they be tourism projects or yours?</p> <p>Ms Wall: I will have to take that on notice.</p> <p>Mr Mrdak: The road project is likely to be ours, I think.</p> <p>Senator STERLE: It sounds like it, does it not? And there is a trail there, too, is there not?</p> <p>Ms Wall: I do know that I have a number of trail projects, but I would have to take it on notice because this is one of them.</p>	85 27/02/2017	
45	000052	II	RHIANNON	MOOREBANK INTERMODAL	<p>Senator RHIANNON: I want to ask questions about the Moorebank intermodal. What impact will the Moorebank intermodal have on future traffic systems and movements around Liverpool and the surrounding area?</p> <p>Mr Mrdak: I will just get our officers to the table. Essentially, the traffic impacts were assessed as part of the environmental assessment and the planning assessment commission process. I do not have those details with us. We can certainly find for you the assessment details of traffic.</p> <p>Senator RHIANNON: Could you supply that please, because I was interested in relooking at it considering some of the recent developments. Stage 1 incorporates an initial capacity of 250,000 TEUs. That is enormous. Then there are people who live there as well. How are you going to manage all that? Could you take that on notice?</p> <p>Mr Mrdak: Certainly. We will provide you with the relevant sections of the environmental assessment.</p>	85 27/02/2017	

46	000053	II	RHIANNON	INFRASTRUCTURE	<p>Senator RHIANNON: The government wears solely the surrounding infrastructure changes. That could become very costly, could it not, because the traffic issue seems to be becoming more contentious?</p> <p>....</p> <p>Mr Mrdak: I will get the details for you of what contribution to the infrastructure the key consortia along with the Moorebank company are making off terminal roads. I will get those details for you and then come back to you on that question.</p> <p>Senator RHIANNON: That would be good. This is specific because I am staying with this transport issue. I notice that there is controversy. I understand that the new chair of MICL, Dr Schott, has said there was an error. I am referring to the statement that this project would take 3,000 heavy vehicles per day off the surrounding roads and possibly a section of the M5. I understand that she has now said that there is an error. Are you aware of those developments?</p> <p>Mr Mrdak: I am not personally, I am sorry.</p> <p>Senator RHIANNON: Is there anybody who works on the project who could comment on that and give us an update, really, about the analysis with regard to traffic?</p> <p>Mr Collett: Senator, I would need to come back to you on notice with regard to the specifics on that. I do know that there was analysis which showed increases in the traffic around the site of the terminal and an overall significant decrease in the number of heavy vehicle kilometres travelled in Sydney more broadly. It is one of the things that goes. Mr Mrdak is talking about the state government's responsibilities in terms of the roads. A lot of the benefits that accrue in terms of taking heavy vehicles off the roads accrue across Sydney. The New South Wales state government would be the beneficiary, so to speak, in terms of the reduction on other roads. I do know that some of the analysis has suggested that during peak periods the traffic associated with the project would be around three per cent of the traffic on the M5.</p> <p>....</p> <p>Senator RHIANNON: I was looking at it in light of the EIS from the company. This is on page 5. It states that there were up to 3,000 fewer truck journeys to and from Port Botany each day, which has been used as a big seller of the project. But now that is under a cloud. Meanwhile, many locals are concerned about their own situation. I thought it would be useful to clarify that.</p> <p>Mr Collett: Certainly, Senator, it would be useful to clarify it. I do not have the specifics of what the chair's comments related to, so we would need to come back to you on notice with the detail.</p>	85-86 27/02/2017	
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47	000054	II	RICE	FUNDING	<p>Senator RICE: I want to have a final reprise. I know we have covered this during the day, but hopefully it will not take too long. Give us as a preliminary statement the history of engagement between Victoria and the federal government on funding for Melbourne metro.</p> <p>Mr Mrdak: Well, I do not have a chronology with me. I am happy to try to provide you with that, if that would assist.</p> <p>Senator RICE: Even if it is without the actual dates. It ended up that there was a request from the Victorian government. You have talked through it today. I just want to have it summarised.</p> <p>Mr Mrdak: Essentially, as the Victorian government took office and made this their number one priority, in commissioning this project, they did seek Commonwealth funding support.</p> <p>Senator RICE: And how much support did they seek from the Commonwealth?</p> <p>Mr Mrdak: I would have to check, but they certainly did look at fifty-fifty funding for projects like the tunnels and the stations.</p>	86 27/02/2017	
48	000055	II	URQUHART/ STERLE	BASS HIGHWAY	<p>In regards to the Bass Highway – Westbury Road Intersection Upgrade</p> <p>a) Can I confirm the Government plans to still proceed with the Bass Highway – Westbury Road Intersection Upgrade?</p> <p>b) Is the funding commitment still \$400,000?</p> <p>c) When does the Government expect this project to begin?</p>	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
49	000056	II	URQUHART/ STERLE	LAUNCESTON GENERAL SAFETY IMPROVEMENT PACKAGE	<p>In regards to the Launceston General Safety Improvement Package</p> <p>a) Can I confirm the Government plans to still proceed with Launceston General Safety Improvement Package?</p> <p>b) Is the funding commitment still \$230,000?</p> <p>c) When does the Government expect this project to begin?</p>	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
50	000057	II	URQUHART/ STERLE	ROAD UPGRADE	<p>In regards to the Legana Local Road Upgrade</p> <p>a) Can I confirm the Government plans to still proceed with the Legana Local Road Upgrade?</p> <p>b) Is the funding commitment still \$2.8 million?</p> <p>c) When does the Government expect this project to begin?</p>	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17

51	000058	II	URQUHART/ STERLE	ROAD UPGRADE	In regards to Sealing Highland Lakes Road a) Can I confirm the Government plans to still proceed with the Sealing Highland Lakes Road Upgrade? b) Is the funding commitment still \$5 million? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
52	000059	II	URQUHART/ STERLE	ROAD UPGRADE	In regards to the Glen Road Upgrade a) Can I confirm the Government plans to still proceed with the Glen Road Upgrade? b) Is the funding commitment still \$1.45 million? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
53	000060	II	URQUHART/ STERLE	ROAD UPGRADE	In regards to the Industry Road upgrade a) Can I confirm the Government plans to still proceed with the Industry Road Upgrade? b) Is the funding commitment still \$2.4 million? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
54	000061	II	URQUHART/ STERLE	ROAD UPGRADE	In regards to the Soldier Settlement Road upgrade a) Can I confirm the Government plans to still proceed with the Solider Settlement Road Upgrade? b) Is the funding commitment still \$2.1 million? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
55	000062	II	URQUHART/ STERLE	BRIDGE UPGRADE	In regards to the Upper Esk Road bridge upgrade a) Can I confirm the Government plans to still proceed with the Upper Esk Road Bridge Upgrade? b) Is the funding commitment still \$237,000? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
56	000063	II	URQUHART/ STERLE	BRIDGE UPGRADE	In regards to the Cove Hill bridge upgrade a) Can I confirm the Government plans to still proceed with the Cove Hill Bridge Upgrade?	WRITTEN 02/03/2017	Senator Sterle asked

					b) Is the funding commitment still \$800,000? c) When does the Government expect this project to begin?		same question 8/3/17
57	000064	II	URQUHART/ STERLE	BRIDGE UPGRADE	In regards to the Saltwater bridge upgrade a) Can I confirm the Government plans to still proceed with the Saltwater Bridge Upgrade? b) Is the funding commitment still \$80,000? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
58	000065	II	URQUHART/ STERLE	CYCLING TRAILS	In regards to the cycling trails in Wild Mersey Mountain Bike Development a) Can I confirm the Government plans to still proceed with the Cycling trails in Wild Mersey Mountain Bike Development? b) Is the funding commitment still \$300,000? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
59	000066	II	URQUHART/ STERLE	CYCLING STRATEGY	In regards to the Meander Valley Cycling Strategy a) Can I confirm the Government plans to still proceed with the Meander Valley Cycling Strategy? b) Is the funding commitment still \$150,000? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
60	000067	II	URQUHART/ STERLE	FUNCTION CENTRE	In regards to the new function Centre for Davenport Gold Club a) Can I confirm the Government plans to still proceed with the Devonport Gold Club? b) Is the funding commitment still \$3.5 million? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
61	000069	II	URQUHART/ STERLE	BASS HIGHWAY	In regards to the Bass Highway – Cooee and Wynyard Planning a) Can I confirm the Government plans to still proceed with the Bass Highway – Cooee and Wynyard Planning? b) Is the funding commitment still \$500,000? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17

62	000070	II	URQUHART/ STERLE	BRIDGE UPGRADE	In regards to the Carlton River bridge upgrade a) Can I confirm the Government plans to still proceed with the Carlton River Bridge Upgrade? b) Is the funding commitment still \$1.2 million? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
63	000071	II	URQUHART/ STERLE	EXETER COMMUNITY PRECINCT	In regards to the Exeter Community Precinct a) Can I confirm the Government plans to still proceed with the Exeter Community Precinct? b) Is the funding commitment still \$1 million? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
64	000072	II	URQUHART/ STERLE	CBD REVITALISATION	In regards to the Brighton CBD Revitalisation a) Can I confirm the Government plans to still proceed with the Brighton CBD Revitalisation? b) Is the funding commitment still \$840,000? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
65	000073	II	URQUHART/ STERLE	PRECINCT UPGRADE	In regards to the upgrade of the Campbell Town War Memorial Oval Precinct a) Can I confirm the Government plans to still proceed with the Campbell Town War Memorial Oval Precinct? b) Is the funding commitment still \$750,000? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
66	000074	II	URQUHART/ STERLE	ACCESS ROAD	In regards to the Bridport Western Access road a) Can I confirm the Government plans to still proceed with the Bridport Western Access Road? b) Is the funding commitment still \$2.6 million? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
67	000075	II	URQUHART/ STERLE	UPGRADING FACILITIES	In regards to upgrading facilities at the Burnie Tennis Club a) Can I confirm the Government plans to still proceed with the Upgrade Facilities at the Burnie Tennis Club?	WRITTEN 02/03/2017	Senator Sterle asked

					b) Is the funding commitment still \$391,000? c) When does the Government expect this project to begin?		same question 8/3/17
68	000076	II	URQUHART/ STERLE	LAUNCESTON CITY HEART	In regards to the Launceston City Heart a) Can I confirm the Government plans to still proceed with the Launceston City Heart Project? b) Is the funding commitment still \$7.5 million? c) When does the Government expect this project to begin?	WRITTEN 02/03/2017	Senator Sterle asked same question 8/3/17
69	000018	II	STERLE	NORTHLINK PROJECT (WA)	When did the Government approve the reallocation of funding from the NorthLink project to the Kwinana Freeway widening project? What date did the Minister sign off on this reallocation?	WRITTEN 08/03/2017	
70	000102	II	STERLE	BRUCE HIGHWAY	Can the Department detail the amount of Federal funding allocated to each year of the 10-year Bruce Highway Action Plan? Can the Department also list the projects to be funded as part of the Action Plan, including when work on each of them began/is expected to begin, and when work on each was completed/is expected to be completed?	WRITTEN 08/03/2017	
71	000103	II	STERLE	TOURISM INFRASTRUCTURE	Three Capes Track Can I confirm the Government plans to still proceed with the Three Capes Track completion? Is the funding commitment still \$3.8 million? Under what program is it being funded? When does the Department expect this project to begin and be completed? Puffing Billy Can I confirm the Government plans to fund the upgrade the “iconic” Puffing Billy, including construction of all-weather facilities? Is the funding commitment still \$6.5 million? Under what program is it being funded? When does the Department expect this project to begin and be completed? Emerald-Cockatoo multi-use trail Can I confirm the Government plans to fund the extension to the Emerald-Cockatoo multi-use trail to Gembrook?	WRITTEN 08/03/2017	

					<p>Is the funding commitment still \$1 million? Under what program is it being funded? When does the Department expect this project to begin and be completed?</p> <p>Ridge Walk Can I confirm the Government plans to fund the Ridge Walk project, which would build a 25 kilometre walking path linking Upwey/Tecoma to Montrose via Kalorama, Olinda, Sassafras and Mt Dandenong? Is the funding commitment still \$2.5 million? Under what program is it being funded? When does the Department expect this project to begin and be completed?</p> <p>Mount Dandenong Tourist Road Can I confirm the Government plans to fund the widening of the Mount Dandenong Tourist Road to reduce congestion and improve safety? Is the funding commitment still \$10 million? Under what program is it being funded? When does the Department expect this project to begin and be completed?</p>		
72	000105	II	STERLE	COMMUNITY DEVELOPMENT GRANTS PROGRAM	<ol style="list-style-type: none"> 1. Please provide a list of grant recipient organisations and their Federal electorate, where grants have been announced under the Community Development Grants Program and including the date of the grant announcement. 2. Please provide a list of grant recipient organisations and the federal electorates where grants have been contracted under the Community Development Grants Program. 3. Please confirm if this program is referred to in MYEFO as “Community Infrastructure Projects – new announcements” and the funding allocated to this program for the forward estimates. 4. Please outline the steps in the “value for money” assessment that the Department undertakes for projects selected by the Minister under this program. 	WRITTEN 08/03/2017	
73	000110	II	STERLE	HIGH SPEED RAIL	<p>According to the Department’s website: “The Australian Government is currently consulting with the governments of New South Wales, Victoria, Queensland and the ACT on the best approaches to protecting a corridor for a future High Speed Rail network and other considerations for High Speed Rail.”</p> <ul style="list-style-type: none"> • How many meetings involving officials from all 5 jurisdictions have taken place? 	WRITTEN 08/03/2017	

					<ul style="list-style-type: none"> When did those meetings occur and what were their outcomes? What actions have been agreed to when it comes to protecting a corridor for a future High Speed Rail network? How much Federal dollars are currently set aside for acquiring land along the proposed corridor? 		
74	000101	II	STERLE	INFRASTRUCTURE FUNDING BY STATE/TERRITORY AND PROGRAM	Can the Department provide a breakdown of funding for each of its programs on a state/territory by state/territory basis for each year between 2014/15 and 2019/20? Please provide this information for each state (Queensland, NSW, Victoria, Tasmania, South Australia and Western Australia) and territory (ACT and Northern Territory) in a table format like this: Attachment A	WRITTEN 08/03/2017	
75	000111	II	STERLE	INFRASTRUCTURE FUNDING – 2019-20 ONWARDS	<p>In an answer to a Question on Notice (Question no. 94) from Senate Lambie, the Secretary referred to a figure of \$7,982 million in the column entitled “19/20 Onwards”.</p> <ul style="list-style-type: none"> What does “19-20 Onwards” actually mean? Is all the \$7,982 million listed in that column expected to be spent in 2019/20, or in 2019/20 and subsequent years? <ul style="list-style-type: none"> If it's the later, then how much is actually allocated in 2019/20? And can you list the projects that \$7,982 million has been allocated to? 	WRITTEN 08/03/2017	
76	000153	II	STERLE	INFRASTRUCTURE PROJECT IN FORRESTFIELD	<p>Senator STERLE: There was an announcement at the last round of estimates about an infrastructure project in Perth in the suburb of Forrestfield. Mr Wyatt, the member for Hasluck, announced that there was some government funding. It is called Hale Road and Woolworths Drive. Does that ring a bell for any of your people at the back? Sorry to do this to you as we are changing. I do not want to hold up. I am happy to have an answer in the smoko break or something like that.</p> <p>Mr Mrdak: I will chase it up. I think the relevant officer has bolted for the carpark.</p> <p>Ms Zielke: It is in Forrestfield?</p> <p>Senator STERLE: It is in the suburb of Forrestfield. It is Woolworths Drive and Hale Road.</p> <p>Mr Mrdak: We will find out.</p> <p>Senator STERLE: Thanks very much.</p>	88 27/02/2017	
Corporate Services (27)							
77	000027	CORP	STERLE	LEGAL PROVIDERS	Senator STERLE: And I believe—and you will be able to help me out here—that Clayton Utz had an SC representing the government and two lawyers, to the best of	45 27/02/2017	

					<p>your knowledge?</p> <p>Mr Mrdak: I am aware that we did use external legal providers. I am not sure of the number. We certainly did have a senior counsel, yes.</p> <p>Senator STERLE: Can you tell us how many lawyers there were? Can someone let us know?</p> <p>Mr Mrdak: I will take it on notice.</p> <p>Senator STERLE: I am also led to believe, Mr Mrdak, that they were not Perth based. They were flown in from the eastern states for these cases.</p> <p>Mr Mrdak: Again, I would have to check that.</p>		
78	000041	CORP	McCARTHY	APPOINTMENTS	<p>Senator McCARTHY: Mr Mrdak, can you provide a list of former members of parliament who have been appointed to conduct reviews, inquiries and consultancies on behalf of the department?</p> <p>Mr Mrdak: Yes. I am not aware of too many. I think the only one that I can think of readily is Mr Warwick Smith AO or AC—I will check his title—who has been engaged to undertake a review of the Regional Development Australia network. He was also involved in undertaking the functional efficiency review of the department. I am not aware of any others in this term of government, but I will take that on notice.</p> <p>Senator McCARTHY: If you could. Could you also, with those others, if there are others, what were they appointed to? I return to Mr Smith. How much was he remunerated?</p> <p>Mr Mrdak: I would have to take that on notice.</p> <p>Senator McCARTHY: And if you could for any other previous former members of parliament?</p> <p>Mr Mrdak: Certainly.</p>	97 27/02/2017	
79	000109	CORP	STERLE	CONTRACTS	<p>Referring to answers to questions on notice from the last Estimates period – can you please provide the purpose and scope of the following contracts underway in 2015/16:</p> <ul style="list-style-type: none"> • Airbiz Aviation Strategies re ARFF site assessments (Perth & Hamilton Island) (total value \$14.8K); • BSI Group ANZ Pty Ltd re surveillance audit (\$8.8K); • Dale Fitzell & Associates re provision of PR advisory services for CEO (\$143K); • Deloitte re airport delay analysis (\$149K); • James Cook University re heat stress trial (\$6.8K); • Papillon Consulting re Consulting Services (\$5.8K); 	WRITTEN 08/03/2017	

					<ul style="list-style-type: none"> • Reagent Employer Marketing re Employee Value proposition (\$132k); • Stratemere Management re consultancy services to Onesky (\$441K); <p>Talent International Holdings re temporary staff to support various business groups (\$1.7M) – and what positions/skills were provided?</p>		
80	000112	CORP	STERLE	EXPENDITURE	<p>Ministerial functions</p> <p>In relation to any functions or official receptions hosted by Ministers or Assistant Ministers in the portfolio since 1 October 2016, can the following please be provided:</p> <ul style="list-style-type: none"> • List of functions; • List of attendees including departmental officials and members of the Minister's family or personal staff; • Function venue; • Itemised list of costs (GST inclusive); • Details of any food served; • Details of any wines or champagnes served including brand and vintage; and • Details of any entertainment provided. 	WRITTEN 10/03/2017	
81	000113	CORP	STERLE	EXPENDITURE	<p>Departmental functions</p> <p>In relation to expenditure on any departmental functions or official receptions etc since 1 October 2016, can the following please be provided:</p> <ul style="list-style-type: none"> • List of functions; • List of attendees; • Function venue; • Itemised list of costs (GST inclusive); • Details of any food served; • Details of any wines or champagnes served including brand and vintage; and • Details of any entertainment provided. 	WRITTEN 10/03/2017	
82	000114	CORP	STERLE	EXPENDITURE	<p>Plants and gardens</p> <ol style="list-style-type: none"> a) What was the total cost (GST inclusive) of acquiring and maintaining indoor plants for all departmental premises in calendar year 2016? b) What was the total cost (GST inclusive) of external gardens and landscaping for all departmental premises in calendar year 2016? c) What was the total cost (GST inclusive) of acquiring and maintaining indoor plants for ministerial offices in calendar year 2016? Please provide separate figures for each Minister's office in the portfolio, covering ministerial offices both at Parliament House and elsewhere. 	WRITTEN 10/03/2017	

83	000115	CORP	STERLE	EXPENDITURE	Subscriptions <ul style="list-style-type: none"> a) What was the total cost (GST inclusive) of subscriptions to print and online news services, newspapers, magazines, journals and periodicals etc in calendar year 2016 for the Department? Please provide a complete list of each service top which the Department subscribed. b) What was the total cost (GST inclusive) of subscriptions to print and online news services, newspapers, magazines, journals and periodicals etc in calendar year 2016 for Ministers in the portfolio? Please provide a complete list of each service top which ministerial offices subscribed. 	WRITTEN 10/03/2017	
84	000116	CORP	STERLE	EXPENDITURE	Gifts <ul style="list-style-type: none"> a) What was the total cost (GST inclusive) of all gifts purchased for use by departmental officials in calendar year 2016? b) Can an itemised list of gifts and costs thereof (GST inclusive) please be provided? c) Who was the recipient of each gift? d) For what purpose was each gift given? e) What was the total cost (GST inclusive) of all gifts purchased for use by Ministers in the portfolio in calendar year 2016? f) Can an itemised list of gifts and costs thereof (GST inclusive) please be provided? g) Which Minister gave each gift? h) Who was the recipient of each gift? i) For what purpose was each gift given? 	WRITTEN 10/03/2017	
85	000117	CORP	STERLE	EXPENDITURE	Water coolers <ul style="list-style-type: none"> a) What was the total cost (GST inclusive) of providing water coolers at departmental premises in calendar year 2016? Please provide a breakdown of costs for acquiring and maintaining/resupplying water coolers. b) What was the total cost (GST inclusive) of providing water coolers to ministerial offices in calendar year 2016? Please provide a breakdown of costs for acquiring and maintaining/resupplying water coolers. 	WRITTEN 10/03/2017	
86	000118	CORP	STERLE	EXPENDITURE	Snacks <ul style="list-style-type: none"> a) What was the total cost (GST inclusive) of supplying fruit and other snacks at departmental premises in calendar year 2016? b) What was the total cost (GST inclusive) of supplying fruit and other snacks to ministerial offices in calendar year 2016? Please provide a breakdown of the 	WRITTEN 10/03/2017	

					costs for each separate ministerial office, covering both offices at Parliament House and elsewhere.		
87	000119	CORP	STERLE	EXPENDITURE	Coffee machines Can an itemised list of coffee machines at departmental premises please be provided including (i) make and model; (ii) purchase or lease cost; (iii) ongoing maintenance costs; (iv) ongoing cost of supplying coffee?	WRITTEN 10/03/2017	
88	000120	CORP	STERLE	EXPENDITURE	Mobile devices <ol style="list-style-type: none"> How many mobile telephones are currently on issue to departmental to staff? Can an itemised list showing make and model please be provided? How many new mobile phones were purchased by the Department in calendar year 2016? What was the total cost (GST inclusive) of purchasing mobile telephones for departmental staff in calendar year 2016? How many mobile telephones had to be replaced due to damage in calendar year 2016? What was the cost of replacement (GST inclusive)? How many mobile telephones were reported lost or stolen in calendar year 2016? What was the cost of replacement (GST inclusive)? How many ipads/tablets are currently on issue to departmental staff? Can an itemised list showing make and model please be provided? How many new ipads/tablets were purchased by the Department in calendar year 2016? What was the total cost (GST inclusive) of purchasing ipads/tablets for departmental staff in calendar year 2016? How many ipads/tablets had to be replaced due to damage in calendar year 2016? What was the cost of replacement (GST inclusive)? How many ipads/tablets were reported lost or stolen in calendar year 2016? What was the cost of replacement (GST inclusive)? 	WRITTEN 10/03/2017	
89	000121	CORP	STERLE	EXPENDITURE	Stationary and paper <ol style="list-style-type: none"> How much did the Department spend on stationary and office supplies (excluding paper) in calendar year 2016 (GST inclusive)? How much did the Department spend on paper in calendar year 2016 (GST inclusive)? What brand of paper does the Department use? Is this paper Australian made? 	WRITTEN 10/03/2017	

					e) If no, why doesn't the Department buy Australian made paper?		
90	000122	CORP	STERLE	EXPENDITURE	Executive office upgrades Have the furniture, fixtures or fittings of the Secretary's office, or the offices of any Deputy Secretaries, been upgraded since 1 October 2016? If so, can an itemised list of costs please be provided (GST inclusive)?	WRITTEN 10/03/2017	
91	000123	CORP	STERLE	EXPENDITURE	Facilities upgrades a) Have the facilities of any of the Department's premises been upgraded since 1 October 2016, for example, staff room refurbishments, kitchen refurbishments, bathroom refurbishments, the purchase of any new fridges, coffee machines, or other kitchen equipment? b) If so, can a detailed description of the relevant facilities upgrade please be provided together with an itemised list of costs (GST inclusive)? Can any photographs of the upgraded facilities please be provided?	WRITTEN 10/03/2017	
92	000124	CORP	STERLE	EXPENDITURE	Vacancies Please provide a list of all statutory, board and legislated office vacancies and other significant appointments vacancies within the portfolio, including length of time vacant and current acting arrangements.	WRITTEN 10/03/2017	
93	000125	CORP	STERLE	EXPENDITURE	Media and public relations a) How much has the Department spent on media monitoring since 1 October 2016 (GST inclusive)? Can a list of all Contract Notice IDs for the Austender website in relation to media monitoring contracts please be provided? b) How many media or public relations advisers are employed in the Department? At what APS level (eg EL2, APS5) is each staff member employed? Can an organisational chart for the relevant area of the Department please be provided? What was the total cost of employing relevant staff in calendar year 2016 (please provide a global GST inclusive figure)?	WRITTEN 10/03/2017	
94	000126	CORP	STERLE	EXPENDITURE	Advertising and information campaigns a) How much has the Department spent on advertising and information campaigns since 1 October 2016 (GST inclusive)? Can a list of all Contract Notice IDs for the Austender website in relation to advertising and	WRITTEN 10/03/2017	

					<p>information campaign contracts please be provided?</p> <p>b) How much did the Department spend on Facebook advertising or sponsored Facebook posts in calendar year 2016 (GST inclusive)?</p> <p>c) How much did the Department spend on Google adwords advertising in calendar year 2016 (GST inclusive)?</p>		
95	000127	CORP	STERLE	EXPENDITURE	<p>Market research</p> <p>a) How much did the Department spent on market research in calendar year 2016 (GST inclusive)?</p> <p>b) Can a list of all market research contracts entered into please be provided, together with the Austender Contract Notice number?</p> <p>c) What was the purpose of this market research?</p> <p>d) Did it relate to an advertising or information campaign? If so, which campaign?</p>	WRITTEN 10/03/2017	
96	000128	CORP	STERLE	EXPENDITURE	<p>Legal costs</p> <p>a) What was the Department's total spend on external legal services (including services provided by the Australian Government Solicitor) (GST inclusive) for calendar year 2016?</p> <p>b) Can an itemised list of costs of each legal matter (GST inclusive) please be provided?</p> <p>c) Can a list of relevant Contract Notices published on Austender please be provided?</p>	WRITTEN 10/03/2017	
97	000129	CORP	STERLE	EXPENDITURE	<p>Consultancies</p> <p>Please provide an itemised list of costs (GST inclusive) for spending in calendar year 2016 on external consultants/service providers in the following categories please be provided: (i) social media; (ii) photography; (iii) graphic design; (iv) web design (v) electronic communications (vi) acting or public speaking training; (vii) ergonomics.</p>	WRITTEN 10/03/2017	
98	000130	CORP	STERLE	EXPENDITURE	<p>Redundancies</p> <p>a) How many staff were made redundant in calendar year 2016?</p> <p>b) How many were voluntary redundancies?</p> <p>c) How many were forced redundancies?</p> <p>d) What was the total cost of all redundancies (expressed as a single global GST inclusive figure)?</p> <p>e) Have any staff made redundant in calendar year 2016 subsequently carried out work for the Department as a contractor? If so, please provide an</p>	WRITTEN 10/03/2017	

					itemised list of relevant contracts and related Austender Contract Notice numbers.		
99	000131	CORP	STERLE	EXPENDITURE	iTunes/Android <ul style="list-style-type: none"> a) Does the Department have an iTunes account? If so, what was the total expenditure on iTunes in calendar year 2016 (GST inclusive)? What applications/subscriptions/services purchased through iTunes in calendar year 2016? b) Does the Department have an Android account? If so, what was the total expenditure on Android in calendar year 2016 (GST inclusive)? What applications/subscriptions/services purchased through Android in calendar year 2016? c) Do any ministerial offices in the portfolio have an iTunes account? If so, what was the total expenditure on iTunes in calendar year 2016 (GST inclusive)? Please provide separate figures for each Minister. What applications/subscriptions/services purchased through iTunes in calendar year 2016? d) Do any ministerial offices have an Android account? If so, what was the total expenditure on Android in calendar year 2016 (GST inclusive)? Please provide separate figures for each Minister. What applications/subscriptions/services purchased through Android in calendar year 2016? 	WRITTEN 10/03/2017	
100	000132	CORP	STERLE	EXPENDITURE	Websites <ul style="list-style-type: none"> a) What were the top 20 most utilised (by data sent and received) unique domain names accessed by departmental staff in calendar year 2016? b) What were the top 20 most accessed (by number of times accessed) unique domain names accessed by departmental staff in calendar year 2016? 	WRITTEN 10/03/2017	
101	000133	CORP	STERLE	EXPENDITURE	Flights What was the Department's total expenditure on flights for departmental staff in calendar year 2016 (GST inclusive)? Please provide the GST inclusive figure.	WRITTEN 10/03/2017	
102	000134	CORP	STERLE	EXPENDITURE	Ground transport What was the Department's total expenditure on the following categories of ground transport in calendar year 2016 (GST inclusive): (i) Taxi hire; (ii) Limousine hire; (iii) Private hire car; and (iv) Ridesharing services.	WRITTEN 10/03/2017	

103	000137	CORP	XENOPHON	GOVERNMENT WASTE	<p>Given that government and opposition politicians have all raised concerns over time and had policies on government waste:</p> <p>a) Is there a central government authority responsible for the elimination of waste?</p> <p>b) If so</p> <p>i. Is there a government wide definition on the meaning of ‘waste’, and if so, what is that definition?</p> <p>ii. How does this central government authority monitor and manage waste within the Department?</p> <p>iii. Is there a central government mechanism (e.g. phone number, email address, web site) for public servants or contractors to report Departmental waste?</p> <p>iv. How much Departmental waste was identified by the central government authority in FY 13/14, FY 14/15 and FY 15/16?</p> <p>c) If not:</p> <p>i. Is there a departmental definition on the meaning of ‘waste’, and if so, what is that definition?</p> <p>ii. What are the Department’s arrangements for monitoring and managing waste?</p> <p>iii. Is there a central Departmental mechanism (e.g. phone number, email address, web site) for public servants or contractors to report Departmental waste?</p> <p>iv. How much waste was identified by the Department in FY 13/14, FY 14/15 and FY 15/16?</p> <p>d) In either case:</p> <p>i. Can Departmental officers or contractors report waste anonymously?</p> <p>ii. Are they afforded a protection if they do so?</p>	WRITTEN 14/03/2017	
Surface Transport Policy (9)							
104	000043	STP	STERLE	COASTAL TRADE LICENSING	<p>Senator STERLE: I have had a lot to say about this, so I will not surprise anyone with where I am going on this, but I was talking to a miner the other day, and this Western Australian miner was paying a billion dollars in tax this year, yet the internationally owned ones are not. Isn't that amazing? Anyway, I just thought I would throw that one in. No wonder it gets hard for Aussies to be employed. But that is not for here; that is for taxation and other things.</p> <p>Let's talk about the coastal trade licensing. Did the department or the minister brief former industry minister Mr Greg Hunt or his department prior to Minister Hunt</p>	102 27/02/2017	

					<p>meeting with Alcoa executives in the US in December 2016 to raise the issue of Alcoa's use of foreign ships employing foreign crew in its domestic alumina trade, contrary to the intent of the coastal trading act, as part of the federal government's commitment to assist Alcoa in keeping open the Portland smelter?</p> <p>Ms Zielke: I do not believe so—not in relation to those specific issues in particular. Obviously we have department-to-department discussions, but nothing of that nature. I am happy to check whether we have had any engagement with them in relation to Portland.</p> <p>Senator STERLE: I would ask: why didn't you? You can take that on notice.</p> <p>....</p> <p>Senator STERLE: All right, if you could take that on notice for the two previous years that would be appreciated, thank you. Can you tell me how many temporary licences have been issued to expedition cruise companies since July 2012, and I will just give you some categories: who are the holders of those licences; how many voyages have been authorised under each of those licences in each year since 2012; and is APT one of those licence holders?</p> <p>Ms Zielke: I will just check that with Ms Werner, but I doubt very much that we have that information to hand. I am happy to take that on notice.</p>		
105	000044	STP	STERLE	TEMPORARY LICENSE HOLDERS	<p>Senator STERLE: Just so it is all clear, APT were granted these authorisations?</p> <p>Ms Werner: Yes. APT were granted a temporary licence and five voyages were approved.</p> <p>Senator STERLE: Okay. Where were the crew from? Was it an Australian crew?</p> <p>Ms Werner: I do not have that information.</p> <p>Senator STERLE: Would you be able to get that for me? Do you look at that?</p> <p>Ms Werner: It is not a matter that I would have had before me as the delegate in that decision at that time, no.</p> <p>Senator STERLE: Does anyone in the department know? Say someone is asking for a temporary licence, does anyone in the department make sure that it is an Australian crew?</p> <p>Ms Werner: Temporary licence holders are not required to have Australian crews, so no.</p> <p>Senator STERLE: Okay. You will take that on notice and come back to me and tell me.</p> <p>Ms Werner: The nationality of the crew for APT at the time. Yes, I will try to find that out, if the voyages were conducted, yes.</p>	103 27/02/2017	

106	000046	STP	STERLE	INTERSTATE TRADE	<p>Senator STERLE: Can you tell me why the department has allowed LPG tankers to undertake interstate trade around the east coast for the past four years without issuing a single TL?</p> <p>Ms Werner: I cannot tell you that. I am not aware of that being the fact.</p> <p>Senator STERLE: Ms Zielke, did you know that?</p> <p>Ms Zielke: No, I would need to investigate that further.</p> <p>Mr Mrdak: If you could provide us with any details, we would be very happy to pursue them and determine whether the vessels fell within the coastal trading regime.</p>	105 27/02/2017	
107	000048	STP	STERLE	TEMPORARY LICENSES	<p>Senator STERLE: How many different foreign ships have undertaken voyages authorised under temporary licences in each year since 2012? And can you tell me what the rate of compliance or noncompliance is given those ship numbers in each year since 2012?</p> <p>Ms Werner: Again, we have taken this question on notice previously.</p> <p>Senator STERLE: But I have not asked it.</p> <p>Ms Werner: I cannot tell you off the top of my head.</p> <p>Ms Zielke: Could you repeat the question for me and I will tell you what I can.</p> <p>Senator STERLE: I just want to know how many different foreign ships have undertaken voyages authorised under temporary licences in each year since 2012, and then I also asked what is the rate of compliance or noncompliance given those ship numbers in each year since 2012?</p> <p>Ms Werner: I do not have a year-by-year breakdown with me, I am afraid.</p> <p>Mr Mrdak: We will take that on notice and we will get that information.</p>	106 27/02/2017	
108	000077	STP	STERLE	REPORT	<p>Senator STERLE: I agree with you. It is because the likes of Alcoa and BP are selling off their Australian ships, reflagging them and crewing them with foreign workers. That is the truth of the matter. Given that Thompson Clarke Shipping have done all this fantastic work, why can't we see the report?</p> <p>Ms Zielke: It is still with the minister for consideration.</p> <p>Senator STERLE: I think Ms Werner said—or I think I picked up—that it might not come out.</p> <p>Ms Zielke: We are happy to take it on notice and see what the minister's views are.</p> <p>Senator STERLE: I will not pursue this line. I think you know very well where I stand on this part of the debate. How about a copy for the committee? Can you give one to us? You can put it in camera.</p> <p>Ms Zielke: I am happy to take that on notice and to ask the minister.</p>	108-109 27/02/2017	

109	000078	STP	STERLE	SEMINARS	<p>Senator STERLE: Oh, goodness me! That is part of getting your licence—load restraining. Are you serious, Mr James? These people are using taxpayer dollars to put out a voluntary code of practice when you should know that load restraint is part of the licence requirements? I cannot believe it! Maybe I should take a big break before I blow a fuse. Keep going—I will see how I go. So what else are they talking about while the money is still sitting in someone's bank account?</p> <p>Mr James: The bulk of the funding is being directed towards expansion of the camera network and, as I mentioned, \$350,000 is for codes of practice work—development—with various players in the industry. There is a component, too, for education on the new chain-of-responsibility provisions. There have already been a number of seminars delivered and there are other products being developed to educate people about their responsibilities.</p> <p>Senator STERLE: Seminars. So who do you invite to the seminars? Where do you do them? Do not tell me—just take it on notice and come back to me.</p> <p>Mr Mrdak: We will come back on notice on those—</p>	112 27/02/2017	
110	000079	STP	STERLE	FATIGUE LAWS	<p>Senator STERLE: May I ask you about when you said 'look at fatigue laws'? What does that mean when we have fatigue laws around this nation where there are two states—being Queensland and WA; and I think the Northern Territory is not in the eastern states' regime—not in it. WA is just refusing—we have our own, thanks very much. So what is it looking at for \$800,000?</p> <p>Mr James: I could give you the detail, I am sorry, on notice about that particular project. But I can do that.</p>	112 27/02/2017	
111	000080	STP	STERLE	FATIGUE LAWS	<p>Senator STERLE: So am I to assume that the fatigue breaks are not long enough? Is that what this expert group is looking at?</p> <p>Mr James: That is not the proposition. The proposition is: what is optimal and what does the evidence say? Therefore actual work is being done to look at trialling what happens.</p> <p>....</p> <p>Senator STERLE: When is that study due to be completed?</p> <p>Mr James: I think by the end of next year, but I would have to confirm that.</p> <p>Senator STERLE: By the end of 2018?</p> <p>Mr James: I would need to check that, if that is okay.</p> <p>Senator STERLE: You check that, please, because hopefully that is a misprint. The federal government's own reports—that is, the PricewaterhouseCoopers Review of the road safety remuneration system: final report, January 2016, and Jaguar Consulting's Review of the road safety remuneration system, 16 April 2014—</p>	112-113 27/02/2017	

					<p>confirmed the link between safety and rates. I want to talk to you about that. I will put this to you, Minister, and you can direct it where you want it go—to Mr James, Ms Zielke or Mr Mrdak. Do you take responsibility for lowering rates for truck drivers when you abolished the Road Safety Remuneration Tribunal?</p> <p>Mr Mrdak: I do not think we can comment on the issue of rates and what has happened since the tribunal was wound up. We do not have the information to comment on that.</p>		
112	000081	STP	ROBERTS	SKANDI PACIFIC FATALITY	<p>In regards to the Skandi Pacific fatality</p> <ol style="list-style-type: none"> Is the Department of Infrastructure and Regional Development [DIRD] aware of the report published in November 2016 by the Australian Transport Safety Bureau [ATSB] into the fatality in July 2015 on board the Offshore Support Vessel Skandi Pacific? Does DIRD agree with the ATSB observation that the Occupational Health and Safety (Maritime Industry) Act 1993 does not apply to Australian seafarers on the Skandi Pacific? If AMSA does agree that the OHS(MI) does not apply to the Skandi Pacific, then does DIRD also agree that the consequence of this is that DIRD cannot conduct an investigation into a fatality of an Australian seafarer on the vessel even though it was operating in Australia's EEZ? Has DIRD had any contact from the Bahamas Maritime Authority about the fatality on the Skandi Pacific? Is DIRD aware whether the Bahamas Maritime Authority is conducting an inquiry into the fatality on the Skandi Pacific? Has DIRD had any communications from the Bahamas Maritime Authority in relation to the Skandi Pacific? If so what have been the nature of those communications? Is DIRD aware of any prosecutions by the Bahamas Maritime Authority for breaches of the Bahamas occupational health and safety law and/or regulations? Does DIRD agree that the OHS(MI) does not apply generally to Australian seafarers on all foreign flag vessels operating in the Australian Exclusive Economic Zone [EEZ]? If DIRD does agree that the OHS(MI) does not apply generally to Australian seafarers on foreign flag vessels in Australia's EEZ, then does DIRD also agree that the consequence of this is that AMSA cannot initiate any prosecutions for breach of Australian health and safety laws on foreign flag vessel operating in Australia's EEZ? 	WRITTEN 28/02/2017	Relates to question 98 in AMSA about the Skandi Pacific fatality

					j) Is DIRD able to provide an estimate of the number of foreign flag vessels operating in the Australian EEZ?		
Civil Aviation Safety Authority (7)							
113	000082	CASA	XENOPHON	ESSENDON DFO APPROVAL	<p>Senator XENOPHON: Do you know when the building next to Essendon airport that was involved in the tragedy was approved ?</p> <p>Mr Carmody: DFO was approved in 2004.</p> <p>Senator XENOPHON: What role did CASA have in respect of that approval? Did you have any input into that?</p> <p>Mr Carmody: I think our advice was sought, and it would normally be sought on these sorts or things?</p> <p>Senator XENOPHON: What was your advice?</p> <p>Mr Carmody: I am not sure. Can we take it on notice?</p> <p>Senator XENOPHON: Mr Tiede, do you remember what your advice was?</p> <p>Mr Carmody: Mr Tiede was not with us either. But I make the point Mr Tiede made before: the DFO, in terms of that runway, would be outside of the obstacle limitation surface parameter. If we had provided advice we would probably have provided advice that on that runway the DFO construction would be fine.</p> <p>Senator XENOPHON: But the obstacle limitation constraints are quite different from the matters raised in numerous academic papers around the world, who say that there ought to be a public safety zones policy in respect of where you locate buildings in the event that there is an engine failure. In fact, no less than Senator Fawcett, with his background in aviation, did raise these issues of the ATSB back in the May 2012 estimates in respect of power loss or complete engine failure, so it is not as though this is something that has not been raised in the context of this process by no less than Senator Fawcett almost five years ago.</p> <p>Mr Carmody: I can provide a response to that on notice and provide as much detail as I can.</p> <p>Senator XENOPHON: Can you tell us what information CASA was provided with and what role did it have in respect of the development of Essendon Airport a number of years ago, and also I note an article in the Herald Sun on 21 February by Claire Bickers, which asserts that Australia has no guidelines on buffer zones to limit development around airport runways, unlike the United States and the United Kingdom, which have implemented public safety zones, and there is no such legislation here. Is that your understanding?</p> <p>Mr Carmody: I think Mr Tiede outlined that before—the only legislation is in</p>	115 27/02/2017	

					Queensland. But I would want to check that. I would be happy to respond to that on notice.		
114	000083	CASA	O'SULLIVAN (CHAIR)	SAFETY ADVICE	<p>CHAIR: Do you think they might labour under the honest but mistaken belief that from time to time you might create advice and give it to the government of the day and indicate that perhaps they should look seriously at measures that might enhance air safety?</p> <p>Mr Carmody: Certainly, Senator.</p> <p>CHAIR: All right. In the history of CASA, are you able to tell us whether ever this question has been visited upon and advice been developed and given to any government at any time?</p> <p>Mr Carmody: I would have to take it on notice. All I can say is that we provide advice on safety all of the time, but public safety zones at the ends of runways, I am just not certain about. I know that we provide comment on airport master development plans and all of the changes to the federally-leased airports on a regular basis, so we are in that space; that is what we do. But I am just trying to work out how far this public safety zone requirement would extend.</p>	116 27/02/2017	
115	000084	CASA	RICE	UPGRADE OF AIRSPACE	<p>Senator RICE: How many examples would there be in, say, the last five years of where uncontrolled airspace has been upgraded to class B or C?</p> <p>Mr Tiede: To give you a fair answer, I will take that on notice. You might be aware that we are working with Ballina at the moment. On 1 March they will start a certified air-ground radio service to provide additional traffic information and meteorological information as a mitigation for traffic density. This was triggered out of an Office of Airspace Regulation review a couple of years ago.</p> <p>Senator RICE: Can you take on notice where you have done those reviews in recent years and how many upgrades there have been?</p> <p>Mr Tiede: Yes.</p> <p>Senator RICE: If a community felt that the density of aircraft in their uncontrolled airspace was too high, what would be the process and how would you respond to that concern? Would that automatically trigger a review?</p> <p>Mr Tiede: It would be an input to the Office of Airspace Regulation that would be aggregated with the other risk pieces for that particular airspace or that aerodrome. Once a review is initiated it goes for a public comment period. If we have people on the books who have made a comment, we would go back to them and say, 'Here's a public comment period. Please let us know what your concerns are.' Following the public comment period, the concerns are reviewed, aggregated and incorporated into</p>	123 27/02/2017	

					<p>the report or documented and argued out of the discussion. From there we go to a final report.</p> <p>Senator RICE: Could you also take on notice how many requests for upgrade of airspace there have been from communities and what the final response of the department has been?</p> <p>Mr Tiede: Certainly.</p>		
116	000135	CASA	XENOPHON	CAO 48.1 REVIEW	<p>It is understood that CAO 48.1 (fatigue management) is under review.</p> <ol style="list-style-type: none"> 1. Why is the review taking place (e.g. self-initiated, in response to feedback on industry, etc.) <p>Representation has been made to me that this should not be a one size fits all regulation – that airlines that fly on a regular schedule with a roster of pilots are in a different class of pilots to those who might fly in the bush governed by e.g. Agricultural seasons, stop-start work, weather, etc.</p> <ol style="list-style-type: none"> 2. Is a one size fits all approach being adopted, or perhaps something more flexible, depending on the type of flying conducted, as I understand they do in the US and NZ? 		
117	000138	CASA	RICE	CLASSIFICATION OF AIRSPACE	In responses to the committee's most recent estimates hearing, Mr Tiede stated (p 123 of the Hansard) that uncontrolled airspace is class E, however it was my understanding that class E applies over 8500 feet, Class G is uncontrolled and both IFR and VFR aircraft are permitted and neither require ATC clearance. Please confirm which is correct?	WRITTEN 14/03/2017	
118	000139	CASA	RICE	FACTORS FOR OAR REVIEW	Given that the Office of Airspace Regulation (OAR) provides "environmental specialist expertise on airspace", what factors (please provide a full list) does OAR take into consideration and draw conclusions against in undertaking a review (presume this is an airspace change proposal)? And is there any particular priority weighting applied to one or more of those factors? Please list cases, over the last five years, of areas where an upgrade of airspace has occurred and indicate which upgrades were initiated as a result of community concerns.	WRITTEN 14/03/2017	
119	000141	CASA	RICE	AIRCRAFT NOISE	a) Given the evidence supplied by Mr Tiede (p 122 and 123 of the Hansard) on how OAR goes about undertaking a review, and the evidence by Mr Harfield and Mr Mrdak that there is no standard governing limits for in-flight aircraft noise, and	WRITTEN 14/03/2017	Relates to AAA question

					<p>given question 1:</p> <ul style="list-style-type: none"> i) For VFR in uncontrolled airspace below 2000 feet and for inbound RPT up to 50km from the airport, how does OAR make an informed and meaningful assessment of the impact of noise on communities and the natural and human environment and reflect this in determining appropriate flight paths and altitudes over densely populated communities? ii) In view of Smart Tracking's substantially more concentrated flights due to reduced aircraft separation, how does OAR make an informed and meaningful assessment of the impact of noise on communities and the natural and human environment and reflect this in determining appropriate flight paths and altitudes over densely populated communities? 		125
Aviation and Airports (13)							
120	000085	AAA	BURSTON	BANKSTOWN AIRPORT	<p>In regards to Bankstown Airport</p> <p>a) The Bankstown Airport was leased by the Commonwealth to Bankstown Airport Limited in 1998. The lease agreement contains the following provision:</p> <p>"Clause 9.1</p> <p>Subject to clause 9.2 the Lessee must keep and maintain the Airport Site including the Structures in good and substantial repair at all times during the Term (fair wear and tear excepted) and at the expiration or earlier determination of the term, vacate and yield up the Airport Site and the Structures in that state of repair and condition and in accordance with the Lessee's Covenants. The Lessee accepts the full and sole responsibility for the condition, operation, repair, replacement, maintenance and management of the Airport Site including the Structures during the Term."</p> <p>Despite the clarity and unambiguity of this clause, the following breaches have been allowed to occur;</p> <ul style="list-style-type: none"> i. The original 1942 "Heritage" listed building located on Airport Avenue has been allowed to fall into a state of disrepair. This was the USAF/RAAF Headquarters building in WW2 and after the war it became Headquarters of the RAAF National Service. ii. The original Male and Female toilet block are in a state of disrepair and have inoperative toilets and can only be described as disgusting. These are the Public Toilets for the major 	WRITTEN 28/02/2017	

					<p>Secondary Airport in New South Wales and as such are a poor advertisement.</p> <p>What action does the Department plan to take in relation to this clear breach of the lease agreement that the Commonwealth is a signatory to?</p> <p>b) I now draw your attention to Clause 9.2 of the lease agreement.</p> <p>"9.2 Maintenance of runways and pavements</p> <p>The Lessee must maintain the runways, taxiways, pavements and all parts of the airport essential for the safe access by air transport to a standard at the commencement of the Lease."</p> <p>This condition has clearly been violated with the use of runway 18/36 being discontinued and asbestos-contaminated landfill placed over it.</p> <p>What authorisation, if any, was given for this condition of the lease to be so clearly disregarded? Please provide documentation.</p> <p>c) Are you aware that leases to aviation tenants are only being offered on a three year lease basis, containing a relocation clause?</p> <p>d) Do you accept that this denies a business security of tenure, and prevents them from being able to invest and carry on their business properly?</p> <p>e) Are you aware that Bankstown Airport Limited has been purchased by First State Superannuation?</p> <p>f) Are you aware that First State Superannuation has appointed Altis Property Partners to manage Bankstown Airport Limited?</p> <p>g) Are you aware that Altis Property Partners is a property developer with no experience or specialist knowledge to run an airport?</p> <p>h) What action does your department plan to take to ensure that Bankstown Airport is operated according to the lease agreement and not redeveloped for non-Aviation commercial use?</p>		
121	000088	AAA	RICE	ANEI FOR MELBOURNE AIRPORT	<p>Senator RICE: Has there been consideration of requiring an ANEI for Melbourne Airport?</p> <p>Mr Mrdak: I would have to take that on notice. I do not recall.</p>	134 27/02/2017	
122	000100	AAA	CAMERON	MEMEBERS OF SACF	<p>Senator CAMERON: How many members of parliament are on the Sydney one? What is the Sydney oversight called?</p> <p>Mr McRandle: SACF.</p> <p>Mr Mrdak: Sydney airport community forum.</p> <p>Senator CAMERON: SACF?</p> <p>Mr McRandle: SACF.</p> <p>Senator CAMERON: How many members of parliament are on that?</p>	95 27/02/2017	

					Mr Mrdak: I would have to check. I do not have that detail with them. It is a range of federal, state and local government representatives.		
123	000106	AAA	CAMERON	DEFINITION OF REGIONAL AND INTERNATIONAL	<p>Mr Mrdak: Regional has a specific definition under aviation bilateral agreements. So if we are talking about that, we are talking about something quite different to how we treat a greater urban area.</p> <p>Senator CAMERON: Could you provide me, then, the definition of regional and international?</p> <p>Mr Mrdak: Certainly.</p> <p>Senator CAMERON: And provide me with details of how the different classifications operate?</p> <p>Mr Mrdak: As I said, the classification of international is based on the provision of customs immigration and border security controls.</p>	94 27/02/2017	
124	000026	AAA	URQUHART	FLIGHTS	<p>Senator URQUHART: Hobart airport also indicated that flights between the airport and New Zealand might be possible. Has the possibility of those progressed any further?</p> <p>Mr Mrdak: Not to my knowledge. I will take that on notice. I presume that those conversations are continuing with various airlines.</p>	51 27/02/2017	
125	000144	AAA	RICE	QUIETER-GENERATION TRAINING AIRCRAFT	What action is proposed in order to ensure the aviation training companies in Australia quickly introduce the quieter-generation training aircraft, the same way airlines operating scheduled commercial flights have done over the past 20 years?	WRITTEN 14/03/2017	
126	000145	AAA	RICE	AVALON AIRPORT	<ol style="list-style-type: none"> 1. Has the Department of Infrastructure and Regional Development given consideration to making use of runway capacity at Avalon Airport to meet growing aviation demand in the Melbourne metropolitan area? If not, what prohibits this consideration? 2. I understand that, as an asset acquired from the Department of Defence through a long term year lease agreement, Avalon Airport is not subject to the provisions of the <i>Airports Act 1996</i>. Given that, what does this mean for integrated planning for aviation across metropolitan Melbourne? 3. What is the government's view on whether Avalon Airport should be treated the 	WRITTEN 14/03/2017	

					same as other federally leased airports?		
127	000148	AAA	RICE		<p>b) Have the levels of the noise limits required at certification of aircraft changed over time and if yes, is there any requirement for previously certified aircraft to be modified to meet new noise limits?</p> <p>c) How many aircraft, or what proportion, were approved for operation in Australia at less stringent noise limits than currently apply?</p>	WRITTEN 14/03/2017	Relates to CASA question1 17
128	000149	AAA	RICE		<p>c) Why is there not an aircraft in flight noise standard given that various pieces of local and state government legislation exist to set standards for noise in all other situations that impact communities and the human and natural environment , ie neighbourhood noise, animal noise, industrial situation noise, motor vehicle and motor bike noise etc?</p> <p>d) Mr Mrdak stated (p 131 of the Hansard) “if we find at a particular location that there is an aircraft type or a type of operation that is providing annoyance to the community, then we can start to work with that operator to see if there are different modes of operation or different operating paths.” Please list instances, over the last five years, in which such changes have been implemented and indicate the nature of the new modes of operation or paths resulting from this.</p>	WRITTEN 14/03/2017	Relates to AA question 138
129	000150	AAA	RICE	AIRCRAFT NOISE	<p>With reference to secondary airports listed at http://www.airservicesaustralia.com/aircraftnoise/secondary-airport-information/</p> <p>1) Is there merit in handing back noise management at secondary airports such as Archerfield, Bankstown, Jandakot, Moorabbin and Parafield to the EPA in each state?</p> <p>2) What other strategies does Airservices have to reduce aircraft noise levels to acceptable public standards? This includes helicopters.</p> <p>3) Regarding ANEFs:</p>	WRITTEN 15/03/2017	

					<ul style="list-style-type: none"> a) How are ANEFs calculated at secondary airports? b) Are there noise monitors used at those airports? c) Is the noise caused by individual aircraft is taken into account? d) How are they calculated when actual flight paths are not known or used? 4) As an interim step, what is Airservices' view on a proposed phase in of restrictions on aircraft which are more than eight (8) years old and are also in the top 10 noisiest aircraft, at each of the secondary airports, factoring in forewarning to owners? 5) Can Airservices look at the situation at Jandakot Airport regarding the Singapore Flying College and the continued use of the twin-engine Beechcraft Baron? a) Is this an example of why the noise issue is perpetuated at secondary airports? b) What is Airservices' opinion of the poor voluntary take up of quieter aircraft by training operators at secondary airports, given such decisions are being taken even by Singapore Airlines, a major international airline? 		
130	000151	AAA	RICE	NOISE MONITORS	<ul style="list-style-type: none"> 1) Can Airservices report back on the location of noise monitors for Jandakot Airport and extend this to include secondary airports including Archerfield, Bankstown, Moorabbin, Parafield and also Sunshine Coast (helicopters). (Ref p 130 and 131 of the Hansard from the RRAT estimates hearing) 2) Will Airservices install permanent noise monitors in proximity to secondary airports including Archerfield, Bankstown, Moorabbin, Parafield and also Sunshine Coast, if the current locations prove to lack reasonable information? 3) Can Airservices locate the new permanent monitors under the flight paths with heaviest concentration? If not, why not? 4) Is there consultation with the public when determining locations for permanent noise monitors? If not, why not? 5) Can movements by each aircraft be counted on the monitors and audited (i.e. to prevent aircraft taking unusual flight paths with the effect of avoiding the monitors unreasonably)? 6) Can the "spike" idea be accommodated for noise events that exceed a noise limit? (ref p 132 of the Hansard). 	WRITTEN 15/03/2017	

					7) Helicopters doing pilot training are claimed to have readings from 75dBA to 85dBA near Jandakot Airport and some vibrate windows. There is also a claim the noise is accentuated by low altitude, sharp banked turns and rotor slap. How is this type of noise monitored and responded to?		
131	000152	AAA	RICE	WENTRAK	<p>1) With regard to information on aircraft (training aircraft and helicopters included) being detected on WebTrak - are transponders checked regularly to ensure they are functioning? For example, are pilots including this in the pre-start inspection?</p> <p>2) Can an audit be conducted, and a report published, to determine what percentage of aircraft based at secondary airports, including Archerfield, Bankstown, Moorabbin, Parafield and also Sunshine Coast:</p> <p>a) have transponders fitted and</p> <p>b) are fully functional</p>	WRITTEN 15/03/2017	
132	000068	AAA	RICE	NOISE INSULATION	<p>1) I understand a house insulation program was available for residents nearby Sydney and Adelaide airports. What were the noise level criteria for each of those projects, in order to determine a home qualified for the noise treatment?</p> <p>2) Was helicopter noise considered a factor in these noise impact assessments?</p> <p>3) Has noise insulation been considered for residents near secondary airports if, as prima facie evidence indicates, the situation is as bad (as Sydney and Adelaide) for these residents in the secondary airport noise footprints? If not, why not?</p> <p>4) What was the overall cost of the noise insulation program, both per house and overall?</p> <p>5) Was there consideration of cost recovery from the companies that cause the aircraft engine noise?</p> <p>6) What noise amelioration programs or approaches can Airservices suggest as an alternative to noise insulation for buildings?</p>	WRITTEN 15/03/2017	
Airservices Australia (9)							
133	000086	AA	BACK	JANDAKOT AIRPORT	Senator BACK: I will ensure that you get a copy of this latest email. He even has attached to it—which he is hoping will be populated—the Air Navigation (Aircraft Noise) Regulations 1984. So, rather than take the time of the committee now, let's be	130 27/02/2017	

					<p>assured that we will follow that up and we will get a response to him. You may have heard this question asked of the last witnesses: what if any action is Airservices taking to monitor and to deal with the nuisance of air traffic in the vicinity of Jandakot, given the significant increase in aircraft movements, including training, and of course the ingress of housing in those general areas?</p> <p>Mr Harfield: We participate with the community forums at Jandakot Airport, as well as with the airports, and bring up issues from the community about aircraft noise in the Jandakot vicinity. From time to time various initiatives are raised and they are examined. Those initiatives, and the process associated with them, are oversighted by the Aircraft Noise Ombudsman. There are some initiatives that are raised by the community that we just cannot cater for, for safety reasons or whatever. There have been some modifications to the entry and exit of flights, as well as, if my memory serves me correctly, the times when circuits can actually operate at Jandakot, to assist at that location. But I can take on notice to advise exactly what initiatives have been undertaken.</p>		
134	000087	AA	RICE	AIRCRAFT NOISE	<p>Senator RICE: Can you specify what action Airservices Australia have taken regarding those types of measures over the last two years? You might need to take this on notice or you might have some examples that spring to mind now—or a combination of both.</p> <p>Mr Harfield: I was speaking generically in some of the examples that I have just given. I will take it on notice and give you specific examples by airport and where they have actually occurred over the last two years.</p> <p>Senator RICE: This is probably the same thing, but could you include the environmental assessments that you have undertaken of aircraft noise in the last 12 months because of air noise impact on communities?</p> <p>Mr Harfield: Yes, we can do that.</p> <p>Senator RICE: In those environmental assessments, what sorts of direct and indirect effects are taken into account?</p> <p>Mr Harfield: I will have to take on notice the actual criteria that are used.</p> <p>Senator RICE: Regarding the process, you mention that you have community forums. Can you also include the number of community meetings undertaken as part of that?</p> <p>Mr Harfield: Yes.</p>	133 27/02/2017	
135	000089	AA	XENOPHON	SALARIES	<p>Senator XENOPHON: You may want to take this on notice. If it has been traversed earlier, I apologise. How many additional duty shifts, and the cost of these shifts, were rostered in SYTWR because of voluntary redundancies being offered to ATC line managers? Do you want to take that on notice?</p>	135 27/02/2017	

					Mr Harfield: I will take that on notice. That is in Sydney Tower. Will I also provide the comparison of what the normal overtime rate is in Sydney Tower compared to when those line managers actually left? Because the fact is that, yes, there may have been shifts, but those shifts on the overtime rate in that tower would not have adjusted.		
136	000090	AA	XENOPHON	EXPENDITURE ON CONTRACTORS	<p>Senator XENOPHON: Has there been an increase in the money spent on external contractors, say, in the last 12 months? I am happy for that to be taken on notice.</p> <p>Mr Logan: We will take that on notice.</p> <p>Senator XENOPHON: Thank you. And where that has been spent?</p> <p>Mr Logan: The volume of activity that we are dealing with over time changes. Without wanting to get into the semantics of the question, I think it would be best to provide it on notice.</p>	135 27/02/2017	
137	000107	AA	XENOPHON	NOC	<p>Senator XENOPHON: That is fine. Is there any shortage of trackmasters in the NOC, the national operations centre? As such, has there been any reduction in the ability of airlines to flight plan Flex Tracks, UPRs or other routes that maximise fuel efficiency?</p> <p>Mr Harfield: Not to my knowledge, Senator. The reason I am saying that is that it has not been raised as an issue—and the airlines have not raised it with me either.</p> <p>Senator XENOPHON: I ask you to take this on notice. Are you aware whether any NOC line managers emailed industry advising them of the restrictions on the above?</p> <p>Mr Harfield: Not that I am aware of. I will take that on notice.</p>	135 27/02/2017	
138	000108	AA	XENOPHON	EXECUTIVE REMUNERATION	<p>Senator XENOPHON: If that is the case, could you provide further details of that. In terms of salary and bonuses paid to you, Mr Harfield, and to senior executives, can you tell us what they are? Or Mr Logan?</p> <p>Mr Harfield: What the amount is?</p> <p>Senator XENOPHON: Yes.</p> <p>Mr Harfield: Can we take that on notice, Senator? I do not have that in front of me right now.</p>	135-136 27/02/2017	
139	000091	AA	XENOPHON	ONESKY	Senator XENOPHON: Thank you very much, Mr Harfield, for doing that. I ask you to take the questions on notice about OneSKY and the state of the contract. The report that appeared on the ABC on 15 February by the national reporting team's Benjamin Sveen and national technology reporter Jake Sturmer made a number of allegations that referred to the author of the email that you provided public interest disclosure protection to. The report says:	136 27/02/2017	

					<p>"There was a high level of anxiety within the leadership team and the risk and assurance team about this, but all of the issues and concerns were ignored by the change managers and executive," the Airservices executive said.</p> <p>This was an executive who was quoted within the report—an unnamed executive, not the author of the email.</p> <p>The article continues:</p> <p>"The organisation's risk system was not and still has not been used to assess or manage risk on an ongoing basis in relation to the changes or Accelerate program."</p> <p>Again, this was referred to as coming from an unnamed senior executive. You rejected those allegations as totally incorrect. The documents obtained by the ABC and FOI, and the documents we have obtained through this estimates process, make reference to it on page 96 of this committee's Senate estimates on 17 October. You said, 'For each particular change we make a determination through what we call the safety case determination' and it goes on to talk about the safety plan. But on 21 October, four days after estimates, there was a whole series of documents from Steven Angus, the executive general manager, and from Steven Grundy about a model risk assessment statement, the corporate services target operating model change risk assessment 21 October. And from you, Mr Logan, on 21 October was another document about the finance structure and capability systems. These documents seem to be signing off on the safety case four days after. Can you explain the context, because these seem to be after the event.</p> <p>Mr Harfield: Yes, I can. There is confusion about the two phases of the program. I have a document and timeline here, which I am happy to table, which set it out much more specifically.</p>		
140	000142	AA	RICE	AIRCRAFT NOISE	<p>a. Given the significant absence of an aircraft noise standard, what use is there for the noise monitoring arrangement that Airservices Australia conducts? How does it decide if one level of noise at one particular location is acceptable and another not, if it arrives at that conclusion? On what basis does Airservices make those decisions and how does it publicise them?</p> <p>b. From its discussion with communities affected by excessive aircraft noise, do communities find it acceptable that the only results emanating from “monitoring the noise levels and looking for situations, is providing transparency to the community on the numbers of operations and the noise that is being emitted”? To what tangible benefit is this to those or any communities?</p>	WRITTEN 14/03/2017	Relates to AAA question 126

141	000143	AA	RICE	SMART TRACKING	<p>Re. the use of Smart Tracking and noise effects on communities:</p> <ol style="list-style-type: none"> Considering that Smart Tracking, including feeder flights to merge points, intensifies noise along flight paths, how is the impact on people in existing residential areas allowed for, in terms of protecting amenity and the human environment? And how is the impact on future residential areas considered, as the city expands? Will AirServices review the Melbourne Environmental Analysis in order to reassess the location of existing Melbourne Smart Track inbound merge points over residential areas, with a view to merge (as much as possible) over less impacted areas such as over Port Phillip Bay? Please give specific examples already implemented in major metropolitan areas where Smart Tracking has been used to route flight paths over freeways, river corridors and non-residential areas, to reduce the impact on residential areas. 	WRITTEN 14/03/2017	
Australian Maritime Safety Authority (4)							
142	000092	AMSA	STERLE	PROCESSES	<p>Senator STERLE: Could you advise us if there are any differences in the process AMSA follows where the seafarer originates, according to their identity documents, a) from a nation where AMSA has an MOU and, b) from a nation where AMSA does not have an MOU.</p> <p>Mr Kinley: Yes. I will probably have to take that on notice to get into what the details of the differences in process are.</p>	138 27/02/2017	
143	000093	AMSA	DASTYARI	ONBOARD INSPECTIONS	<p>Senator DASTYARI: How many onboard inspections have been undertaken in respect of AMSA's formal directions?</p> <p>Mr Kinley: I do not have that information with me right now.</p> <p>Senator DASTYARI: Are you able to take that on notice?</p> <p>Mr Kinley: Yes.</p> <p>Senator DASTYARI: I have a few here so I will try to get through them. So they have been inspections?</p> <p>Mr Kinley: Yes.</p> <p>Senator DASTYARI: Do you know if any of them have been unannounced or have they all been prearranged?</p> <p>Mr Kinley: I will have to check on that. As part of our port state control regime it would normally be undertaken alongside those. Our regular port state control</p>	139 27/02/2017	

					<p>inspections, where we go onboard a ship and we assessed them for compliance with all international conventions, generally is done as part of that process which is an unannounced process.</p> <p>Senator DASTYARI: You will check, but you of the view that they are unannounced. You will confirm that.</p> <p>Mr Kinley: Yes.</p>		
144	000094	AMSA	DASTYARI	PENALTIES	<p>Senator DASTYARI: Can you take on notice what the penalties for noncompliance are? I am sure there is a whole schedule.</p> <p>Mr Kinley: Yes. I think it ranges between \$540,000 to \$4.4 million.</p>	140 27/02/2017	
145	000095	AMSA	ROBERTS	SKANDI PACIFIC FATALITY	<p>Regarding the Skandi Pacific fatality</p> <p>a) Is the Australian Maritime Safety Authority [AMSA] aware of the report published in November 2016 by the Australian Transport Safety Bureau [ATSB] into the fatality in July 2015 on board the Offshore Support Vessel Skandi Pacific?</p> <p>b) Does AMSA agree with the ATSB observation that the Occupational Health and Safety (Maritime Industry) Act 1993 does not apply to Australian seafarers on the Skandi Pacific?</p> <p>c) If AMSA does agree that the OHS(MI) does not apply to the Skandi Pacific, then does AMSA also agree that the consequence of this is that AMSA cannot conduct an investigation into a fatality of an Australian seafarer on the vessel even though it was operating in Australia's EEZ?</p> <p>d) Has AMSA had any contact from the Bahamas Maritime Authority about the fatality on the Skandi Pacific?</p> <p>e) Is AMSA aware whether the Bahamas Maritime Authority is conducting an inquiry into the fatality on the Skandi Pacific?</p> <p>f) Has AMSA had any communications from the Bahamas Maritime Authority in relation to the Skandi Pacific? If so what have been the nature of those communications?</p> <p>g) Is AMSA aware of any prosecutions by the Bahamas Maritime Authority for breaches of the Bahamas occupational health and safety law and/or regulations?</p> <p>h) Does AMSA agree that the OHS(MI) does not apply generally to Australian seafarers on all foreign flag vessels operating in the Australian Exclusive Economic Zone [EEZ]?</p> <p>i) If AMSA does agree that the OHS(MI) does not apply generally to Australian seafarers on foreign flag vessels in Australia's EEZ, then does AMSA also agree that the consequence of this is that AMSA cannot initiate any prosecutions for breach</p>	WRITTEN 28/02/2017	Relates to question 84 in STP about the Skandi Pacific fatality

					<p>of Australian health and safety laws on foreign flag vessel operating in Australia's EEZ?</p> <p>j) Is AMSA able to provide an estimate of the number of foreign flag vessels operating in the Australian EEZ?</p>		
Policy and Research (4)							
146	000096	PAR	ROBERTS	AUSTRALIAN INFRASTRUCTURE STATISTICS	<p>In regards to the publication: <i>Yearbook 2016 Australian infrastructure statistics, Issued December 2016</i></p> <p>a) In the Foreword to the publication it is stated that "In most cases the time series extend to 201415". That is 30th June 2015 - 17 months before the publication. Why is there such a time lag in the publication of these statistics?</p> <p>b) In Chapter 7 Shipping in Table T 7.4a Cargo loaded (including exports) the latest data is for 2013-14. That is 30th June 2014 — 29 months before the publication. Why is there such a time lag in the publication of these statistics?</p> <p>c) In Chapter 7 Shipping in Table T 7.4a Cargo loaded (including exports) the latest data is for 2013-14. This is the same data that was published in the Yearbook 2015. Has the Department stopped collecting this data?</p> <p>d) In Chapter 7 Shipping in Table T 7.4b Cargo discharged (including exports) the latest data is for 201314. That is 30th June 2014 — 29 months before the publication. Why is there such a time lag in the publication of these statistics?</p> <p>e) In Chapter 7 Shipping in Table T 7.4b Cargo discharged (including exports) the latest data is for 201314. This is the same data that was published in the Yearbook 2015. Has the Department stopped collecting this data?</p> <p>f) In Chapter 7 Shipping, Tables T 7.5 a and 7.5b also relating to cargo loaded and discharged but sorted by major ports the latest data is also for 2013-14. That is 30th June 2014 — 29 months before the publication. Why is there such a time lag in the publication of these statistics?</p> <p>g) In Chapter 7 Shipping, Tables T 7.5 a and 7.5b also relating to cargo loaded and discharged but sorted by major ports the latest data is also for 2013-14. This is the same data that was published in the Yearbook 2015. Has the Department stopped collecting this data?</p> <p>h) In Chapter 7 Shipping, Tables T 7.6 a and 7.6b also relating to cargo loaded and discharged but sorted by capital city ports the latest data is also for 2013-14. That is 30th June 2014 — 29 months before the publication. Why is there such a time lag in the publication of these statistics?</p> <p>i) In Chapter 7 Shipping, Tables T 7.6 a and 7.6b also relating to cargo loaded and discharged but sorted by capital city ports the latest data is also for 2013-14. This</p>	WRITTEN 28/02/2017	

					<p>is the same data that was published in the Yearbook 2015. Has the Department stopped collecting this data?</p> <p>j) Endnote 25 on page 359 of the Yearbook states that "International trade cargo statistics are no longer available". What is the reason that "International trade cargo statistics are no longer available?"</p> <p>k) In Chapter 7 Shipping, Tables T 7.8a, 7.8b, 7.8c and 7.8d all relating to the Australian trading fleet, the latest data is also for 2013-14. That is 30th June 2014 — 29 months before the publication. Why is there such a time lag in the publication of these statistics?</p> <p>l) In Chapter 7 Shipping, Tables T 7.8a, 7.8b, 7.8c and 7.8d all relating to the Australian trading fleet, the latest data is also for 2013-14. This is the same data that was published in the Yearbook 2015. Has the Department stopped collecting this data? Why is there such a time lag in the publication of these statistics?</p> <p>m) In Chapter 7 Shipping, Tables T 7.9a, 7.9b, 7.9c, 7.9d and 7.9e all relating to ships in various sectors of the major trading fleet — overseas trades, the latest data is also for 2013-14. That is 30th June 2014 — 29 months before the publication. This is the same data that was published in the Yearbook 2015. Has the Department stopped collecting this data? Why is there such a time lag in the publication of these statistics?</p> <p>n) In Chapter 7 Shipping, Tables T 7.10a, 7.10b and 7.10c all relating to ships in various sectors of the major trading fleet — coastal trades, the latest data is also for 2013-14. That is 30th June 2014 — 29 months before the publication. This is the same data that was published in the Yearbook 2015. Has the Department stopped collecting this data? Why is there such a time lag in the publication of these statistics?</p> <p>o) Is the Department aware that in relation to Table T 7.10a — coastal trades tankers, only 1 out of the 8 vessels listed is still operating and it is operating solely to provide bunkers within one port [Gladstone, Qld]?</p> <p>p) If the Department is providing to the Parliament information which is almost two and a half years out of date in relation to shipping information does this indicate that the Department is simply not able to manage the shipping industry?</p> <p>q) On the Department of Infrastructure and Regional Development website, the "Maritime" webpage [https://infrastructure.gov.au/maritime/] states that: "Australia relies on sea transport for 99 per cent of our exports. A substantial proportion of our domestic freight also depends on coastal shipping."</p>		
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					<p>Does the Department think it is satisfactory that its statistical publications are so woefully outdated in relation to such a vital component of Australia's economy?</p> <p>r) Noting that in Chapter 6 Aviation, of the Yearbook 2016, tables T 6.2, international airline activity, T 6.3 domestic airline activity, T 6.4a Activity at major airports - passengers and T 6.4b activity at major airports aircraft movements all provide data for 2015-16, how does the Department explain the comparative disregard for Australian shipping statistics?</p>		
147	000097	PAR	ROBERTS	SHIPPING STATISTICS FOR SINGAPORE	<p>In regards to the shipping statistics for Singapore published online January 2017</p> <p>a) Is the Department aware that the Marine and Ports Authority (MPA) of Singapore publishes statistics on shipping and trade on its website: http://www.mpa.gov.sg/web/portal/home/port-ofsingapore/port-statistics ?</p> <p>b) Is the Department aware that the MPA statistics on Singapore shipping are published monthly? And that the latest monthly statistics available are for January 2017 — as preliminary estimates?</p>	WRITTEN 28/02/2017	
148	000104	PAR	STERLE	REGIONAL JOBS AND INVESTMENT PACKAGES TASKFORCE	<ol style="list-style-type: none"> 1. Can you provide a breakdown of the Federal electorates that are included within each of the Regional Jobs and Investment Package boundaries? 2. Are Committee members paid for their time and/or travel expenses? 3. What are the timeframes for getting projects approved by the Committees? 4. What will the Department's role be in regard to projects put forward by Committees? 5. Given that some Committee Members are business owners and operators in these regions, what are the probity steps that the Department is putting in place to address any potential conflicts of interest? 6. What is the timeframe for the delivery of Local Plans by the Local Committees? 	WRITTEN 08/03/2017	
149	000146	PAR	RICE	TRENDS IN CAR AND ROAD USE	<p>How does the transport modelling, infrastructure planning, and determination of other transport & infrastructure policy take account of trends in car and road use in Australia, including:</p> <ul style="list-style-type: none"> • Downward trend in young people driving • Increasing use of share cars • Driverless cars • Increasing cycling rates 	WRITTEN 14/03/2017	

Australian Transport Safety Bureau (1)							
150	000136	ATSB	XENOPHON	PEL-AIR REPORT	<p>1. How long has the investigation into Pel-Air's 2009 aircraft ditching near Norfolk Island been re-opened?</p> <p>2. What is the delay in the finalization of this report?</p>	WRITTEN 14/03/2017	
Western Sydney Unit (15)							
151	000098	WSU	CAMERON	SURVEY RESULTS	<p>Mr McRandle: GFK. It is the name of the company that does the market research. It was taken off a panel.</p> <p>Senator CAMERON: As I understand it, it was uploaded on 21 February.</p> <p>Mr McRandle: That sounds about right, yes.</p> <p>Senator CAMERON: Could you explain to me why on 14 February the Daily Telegraph had a major story on the outcomes of this survey?</p> <p>Mr McRandle: No. I have no explanation for the Daily Telegraph. And I would have to check the dates about when we uploaded it. I thought it was around the same time.</p> <p>Senator CAMERON: It was 21 February, and this story was on 14 February. So did the department release any information to the Daily Telegraph?</p> <p>Mr McRandle: No.</p> <p>Senator CAMERON: No?</p> <p>Mr McRandle: No.</p> <p>Senator CAMERON: When did the minister receive a copy?</p> <p>Mr McRandle: I would have to take the date on notice. We provide as a matter of common courtesy advice to the office on those reports, particularly ones that are going to go on to the website at some stage.</p> <p>Senator CAMERON: There would be no great delay. The minister receives a copy as the report is finalised, does he?</p> <p>Mr McRandle: That is correct, yes. It is the usual process.</p> <p>Mr Mrdak: We can take on notice the dates of the advice provided to the minister.</p>	88-89 27/02/2017	
152	000099	WSU	CAMERON	SURVEY RESULTS	<p>Senator CAMERON: So then we have the question: Sydney really needs a new airport to support the current airport at Mascot. That is the proposition that is put. Another proposition is: I'm excited about the proposed airport at Western Sydney as it would bring jobs and improve roads to the region.</p> <p>Okay? You have 53 per cent support 'I am excited'. Fifty-three per cent are excited on the basis of that proposition. And 66 per cent are saying, 'Yes, we need the airport.' But nothing in this goes to any of the negative impacts of the airport, does it? That is</p>	90 27/02/2017	

					<p>why I say this is a bit like push polling. Where are the negatives in this survey as outlined in the EIS? Why do you not survey the negatives people are raising?</p> <p>Mr McRandle: The approach taken to a survey like this is guided by the experts who developed these ones. I am not in a position to provide a lay opinion, if you like, about the structure of surveys. My understanding is that surveys are typically done with a positive question rather than a negative proposition. The respondents are asked to either agree or disagree with it.</p> <p>Senator CAMERON: Well, can you on notice advise me how, if 77 per cent only know something about it or very little or nothing about it, this result at figure 5 is meaningful? You are asking a push polling question.</p> <p>Mr McRandle: We will certainly take those questions on notice and come back with advice on that.</p>		
153	000155	WSU	CAMERON	FLIGHT PATHS	<ul style="list-style-type: none"> a. The draft EIS stated that there would be ‘major’, ‘negative’, ‘very high’ significance impact that is ‘almost certain’ on Blaxland, St Marys, Greendale, Silverdale, Erskine Park, Horsley Park and parts of Blacktown, that was ‘almost certain’. Is that still the case? (Vol 4, appendix P1, Social Impact, p.73.) b. Is it still the case that the proposed flight plans show that all arriving flights will merge over Blaxland or three nautical miles east or west of Blaxland? c. Is it still the case, according to current flight path proposals, that all incoming flights still have to cross the Great Dividing Range at or near Blaxland? d. Is it still the case, according to current flight path proposals, that under both operating modes, that is ‘head to head’ or ‘05/23’, all arrivals will still merge at Blaxland, or three nautical miles east or west of Blaxland? e. Is it still the case, according to current flight path proposals, that under a night time no fly zone which stops flights taking off or arriving from the north, all arrivals will still merge at Blaxland, or three nautical miles east or west of Blaxland? f. According to the indicative flight path plans, all incoming flights will come in over the lower Blue Mountains at a height of around 4 to 6000 feet above sea level. Is that still the case? g. According to indicative flight path plans, Blaxland or three nautical miles east or west, will have 100 overflights per day with noise up to 55dBA. Does the Department maintain that noise impacts will not exceed 55 dBA? 	WRITTEN 6/4/2017	

					<p>h. Please provide details of further formulation of merge points and flight plans since the release of the Airport Plan, including any file notes, emails or meeting notes and dates on the development of flight paths and details of consultations conducted or planned with local residents.</p> <p>i. CASA's Mr Peter Cromarty's evidence at February 2016 Estimates was that once the airport is operating the flight paths and decisions about volume of night flights will be commercial decisions. Will all or any proposed flight paths be determined by commercial decisions?</p>		
154	000156	WSU	CAMERON	JOB	<p>a. The Ernst and Young economic analysis assumes that jobs at the airport are not net new jobs but a distribution of jobs from elsewhere in NSW. The draft EIS modelling of jobs said 'It is likely that some of these jobs would be redistributed from around the KSA area but also from other centres in Sydney'. Is this still the case, that the airport plan assumes no net new jobs for NSW?</p> <p>b. The draft EIS stated that manufacturing jobs would decline, in the Technical Reports, Vol4, p.vi - "Changes to land use in Western Sydney due to the proposed airport development and other planned development may result in competition for land and labour and a consequential decline in industry sectors such as agriculture and manufacturing." Is this still the presumed outcome of the approved Airport Plan?</p> <p>c. Please provide any research or modelling done on the types of jobs crowded out or replaced by jobs at the new airport, and any comparisons with the type of jobs that will be available at the airport, including any research on the levels of pay or typical hours worked.</p> <p>d. Please provide any details of modelling or research on whether the jobs at the airport will be of lower pay and security compared to the jobs displaced by the airport?</p> <p>e. Please provide any details or work done on a local jobs plan for the airport,</p>	WRITTEN 6/4/2017	

					<p>including file notes, emails or meeting notes and dates, and details of consultations conducted or planned with local residents or other stakeholders on the development of a local jobs plan.</p> <p>f. Please provide details of any estimates or research done or planned that show how many western Sydney residents will get jobs at the airport.</p> <p>g. Are there any targets for residents of Western Sydney to get jobs at the airport?</p> <p>h. Is there any plan for extra apprenticeships, training or skills for locals?</p> <p>i. Please provide any details or work done on an apprenticeships, training or skills plan for the airport, including file notes, emails or meeting notes and dates, and details of consultations conducted or planned with local residents or other stakeholders on the development of a local apprenticeships, skills and training plan.</p> <p>j. Is there any accounting for automation or labour saving technology in the estimates for the number of jobs per million passengers at a newly built airport? Please provide any details or work done on the effect of automation on the number of jobs expected to be available at the airport when it opens and at 2063.</p> <p>k. The jobs deficit in Western Sydney identified in the Ernst and Young Economic analysis is 450,000, while jobs moved from elsewhere to WSA will be 61,500 by 2063, including many jobs already done in other parts of western Sydney. Has there been any further research or an update on those figures? Are those figures still accurate?</p> <p>l. The E&Y report says that most of the economic gains will go to the Rest of Sydney, as opposed to Western Sydney (p.11), has there been any work done to ensure more of the economic benefit goes to western Sydney?</p>		
155	000157	WSU	CAMERON	CURFEW	<p>a. The EIS states that a WSA was ‘always planned to operate without a curfew’. (Vol 5, p.85) Who made that decision? Please provide details of the process for deciding before the draft EIS, the EIS and Airport Plan, that the WSA would have no curfew.</p>	WRITTEN 6/4/2017	

					<p>b. In relation to Minister Fletcher saying that:</p> <p>““Head-to-head operations will involve flights both taking off to, and landing from, the southwest of the runway in circumstances where it is safe to do so,” There is more detailed work to do to analyse weather patterns and assess safety considerations, but indications are that this operating mode could be available greater than 80 per cent of the time.” (Daily Telegraph, 15 September 2016)</p> <p>Is it the case that for the other 20% of the time, most planes will be required to take off and arrive from the north, effectively a northern Head to Head operating mode, due to weather?</p>		
156	000158	WSU	CAMERON	COST	<p>a. What is the expected expenditure by government on the Western Sydney airport over the forward estimates?</p> <p>b. What is the expected expenditure by the government on the WSA over the next ten years?</p> <p>c. What is the expected expenditure by the government on the WSA, from now until it is opened?</p> <p>d. How much has been spent already on the Western Sydney airport?</p> <p>e. Please provide details and a breakdown of what has been spent of the \$115m allocated in the 2016 Budget, including whether the expense is in line with expectations, and whether specific areas of expenditure are over or under the allocated budget.</p>	WRITTEN 6/4/2017	
157	000159	WSU	CAMERON	AIRPORT PLANNING	<p>a. Please provide plans for any large ‘duty-free’ or tax free zone around the actual airport, outside of the main terminal.</p> <p>b. Which department or departments will be in charge of planning and building the associated business park?</p> <p>c. Please provide details of plans for which level of government or which authority will have planning control over the associated business park.</p> <p>d. Please provide details of work done on the development of the associated business park, including details of planning or preliminary research and budgeting. Please provide details of any indicative site plans, any early works being done, any liaison with other departments or governments, or any studies on the impact of the business park.</p>	WRITTEN 6/4/2017	

158	000160	WSU	CAMERON	ESTIMATED COST	Please provide details of any research on the estimated cost to the community of the expected impact of increased traffic on the local area due to the construction of the airport.	WRITTEN 6/4/2017	
159	000161	WSU	CAMERON	RAIL LINK CONCEPT DESIGN	Please provide an update on the work done on rail link concept design. What has the \$26 million allocated to that project been spent on and what has it produced?	WRITTEN 6/4/2017	
160	000162	WSU	CAMERON	FUEL PIPELINE	<ul style="list-style-type: none"> a. The EIS states that fuel tankers will bring jet fuel and that only in Stage 2 might there be a pipeline, but that would be 'a commercial decision'(EIS, p. 52, Vol 5). Is this still the planned response to the need for jet fuel? Will the decision to provide a jet fuel pipeline be a commercial decision? b. Please provide details of work done on 'investigations to identify a fuel pipeline corridor' as per EIS, p. 52, Vol 5. c. The EIS (p.83, Vol 4, Appx J) says forty-three B –Doubles, or two per hour, would be needed to bring in enough fuel for 10 million passenger movements by 2030. Please provide details of research done on the impact of those fuel tankers on roads in western Sydney and the associated costs of those impacts. 	WRITTEN 6/4/2017	
161	000163	WSU	CAMERON	HEALTH IMPACTS	<ul style="list-style-type: none"> a. Please provide details of research done on the health impact of the airport on the local community, including any estimates on the economic cost to the community of health impacts. b. The NSW Government Submission (p.9) to the EIS noted a significant degradation of air quality. Please provide details of any work being planned or implemented to mitigate degradation of air quality, and any research on the estimated economic cost to the community of this significant degradation of air quality. c. In relation to the NSW Government EIS submission on water quality impacts: "Elevated nutrient loads are a significant issue for the Hawkesbury-Nepean River and in particular for South Creek." Please provide details of work done to address the criticism and prevent or mitigate these adverse impacts. 	WRITTEN 6/4/2017	

162	000164	WSU	CAMERON	NSW GOVERNMENT EIS SUBMISSION	<p>In relation to the NSW Government EIS submission on the impact of the project on biodiversity and the local environment:</p> <p>“The draft EIS could more effectively apply the NSW Biodiversity Offsets Policy for Major Projects (2014) and the Framework for Biodiversity Assessment (FBA) that underpins it. If applied correctly, the required offsets could be in the order of 1.5 to three times more than currently reported.”</p> <p>Please provide details of planning or practical work done to mitigate impacts on biodiversity and the local environment. Have those offsets been increased? To what level have those offsets been increased?</p> <p>a. In relation to the NSW Government EIS submission:</p> <p>“The draft EIS advises that 280 hectares of native vegetation will be removed from the site. This includes 148 hectares of Cumberland Plain Woodland. The project requires significant environmental offsets to compensate for the loss of native vegetation.”</p> <p>and</p> <p>“It is unclear how the identified conservation areas will be protected. It is noted that the relocated The Northern Road would traverse an identified conservation area and this linked impact will need to be assessed in the final EIS.”</p> <p>Please provide details of the planning and implemented measures to mitigate the negative impacts on sensitive and protected conservation areas.</p>	WRITTEN 6/4/2017	
163	000165	WSU	STERLE	CITY DEALS	Just quickly, what involvement do you have in the delivery of the Western Sydney City Deal?	WRITTEN 6/4/2017	
164	000166	WSU	STERLE	RAIL OPTIONS FOR WESTERN SYDNEY AIRPORT	<p>I understand that last year (September) the Federal and NSW governments released a jointly written discussion paper outlining a range of options for delivering rail services to the proposed airport – has there been any work done on costing these various options?</p> <ul style="list-style-type: none"> ○ If so, what do the costs of the various options look like? 	WRITTEN 6/4/2017	
165	000167	WSU	STERLE	FUEL FOR WESTERN SYDNEY AIRPORT	As you know, aircraft need aviation fuel and there are only two possible ways of getting that fuel to Western Sydney – by truck or by a pipeline. So what is the Department’s current thinking when it comes to addressing this significant challenge?	WRITTEN 6/4/2017	