

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

**ANSWERS TO QUESTIONS ON NOTICE**

Additional Estimates 2016 - 2017

**Infrastructure and Regional Development**

**Committee Question Number: 146**

**Departmental Question Number: SQ17-000096**

**Program: n/a**

**Division/Agency: Policy and Research**

**Topic: Australian Infrastructure Statistics Yearbook 2016**

**Proof Hansard Page: Written (28 February 2017)**

**Senator Roberts, Malcolm asked:**

In regards to the publication: Yearbook 2016 Australian infrastructure statistics, Issued December 2016

- 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?
- 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?
- 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?
- 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?
- 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?
- 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?
- 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?
- 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?
- 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 is the same data that was published in the Yearbook 2015. Has the Department stopped collecting this data?
- 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"?
- 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?
- 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?
- 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?
- 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?

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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) 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?

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."

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?

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?

### Answer:

(a) The time lag results from the availability of data from data providers, and the time taken for processing and checking data. The *Australian Infrastructure Statistics Yearbook* typically includes the most recent annual data that was available for release at the end of 2016. The differences in timeliness of data between different modes largely reflects the availability of data and the difficulties of processing data.

(b) The maritime figures in the *Australian Infrastructure Statistics Yearbook* draw on the Bureau of Infrastructure, Transport and Regional Economics' (BITRE) *Australian Sea Freight* series. The Department expects to release *Australian Sea Freight 2014-15* in May 2017, and *Australian Sea Freight 2015-16* by the end of 2017.

(c) The Department has completed collecting 2014-15 data, planned for release in *Australian Sea Freight 2014-15* in May 2017. Collection of 2015-16 data is currently underway.

(d) See answer to (b).

(e) See answer to (c).

(f) See answer to (b).

(g) See answer to (c).

(h) See answer to (b).

(i) See answer to (c).

(j) Statistics are available for all merchandise trade. Endnote 25 refers to the unavailability of international trade cargo statistics that include non-merchandise goods, which the ABS excludes in line with international standards. Excluded goods include transshipments and other goods in Australia on a temporary basis. BITRE will amend the endnote in future editions of the *Australian Infrastructure Statistics Yearbook* to clarify what statistics are available.

(k) See answer to (b).

(l) See answer to (c).

(m) See answer to (c).

(n) See answer to (c).

(o) Yes. This will be reflected in subsequent issues of *Australian Sea Freight*.

(p) See answer to (c).

(q) See answer to (b).

(r) See answer to (a).

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**Committee Question Number:** 147  
**Departmental Question Number:** SQ17-000097

**Program:** n/a  
**Division/Agency:** Policy and Research  
**Topic:** Singapore port statistics  
**Proof Hansard Page:** Written (28 February 2017)

**Senator Roberts, Malcolm asked:**

In regards to the shipping statistics for Singapore published online January 2017

- 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> ?
- 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?

**Answer:**

Yes.

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**Committee Question Number:** 148  
**Departmental Question Number:** SQ17-000104

**Program:** Regional Jobs and Investment Packages  
**Division/Agency:** Policy and Research  
**Topic:** Regional Jobs and Investment Packages  
**Proof Hansard Page:** Written (8 March 2017)

**Senator Sterle, Glenn asked:**

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?

**Answer:**

1. Bowen Basin region: Flynn, Capricornia and Dawson.  
Cairns region: Leichardt.  
Geelong region: Corio and Corangamite.  
Goulburn Valley region: Murray, Indi and McEwen.  
Latrobe region: Gippsland and McMillan.  
NSW North Coast region: Lyne, Cowper, Page and Richmond.  
NSW South Coast region: Gilmore and Eden-Monaro.  
Regional Tasmania region: Braddon, Bass, Lyons and Franklin.  
Upper Spencer Gulf region: Grey.  
Wide Bay Burnett region: Wide Bay, Hinkler and Flynn.
2. Members of Local Planning Committees are not remunerated. However, reasonable expenses, such as travel costs, will be reimbursed.
3. Local Planning Committees do not approve projects. The role of the Committee is to develop a Local Investment Plan for its region.
4. Local Planning Committees will not put forward projects. Businesses, not-for-profit organisations and local councils will apply for funding of projects that align with the Local Investment Plan. The Department will assess applications against eligibility and merit criteria and provide advice to the Ministerial Panel, which will determine projects to be funded.
5. All committee members have completed a 'Declaration of Personal Interests' form. The Terms of Reference for the committees define conflict and potential conflict of interest and provide guidance on the actions to be taken should such a potential conflict arise. This includes excusing a committee member from any discussion, deliberation or decision relevant to a particular issue of potential conflict.
6. It is anticipated that Local Investment Plans will be provided to the Minister by 30 June 2017.

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**Committee Question Number:** 149  
**Departmental Question Number:** SQ17-000146

**Program:** n/a  
**Division/Agency:** Policy and Research  
**Topic:** Trends in car and road use in Australia  
**Proof Hansard Page:** Written (14 March 2017)

**Senator Rice, Janet asked:**

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:

- Downward trend in young people driving
- Increasing use of share cars
- Driverless cars
- Increasing cycling rates

**Answer:**

Transport modelling, infrastructure planning and determination of transport and infrastructure policy is informed by research and statistics prepared by the Bureau of Infrastructure, Transport and Regional Economics (BITRE). BITRE has recently completed research relevant to young drivers, share cars, driverless cars and cycling.