

Rural and Regional Affairs and Transport Legislation Committee

Questions on Notice

Budget Estimates 2015-16

Wednesday 27 and Thursday 28 May 2015

Infrastructure and Regional Development Portfolio

QoN No.	PDR No.	Division	Senator	Broad topic	Question	Hansard page and hearing date or Written	Comments
Corporate Services (4)							
01	092	CORP	STERLE	Infrastructure publications prior to Budget	<p>Senator STERLE: So, Mr Mrdak, can we just clarify this? You have been around longer than me. So can you recall when a federal budget has come out without an accompanying glossy document to talk about the infrastructure spend?</p> <p>Mr Mrdak: Yes.</p> <p>Senator STERLE: Can you tell us what year that was?</p> <p>Mr Mrdak: My recollection is that it would be around the 2007-08 budget.</p> <p>Ms O'Connell: Certainly prior to the 2008 budget, my recollection is that there were not specifically publications on infrastructure. I would have to check whether on every budget year from 2008 there had been a publication like that.</p> <p>Senator STERLE: Sure.</p> <p>Ms O'Connell: I know that there had been quite a few during the previous government. I could not say that it was every single budget year, but I would have to check to see whether that is the case. Certainly prior to the 2008 budget I'm not aware that it was done.</p> <p>Senator STERLE: You can come back to us. That is fine.</p>	5 27/05/15	
02	305	CORP	STERLE	Pay and conditions	<ol style="list-style-type: none"> 1. When is the last time your Departmental staff received a general pay increase? 2. On what date? 3. Are you aware of concerns in the Department about the lack of a pay increase? 	Written	

03	357	CORP	LUDWIG	Non-Australian citizens employed by the Department/ Agency	<ol style="list-style-type: none"> 1. What is the Department/Agency's policy with regard to hiring non-Australian citizens? 2. Does the agency have a Culturally and Linguistically Diverse (CALD) policy? If yes, please provide a summary. 3. How does the Department/Agency determine whether a person is a non-Australian citizen? 4. How many staff who were not Australian Citizens have been hired by the Department/Agency since the Federal Election in September, 2013? Please break the numbers down by: <ol style="list-style-type: none"> 1. Levels at which they are employed 2. Immigration Status (Visa) 3. Cultural Background 4. Linguistic Background 5. How many were hired to satisfy CALD targets? 	Written 17/6/15	
04	358	CORP	LUDWIG	Dispute resolution	<ol style="list-style-type: none"> 1. How are disputes between departmental and/or agency staff mediated? 2. Are any outside firms contracted to assist with this process? If yes: please list them, please include: <ol style="list-style-type: none"> 1. The structure of payments made to each firm (e.g. retainers, fees for each consultation etc). 2. Amount paid to each firm since the last budget. 3. When the contract with the firm commenced. 4. When the contract with the firm will expire. 5. Why the firm was selected to provide the service. 6. Please provide a list of disputes referred to the firm, including a brief description of the dispute. 3. How are code of conduct violations by departmental and/or agency staff mediated? 4. Are any outside firms contracted to assist with this process? If yes: please list them, please include: <ol style="list-style-type: none"> 1. The structure of payments made to each firm (e.g. retainers, fees for each consultation etc). 2. Amount paid to each firm since the last budget. 3. When the contract with the firm commenced. 4. When the contract with the firm will expire. 5. Why the firm was selected to provide the service. 6. Please provide a list of disputes referred to the firm, including a brief 	Written 17/6/15	

					description of the dispute.		
Infrastructure Investment (57)							
05	129	II	GALLACHER	Infrastructure Australia recommendations to government	<p>Mr Mrdak: We work very closely with Infrastructure Australia. But often project concepts, as they are refined, change, particularly in design. So we are constantly working on costings right up to the point final contracts are issued.</p> <p>Senator GALLACHER: To get a bit of clarity on it, can we ask, perhaps on notice, where Infrastructure Australia have made a decision on a recommendation to government and where the government has taken further advice and made a different decision? Are there a number of projects that stand out there? Would that be a difficult thing to do?</p> <p>Mr Mrdak: We can certainly provide you with advice. Essentially, we provide advice on all projects going to government in relation to that and the level of advice will vary depending on the project. But we can certainly give you an indication of areas, and they do publish a priority list. You can see that on their website, vis-a-vis the areas where the government has announced in its funding program.</p> <p>Senator GALLACHER: Perhaps we could get an example of that and the value of those decisions.</p> <p>Mr Mrdak: Certainly.</p>	10 27/05/15	
06	130	II	BULLOCK STERLE	Movement in infrastructure project funding	<p>...</p> <p>Senator BULLOCK: Midland Highway?</p> <p>Ms O'Connell: Midland Highway in Tasmania.</p> <p>Mr Jagers: That was \$9.5 million. On the Brisbane to Melbourne Inland Rail preconstruction works, there was \$19.1 million less in 2014-15 than originally proposed. That is a set of examples. I would have to read through hundreds of projects to give you the full list, but my staff have pulled out the major ones.</p> <p>Senator BULLOCK: We are less than halfway there.</p> <p>Mr Jagers: Yes, but there are minor movements in many, many projects.</p> <p>Senator STERLE: So these are the major ones. We are trying to find the \$700 million. You have given us a run-down now where we have got to \$200 million or \$300 million.</p> <p>Ms O'Connell: It is a bit more than that.</p> <p>Senator STERLE: How long would it take you to spit out the other ones?</p> <p>Mr Jagers: As I said, every project in the program has had a new profile.</p> <p>Senator STERLE: Have you got it there? You can table it for us.</p>	17-18 27/05/15	

					<p>Mr Mrdak: We will see if we can do that today for you, senator, in terms of the program. I will take that on notice and come back to you.</p> <p>Senator STERLE: Mr Mrdak, we have got four hours put aside, and we are early. But take that on notice if you can bring that to us. Then if we want to raise a question and a query we have the opportunity to do it, because, you see, I am mindful, from my time as chair of the committee, that I would much rather we get answers than put the department through the pain and the cost of coming back to us with questions on notice.</p> <p>Mr Mrdak: Certainly. I will seek to do that. As Mr Jagers indicated, if you look at the range of programs in that table 2.9 you are referring to, each one of those programs has individual projects that have moved. The profiles of things like heavy vehicles or black spots and the like have changed.</p> <p>Senator STERLE: Yes, and we will get to that.</p> <p>Mr Mrdak: We can certainly undertake to try and get that as best we can. As I say, we have got the headlines, but we might not have the finite detail of the full amount. But I will try and do that today.</p> <p>...</p> <p>Mr Mrdak: So I understand the point that you are making. But I do not think you can make that validly across all of the program. There are jurisdictions and projects which are accelerating, and, where we can, we do cash manage within the program to ensure that, as states can achieve milestones, the Commonwealth funding will be available. The Pacific Highway is probably the best example where, now we have quite a large number of contractors on site and we have been able to accelerate through a period because of weather and the way New South Wales is better managing that program, we are actually accelerating funding in 2014-15. So that is an example of the counterbalance. What we do is cash manage across the program. Coming back to Mr Jagers's evidence, if I can just reiterate, we now have a better handle on state delivery milestones, which we did not have previously as the program was being settled this time last year.</p> <p>Senator BULLOCK: It just passed my mind briefly that the minister may have been playing us for mugs. Senator STERLE: Mr Jagers, you are going to take that on notice, and that is fine...</p>		
07	131	II	STERLE	Regional Rail Link – early payment	<p>...</p> <p>Senator STERLE: How much is that figure?</p> <p>Ms O'Connell: Regional Rail Link's successful additional payment, I think, was a</p>	22 27/05/15	

					half a billion dollars. I will get that checked but, because they were ahead of schedule—and there are examples of projects that run ahead and behind. That was a particularly good one that was done ahead of schedule and therefore there was money left for it in 2014-15 in last year's budget but it was actually paid a year earlier. So that is why.		
08	132	II	STERLE	Major infrastructure budget differences between 2014-15 and 2015-16	<p>Senator STERLE: I do want to move on but I just want to know: there is a difference of \$800 million. I wanted to know where it actually all went, and you have got the electronic copy of last year's budget. Have you got the electronic copy of Mr Jaggars—what do you call it—milestone based?</p> <p>Ms O'Connell: No, milestone based.</p> <p>Senator STERLE: Are fingers not that quick down there in Northbourne Avenue? You have not got that for me yet?</p> <p>Mr Mrdak: We are working on that; we will get you that.</p> <p>Senator STERLE: Okay.</p> <p>Ms O'Connell: We will get you the major differences between the two budget papers.</p>	22 27/05/15	
09	161	II	STERLE	Bridges Renewal Programme – successful projects	<p>...</p> <p>Senator STERLE: Take this on notice—could you table all the successful projects and how much money they are getting and where they are?</p> <p>Mr Pittar: The successful projects are on the department's website as part of the Prime Minister's announcement.</p> <p>Senator STERLE: The whole lot?</p> <p>Ms O'Connell: The whole lot from this round.</p> <p>Senator STERLE: With the cost next to them?</p> <p>Mr Mrdak: I believe the cost—</p> <p>Mr Pittar: I think they were part of the announcements. In essence \$115 million has been allocated in round one.</p> <p>Senator STERLE: How much? Mr Pittar: \$115 million.</p> <p>Ms O'Connell: Of the \$300. Round two will then open—</p> <p>Senator STERLE: That does not flow until next year?</p> <p>Ms O'Connell: It starts in July, yes, because bridges have to start construction, enter into contracts and then payments will be made.</p> <p>Senator STERLE: Does your website show when the construction starts on certain projects?</p>	25 27/05/15	

					<p>Mr Pittar: It does not go to that level of detail but it does show the total amount and the contribution from the Australian government.</p> <p>Senator STERLE: Could you provide to the committee information on when these project actually start? Mr Pittar: We will need to take that on notice.</p> <p>Mr Jagers: We will be contracting and tendering for the proponents of these projects so they will not have actual construction start dates until that process has happened. Some of them will be able to start sooner than others. So what we would be able to provide is those that we have and estimates for others.</p> <p>Mr Pittar: It might be on a quarter-by-quarter basis.</p> <p>Senator STERLE: That is alright as long as you can provide it and we can actually see what is going on. That clears it—this is the beauty of the Senate estimates process because we saw \$60 million in 2014-15 and the actual spend was zero, and then we see the \$3 million, to use Senator Gallacher's terminology, kicked down the road. Now you have explained.</p> <p>...</p>		
10	162	II	STERLE	<p>National Heavy Vehicle Safety and Productivity Programme – truck stop proposals and construction</p>	<p>...</p> <p>Senator STERLE: I get all that. How many truck stops have been built since 2014-15 and up to now?</p> <p>Mr Pittar: I do not have the information on all of the truck stops that have been built, but there were 53 proposals that were approved in round 4, which was the most recent round.</p> <p>Senator STERLE: When did round 4 close?</p> <p>Mr Pittar: Round 4 closed in late 2014. The successful proposals were announced in February of this year.</p> <p>Senator STERLE: How many were successful?</p> <p>Mr Pittar: As I mentioned, 53 proposals were successful and 142 proposals were received.</p> <p>Senator STERLE: I do not expect you to have it there, but you can take it on notice. I would like to know where they all are.</p> <p>Mr Pittar: That again is all up on the department's website.</p> <p>Senator STERLE: How many have been built? How many graders have gone out there, cleared the scrub and levelled it out so the truckies can pull in?</p> <p>Ms O'Connell: The program itself has delivered a lot of rest stops.</p> <p>Senator STERLE: From when?</p>	27 27/05/15	

					<p>Ms O'Connell: Since its beginning— Senator STERLE: From 2009? Ms O'Connell: Yes. It has been very successful. Mr Mrdak: We can give you the details of how many projects have been completed. Senator STERLE: Fantastic! I did not ask that. I said very early what a fantastic announcement it was. Thirty years too late for me, but a fantastic announcement. How many have been built since the new government came in? Ms O'Connell: We will have to take that on notice. Mr Pittar: We will have to take that on notice, because you are talking about the program as a whole. Senator STERLE: I want to know how many truck stops have been built for the last financial year and this financial year. Mr Mrdak: We will get you that information. ... Senator BULLOCK: I would be really interested in the number of truck stops constructed for \$900,000, because that is all that has been spent. Mr Jagers: I am lost. Senator BULLOCK: In that current budget you have got \$0.9 million. You were going to spend \$47 million. You have spent \$0.9 million. I cannot imagine a whole lot has been achieved. Senator STERLE: So you will come back to us with that information? Mr Mrdak: We will come back with details.</p>		
11	167	II	STERLE	<p>Infrastructure project cutbacks since 2014 Budget</p>	<p>Senator STERLE: We see that there has been a cut of \$170 million from the so-called new investments for 2014-15. Can you tell us the projects in the new investments category that have been cut back since last year? Ms O'Connell: Senator, just to give context, you are reading a heading under the Infrastructure Growth Package? Senator STERLE: Yes. Ms O'Connell: That was the package announced last budget, in 2014, which comprised the Asset Recycling Initiative, the Western Sydney Infrastructure Plan and some other new investments. We are just refreshing our memory as to what those were from the previous budget. Senator STERLE: Okay. We will wait. Mr Jagers: I might have to check that and come back to you. Senator STERLE: Sure. How long do you need? We can move on. Mr Jagers: I can come back after the recess if you like.</p>	28-30 27/05/15	

					<p>Ms O'Connell: Yes, we will come back after morning tea.</p> <p>Senator STERLE: That is fine. I will wait for you to come back on that...</p> <p>...</p> <p>Ms O'Connell: Senator Sterle, we have an answer for you if that is a useful place to start. In terms of budget paper No 3, page 51, Senator Sterle asked what made up the new investments line. Mr Jagers will tell you the projects that were in that new investment line. This is on page 51 of budget paper 3.</p> <p>Senator STERLE: Thank you.</p> <p>Mr Jagers: There was a National Highway Upgrade Program, which was a new program that was part of those new investments. There was funding for an additional project in the North South Corridor in Adelaide. For the Perth Freight Link there was additional funding.</p> <p>Senator STERLE: How much was the Adelaide one? Do you have the figures?</p> <p>Mr Jagers: I do not have—I can provide the figures. We might provide you with a table with all of this on it, if you like. We can have that produced today.</p> <p>Senator STERLE: I am fine to wait for that, Ms O'Connell. Can you give us all of that so that we do not come back and annoy you for another round of information.</p> <p>Mr Jagers: Yes.</p>		
12	168	II	BULLOCK	Budget underspend on infrastructure projects	<p>...</p> <p>Mr Mrdak: I do not think that is totally accurate. The funding decision for additional roads in Western Australia is additional to what was previously in the program announcements. So it would not have factored, obviously, into the 2014-15 budget; it is additional expenditure in the State of Western Australia to the program.</p> <p>Senator BULLOCK: I get that—that is extra expenditure. So, if that extra expenditure had not been pumped in, the \$800 million—so we have some extra money and we put it in. If that extra expenditure had not been put in, the \$800 million that we are short, without the \$500 million of extra money, would have been \$1.3 billion.</p> <p>Mr Mrdak: I do not think I would agree with that in the sense that the re-profiling of money from 2014-15 and 2015-16 that we discussed takes place, but this is an additional \$499 million coming on top of—</p> <p>Senator BULLOCK: But isn't that counted in the \$800 million underspend?</p> <p>Mr Mrdak: No.</p> <p>Senator BULLOCK: I might be a bit thick, but the Parliamentary Library says that it is.</p>	31 27/05/15	

					<p>Mr Mrdak: We would be happy to clarify that on notice for you.</p> <p>Senator BULLOCK: All right. I would like to do that because obviously your sums and their sums are conflicted at the moment.</p> <p>Mr Mrdak: The additional money for Western Australia is coming from the budget and has been provisioned in the budget, but it was not obviously provisioned in the 2014-15 budget. It is additional to what was announced in the program.</p> <p>Senator BULLOCK: Yes, your point about additional—I have got it in spades.</p> <p>Mr Mrdak: I am very happy to see if we can reconcile my understanding with that of the Parliamentary Library.</p> <p>Senator BULLOCK: Okay.</p> <p>Ms O'Connell: In fact, just to break that down a bit, I think the global figures need to be broken down. When we are talking about road spend under the investment program then in this year's budget—the 2014-15 figure—is \$3,025.7 billion. In last year's budget paper for 2014-15 it was \$3,005 billion. So the spend actually between one year and the other for that road spend component very slightly increases, but it basically remains the same.</p> <p>...</p>		
13	181	II	RICE	Major infrastructure projects 2014-15	<p>Senator RICE: I have a few questions in general about the overall budget. I apologise if I am covering ground that you have already covered. In the glossy budget overview brochure, on page 22, we have the statement: ... work start on 19 new major projects in 2014. Another 55 will start construction in 2015.</p> <p>Just to clarify what those are, can we get a list of those major projects?</p> <p>Mr Mrdak: Certainly, we will provide that to the committee.</p>	33 27/05/15	
14	182	II	RICE	Asset recycling – assessment process	<p>...</p> <p>Senator RICE: What is the process for determining how that asset recycling fund is allocated?</p> <p>Mr Mrdak: Jurisdictions were invited to put forward projects of new investment and also assets that they would lease or sell to provide returns to their state budgets. The Commonwealth has made a commitment to provide 15 per cent of the sale price as a top-up incentive drawn from the \$5 billion for new economic infrastructure that is agreed with the Commonwealth. Two jurisdictions to date have signed agreements with the Commonwealth or indicated their inclination to sign—that is, the ACT and New South Wales.</p> <p>Senator RICE: What is the process for determining which projects get funded under</p>	33-34 27/05/15	

					<p>that asset recycling fund?</p> <p>Mr Mrdak: In the case of those two jurisdictions the states put forward lists of projects. The Commonwealth then has an assessment process internally. It is handled by the Treasury, but they seek advice from this portfolio and other portfolios.</p> <p>Senator RICE: Can we get the details of that assessment process?</p> <p>Mr Mrdak: We can certainly provide that for you and also the projects that have thus far been agreed, which are set out in the agreements that have been put in place with the two jurisdictions.</p> <p>Senator RICE: And it is a Treasury assessment process, not a—</p> <p>Mr Mrdak: It is a Treasury assessment process and they seek advice from ourselves and other departments.</p> <p>Mr Jagers: The process is outlined in a national partnership agreement that was agreed with all jurisdictions and it is on the Treasury website. We can get a copy of that for you.</p> <p>Ms O'Connell: Also, the projects agreed in the MOU, say, with New South Wales is publicly available on that same site. So it lists the projects and the investment and so on.</p> <p>Senator RICE: If we can get a copy of the internal assessment process that would be appreciated too.</p> <p>Mr Mrdak: We can provide you with the description of the process but not the advice that was provided.</p> <p>Senator RICE: As much as you can give us about that assessment process would be appreciated...</p>		
15	183	II	LUDLAM	Asset recycling – legislation	<p>...</p> <p>Senator LUDLAM: No, I was not asking for your view. I wanted to know whether it has made any material difference to the assessment process—the fact that a key piece of legislation did not end up clearing the House of Representatives.</p> <p>Mr Mrdak: The short answer is no. The assessment process has been undertaken as I described to Senator Rice.</p> <p>Senator LUDLAM: What was the point of the bill then? I guess now I am asking for a view. Maybe Senator Cash might be able to help us out. Why detain the Senate for legislation that, even though it did not pass the chamber, appears to have made no difference at all in the way that infrastructure assessment is conducted?</p> <p>Senator Cash: I think, as the secretary said, the government remains committed to the asset recycling process. Any further comment I would need to take on notice and get it from the relevant minister.</p>	36-37 27/05/15	

					<p>Senator LUDLAM: If you could. I can chase it to Treasury, although to me it opens up the question of Balkanisation of a really important portfolio that the officers at the table are not able to assist. Beside the Infrastructure Australia process, where most of the assessment is done of specific projects, what visibility does the department have of specific projects, particularly ones where government support was declared before the assessment process had been conducted? Is any assessment of infrastructure decisions made outside of IA?</p> <p>...</p>		
16	197	II	LUDLAM	Perth Freight Link – modelling	<p>Senator LUDLAM: There was article that ran in <i>The Sunday Times</i> in Perth on the weekend just past entitled 'Cottesloe joins freight fight'. 'The Perth Freight Link will have significant impacts on the western suburbs of Cottesloe'—that is the Premier's own electorate and obviously the foreign minister's federal electorate. How were these impacts modelled or considered? Mostly we focused on the destruction of the Beeliar Wetlands, but obviously this is a pretty extensive proposal from end to end. What modelling has been done on traffic impacts into Cottesloe and the western suburbs?</p> <p>Mr Jagers: As part of the business case process the Western Australian government modelled the traffic flow and the impacts of the proposed Perth Freight Link. The consideration of Fremantle on the port itself and on the connections in and around Stock Road, High Street and Leach Highway and through to the port have been considered in the modelling. As Ms O'Connell said, there has also been discussion of a number of alternatives. As you would be aware, the current tendering process has sought applicants or those who wish to lodge a tender to look at an alternative option as well—a tunnelling option. So the Western Australian government has modelled the impact of the tunnelling options but also on the existing alignment, including the impact on surrounding suburbs.</p> <p>Senator LUDLAM: Can you provide us with that modelling, please, Mr Jagers, so that we can maybe give some comfort to residents of Cottesloe, North Fremantle and all the way down that corridor that this project is not going to be as disruptive as perhaps they are anticipating?</p> <p>Mr Jagers: The Western Australian government has released some details of the project and is undertaking significant community consultations at the moment. They have not released the modelling.</p> <p>Senator LUDLAM: They haven't?</p> <p>Mr Jagers: They have not released the modelling.</p> <p>Senator LUDLAM: Are you able to release that for us today? It is really difficult to</p>	38 27/05/15	

					form an independent view on this thing if the modelling is secret. Mr Jagers: That is something we would need to discuss with the Western Australians. We will take that on notice.		
17	198	II	LUDLAM	Perth Freight Link – WA business case	... Senator Cash: you remain consistently opposed to this project, but I am sure that Senator Back, Senator Sterle and Senator Bullock would be very interested to know what the major benefits of this project are because there are some significant benefits that this project is going to bring to the people of Western Australia. I appreciate that during your time you are not going to want to hear them, but I am quite sure that there might be an opportunity later. Senator LUDLAM: Senator Cash, could you release the business case? If the benefits are so widespread, why are you keeping them secret? Senator Cash: I will take that on notice. Senator LUDLAM: Thank you...	39-40 27/05/15	
18	199	II	URQUHART	TAS projects construction and funding	... Senator URQUHART: Just in terms of time, can you put on notice all of the updates in construction start dates for all of the Tasmanian projects and funding profiles. I am happy to take them on notice. In the 2014 October estimates, it was noted that the government was hopeful of a start in 2015 on a project to construct the new interchange at the Huon Highway and Summerleas Road intersection in southern Tasmania. Can you give me an update on the status of that, because it does not seem that any visible work has been commenced on that site at all. I travel these roads regularly and I do—in the ones you have outlined I have been going through 40-kilometre limits for quite some time, so I know that they are under construction. But with this one there does not look like there is anything happening. ...	41-42 27/05/15	
19	200	II	LAZARUS	Toowoomba Second Range Crossing – possible conflicts of interest	... Senator LAZARUS: Because you have said we have three shortlisted— Mr Pittar: Three shortlisted consortia. Senator LAZARUS: And if there was any conflict of interest, we would certainly know about them, wouldn't we? Mr Pittar: Any conflicts would be managed within that process. Senator LAZARUS: Wouldn't that be something we would sort out first before we consider their proposal?	43 27/05/15	

					<p>Mr Pittar: Any conflicts would be dealt with within that process in the normal course of events. So they are not—and if they were material they would be dealt with in advance. From our understanding there is no evidence and there is nothing that has come forward that would necessarily suggest to us that there are material conflicts of interest, but that would be dealt with in final decision making as the process reached a conclusion.</p> <p>Ms O'Connell: There has been a process run by the Queensland government to date that has got down to the three shortlisted proponents. Earlier people had expressed interest—</p> <p>Senator LAZARUS: This was with the previous government, was it? I do not think this current government has had much to do it, have they.</p> <p>Ms O'Connell: No. Certainly throughout the tendering phase there were more tenderers. As they have got down to the shortlist of three tenderers, if there was a conflict of interest it would have knocked one of them out. That would have been dealt with prior to the announced shortlisting.</p> <p>Senator LAZARUS: So you are suggesting that they have not found any conflicts of interest?</p> <p>Ms O'Connell: It has not been sufficient for them to stop any of the consortia going through to that shortlisting process—to that final stage. So, if there has been anything raised, it has obviously been considered and dealt with. We can certainly check, because the probity adviser in all of these projects keeps a record of any conflicts and deals with it in terms of whether that conflict is real, material, perception or whatever it is. We can certainly take that on board to find out more about that.</p> <p>Senator LAZARUS: I would appreciate that—thank you.</p> <p>Ms O'Connell: We can do that.</p>		
20	362	II	LAZARUS	Toowoomba bypass – current and projected traffic	<p>...</p> <p>Senator LAZARUS: Did it confirm that it would remove a lot of heavy trucks and transport from the Toowoomba CBD?</p> <p>Ms O'Connell: Yes.</p> <p>Mr Pittar: It is certainly the intention that it would remove heavy vehicles from the centre of Toowoomba and provide that second-range option so that vehicles could move—if you are moving from west to east—from Warrego west to Warrego east out of the CBD, and including also from the Gore Highway further to the west again, moving through Cecil Plains. It is essentially a 42-kilometre bypass stretching from the Gore Highway through the Warrego west highway and down to Warrego east, bypassing Toowoomba.</p> <p>Ms O'Connell: There is the current traffic that will move on that new route, but the projected increase freight traffic would also use that new route. We can give you that information on</p>	44 27/05/2015	

					both the current and the projected traffic. We do not have it on us now, but we are happy to provide it. It produced a positive cost benefit on that basis. ...		
21	201	II	BULLOCK	5 year infrastructure spend	... Senator BULLOCK: Of course not. Senator Edwards would have me believe that I should not worry about the fact that we are \$2 billion light over this year and next year because it will all be made up in the long run. But, when I look at the long run, I am \$2.1 billion short. Ms O'Connell: No. The program runs over a fixed five-year period, so the commitments that are made are for the program in that fixed five-year period. It should be a comparison always of the spend and projection of that single period, and that has maintained the same projection of a \$50 billion spend. Senator BULLOCK: I understand there is a way you can slice it where it comes out square. I understand that. But I was looking at the 'Infrastructure' Prime Minister's commitment to infrastructure, and it did seem to me that we were short at the front and, over the long haul, that commitment is not being sustained. Unless I have done the adding up wrong—and you could tell me— Mr Mrdak: We would be happy to give you a breakdown, year by year, of the investment program if that would assist...	53 27/05/15	
22	202	II	BULLOCK	Western Australia – funding profile	... Senator BULLOCK: I thought you might have jumped the gun on it. That is why I asked. But you have not, so that is fine. I want to go back, as we have been doing this morning, and look at the budget papers for last year and this year. Between 2014 and now, you propose to spend, I believe, \$377 million more on Western Australian projects than you foreshadowed last year. But that is with the \$499 million tipped in. As you said this morning, Mr Mrdak, that is new money. So you put that new money in and the proposed expenditure rises by \$377 million. What happened to the other \$122 million? Mr Mrdak: Well, I anticipate that it reflects, as we discussed this morning, the re-profiling. I will just get my officers to give you those numbers. Mr Jagers: I will provide you with the funding profile for Western Australia under the investment program. In the period from 2013-14 to 2018-19, there is a total investment of \$4.642 billion allocated for Western Australia. I will see if I can get the year by year breakdown of that. I may not have that with me for every jurisdiction. Mr Mrdak: We can get that for you, though, Senator.	54 27/05/15	

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23	203	II	STERLE	Perth Freight Link – trucking industry	<p>...</p> <p>Senator STERLE: I am a Western Australian. You mob in the eastern states are ripping our GST off us. We want millions and millions and millions more money sent back to where we are. Do not worry about that; I am not having a crack at you. I want to see a proper freight road. Let me clear this up quickly. Senator Back is not here at the moment. Senator Back said that there is massive support from the trucking industry for this Perth freight link.</p> <p>Ms O'Connell: Yes. There has been support from the trucking industry.</p> <p>Senator STERLE: That is great. I want to clarify one thing. Who did you speak to in the trucking industry?</p> <p>CHAIR: Are you declaring an interest, Senator Sterle?</p> <p>Senator STERLE: I declare an interest, yes.</p> <p>Mr Pittar: Our understanding is that the Western Australian government has been talking to the Western Australian trucking industry.</p> <p>Senator STERLE: So who did they talk to?</p> <p>Mr Pittar: I do not have that information.</p> <p>Senator STERLE: How do we find that out?</p> <p>Ms O'Connell: We can take it on notice and ask them and give you that information.</p> <p>Senator STERLE: Yes. Please do...</p>	56-57 27/05/15	
24	213	II	CONROY	VIC infrastructure budget 2014-15	<p>...</p> <p>Senator CONROY: That is a very generous introduction, Senator Heffernan. I want to move to Victoria. That might surprise you. I live in Victoria. This budget suggests a \$555 million reduction for Victorian infrastructure for 2014-15 as compared with last year. I am just comparing last year's and this year's number. This suggests that the government has already taken away infrastructure funding for Victorians. Is this figure accurate?</p> <p>Mr Jagers: Would you mind repeating the number?</p> <p>Senator CONROY: It is \$555 million.</p> <p>Ms O'Connell: In the 2014-15 financial year?</p> <p>Senator CONROY: Yes, 2014-15.</p> <p>Ms O'Connell: One hundred million dollars is for the East West tunnel route.</p> <p>Senator CONROY: One hundred million dollars of this money is attributed to East</p>	57-59 27/05/15	

				<p>West. The next question is: where is the rest of the money going?</p> <p>Mr Jagers: I think we agreed to take on notice questions from Senator Sterle project by project for the difference in profile in 2014-15 to the current year.</p> <p>Senator CONROY: Mr Jagers, you are a human computer. Your spreadsheets have us all in awe. There is no way you can convince me that you do not have a spreadsheet that can answer my question.</p> <p>Mr Jagers: No. We do not have that information with us, Senator.</p> <p>Ms O'Connell: We have what the commitments are for 2014-15 from this budget for all of Victoria.</p> <p>Senator CONROY: As I said, I want to know where the government has reallocated the money. There is \$100 million for East West, which leaves \$455 million less. So what has vanished?</p> <p>Ms O'Connell: In 2014-15?</p> <p>Senator CONROY: Yes. Where did the money go? Has it been absorbed back into consolidated revenue? You must know this. Has it been reallocated into infrastructure projects in other states? You must know.</p> <p>Ms O'Connell: No. Excluding the funding for East West, which is held in contingent reserve for the project, the rest of the funding remains the same in terms of last budget and this budget for Victoria except for the fact that we have had to move funds according to the project delivery schedules for the different projects. We will get that information for you.</p> <p>...</p> <p>Senator CONROY: I asked at the beginning. It is a \$555 million reduction in 2014-15 and you are saying that, putting aside the \$100 million, the \$455 million is still allocated to Victoria in the forward estimates?</p> <p>Ms O'Connell: The only thing that has changed has been the removal of the East West Link money.</p> <p>Mr Mrdak: We will endeavour to give you project by project the movement of funds out of 2014-15. We will take that on notice, if you do not mind, Senator.</p> <p>Senator CONROY: We are here for a long time, Mr Mrdak.</p> <p>Mr Mrdak: We will endeavour to do that as quickly as we can.</p> <p>...</p> <p>Senator CONROY: Excepting East West. So it should not be that hard to be able to look at a project. Last year it might have had \$10 in it. This year it has, in the 2014-15 number, \$5. The other \$5 is somewhere in three years. I do not know how many projects we are talking about. How many projects are we talking about?</p> <p>Mr Jagers: There are probably about 100 or so lines.</p>	
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					<p>Ms O'Connell: A hundred lines.</p> <p>Mr Jaggers: We will get that information for you.</p> <p>Senator CONROY: Just to help you here, I did the itemisations for you. The bridging program is \$15 million. The heavy vehicle program is \$12 million. New investments is \$13 million. Rail regional link savings are \$188 million. Road cuts are \$330 million, which includes the East West. There are a few other minor changes. We are looking for five projects for an explanation of where they have gone to in the forwards. It cannot be a lengthy process that requires a three-month question on notice, Mr Mrdak.</p> <p>Mr Mrdak: We have the team looking at those numbers now. We will have them to you as soon as we can.</p> <p>Senator CONROY: You are a champion, as always.</p> <p>...</p>		
25	217	II	HEFFERNAN	Funding to VIC government and interest	<p>...</p> <p>CHAIR: Of the \$1½ million given to the government for the East West project, is there some guarantee on how that is held in quarantine and invested? Is it in a fixed deposit? Where is it? Do we know where the money is?</p> <p>Mr Mrdak: There are requirements around it. Victoria has to hold it. It cannot expend that money on other projects. Interest earned on that money has to be applied—</p> <p>CHAIR: Could we get the details of where it is and what interest is attaching to it?</p> <p>Mr Mrdak: I can do that. Essentially, the Victorian government, I presume, would invest it in accordance with their normal Treasury practice.</p> <p>CHAIR: Well, you would think so, but you never know.</p> <p>Mr Mrdak: As I said, there are provisions in the agreement whereby interest earned on that money has to be applied to projects agreed with the Commonwealth.</p> <p>CHAIR: We also have in that agreement that the money has to be returned if they do not do the job.</p> <p>Mr Mrdak: That is right.</p> <p>Ms O'Connell: That is correct.</p> <p>CHAIR: I would be interested to know where it is, what interest rate it earns and who is getting lollies out of it. Back to you, Senator.</p>	59 27/05/15	
26	363	II	CONROY	Victoria funding	<p>...</p> <p>Senator CONROY: How much are we talking about? How much is East West, if it is reallocated?</p>	60 27/05/2015	

					<p>Mr Mrdak: It is \$3 billion that the Commonwealth has moved.</p> <p>Senator CONROY: So that still leaves us well below \$9 billion, even assuming magically all \$3 billion gets stuck in on top of the \$2.1 billion.</p> <p>Mr Mrdak: I would have to have a look at the state split.</p> <p>Senator CONROY: Mr Mrdak, \$5.1 billion is less than \$9 billion. Do you want to confirm that?</p> <p>Mr Mrdak: Let me confirm that. I will do that.</p> <p>Senator CONROY: So \$5.1 billion is a lower number than \$9 billion. You need to confirm that?</p> <p>Ms O'Connell: Yes. That is right.</p> <p>Senator CONROY: My understanding is that Victoria has roughly 25 per cent of Australia's population. So 25 per cent of Australia's population at the moment is only allocated eight per cent of transport infrastructure funding.</p> <p>Senator BULLOCK: Shame.</p> <p>Senator CONROY: Hear, hear! I am beginning to feel like a Western Australian, Senator Bullock.</p> <p>Mr Jagers: Senator, I do not believe that eight per cent is the correct percentage, but I can confirm.</p> <p>Senator CONROY: We are working off the \$2.1 billion number, not the \$5 billion, which does not exist yet. But I am happy for you to do some maths.</p> <p>Mr Mrdak: We will do some calculations quickly.</p> <p>Senator CONROY: Even if the East West Link funding had not been withdrawn, Victorian projects would only represent 14 per cent of the total transport infrastructure allocation. So why is Victoria getting such a raw deal? It has 25 per cent of the population. Put East West back in and it is 14 per cent. That is a pretty significant disparity.</p> <p>Mr Mrdak: Again, Senator, I will have to check the numbers. I am not sure that equates to your understanding.</p> <p>Ms O'Connell: I think there are differences in what has been counted in and not in. When we refer to the infrastructure spend for Victoria, the figures do not include asset recycling numbers. I think the overall figure of \$50 billion for the program does include the asset recycling figure number. So we have a difference there. And not all states yet have signed an agreement on asset recycling and got their share. So what we would say is that of the current program, 2013-14 to 2018-19, Victoria is receiving \$4.617 billion excluding the \$3 billion for East West. So you would add another three to that \$4.6 billion.</p> <p>Senator CONROY: Where does the extra \$2.5 billion come from if you exclude the</p>		
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					<p>East West calculation in that?</p> <p>Ms O'Connell: We can tell you what makes up the \$4.617 billion.</p> <p>Senator CONROY: I am looking at the state by state infrastructure table after table 2.9 in Budget Paper No. 3. I am just doing some maths.</p> <p>Ms O'Connell: After table 2.9?</p> <p>Senator CONROY: Yes. Allocations in Victoria in the state by state infrastructure tables after table 2.9 in Budget Paper No. 3.</p> <p>Ms O'Connell: It goes program by program up to 2.9. Then it goes into the black spots by each state.</p> <p>...</p>		
27	218	II	CONROY	<p>Infrastructure funds allocated to jurisdictions</p> <p>...</p> <p>Senator CONROY: Not including that. I am confused. Ms O'Connell said that the \$4.6 billion did include asset recycling.</p> <p>Ms O'Connell: No. It did not include asset recycling. The \$4.6 billion does not. That is \$4.6 billion out of an equivalent share across all the states, if you like, of \$37 billion. So it is \$4.6 billion over \$37 billion. They are rough numbers. But it does exclude East West. So if the East West were back in, that \$4.6 billion would be an additional \$3 billion. So it is \$7.6 billion out of \$37 billion.</p> <p>Mr Mrdak: Our rough estimate, which I will confirm for you in writing, is that without the East West money, Victoria, on that allocation—as you know, we fund projects rather than state splits by head of population—has a bit over 12 per cent of the program. If East West is included, it rises to about 18.8 per cent. I will confirm those numbers for you.</p> <p>Senator CONROY: We possibly have a disagreement around classification, but I will come back to that. Could you do a calculation on New South Wales and Victoria from page 54, road component investment programs 2015-16 papers? New South Wales is across all forwards.</p> <p>Mr Mrdak: We can certainly do that. Our calculations are that from the period 2013-14 to 2018-19 under the program, New South Wales, under current allocations, receives \$13.77 billion.</p> <p>Ms O'Connell: Of the \$37 billion in total.</p> <p>Senator CONROY: Can you do those calculations?</p> <p>Mr Mrdak: We can give you the calculations and the percentages of the program that are allocated to each jurisdiction.</p> <p>Senator CONROY: Thank you...</p>	61 27/05/15		

28	219	II	CONROY	2014-15 budget brochure back page	<p>...</p> <p>Senator CONROY: They cancelled it. A request was made by Senator Sterle in advance of today to rework the page at the back of the 2014-15 glossy budget brochure to reflect the changes in the 2015-16 budget. Has the government agreed to that?</p> <p>Mr Mrdak: We have not. That is a Treasury calculation and publication. We can certainly provide you with the program numbers that are administered by our program.</p> <p>...</p>	62 27/05/15	
29	225	II	CONROY	Rail infrastructure funding in VIC	<p>...</p> <p>Senator CONROY: On what basis did the government decide to abandon rail infrastructure funding in Victoria?</p> <p>Mr Mrdak: Senator, the government has not abandoned rail infrastructure funding in Victoria. In fact, the government has made clear that it is open to the state of Victoria to use the asset recycling program funding to fund rail, including projects such as metro rail, if that is their choice.</p> <p>Senator CONROY: Then why is the government failing to engage with Premier Andrews in the Victorian government to develop vital infrastructure projects? That is more a question for you, Senator Cash, than Mr Mrdak. Mr Andrews has been in the paper saying, 'They don't return my phone calls.'</p> <p>Senator Cash: Unfortunately, given I am not the relevant minister, I would need to take that on notice. Certainly my understanding is that we continue to engage with Premier Andrews and, in particular, in relation to the return of the money for the East West Link. At least, if they do not want to return the money for the East West Link, they could find us some other projects of national significance that may be considered for funding. My understanding is that we are completing the regional rail link in Victoria. But in terms of discussions with Premier Daniel Andrews, given it is Minister Truss who would have those discussions, I will take that on notice.</p> <p>Senator CONROY: Thank you.</p> <p>...</p>	62 27/05/15	
30	226	II	CONROY	Auditor-General's investigation	<p>Senator CONROY: In relation to the Auditor-General's investigation into the federal government's decision to pay advance payments to the former Victorian government for the failed East West Link proposal, has the department been interviewed by the Auditor-General as part of this investigation?</p> <p>Mr Mrdak: Yes. The Auditor-General has officers in our department.</p>	63 27/05/15	

					<p>Senator CONROY: As we speak?</p> <p>Mr Mrdak: I think they may have completed their analysis. They are still there as we speak.</p> <p>Senator CONROY: As we speak. Have they got a desk? Have you set them up with a desk?</p> <p>Mr Mrdak: Yes. We do.</p> <p>Senator CONROY: Excellent. Has the minister been interviewed by the Auditor-General as part of the investigation?</p> <p>Senator Cash: I would need to take that on notice.</p>		
31	227	II	McLUCAS	QLD – expected schedules for major projects	<p>...</p> <p>Mr Jagers: For example, as mentioned earlier, all the profiles for projects have been changed to match the milestones for projects. For the Bruce Highway, in 2015-16, about \$93 million was moved out of 2015-16 into 2016-17. There was money for Gateway Motorway north. About \$50 million was moved. It is the same for the Toowoomba Second Range Crossing. So these profiles are now designed to match the construction schedules for those projects.</p> <p>Senator McLUCAS: Is it possible, Mr Jagers, to get the program as expected for all of the major projects?</p> <p>Mr Jagers: Yes. We took that on notice earlier.</p> <p>...</p>	64 27/05/15	
32	228	II	McLUCAS	QLD – beef road definition	<p>...</p> <p>Senator McLUCAS: On notice, because I am running out of time, can you provide me a definition of a beef road? Which roads in Queensland would meet that definition?</p> <p>Mr Pittar: I can probably provide that very briefly. One of the inputs to identifying beef roads is from a CSIRO model called the transit model. That is a system to define what routes and what roads would meet that definition.</p> <p>Senator McLUCAS: Would you mind taking on notice to give me a fulsome definition of a beef road? The language of a beef road from the 1960s, I think, is now being made larger to capture other roads that people are thinking are beef roads. The Hann was not a beef road in the 1960s.</p> <p>Mr Pittar: We will take it on notice.</p>	68-69 27/05/15	

33	229	II	WILLIAMS	Rail section of Southern Rail Freight Bypass	<p>...</p> <p>Senator WILLIAMS: Let us hope they are on board. I want to go to the section of line between Rosewood and Kagaru in Queensland. How much of that section is owned by the Queensland government or the ARTC? Are there any sections still to be acquired?</p> <p>Mr Wood: That part of the alignment is known as the Southern Freight Rail Bypass. It is a project that the Queensland government was separately pursuing and has been for a number of years. It has purchased a number of properties along that alignment. I am not sure of the exact number. From memory, I think it was about 32 properties, but we would have to check with Queensland officials. That is something the Queensland government has been undertaking for its own purposes. The ARTC has undertaken no land acquisition in support of inland rail at this time.</p> <p>...</p>	73 27/05/15	
34	232	II	BULLOCK	Cap distance based tolling	<p>...</p> <p>Senator BULLOCK: What does that cap distance based tolling give you?</p> <p>Mr Jaggers: I will ask Mr Danks if he wants to answer.</p> <p>Mr Danks: The cap is around \$7.30 in 2013 dollars. They can escalate it at four per cent, which is similar, as Mr Jaggers said, to toll roads on the M2 and Eastern Distributor.</p> <p>Senator BULLOCK: That is each way?</p> <p>Mr Danks: Yes. It is a per trip cap.</p> <p>Senator BULLOCK: So \$7.30?</p> <p>Mr Danks: I believe it is \$7.30, but I have to check.</p> <p>Senator BULLOCK: In 2013 dollars with a four per cent escalator?</p> <p>Mr Danks: That is correct.</p> <p>...</p>	74 27/05/15	
35	233	II	BULLOCK	WestConnex – commuter time savings	<p>...</p> <p>Senator BULLOCK: Do you know about how much time will be saved for the commuter as a result of the widening on the road?</p> <p>Ms O'Connell: We do have that and it is publicly available because it was part of the initial announcement. Whether we have it on us in a readily findable form—</p> <p>Senator BULLOCK: We will give him a few seconds to find it. What I am trying to do, from the point of view of a motorist, is do a bit of a value for money assessment of the \$3 average toll against the time saved.</p> <p>Mr Danks: I do not have that material, unfortunately, but I could take it on notice.</p>	75 27/05/15	

					<p>We could probably find that pretty quickly this afternoon.</p> <p>Senator BULLOCK: Pretty quickly will be good enough. That will do on that...</p>		
36	234	II	DASTYARI	Moorebank intermodal – federal government funding	<p>Senator DASTYARI: I have a series of questions. I am going to try to keep this fairly brief. Some, I appreciate, will probably go directly to matters regarding the Moorebank Intermodal Company, so they may have to get taken on notice. Answer what you can answer. What is more specific will be taken by them. I note that they are not here today, and they were not asked to be here; I note that too. Is there a figure for the government's financial contribution to the development of the Moorebank intermodal project as a whole?</p> <p>Mr Mrdak: Yes. There is a figure on the work that the Commonwealth has undertaken to date, which is the relocation of the School of Military Engineering and the other military base elements on that site. We can get that for you. There is a separate component, which is the clean-up of the site and the contractual commitments which are proposed to be entered into once the current negotiations are completed.</p> <p>Senator DASTYARI: I could not find them in the PBS, but it might not be broken down. Is that a figure you have here with you, or is that something to take on notice?</p> <p>Mr Mrdak: Well, we do not have the figures at this point in relation to the contractual commitment because those negotiations are still underway and to be settled in terms of what the Commonwealth commitment would be vis-a-vis the private sector developer...</p>	77 27/05/15	
37	237	II	DASTYARI	Moorebank Intermodal Company and SIMTA commercial relationship	<p>...</p> <p>Senator DASTYARI: Sorry, just so this is on the record, SIMTA is the Qube and Aurizon consortium?</p> <p>Mr Mrdak: That is correct.</p> <p>Ms O'Connell: Correct.</p> <p>Mr Mrdak: The final documentation, which is currently under negotiation, we hope will be settled in the next two weeks. That will enable the government to get the final advice when negotiations have been concluded.</p> <p>Senator DASTYARI: You are saying in the next two weeks that negotiation is sorted, finished?</p> <p>Mr Mrdak: And all of the contractual documentation will be completed.</p> <p>Ms O'Connell: Certainly by the end of the financial year.</p> <p>Senator DASTYARI: And once the contract is signed, it will become public?</p>	78 27/05/15	

					<p>Mr Mrdak: The details, as we understand. I would have to take on notice the extent of that. But the nature of the commercial relationship and the details, on my understanding, would be available. I will take on notice the extent of it.</p> <p>Senator DASTYARI: Sure. If you can...</p>		
38	238	II	DASTYARI	Moorebank intermodal – government funding and business case	<p>...</p> <p>Senator DASTYARI: There are two questions. What kind of financial support is the government providing SIMTA to develop the Moorebank intermodal project? You are telling me that is currently part of negotiations?</p> <p>Mr Mrdak: There are two elements to the support. One is the relocation of Defence and to free up the site. There is that considerable investment, as Mr Woods said.</p> <p>Senator DASTYARI: The \$500 million?</p> <p>Mr Mrdak: That is the \$500 million. Additional to that as part of the negotiations is additional support, if any, beyond the land and the way in which the land will operate that the Commonwealth would provide for the development of common use infrastructure—road, rail—to the site to enable the private sector investment in the intermodal terminal.</p> <p>Senator DASTYARI: I will give you the list. I am talking about infrastructure support, land remediation, donated land, facilitation of approvals and all of that. Do you have a figure of a price having been put on that? You have made reference to the \$500 million. That is on the public record. You have also made reference to the fact that any additional financial contribution is part of negotiation at the moment or a few weeks away; I can wait two weeks or a month or however long it takes. Has a calculation been done for all the other benefits as well, being the land remediation and all these other things?</p> <p>Mr Mrdak: Yes. The Commonwealth's assessment of the benefits and costs to the Commonwealth does include the land valuation that would come into the joint venture.</p> <p>Senator DASTYARI: That \$500 million figure is not just the—</p> <p>Mr Mrdak: The \$500 million is simply the relocation cost.</p> <p>Senator DASTYARI: Have you got a figure for everything else?</p> <p>Mr Mrdak: I do not have that with me today. We can certainly take it on notice. Certainly what I can sketch out to you is the business case; the Commonwealth's consideration, including costs to the Commonwealth, in relation to any remediation costs over and above the current site removal of Defence; issues such as the land valuation and what the Commonwealth is bringing to the party through the application of its landholding; and any additional cost the Commonwealth would</p>	79 27/05/15	

					<p>bear in terms of the outcomes—that is, providing common use infrastructure to this site.</p> <p>Ms O'Connell: Which might involve something like the rail spur from the southern freight line to the site, for example.</p> <p>Senator DASTYARI: And what you can get us on notice you will get us on notice?</p> <p>Mr Mrdak: Yes, certainly. Some of it may not be available until such time as the deal is concluded.</p> <p>...</p>		
39	239	II	GALLACHER	<p>National Stronger Regions Fund – projects that were not funded</p> <p>...</p> <p>Senator GALLACHER: I think that is a yes. You did follow all your procedures. How many projects did you recommend for funding and how many were deemed suitable? Were there any projects that were deemed suitable for funding in the department's advice but the ministerial panel—</p> <p>Ms O'Connell: We did not use that categorisation. The relevant number is that there were 405 applications for projects. Of those 405, 272 were assessed as eligible. They were then—</p> <p>Senator GALLACHER: Sorry, how many?</p> <p>Ms O'Connell: Two hundred and seventy-two were assessed as eligible. We then, based on the assessment of those 272 projects, ranked them, as Mr McCormick said, from the highest ranking project right down to the lowest.</p> <p>Senator GALLACHER: So were there projects in your advice to the ministerial panel that did not receive funding? Out of that 272, did you have some that you put up that did not get funded?</p> <p>Mr Mrdak: We undertook a ranking of the whole 272. We did provide advice to ministers, given the funding profile, and this being the first round of the program, as to where we thought the cut-off line might be and the mix of projects that fell above and below that line. Ministers considered that advice in reaching their decision to fund the 51 projects that they did. There were some projects that ministers did identify above a certain point which they decided not to proceed with based on their examination of the project.</p> <p>Senator GALLACHER: Do we know how many projects were like this?</p> <p>Mr Mrdak: I would have to take that on notice.</p> <p>Senator GALLACHER: If you are going to take it on notice, perhaps you could tell us how many of those projects fell into that criteria and what they were.</p> <p>Mr Mrdak: I will take that on notice. As I said, we do not usually discuss our advice to government. I would need to get advice from the minister as to his willingness to</p>	82 27/05/15		

					provide that information to the committee. ...		
40	240	II	EDWARDS	The Murray-Darling Basin Regional Economic Diversification Programme – projects underway	... Senator EDWARDS: So when did Victoria, New South Wales and Queensland get their money? Mr McCormick: The New South Wales government is implementing the project agreement now. An initial payment of \$5 million is scheduled for this month. Senator EDWARDS: So when was it agreed? You are rolling out the money. You are dealing with it on milestones—I get all that. Mr McCormick: As the states identify the projects and come to us, we will make payments. Senator EDWARDS: But they have signed up to them, except South Australia? Ms O'Connell: That is correct. The other states have signed up. The funding is starting to flow as the projects are happening. South Australia has not. Mr Mrdak: We will get you the dates of the agreements when they were signed. Senator EDWARDS: You can take this on notice. Can you provide a list of the projects which are already underway in those other states? Mr Mrdak: Certainly. Senator EDWARDS: Is that something that is readily available? Mr Mrdak: Yes. Senator EDWARDS: That would be good...	88 27/05/15	
41	241	II	EDWARDS	The Murray-Darling Basin Regional Economic Diversification Programme – letters from the Minister	... Mr Mrdak: The minister wrote to them asking that they confirm that they wanted to continue with this program. They were asked to provide that advice by budget night. Senator EDWARDS: So did he write to them once or twice, or did he give them a call? Mr Mrdak: All of that has happened. I think there has certainly been a number of letters. Mr McCormick: Yes. There has been a number of letters. Senator EDWARDS: Can you give me the dates of those letters? I presume they went to the minister for regions or the Treasurer? Mr Mrdak: I will check. I think they have gone to the minister for regions. I think there might have been correspondence to the premier. Senator EDWARDS: So that is Minister Brock in South Australia. Did Minister	89 27/05/15	

					<p>Brock respond with a reason? Did he quantify this issue with the GST when the minister wrote to him on how many occasions? Mr McCormick: At least twice that I am aware of. ...</p>		
42	243	II	McLUCAS	<p>Policy of a northern Australia infrastructure facility</p>	<p>... Senator McLUCAS: I am even learning the language; this is outrageous! When was the department initially consulted around the policy of a northern Australia infrastructure facility? Mr Mrdak: Discussions were commenced during the budget process. Clearly, we have been heavily involved through our work with the northern Australia white paper process. Senator McLUCAS: That is not the question I am asking, Mr Mrdak. When was the department initially consulted about the establishment of the Northern Australia Infrastructure Facility? Mr Mrdak: It was during the preparation of the 2015 budget. Senator McLUCAS: Can you be more specific? Mr Mrdak: Not at the moment. I can take it on notice. Senator McLUCAS: Take that on notice. Thanks, Chair.</p>	96 27/05/15	
43	244	II	RICE	<p>2010 inland rail alignment study – construction period of 8 years vs 10 years</p>	<p>Senator RICE: The 2010 inland rail alignment study had a construction timeline of five years, with up to three years allowed for preparation. I have the timeline here in front of me that maps out all of your activities in that three years of preparation. In terms of that preparation, I want to know how far we are from year zero. Mr Fullerton: Our latest brief for the project which kicked off last year was to develop a 10-year construction program, which we have completed, to identify early start works that were approved by the inland rail implementation group six months ago. Those early start works were the three pieces of work that I mentioned a bit earlier—Narromine to Parkes; Narrabri to North Star; and Toowoomba to Kagaru. Senator RICE: So that timeline of three years of preparation plus five years, which was identified in the 2010 study, you have now stretched out to 10 years? That was an eight-year period. Mr Fullerton: I think that 2010 work is no longer relevant. In kicking off this latest work, we were asked to put together a 10-year construction program to complete the project by 2020. Senator RICE: So why has that eight years gone out to 10 years? Mr Wood: It was in the election of the current government that the project be</p>	106-107 27/05/15	

					<p>delivered as a 10-year program. The reality is it is a very long and detailed construction program that needs to be developed and implemented. It is obviously dependent on funds being made available and planning processes which are not entirely in the control of the Commonwealth or the ARTC.</p> <p>Senator RICE: You cannot give me a definitive reason, though, why the eight-year period which was identified in the 2010 study has now gone out to 10?</p> <p>Mr Wood: The ARTC is delivering a construction schedule based on what they were asked to do by government.</p> <p>Senator RICE: Perhaps it is a question for government, then. We had a 2010 study that said it was going to be an eight-year period, with three years of preconstruction and five years of construction. What is being delivered now is 10 years. I am interested to know why it has blown out by an extra two years.</p> <p>Senator Cash: My understanding is also that the previous government let it languish. We have had to step in.</p> <p>Senator RICE: I do not know how much the previous government did and how much this government did. That may be the answer.</p> <p>Mr Wood: I think it is also fair to say that the current work is at a far greater level of detail than the 2010 study was. It was effectively a prefeasibility study.</p> <p>Senator RICE: You can tell me that it is more complicated because we have since identified that we need to do X amount more work, so it is going to take an extra two years.</p> <p>Mr Mrdak: It is more complicated and requires more work. One thing, as Mr Fullerton has indicated on the sections which he has priority work on, for instance, is that we made some assumptions in 2010 about the condition of that track and it operating at higher axle loads. That has proven to be not as accurate as we feared.</p> <p>Senator RICE: Could you take on notice, then, to put together some information about why what was seen to be an eight-year project in 2010 is now a 10-year project?</p> <p>Mr Mrdak: Certainly.</p>		
44	248	II	LUDLAM	Perth Freight Link modelling	<p>...</p> <p>Mr Jagers: I think I indicated this morning that there has been modelling of the impact on all of the roads surrounding the Perth Freight Link, including—</p> <p>Senator LUDLAM: Please can you release any of that to the residents?</p> <p>Mr Jagers: That information has not been made publicly available.</p> <p>Senator LUDLAM: I am well aware of that. I am asking you—</p> <p>Mr Jagers: I would need to check with the Western Australia government before</p>	133 27/05/15	

					<p>we would release any modelling information.</p> <p>Senator LUDLAM: They are refusing to do so—but you are proposing to fund it. The project will not go ahead without Commonwealth funding because the Western Australia government has basically run our finances off a cliff. So, for residents who are concerned about, for example, diesel particulates, which are carcinogenic, and elevated loads on East Fremantle, North Fremantle and the surrounding areas, it is certainly not going to be forthcoming from the state government. They are asking you, and I am asking you on their behalf, to provide that modelling, particularly for things like air quality, noise and truck congestion.</p> <p>Mr Jagers: We will have to take that on notice.</p>		
45	265	II	EDWARDS	<p>Budget funding for rail projects</p>	<p>...</p> <p>Senator EDWARDS: The budget also contains funding to complete a number of rail projects. What are they? I think those figures might not be reflected in what you just gave me.</p> <p>Senator GALLACHER: Maybe they can find where the \$2 billion is.</p> <p>Senator EDWARDS: I am only interested in the truth, Senator Gallacher. That is what I am interested in. I am interested in where the investment is. I can refer you to it. My office has just told me it is page 5-41 in Budget Paper No. 1.</p> <p>CHAIR: Do you want to take it on notice?</p> <p>Senator EDWARDS: Take it on notice.</p> <p>CHAIR: Take it on notice.</p> <p>Senator EDWARDS: It is okay. We have Western Sydney out the back. We will do it.</p> <p>Ms O'Connell: This is where I mentioned there were two figures involved and the addition of them. The rail transport figure for 2014-15 is \$740 million. For 2015-16, it is \$1,079 million. For 2016-17, it is \$1.3 billion.</p> <p>Senator EDWARDS: So, in 2015-16, it is \$1.079 billion?</p> <p>Ms O'Connell: Correct.</p> <p>...</p>	108 28/05/15	
46	249	II	GALLACHER	<p>WestConnex – improvement in travel time</p>	<p>Senator GALLACHER: I will start with one question. It reverts back to the discussion yesterday about tolling, particularly about the 40-minute saving on the toll road.</p> <p>Mr Mrdak: On WestConnex?</p> <p>Senator GALLACHER: Yes. I left not quite sure when the improvement in travel time will start. I heard 2023 and then I heard 2031. Is the 40 minutes going to come</p>	109 28/05/15	

					<p>in in 2023? Mr Mrdak: I think the 40 minutes is available when the complete network is available in 2031. But I will check that for you. Senator GALLACHER: So it is 2031. I will accept that. When does the motorist start paying the toll? Mr Mrdak: My understanding is that as sections are completed, such as the M4 widening and then M4 stage 2, tolls will come into effect. Senator GALLACHER: So the long-suffering motorist looking for improvement promised a 40-minute reduction in their journey will start paying tolls in 2017 or have to be patient until 2031 to get the improvement in travel times. Is that how it works? Mr Mrdak: No. They will achieve the improvement in travel time before the toll is applied to the M4. So they will achieve that benefit. The WestConnex project is divided into three stages. There is the M4 widening. Senator GALLACHER: So is the improvement in time divided in three stages? Mr Mrdak: Yes. That is the information I will provide to you in terms of the analysis. As individual stages are brought into completion, the motorist will achieve the benefits of those legs. The first section is the existing M4 widening and then the M4 extension to take the missing link of the M4. Stage 2 we have brought forward. It will work in concurrence with M4 stage 2. It is stage 2 of WestConnex, which is the M5 extension. The final stage is the linking of the M4 extension with the M5 extension. That is stage 3. That gives you the whole WestConnex project. But as individual stages are completed, they will open and the travel time savings will be available from them. ...</p>		
47	312	II	STERLE	Road spending 2014 and 2015 Budgets	The Department said in Estimates that the road spending for 2014-5 was “close to the same figure” between the 2014 and 2015 Budget papers. Does the Department acknowledge that the Investment – Road element (including combined network and off-network in 2014) figure is in fact over \$530 million less in 2015 than 2014?	Written	
48	313	II	STERLE	Rail spending 2014 and 2015 Budgets	The Department said in Estimates that the rail spending for 2014-5 had gone up between the 2014 and 2015 Budget papers. Does the Department acknowledge that the Investment – Rail element (including combined network and off-network in 2014) and BAF figures show in fact over \$143 million less in 2015 than 2014?	Written	

49	314	II	STERLE	Westconnex – Stage 1A	<ol style="list-style-type: none"> 1. Can you indicate what the travel time savings from the M4 widening will drivers will see when it opens in 2017? 2. What new route options will commuters have when the M4 widening opens in 2017? 3. Does the Department know how much income is estimated to be raised by the new toll to be imposed on M4 Widening (Stage 1A) of Westconnex? 4. Given Stage 1A is scheduled to open in early 2017 – what toll income is generated in the part year of operation in 2016-7? In the first full year 2017-18? 	Written	
50	315	II	STERLE	Pacific Highway	<p>Can you indicate which of the following projects has been reduced in 2015-6 (spending now \$542M) as against the allocation in the 2014 Budget of \$672M – and by how much in each case:</p> <ol style="list-style-type: none"> a. Tintenbar to Ewingsdale? b. Ballina to Woolgoolga? c. Fredrickton to Eungai? d. Oxley Hwy to Kundabung? e. Warrell Creek to Nambucca Heads? 	Written	
51	316	II	STERLE	Bruce Highway	<p>Can you indicate which Bruce Highway projects has been reduced in 2015-6 (spending now \$500M) as against the allocation in the 2014 Budget of \$593M – and by how much in each case.</p>	Written	
52	317	II	STERLE	Warrego Highway	<p>What are the currently funded Warrego Highway projects, and their funding allocation in 2015-6?</p>	Written	
53	318	II	STERLE	WA projects	<p>Can the Department indicate any change from the October 2014 National Partnership Agreement in the funding profiles for:</p> <ol style="list-style-type: none"> a. Perth Freight Link b. Gateway WA Perth Airport c. NorthLink WA Swan Bypass d. NorthLink WA Tonkin Highway e. Great Northern Highway, Muchea to Wubin f. Northwest Coastal Highway, Minilya to Barradale 	Written	

54	319	II	STERLE	Perth Freight Link	<ol style="list-style-type: none"> 1. The WA Government Budget papers indicate that only \$12.7 million was spent on Perth Freight Link in 2014-15, well below the \$74 million forecast in the Federal 2014-15 Budget. Can the Department advise what work was done in 2014-15 and their contribution to the \$12.7 million? 2. Was the Government aware that residents in Palmyra may have their properties compulsorily acquired to make way for this project? Was this recommended by the Department? If so, when and on what basis? If not, who made the recommendation? 3. Is the Department aware that the WA Minister for Transport has acknowledged that the project will require the bringing forward of the expansion of the Stirling Traffic Bridge in order to prevent the Perth Freight Link bottleneaking in Fremantle? Why was this not realised when the project was being planned? 4. Is the Department aware that the WA Minister for Transport now says he is not convinced the proposed route is not the best option and he is looking at alternatives? 5. In light these questions, what work is the Department doing to determine the true cost and timelines for this project? 6. What sum was spent by the department on this project in (i) 2013 14; and (ii) 2014 15? 7. Has the department received advice from the Western Australian Government on the need for an outer harbour development; if so, (i) on what date, and (ii) what advice was received. 	Written	
55	320	II	STERLE	NT funding	<p>Comparing the 2014 Budget papers with 2015 Budget papers – 2014 Budget Paper 3 table 2.9 (p60) AND 2015 Budget Paper 3 table 2.9 (p51) and the pages after that divide up by State - just what is allocated for the year 2014-5. There is now \$12 M less for road projects for NT in the 2015 Budget than was promised in 2014.</p> <ol style="list-style-type: none"> 1. What has the Government done with those cuts? 2. Most of these cuts (\$9M) seem to have come from the New Investments Program. Why has the Government cut its NT roads package from last year? Which projects have been stopped or delayed? 3. Despite the hype about the Beef Roads, in fact the Federal Government will be spending less this year than it promised last year. 4. Will any project savings be available for infrastructure spending elsewhere in the Territory? 	Written	

56	322	II	STERLE	Managed Motorways	<ol style="list-style-type: none"> 1. Would you agree that Managed Motorways initiatives tend to have a high benefit-cost ratio because of the small relative cost and significant benefits achieved? 2. Why have no new projects been added by the current Federal Government? 3. Why did the Government cut \$69M from the Managed Motorways initiative on the Monash Freeway in Melbourne - Warrigal Road to Clyde Road (Infrastructure Australia assessed BCR of 5.2)? 4. What is now proposed for this project? 	Written	
57	323	II	STERLE	National Land Transport Network	<ol style="list-style-type: none"> 1. Has the Government made changes to the National Land Transport Network since the 2014 Budget? 2. Does this involve any sections being deleted? Or are there only additions? 3. Can you provide a full list of the additions (and deletions)? 4. Can you list, separately for road and rail, the additions (and deletions) for each State and Territory in kilometres and by percentage change on previous? 5. As a percentage – what is the overall change from the previous Network Determination? Does it add 2% more kilometres, for instance? 	Written	
58	324	II	STERLE	Regional Rail Link Savings	How much of these savings is in the Victorian “contingency”?	Written	
59	325	II	STERLE	WA \$499M	Does Mr Mrdak now agree that table 2.9 in the 2015 Budget includes the extra \$499M for WA roads in 2014-5, and that without that allocation, the difference between the 2014-5 allocations between the 2014 and 2015 Budgets must otherwise have shown over \$1.3 billion less without the \$499M GST allocation to WA?	Written	
60	326	II	STERLE	Audit, Plans, Lists	<p>Which portfolio agency or departmental division is responsible for:</p> <ol style="list-style-type: none"> a. The Infrastructure Audit; b. The fifteen year plan; c. The project “pipeline”; d. Priority lists? <p>And for each, how does each relate to the other?</p>	Written	
61	327	II	RICE	Wire rope barriers on roads	What, if any, federal money goes into wire rope barriers across Australia?	Written	

			STERLE	Asset Recycling Initiative	<ol style="list-style-type: none"> 1. Do you acknowledge that your profile for the 15% Asset Recycling Initiative has slipped, such that \$570M less will be paid to States this year and next? 2. And that the agreements you have signed include payment on milestones that are defined in the agreement (eg ACT agreement), and not before? 3. And that, since this payment represents 15% of project cost, the delay in this one proposal you have to fund infrastructure means over \$4 billion in projects slipping? 	Written	Transferred to The Treasury and accepted on 15/6/15.
Australian Rail Track Corporation (3)							
62	094	ARTC	CANAVAN	Connectivity between Wagners airport and rail line	<p>...</p> <p>Senator CANAVAN: I have just one more question on the alignment. Thanks for getting back to me. You mentioned that the old narrow gauge line through Warwick will connect up with the new inland line at Gowrie. Is that going to allow access to the Wagners airport?</p> <p>Mr Fullerton: I think that question was raised before. I think the line runs a fair distance from the airport. You would need a connection to the airport; we still depend on that.</p> <p>Senator CANAVAN: Can you take on notice, perhaps, the connectivity with the airport and the rail line...</p>	103 27/05/15	
63	310	ARTC	STERLE	Inland Rail route – Food Bowl	<ol style="list-style-type: none"> 1. Has the ARTC undertaken due diligence on an Inland rail route through the Food Bowl region, including via Narrandera, Jerilderie and Murchison? 2. If not, why has this not been undertaken? 3. Why has the government continued to rely heavily on the 2010 report and only on findings that have eventuated since, that relate to the Albury alignment? 4. Given recent developments in the Food Bowl region, will the ARTC undertake a proper business case study of the route via Narrandera? 5. How will the overall freight logistics gap in the Food Bowl region be resolved given the major demand tonnages forecast into the future? 	Written	
64	311	ARTC	RICE	Albury to Melbourne train line	<ol style="list-style-type: none"> 1. Can the ARTC provide the documentation required under the ARTC's 2012 Lease with the Victorian government on ARTC's Key Performance Indicators as are being presented to the PTV quarterly at Network Maintenance Meetings? 2. Given temporary speed restrictions have been in place for periods of 6 to 9 	Written	

					<p>months and longer, how can the lease conditions with the Victorian government said to be complied with?</p> <ol style="list-style-type: none"> 3. Can the ARTC provide quantitative records of the “Track Ride Index” for the Melbourne – Albury tracks in 2007 and now, to validate ARTC’s assertion that the track is now in better condition than it was in 2007 before the commencement of ARTC’s upgrade Projects? 4. Could you please explain what is the relevance of any particular section of track being as “now comparable the rest of the tracks in the ARTC network”? Does that take into account an objective track standard measure such as the standards/ criteria/ track speeds etc mentioned in the Lease with the Victorian government? 5. In Budget Estimates hearings recently, Mr Blyth of the ATSB confirmed their 2013 Report finding, that formation failures are likely to regenerate above the weak sections of track formation. Such failures will result in ongoing speed restrictions being imposed to maintain safe operations. Given ARTC’s now long experience of where ‘mudhole’ failures have been and are being generated in the Victorian tracks, could ARTC provide an indicative, quantified estimate of the total length of these “weak” (as defined in the 2013 ATSB Report) formation sections? 6. Additionally could the ARTC please also provide some description(s) of the remedial methodologies that could be applied to these sections of formation to prevent the regeneration of ‘mudholes’ in them, resulting from the identified mechanism of the underlying soils moving up into the ballast and ‘fouling’ it? 		
Infrastructure Australia (22)							
65	120	IA	BULLOCK	Communities with fewer than 3000 residents	<p>...</p> <p>Senator BULLOCK: Can I confirm that the audit did not look at smaller communities with populations of fewer than 3,000 residents.</p> <p>Mr Alchin: That is correct.</p> <p>Senator BULLOCK: Does Infrastructure Australia have a figure for the number of people residing in communities with fewer than 3,000 residents?</p> <p>Mr Alchin: I would have to take the question of that number on notice. What I recall from the audit is that in the base year there was something of the order of 1.23 million people in northern Australia. There were approximately 45 cities and towns and communities that met that threshold of 3,000 people, but obviously some of</p>	109 27/05/15	

					<p>those are large communities—Cairns and Darwin and the like—and there are others that are just above. But if you wish, I will take that on notice.</p> <p>CHAIR: If you leave the coast and Cape York Peninsula, which is the size of Victoria and twice the size of Bangladesh, there are 14,000 people. They have got \$160 million.</p> <p>Mr Alchin: As I say, I will take the question on notice and will happily come back to the committee.</p>		
66	121	IA	BULLOCK STERLE	<p>Impact of closing remote Aboriginal communities</p>	<p>Senator BULLOCK: Has the impact of closing remote Aboriginal communities been factored into the audit?</p> <p>Mr Alchin: I will take that on notice, but as I recall—</p> <p>Senator BULLOCK: You do not know that?</p> <p>Mr Alchin: the decisions from the announcements by the Western Australian government were acknowledged in the audit report. I cannot recall the precise details.</p> <p>Senator STERLE: Does anyone else who is at the table know? Or anyone who is behind or in next room—just to save you taking the question on notice. I am not being a smarty, but we create so much work for the department. We have a tendency in this committee where, if it is just a case of it being easier to say, 'I will take it on notice'—which I am not suggesting for one minute is what you are doing—we would rather give you the opportunity to find out if someone is there. Then Senator Bullock can get on with his questioning.</p> <p>Mr Alchin: Indeed, Senator. I do not want to mislead the committee; I just need to take it on notice.</p> <p>...</p>	109 27/05/15	
67	122	IA	HEFFERNAN	<p>Northern Australia irrigated water supply</p>	<p>...</p> <p>Mr Alchin: It said that in relation to irrigated water and the like, there are opportunities up there. However, the level of pricing for water in northern Australia is lower-bound pricing in general terms and there is a need to address the pricing of the water, and the infrastructure associated with that, to be able to be confident that it can be sustained in the longer term. If I remember correctly, it also spoke of the challenge of providing water of a reasonable drinking quality in a number of these smaller towns.</p> <p>CHAIR: So it was not the industrial use of the water?</p> <p>Mr Alchin: There was mention of the irrigated water supply for agricultural projects and projects of that nature, yes.</p> <p>CHAIR: Did it go to the longitude of the quick recharge versus the longitude of the</p>	111-112 27/05/15	

					<p>slower recharge? Mr Alchin: I would have to take that on notice. CHAIR: You would not have any idea. Okay. Senator Cash: I think he said he would take it on notice, to be fair. ... </p>		
68	123	IA	HEFFERNAN	<p>Northern Australia Audit – input from tourism industry</p>	<p>CHAIR: In the development of the <i>Northern Australia Audit</i>, what input did you have from the tourism industry? Mr Alchin: The tourist industry was consulted with, as I recall— CHAIR: Who did you consult? Mr Alchin: Sorry? CHAIR: Who did you consult—people who sip wine, or people who do it? Mr Alchin: The organisations that were consulted are listed in the back of the report. CHAIR: While you are looking that up, I can assure you from my previous experience—and I see Mr Philip Davies had something to do with the feasibility of the eastern seaboard fast train; that was after it should have been built, I take it—that unless you combine the potential of tourism with downstream value-adding to the mining industry, along with agriculture, it is not going to work. So who were the tourism people? Mr Alchin: They were Tourism Queensland, Tourism NT, Tourism Western Australia— CHAIR: Could you table for the committee the papers that they supplied to produce this document? Mr Alchin: If they provided submissions to our consultants? CHAIR: If you consulted them, surely they did. Mr Alchin: Any notes that consultants took of the discussions—yes, we could table those.</p>	117 27/05/15	
69	365	IA	MCLUCAS	<p>IA methodology</p>	<p>Senator McLUCAS: Regarding the comment you made earlier about the change in the methodology for cost-benefit analysis, rather than use the time of the committee now could you provide to the committee a fulsome answer as to what the drivers are behind that change in methodology, and how you think that will result in different outcomes for projects that may not have had such a positive cost-benefit ration result under the former methodology? Also, what are you expecting will change as a result of the methodology? That is a fairly long piece of work, but I think it is important that we understand where we are going to head, because the former methodology of IA was agreed, and if there is going to be a change we need to understand it.</p>	118 27/05/2015	

					<p>Mr Davies: As I mentioned earlier, we are working through looking at that from both a strategic and cost-benefit perspective. Once that has been consulted and worked through, we will be making that available.</p>		
70	124	IA	RICE	<p>Audit reports and data</p>	<p>Senator RICE: Okay. Moving on to looking at some of the state-by-state analysis, you have all of the direct economic contributions of each state and each city. You have got for the subsectors, particularly the transport—urban roads, urban public transport, national highways et cetera, and the direct economic contribution in 2011 and the direct economic contribution in 2031. You have separated out urban roads and urban public transport but the direct economic contribution of them are amalgamated. I am wondering why you have not got the direct economic contribution separated out—so having roads separate from the public transport.</p> <p>Mr Alchin: They are separate modes. The data there presents our overview on where the economic contribution comes from transport. I can take that on notice and identify from our audit reports and the associated data if there is any further information that could be made available to the Senate.</p> <p>...</p> <p>Senator RICE: But you have a transport system that has roads and has public transport at the moment. Do you have the disaggregated figures so that we can see the contribution from roads and from public transport, and if so are you able to provide them to us.</p> <p>Mr Alchin: I will make an enquiry on some of the detailed data that underpins this and come back to you, if I may.</p> <p>...</p>	127-128 27/05/15	
71	125	IA	RICE	<p>Modelling on congested corridors</p>	<p>Senator RICE: Going back to the issue of mode shift and your modelling of the congested corridors and the most congested corridors, how did that cope with mode shift? What was the mode shift that was implied in each road corridor for 2031, because obviously if you manage to shift a lot of your trips onto a rail system it is a much more efficient way of shifting people than having them all in single-driver cars?</p> <p>Mr Alchin: The modelling was undertaken by a firm that has done a lot of transport modelling around the country.</p> <p>Senator RICE: I know Veitch Lister, and their methodology is not public, so you cannot investigate it.</p> <p>Mr Alchin: They have a large body of experience. Like transport modelling does, it takes account of travel time, delays and the capacity of different networks to arrive at</p>	128 27/05/15	

					<p>a projection. It is a starting point for discussion of the demands on different parts of networks in different cities.</p> <p>Senator RICE: Could you get back to me then about what the mode shift implied in each of those congested corridors is?</p> <p>Mr Alchin: Yes.</p> <p>...</p>		
72	126	IA	RICE	Coal price and export volumes	<p>...</p> <p>Senator RICE: Who set the assumptions underlying your scenario 1, of \$150 billion in energy exports of coal and LNG?</p> <p>Mr Alchin: That was taken from the <i>2030 Vision</i> document. We took it as a starting point for our analysis.</p> <p>Senator RICE: Do you know what coal price that scenario assumes?</p> <p>Mr Alchin: I would have to take that on notice and check back with the consultants on the details of the analysis.</p> <p>Senator RICE: And what coal export volumes?</p> <p>Mr Alchin: Likewise.</p> <p>...</p>	129 27/05/15	
73	127	IA	RICE	Private submissions received by Infrastructure Australia	<p>...</p> <p>Senator RICE: Would it be usual for Infrastructure Australia to hear from a private proponent like Transurban, if they had a proposal like this?</p> <p>Mr Davies: I believe that in the past we have received direct approaches from the private sector. Paul can probably speak more authoritatively on that.</p> <p>Mr Roe: Infrastructure's priority was to invite submissions from governments as well as the private sector, and we have received a number of private sector submissions in the past.</p> <p>Senator RICE: Can you take on notice what private submissions you have received in the past?</p> <p>Mr Roe: Yes—and provide you a list.</p> <p>...</p>	130 27/05/15	
74	128	IA	LUDLAM	Follow-up on audit reports and data	<p>Senator LUDLAM: I just want to do quick follow-up from where Senator Rice left off on your audit, particularly the reasons why you have basically fudged the numbers of urban road and urban rail together rather than disaggregating them. Can I just be clear that you have committed to provide disaggregated figures which, presumably, must exist in a spreadsheet somewhere?</p>	130 27/05/15	

					<p>Mr Alchin: That is correct. I will go back and check our datasets, and if the data is available we can provide it to the Senate.</p> <p>Senator LUDLAM: I guess it would have to be, or you would not have been able to come up with that amalgamated number. Does that seem like a reasonable hypothesis?</p> <p>Mr Alchin: I just need to double check the numbers, that is all.</p> <p>...</p>		
75	329	IA	STERLE	Cost-benefit methodology	<ol style="list-style-type: none"> 1. What are the current shortcomings of the existing IA cost-benefit method? 2. What is included that shouldn't be? 3. What is excluded that shouldn't be? 4. Isn't it the case that the method was reviewed last year? 5. Why is it being changed again so quickly? 	Written	
76	330	IA	STERLE	IA costs	<ol style="list-style-type: none"> 1. Please indicate how much IA spent from its allocated budget on the following items, for these two separate periods (i) 2013-4 financial year: and (ii) 2014-5 financial year (noting ten months as a corporation)? <ol style="list-style-type: none"> a. Governance including Board costs, accounts and record-keeping; b. Other back office functions. 2. What additional administrative staff have been added to IA since September 1, 2014? 	Written	
77	331	IA	STERLE	Project assessments	I refer to written answer 81 from last Estimates, IA said it had only published two cost-benefit analyses since the Abbott Government was elected. That's two analyses in 18 months. Do you expect that IA will publish more in the next 18 months? If yes, how many are expected?	Written	
78	332	IA	STERLE	Northern Infrastructure Audit	<ol style="list-style-type: none"> 1. What date was the Northern Australia Audit complete? <ol style="list-style-type: none"> a. What date was it provided to Government? b. What date was it released publically? c. Why the delay in releasing the Audit? d. Were there any changes made to the original audit provided to Government? 2. How much did the Audit cost? 3. How many staff positions were used to carry out the audit? 4. What was the process of conducting the Audit? 5. Was the team conducting the Audit involved in the development of the 	Written	

					<p>Northern Australia White Paper?</p> <p>6. Did the Audit team receive any representations or correspondence from the Northern Australia White Paper Taskforce or the Northern Australia Advisory Group?</p> <p>a. If yes, why were these not listed in Appendix E of the Audit?</p> <p>b. If no, given the significant focus the Prime Minister has placed on the still to be released White Paper why wasn't there any consultation between these two bodies?</p> <p>c. Were any of the following bodies consulted in the Audit process:</p> <p>i. Advance Cairns</p> <p>ii. Broome Future Ltd</p> <p>iii. Northern Territory Chamber of Commerce</p> <p>7. Have the Western Australian, Queensland and the Northern Territory Governments endorsed the Audit?</p> <p>8. The Minister's press release indicated that "This work will assist in allocating funding to infrastructure projects that return the highest benefits to communities for a stronger and more prosperous northern Australia" – can you please explain how it will assist in allocating funding?</p> <p>9. The Budget papers say that \$3.7 million will be spent to develop a Northern Australia infrastructure pipeline "in consultation with northern jurisdictions with information on potential roads, rail, water, electricity, ports, airports and communications projects" - will the Audit feed into that work and if so, how?</p>		
79	333	IA	STERLE	WestConnex	<p>1. I refer to your answer to question 60 when IA said "The tolling strategies have been factored into the NSW Government's business case and taken into account in IA's analysis of the project". Can you indicate how much will be raised by the new toll to be imposed on M4 Widening (Stage 1A) of WestConnex?</p> <p>2. Given Stage 1A is scheduled to open in early 2017 – what toll income is generated in the part year of operation in 2016-7? In the first full year 2017-18?</p> <p>3. What time savings for commuters are assumed for Stage 1A immediately after it opens?</p>	Written	

80	334	IA	STERLE	Publications/ website	<ol style="list-style-type: none"> 1. In an answer from the last Estimates (written question 64), IA indicated that it had posted only three research reports over the past 12 months. In fact most of these were posted almost 18 months ago. Since then the two audits have been recently posted. With a new CEO, can we expect more research work to be developed and published over the next year? 2. Can we expect more project assessments to be published this year? 3. Recently IA updated its website. Are you familiar with that? Can I ask – are all the reports that were on the old IA website transferred across to the new website? Were any not re-published? Was a decision made not to publish certain material that was previously on the website? 	Written	
81	335	IA	STERLE	Board meetings	<ol style="list-style-type: none"> 1. Is it the case the IA Board is now meeting monthly? 2. Is there a Board delegation policy to the CEO? Is this codified or in the Board minutes? If there is one, what is it, or can it be made available? 	Written	
82	336	IA	STERLE	Active transport	<ol style="list-style-type: none"> 1. How is Infrastructure Australia ensuring projects recommended to the Commonwealth include active transport? 2. Are projects on the Infrastructure Priority List given consideration for all transport modes? 3. With congestion set to cost Australia \$53 billion by 2031 - how does Infrastructure Australia see cycling and active transport contributing to solving this issue? 	Written	
83	337	IA	STERLE	Projects	<ol style="list-style-type: none"> 1. What is Project Coolibah about? (Estimates written answer 86). 2. What is Droughtmaster about? (Estimates written answer 86). 	Written	
84	338	IA	RHIANNON	WestConnex business case assessment	<ol style="list-style-type: none"> 1. What is the reason for the two and a half month delay between Infrastructure Australia concluding its assessment of the WestConnex business case and that assessment being published on the infrastructure website? NOTE: Assessment concluded 10 December 2014, uploaded on 23 February 2015. 2. Was it just a coincidence that the assessment was uploaded with no notification, the night before budget estimates hearings were set to begin? 3. Who gave the instruction for the assessment to be uploaded at that time? 4. Was it an attempt to limit scrutiny in the lead up to a state election where 	Written	

					<p>the WestConnex was a major political issue?</p> <ol style="list-style-type: none"> 5. What is the average turnaround time for similar business case assessments, between the assessment being completed and being publicly available? 6. Was the business case assessment undertaken by IA shown to the NSW government, either in the relevant department or Minister’s office, or to the federal Minister for Infrastructure, prior to being published? 7. Can it be confirmed that the business case assessed by Infrastructure Australia for the WestConnex does not include the two extensions – one in the south linking it towards Sutherland Shire and one in the North linking it towards the Anzac bridge? <ol style="list-style-type: none"> a. If not then what merit does the IA assessment have? b. Isn’t the WestConnex now a substantially different project to the one assessed? 8. Has Infrastructure Australia received an updated business case for the revised WestConnex? <ol style="list-style-type: none"> a. If not, what is the delay given the project was revised nearly 12 months ago? 9. How many projects has Infrastructure Australia assessed, that have gone on to receive federal funding in some form, estimated capital costs at P50? 10. Can it be confirmed that the department has not undertaken its own analysis of the BCR of the WestConnex project – that the NSW government is being taken at face value? 11. What is the agency’s own estimated BCR for the project, for both stage 1 and stage 2? 12. Has Infrastructure Australia requested the project proponent estimate its BCR at p90? If not, why not? 13. Why does the business case assessment conducted by IA reference “time constraints for the estimation of costs” (page 5). Were time constraints placed by the Department on the proponent? Are you aware of anyone who did? 14. How many projects assessed by Infrastructure Australia in the past three years have not included induced trips in their business cases? How many of these have received federal funding? 15. Can you quantify the material negative impact on the BCR for the East-West Link when induced trips were taken into account? What impact did it have on the BCR? (page 5 of assessment brief). 16. Do you believe the impact on the WestConnex business case would be 		
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					<p>material as well? Surely it would if it impacted the East-West Link business case enough for the IA assessment to mention it?</p> <p>17. Did the business case of the WestConnex assessed by IA include estimations of revenue eg. Tolls? What were those projections – either annually, or per unit (eg. Car, truck). Are they comparable to existing tolls?</p>		
85	339	IA	WATERS	Climate change resilience investment	<p>The NA Infrastructure Audit Page 63 – 67 explores Infrastructure and Climate Change.</p> <p>Under the ‘Social and sustainability considerations’ chapter one of the key points is: “Climate change is likely to have considerable impacts on infrastructure assets as the frequency of extreme weather events increases. It is important that infrastructure in Australia is resilient in order to minimise the economic and social impacts of climate change.” P. 56 (Volume 1).</p> <ol style="list-style-type: none"> 1. What evidence and from which agencies did you use to come to this conclusion? 2. Is their specific infrastructure that IA thinks will be more susceptible to climate change than other types? 3. Has IA mapped Australia’s infrastructure to work out where the vulnerabilities are? – Does IA have resources to carry out this type of work? 4. Does IA have any idea about the quantum of investment that will be required into existing infrastructure to enhance its resilience under different climate warming scenarios? 5. The audit refers to the fact that infrastructure related emissions account for approximately half of Australia’s total greenhouse gas inventory mostly electricity and transport. – When IA conducts cost benefit analysis on projects does it take into account the cost of greenhouse emissions? 6. Does IA take into account the future impact of climate change on the location of a piece of infrastructure? (eg is the infrastructure located in an area likely to impacted by rising sea levels or a stronger cyclone?) 	Written	
86	340	IA	WATERS	Environmental infrastructure	<p>The audit fails to explore eco-system services.</p> <ol style="list-style-type: none"> 1. Did IA consider expanding the audit to environmental infrastructure such as assessing the value of native vegetation in preventing salinity or the role of forests and wetlands in water catchments? 2. If not why not? 3. Does IA recognise there is a financial value to natural infrastructure in relation to ecosystem services? 	Written	

					<p>4. Does IA recognise the interconnectedness of natural and man-made infrastructure in contributing to Australia’s wellbeing?</p> <p>5. Does IA have a matrix for measuring the economic value of natural infrastructure?</p>		
Civil Aviation Safety Authority (14)							
87	281	CASA	HEFFERNAN WILLIAMS	Airline service records	<p>...</p> <p>Mr Skidmore: I am not aware of the issues in relation to Japan. I will have to find more details. We have written to the Thai DCA to get more information.</p> <p>CHAIR: It is not just Japan; it is China and a series of places have banned them.</p> <p>Senator WILLIAMS: Why have they banned them?</p> <p>CHAIR: Because they do not think they are maintaining their aircraft. Japan is not a backward country and I would have thought that if the European Union air safety mob have concerns, then all I am doing here tonight is alerting you to the fact that China, South Korea—and these people are on the game—have banned them because of safety issues.</p> <p>Mr Skidmore: We take the information that is available to us to make an assessment and we do a risk based assessment in regards to the increase of surveillance, should we need to do that. In this case they have a foreign aircraft air operator's certificate.</p> <p>Senator WILLIAMS: Do they have to forward their service records to you if you ask them, from Thai Airways?</p> <p>Mr Skidmore: I would have to confirm.</p> <p>CHAIR: I would have thought, Mr Skidmore, that may be—I am a broken down farmer but the first thing I would do is get on to China, Japan and Korea and say, 'What did you find?' I run into Thai Airways in the Boulevard Hotel in Sydney and I have to say they are all very polite, they look great and all the rest of it but if the plane is not maintained it does not matter how straight the tie is on the captain.</p> <p>Mr Skidmore: I know we have written to the Thai DCA. I can find out further details in regard to who might have provided that or who we have asked for information from. I have not specifically written to Japan or any other country.</p> <p>Dr Aleck: We actually visited Japan. Our international relations area, with a view to these issues, followed up on some of those events and what the authorities were doing. We met with the Japanese authorities. They were quite impressed with the processes that we use and indicated that they in fact did not. I do not want to speculate but I suspect that the banning is something that is done in the absence of information, as a precautionary measure.</p>	138 27/05/15	

					<p>CHAIR: I am raising it because it is obviously something about which you would say, 'Huh? What is that all about?' You can come back to me on that with some answers.</p> <p>...</p>		
88	282	CASA	BULLOCK	<p>KPIs to reduce numbers of accidents per hours flown</p>	<p>Senator BULLOCK: I understand that you have adopted some KPIs with a view to ensuring that there is a reduction in the number of accidents per hours flown by each industry sector from 2015-16. Is that right?</p> <p>Mr Skidmore: I am currently reviewing all our KPIs to see how appropriate they are in regards to meeting the requirements of CASA going forward into the future. In regards to the actual KPIs on accident statistics, obviously we are looking for a reduction in any accident statistics.</p> <p>Senator BULLOCK: You have not adopted that as a KPI?</p> <p>Mr Skidmore: As indicated in the PBS, yes.</p> <p>Senator BULLOCK: That is from 2015-16 on. If it was applying now, would you have met it? Is 2014-15 a year where the accidents per hours flown by the industry sector have gone down?</p> <p>Mr Skidmore: I do not have that information directly to hand, but we can certainly gather that information and check on that.</p> <p>Senator BULLOCK: Take that on notice, if you would not mind. Cockpit regulations—what are the rules currently around who is in the cockpit of a commercial aircraft in Australia?</p> <p>Mr Skidmore: The regulations surrounding the type of people or the number of people?</p> <p>Senator BULLOCK: Number and type.</p> <p>Mr Skidmore: If you are alluding to the recent discussion that we have had with the operators in relation to the incident in Europe, that is being directed to the operators as an amendment to their operations manual—to incorporate an operating procedure such that they have two personnel inside the cockpit. It is not a regulation as such.</p> <p>...</p>	141 27/05/15	
89	283	CASA	STERLE	<p>Consultation process ahead of MCC training course</p>	<p>Senator STERLE: I am going to move on to a completely different line of questioning and it is to do with an operator in Perth who has raised these questions with me and I think they are valid. There are a number of questions. I am going to try and get through as quickly as we can so we can move to Senator Xenophon but without cutting short. My questions will be directed to the multicrew cooperation training course. Can you outline the consultation process followed ahead of</p>	143-144 27/05/15	

					<p>introduction of the mandatory MCC training course? Mr Skidmore: I will ask my executive manager of standards to cover that. Senator STERLE: Sure. Mr Boyd: Your question is about— Senator STERLE: Consultation. Mr Boyd: The particular part you are referring to was part of the licensing regulations. Senator STERLE: I am aware of this. Let's get straight to the point, Mr Boyd. What was your consultation? Mr Boyd: They went through the normal consultation process. Senator STERLE: Tell me what the normal consultation process is. Who did you meet with? Who did you talk to? When? How many times? Mr Boyd: Look, in terms of that— Senator STERLE: No, not look. I have asked you some questions, please. Mr Boyd: I will have to take it on notice for that particular— Senator STERLE: You do not know? You cannot tell me. You have just been called up because you are the man and you cannot tell me what the consultation process for— Mr Skidmore: We have a process that we go through— Senator STERLE: I will tell you what we will do. Mr Skidmore: We can outline the process for you. ...</p>		
90	284	CASA	XENOPHON	REPCON – loss of separation	<p>Senator XENOPHON: I want to go to question on notice 174 of the last estimates, which relates to an incident that my aviation contacts have expressed a great degree of concern about—both pilots and those in air traffic control. This is the REPCON in relation to loss of separation or separation assurance. This was in terms of Melbourne Airport and Essendon Airport where there ought to have been some visual tracking. Are you familiar with that, Mr Farquharson? Mr Farquharson: I am aware of the REPCON. Senator XENOPHON: You are aware of it. You may want to take this on notice. In CASA's answer to question on notice 174 it said, 'CASA relied upon the advice of Airservices.' Given that the ATSB apparently used WebTrack—you are familiar with WebTrack, Mr Farquharson? Mr Farquharson: Vaguely. Senator XENOPHON: Yes, it is something where a 12-year-old goes on online and it tells you where the aircraft are, literally. There are all these caveats on it saying,</p>	145-146 27/05/15	

				<p>'It's not to be used for safety or other purposes.' There are all sorts of disclaimers on the WebTrack site. It says there is a liability and a disclaimer. It says WebTrack: ... should not be relied on for personal, medical, legal or financial decisions. ... It adds that there are no assurances as to accuracy. That is what the ATSB relied on—WebTrack. I am going to ask them about that tomorrow. Given that the ATSB used WebTrack to investigate the REPCON, and Airservices continued LAHSO operations whilst being prohibited by CASA, which dismissed their safety case, is it not pertinent that advice provided by Airservices regarding safety management be re-examined? These are serious issues of safety. We are talking about aircraft that could potentially intersect at Melbourne and Essendon airports because of the runways. They are supposed to have visual contact. The question on notice asked: At the time CASA reviewed Airservices Cirrus report— That was the initial report— was it aware that approximately 3 hours had elapsed between the time the reported breakdown of communication occurred and the time it was detected and corrected? You were not aware of that—not critical, because that was the information that was provided to you. You subsequently became aware of the three hour period when the REPCON was escalated, because somebody was so concerned at what had occurred. You relied on advice from Airservices, and Airservices in turn got some cover from the ATSB. I have pilots and those in air traffic control who are worried sick about what occurred. There appears to have been some systemic failures. Will you be looking beyond what you looked at in the answer to question on notice 174?</p> <p>Mr Farquharson: This is not an area that I am particularly familiar with. Mr Cromarty would probably be able to help.</p> <p>...</p> <p>Senator XENOPHON: But it also relates to Melbourne Airport. That was what the REPCON was about. It was about aircraft taking off at Melbourne Airport on one particular runway and at Essendon another runway. Is that correct? How can you just think it is about Essendon, when we are talking about aircraft that are—</p> <p>Mr Cromarty: It was about a breakdown in communication.</p> <p>Senator XENOPHON: Between Melbourne and Essendon?</p> <p>Mr Cromarty: Yes.</p> <p>Senator XENOPHON: Right. It is a three-hour period. Presumably in that three-hour period there would have been aircraft taking off at Melbourne Airport. Is that correct?</p> <p>Mr Skidmore: Can I take that one, and we will get a more of a forensic investigation into—</p>		
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					<p>Senator XENOPHON: How can your colleagues say that it is just about Essendon. That is completely disingenuous.</p> <p>Mr Cromarty: I did not say that.</p> <p>Senator XENOPHON: You said it is about Essendon. It also involves Melbourne, obviously.</p> <p>Mr Cromarty: The REPCON was about communications between Essendon and Melbourne.</p> <p>Senator XENOPHON: Right. And aircraft are taking off at the same time—</p> <p>Mr Skidmore: I do not know the full details of it, but they might be taking off in different directions.</p> <p>Senator XENOPHON: No, they were not. They were taking off where they could have intersected about five or eight kilometres out.</p> <p>Mr Skidmore: I am prepared to take it on and have a look at it for you.</p> <p>Senator XENOPHON: Will I know by tomorrow morning?</p> <p>Mr Skidmore: Regarding?</p> <p>Senator XENOPHON: These matters. Or will it take longer than that?</p> <p>Mr Skidmore: I will do my best to find out for you.</p> <p>Senator XENOPHON: I would be very grateful...</p>		
91	285	CASA	XENOPHON	CASA action to cancel, suspend or vary air operator licences	<p>...</p> <p>My understanding is that it has been seven months since the initial complaint was made and Airservices has still not provided any explanation for its behaviour to this committee. I live in hope that it will do so this morning. Irrespective of why Airservices behaved in the way it did, by its own admission it compromises the safety of the public, the aircraft crews and the national airspace system for two years. I am advised that due to the density of traffic in the Melbourne area and the time lapse that thousands of people likely were exposed to this unmitigated risk. What explanation, if any, has Airservices provided to CASA regarding its conduct? I am happy for you to take it on notice. These are issues where I am very happy to get a considered response from you.</p> <p>Mr Skidmore: Thank you. In regards to the information provided, I do not have that immediately to hand. My Executive Manager, Airspace and Aerodrome Regulation, Mr Peter Cromarty, may have that. In regards to the activities undertaken by Airservices, we do audits and surveil the activities of Airservices. We look forward to the information from them to ensure the safety of our airspace. I will pass to my executive manager to see if he has any further information regarding the LAHSO activities; otherwise we will take it on notice and provide you with a separate brief.</p>	4-6 28/05/15	

				<p>Senator XENOPHON: Sure. I am happy to do that. These are genuine concerns, I believe, that have been put to me. If I could just continue on, because of time constraints. Has CASA in the past cancelled, suspended or varied air operator certificates for operators who have ignored CASA requirements?</p> <p>Mr Skidmore: Are you talking about air operator certificates specifically in regards to Australian operations?</p> <p>Senator XENOPHON: Yes.</p> <p>Mr Skidmore: I would have to ask my executive manager of operations.</p> <p>Senator XENOPHON: Sure. I am happy for that to be taken on notice. I just want to put these on the record and get a considered response. As I indicated to you before estimates, I will seek to have a meeting with you about this because of the concerns that have been expressed to me. Has CASA in the past cancelled, suspended or varied the licences of pilots who have ignored CASA requirements? I think that the answer is yes, but if you could take that on notice about the extent of that.</p> <p>Mr Skidmore: Certainly.</p> <p>Senator XENOPHON: Is or has CASA taken action to cancel, suspend or otherwise vary Airservices's operating certificates as a result of Airservices ignoring CASA's requirements regarding the conduct of land and hold short operations? The question that has been put to me by air traffic controllers and pilots is: if not, why not? Perhaps you could take that on notice.</p> <p>Mr Skidmore: Certainly.</p> <p>Senator XENOPHON: Is or has CASA taken action to cancel, suspend or otherwise vary licences of air traffic controllers and their managers who new or reasonably ought to have known that conducting land and hold short operations beyond the published wind limits have been rejected by CASA? If not, why not? Again, you can take that on notice. If CASA has taken no action, what message should other CASA approved operators, CASA licence holders, our aviation industry and the broader international community understand about the robustness of the regulatory environment? What I have been told this morning is that if these matters are not investigated properly, why would we bother to go to the regulator? That is not a criticism of CASA; it is just that the way that the ATSB and Airservices dealt with it, they feel like giving up. It really worries me if there is that culture.</p> <p>My other question to you is, given the combination of the rejection of its land and hold short safety case by its regulator was not seen by Airservices Melbourne as an impediment to its conduct and that the Airservices Cirrus report 0125061 in late 2003 of a breakdown in coordination at the very busy Melbourne airspace—and I think, Mr Cromarty we discussed that briefly last night—omitted to mention that the</p>		
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					<p>breakdown was not detected for fully three hours. The first that CASA and the ATSB knew about the extraordinarily long time in the breakdown of the coordination was via the industry confidential safety reporting system, the REPCON AR201300090. That also suggests that losses of separation, separation assurance, may have occurred as a consequence of that breakdown of coordination between Essendon tower, Melbourne terminal area control and Melbourne tower. What has been put to me is that the failure to report an unknown loss of separation is an offence. Is that the case?</p> <p>Mr Skidmore: They have recorded that though, Senator, in regards to the REPCON. I applaud Airservices for having a reporting system that actually identified that.</p> <p>Senator XENOPHON: My understanding was this: there was an initial report—the Cirrus. It was not investigated, there was a frustration and there was a confidential report by an air traffic controller, or someone in the sector, who said that this is quite serious, and it was escalated at that level. Could you at least look at the sequence of events as to what occurred?</p> <p>Mr Skidmore: Certainly. We can look at the sequence of events and provide you with the information.</p> <p>Senator XENOPHON: CASA was reliant on Airservices assurances that nothing untoward had occurred. Can I ask that you look at these matters, because of the concerns that have been expressed to me directly by people who are worried about raising this publicly for their careers. They say that that three hour period was very problematic. ATSB relied on WebTrak, which is something that a journalist told me this morning they rely on to track the PM's plane. It is not exactly a forensic tool. It is not the same as a radar tape. Would CASA be looking at the radar tapes as to whether the information provided to CASA from Airservices was robust and adequate enough? If you could take that on notice as well.</p> <p>Mr Skidmore: Certainly.</p>		
92	286	CASA	STERLE	MCC course providers	<p>...</p> <p>Senator STERLE: Can you list the providers of these courses and outline how a company becomes accredited to deliver these courses? If that is a long, lengthy question, I am happy to take the long lengthy ones on notice. But as I say, I would much rather have an answer so it does not create all this extra paper trail for you guys.</p> <p>Mr Skidmore: I think the process would best be addressed by taking that one on notice and providing you with that detail.</p> <p>Senator STERLE: That is fine. So that is on notice...</p>	7 28/05/15	

93	287	CASA	STERLE	Post-implementation review process on helicopter regulation	<p>...</p> <p>Senator STERLE: Good. Can you tell us who will be conducting the review?</p> <p>Mr Crosthwaite: The post-implementation review is organised by CASA. We consult with the same group—the standards consultative committee and the FCL subcommittee—on the issues that are raised for review. We go through, step by step, each of those issues, consult them and look at solutions to either change the regulations or introduce an instrument to deal with a particular problem that has arisen.</p> <p>Senator STERLE: What we have found out is that since the initial working group was put together, the RAAA joined in November. Are there any other groups that have now joined as part of the working group?</p> <p>Mr Crosthwaite: The response from industry on post-implementation has been very strong and very healthy. We have had particular engagement with the helicopter sector, which is pleasing. So the RAAA is more involved. There is the AHIA and other helicopter people and we have been in contact with mustering people as well. We have the Aero club movement. So there is quite a good number of extra people now involved in that post implementation review process.</p> <p>Senator STERLE: Tremendous. If you can take that on notice and let us know who actually is on the working group. We do not have to go through them all if there are any additional ones. Thank you...</p>	8 28/05/15	
94	288	CASA	STERLE	Cost of MCC course	<p>...</p> <p>Senator STERLE: I understand that. Do you have any idea of the basis of the cost? I remember when we got a few dollars from the Howard government, which was greatly appreciated in the trucking industry. The whole idea of delivering money for training was spot on—that is, to recognise the skills of our truckies and forkies. The only problem is when you lease it outside; it is a licence to print money for some unscrupulous training providers. I just want to make sure that it is all kosher—I am proud to use the word 'kosher'—and that there is not a big heap of fleecing going on. You have no idea of the cost structure?</p> <p>Mr Skidmore: I am certainly happy to have a look and see if we can get that information for you.</p> <p>Senator STERLE: Thank you...</p> <p>...</p> <p>Senator STERLE: What I'm leading to there, so that I am not sneaking up on you, is whether there is, for example, a cost for simulator hire?</p> <p>Mr Crosthwaite: My understanding is that the course that we have been talking</p>	10 28/05/15	

					<p>about includes simulator training.</p> <p>Senator STERLE: That is in the nine and a half thousand dollars?</p> <p>Mr Crosthwaite: That is my understanding.</p> <p>Mr Skidmore: When we are saying nine and a half thousand dollars, we would have to get a specific number for you to ensure that we do understand—</p> <p>Senator STERLE: That is fine. But at this stage we think that the cost of hiring the simulator is in that. You can come back to me; that is okay...</p>		
95	289	CASA	STERLE	Pilot operating standards	<p>...</p> <p>Senator STERLE: Were there any instances involving pilots in this situation not operating at the required standard? Was there an issue?</p> <p>Mr Skidmore: I do not have that information available.</p> <p>Senator STERLE: All right. Have a think and come back on that. Gentlemen, thank you very much for your concise answers.</p>	11 28/05/15	
96	290	CASA	GALLACHER	Policy and safety concerns on unmanned platforms	<p>Senator GALLACHER: I will put this question on notice, but I want it in the public arena. There is an increasing area of safety concerns in respect to unmanned platforms—recreational, commercial and military. I would like you to forward to this committee your policy document in respect to that. That is to give us an idea about what you are doing about these recreational UAVs, commercial operations of UAVs and the military operations of UAVs. What is CASA's policy thinking in respect to this emerging area of increasing probable safety concern?</p> <p>Mr Skidmore: If I understand the question correctly, I can provide you with the information in regards to what we are doing. Looking at regulation 101 and potentially looking at a new regulation, 102, depending on how we want to—</p> <p>Senator GALLACHER: I would just like to see what your organisation has in terms of policy or regulation in respect to this area.</p> <p>Mr Skidmore: Certainly.</p>	12 28/05/15	
97	291	CASA	HEFFERNAN	Bankstown airport – pilot hour requirement	<p>CHAIR: I have a lot of stuff on Bankstown. There are still people out there who think there is some seriously dodgy business going on—the amount of earth that has been moved, the effect of a possible flood. They have already had a flood there, but not a one in 100 year event, which is supposed to be the point where houses are seriously flooded because of the build-up of the floodplain. There are a range of other issues. Some of the tenants think they have been duded with their leases because there was an agreement with the Commonwealth before it was sold off. I think the best way to do deal with this is that this committee needs a private briefing, along</p>	12 28/05/15	

					<p>with Senator Fawcett, because I am getting sick of hearing from one side and then getting bureaucratic push back from the other. We need to sort out what is going on out there. Does Bankstown airport still do pilot training? Can you start with no hours? Is it 30 hours to get a restricted licence still? How many hours is it to get a restricted licence?</p> <p>Mr Skidmore: I am not sure of the exact numbers.</p> <p>CHAIR: It will take three or four hours to sort this shit out.</p> <p>Mr Skidmore: I would have to confirm whether there is a flying training school at Bankstown still.</p> <p>Mr Crosthwaite: The hours requirement for private pilots is the same as it was in the previous regulations, which is 40 hours.</p> <p>CHAIR: It was 30 when I got mine. What is the minimum for unrestricted?</p> <p>Mr Crosthwaite: Unrestricted is 40 hours.</p> <p>CHAIR: No, I am talking about restricted.</p> <p>Mr Crosthwaite: The new recreational pilot licence—</p> <p>CHAIR: No, I am talking about before you qualify to go solo and do your cross country. How many hours is that?</p> <p>Mr Crosthwaite: I will double check, but it is in the order of 20 hours.</p> <p>Mr Skidmore: We will confirm the number for you.</p> <p>CHAIR: Can you do that at Bankstown Airport?</p> <p>Mr Crosthwaite: Yes.</p> <p>...</p>		
98	350	CASA	STERLE	Cockpit safety regulations	<ol style="list-style-type: none"> 1. What regulations exist to regulate who is in the cockpit of commercial aircraft in Australia? 2. Have there been any attempts to prescribe this in regulations in the past ten years? 3. If yes, what was proposed, when, and what was the outcome? 	Written	
99	351	CASA	STERLE	Investigations in relation to Scribe Line inspections	In relation to the two investigations carried out at St Aerospace in relation to Scribe Line inspections, can CASA provide the details to the committee of the purpose of the investigations, the findings and proposed actions resulting from those investigations (including any evidence that CASA relied on to make their findings)?	Written	
100	352	CASA	RICE	Aircraft movements and noise impacts on	<p>These questions relate to the <i>Aeronautical study of Melbourne 2011</i>, recommendation no. 1:</p> <ol style="list-style-type: none"> 1. Did the flying schools in the Melbourne area meet with CASA to discuss 	Written	

				residents	<p>options for increasing access to the Melbourne CTA and CTR by student pilots and VFR aircraft?</p> <ol style="list-style-type: none"> 2. Was an outcome of this meeting to change or rearrange the airspace classification to increase access to Melbourne CTA and CTR to VFR aircraft? 3. If change or reclassification occurred, what evidence and cost/benefit was this change to achieve? And what date did the change become effective? 4. Was advice sought for any proposed or actual change or reclassification from the Minister for Environment Protection, Heritage and the Arts? 5. What consultation was held with the broader community and residents' groups that were likely to be impacted at that time? How were concerns accommodated? If no discussions were held, why not? 		
Australian Transport Safety Bureau (3)							
101	292	ATSB	GALLACHER	Incidents on Australian crewed ships	<p>...</p> <p>Senator GALLACHER: Perhaps if you could just take this one on notice. Could you provide the last two years of injuries, deaths and accidents on Australian crewed ships that you have had to set your organisation's mind to?</p> <p>Mr Dolan: Yes. We will work with the Australian Maritime Safety Authority on that. It also relates to things where a vessel is not on a voyage where we do not have much of a mandate. They are really work health and safety issues. But we will do our best to give you a comprehensive picture, working with AMSA on that.</p>	15 28/05/15	
102	293	ATSB	XENOPHON	Breakdown in communication	<p>...</p> <p>Senator XENOPHON: No. I am not trying to do circle work. This is important. Will the ATSB at least look at the publicly available information on WebTrak out of the two airports for that three-hour period to see whether there was a loss of separation assurance?</p> <p>Mr Dolan: We thought it was more effective to ask Airservices to take a look at the tapes and to provide us with their view as to whether there had been a loss of separation assurance.</p> <p>Senator WILLIAMS: How long would it take you to look at what Senator Xenophon is requesting? How long would it take you to look at that information? A couple of hours?</p>	21 28/05/15	

					<p>Mr Dolan: Possibly. It would need to be done by someone with air traffic control experience so that they could understand it, and we have a range of priorities that we have got our limited air traffic control expertise focused on. This is a matter of the management of limited resources.</p> <p>Senator XENOPHON: Could you please, Chief Commissioner, take on notice whether the ATSB will be taking this matter any further, at the very least, to look at the WebTrak for that three-hour period out of the Essendon and Melbourne airports, and also whether it would look at radar tapes? Also, it appears, from what has been put to me, that there is a fundamental issue that Airservices did not give you the full story initially.</p> <p>Mr Dolan: In terms of not being informed of a three-hour period, that is true.</p> <p>Senator XENOPHON: Does that not worry you, Mr Dolan?</p> <p>Mr Godley: Could I just clarify something, Senator? We did have one of our air traffic control investigators review the whole three hours. What happened was that after the recon we got back to Airservices. They reviewed the tapes and said there was no loss of separation or loss of separation assurance. Our ATC investigator then reviewed the three hours. She determined that there was a potential loss of separation between two aircraft. But, due to the limitations of WebTrak, she could not be sure.</p> <p>...</p>		
103	356	ATSB	RICE	MH370 search	<ol style="list-style-type: none"> 1. Does the ATSB know about news reports of observations of low flying plane during the timeframe in question, and in Malaysian airlines colours? If not, why not (given they are leading the search)? 2. Has the ATSB followed up with any investigation of their own with the government of the Maldives, or local people or authorities, given that news reports exist that provide accounts of people in the Maldives observing a plane flying low? 3. Will the ATSB now conduct investigations in the Maldives and revisit analysis of acoustic data in this area? If not, why not? 	Written	
Airservices Australia (4)							
104	294	Airservices	XENOPHON	Loss of separation	<p>...</p> <p>Senator XENOPHON: I will go back a step: can we just go to the issue that I have raised with the ATSB about the Melbourne tower and Essendon tower—that three-hour period? The ATSB has relied on Webtrack, which is publically available, which has all sorts of caveats and limitations in terms of its use. What I am trying to</p>	26 28/05/15	

					<p>establish is: do the radar tapes for that three-hour period, where there was no contact—as there should have been—between Melbourne and Essendon, still exist; how long do you keep radar tapes for?</p> <p>Mr Hood: Radar tapes are kept for 30 days.</p> <p>Senator XENOPHON: That is it?</p> <p>Mr Hood: That is it.</p> <p>Senator XENOPHON: As a result of the Cirrus, were the radar tapes kept longer?</p> <p>Mr Hood: I would have to take that one on notice but, in relation to your previous conversations with the ATSB and with CASA in relation to, 'why didn't the Cirrus notify a three-hour breakdown in coordination?'; Cirruses are submitted as an immediately notifiable. So we try and notify incidents that have occurred in the air traffic management system as soon as practicable, which will not have all of the details in there. So when the Cirrus was submitted, we may not necessarily have known that coordination was null and void for the three-hour period.</p> <p>...</p> <p>Mr Hood: What would normally happen, and where the human error was made, is that the terminal area controller would have instructed the approach controller, 'Make sure you stagger the aircraft arriving 16 with the aircraft arriving 26 at Essendon,' such that in the event of a missed approach there is separation applied. What I am saying is there was another level of defence in that set-up where, even when that human error was made, had there been a go-around—the aerodrome is 11.3 kilometres away—there would have been additional coordination.</p> <p>...</p>		
105	295	Airservices	XENOPHON	Aircraft on the ground	<p>...</p> <p>Senator XENOPHON: The concern I have, which has been put to me, is that the runway was wet with a tailwind.</p> <p>Mr Hood: I will take that on notice because that is not in my brief.</p> <p>Senator XENOPHON: Referring to question on notice No. 149, Airservices response was that during this ground delay, air traffic controllers had the waiting aircraft in sight and on the ground radar screens at all times. What happens in fog when the controller cannot see the aircraft, and has this happened previously?</p> <p>Mr Hood: I will refer this to Mr Rodwell, but we have taken action to ensure that the strip display is corrected now and will not finish as happened in the last event.</p> <p>Senator XENOPHON: If you could take that on notice? Apparently for some reason, I am advised, the report was sent to my office and the chair's office but not to the secretariat. I think that is where the mix-up has been because those things would</p>	27 28/05/15	

					normally be sent to the entire committee. Mr Hood: I am sure you will have questions from the report.		
106	296	Airservices	GALLACHER	Adelaide Airport consultation process	... Senator GALLACHER: Is there any public consultation? Can anybody come to it? Ms Staib: We had quite an extensive consultation process at Adelaide Airport with the local operators. Senator GALLACHER: So are any submissions publicly available? Ms Staib: To my knowledge, there were no written submissions taken. Senator GALLACHER: Do you have a list of organisations that have made submissions to you? Do you know who spoke to you about it, or which organisations have made submissions? Ms Staib: There have been no submissions taken, but there have been people consulted. I can provide you the list of the people that we have consulted. Senator GALLACHER: Okay, thank you...	28 28/05/15	
107	359	Airservices	GALLACHER	Adelaide TCU business case	... Senator GALLACHER: My question is: was there an initial business case— Ms Staib: There was a business case put to the board. Senator GALLACHER: Was that an initial business case? Ms Staib: No, that was the final business case. Senator GALLACHER: And has that business case been furnished to the committee? Ms Staib: Extracts have been provided. There are some commercial sensitivities at the moment with its relationship to our negotiations on the OneSKY program. Senator GALLACHER: Just for clarification, was the business case final at the time of the last discussion at estimates? Ms Staib: To my recollection, yes. I think we had an initial safety case talked about—the business case. Senator GALLACHER: We are onto the business case now. You did say that you would be able to furnish the business case to the committee. You are now saying it is commercial-in-confidence. Ms Staib: There is an element that is commercially sensitive because of its relationship with the OneSKY program. Once we get further into those negotiations I can table the full business case or I can do it in camera if you want. Senator GALLACHER: It is quite common for committees to have evidence taken	29 28/05/15	

					<p>in camera. That is quite appropriate. Also there are redactions if you have commercial sensitivities.</p> <p>Ms Staib: I think I could do it—</p> <p>Senator GALLACHER: I think withholding the business case is not advancing support for your decision, so to speak. So you can now table it in camera—is that what you are telling me?</p> <p>Ms Staib: Yes, or I am happy to redact the commercially sensitive piece.</p> <p>CHAIR: Can I halt there for a moment. I am trying to run this so that we get finished before the 11 o'clock knock-off. We cannot take evidence in camera at estimates. There is nothing to talk about. It cannot happen.</p> <p>Ms Staib: Can I please table the business case with the commercially sensitive material redacted?</p> <p>Senator GALLACHER: Is that okay, Chair?</p> <p>CHAIR: Yes.</p>		
Aviation and Airports (8)							
108	297	AAA	BACK	<p>Regional infrastructure – possible funding for airport at Norseman</p>	<p>Senator BACK: I want to ask one question with regard to regional infrastructure. Is there anything, Mr Mrdak, in the planning or pipeline for funding for the airport at Norseman? At Norseman, the so-called airstrip is actually on a salt lake. When the lake is full of water, you cannot land. Why is it important? Because it is obviously the arterial road on the Nullarbor Plain north to Kalgoorlie, Boulder, Coolgardie, west to Hyden and south to Esperance. It is very, very important from an RFDS point of view. If there has been rain, the RFDS simply cannot land. Is there anything yet in the pipeline with regard to an all-weather airstrip for Norseman, please?</p> <p>Mr Mrdak: Certainly in the budget the government has continued for four years the regional aerodrome program for regional and remote aerodromes. I would have to check as to whether the Western Australian government has put Norseman forward. I am happy to come back to you on that. Importantly, as I outlined to Senator McLucas, previously the remote aerodrome program was lapsing. The government has consciously continued that program and resourced it at around \$8 million per annum. That provides for maintenance, particularly with a focus on regional and remote and indigenous community access for health services. So if the strip is providing critical medical access, that obviously is the sort of project that we would be looking to fund under this program.</p> <p>...</p>	90 27/05/15	

109	298	AAA	HEFFERNAN	Contractor letters	<p>...</p> <p>CHAIR: This is a bit too complex for that. A contractor can send out a letter under the Commonwealth's letterhead?</p> <p>Mr Wilson: Correct—as a delegated officer under the act.</p> <p>CHAIR: Fair enough—the approval, right? I have got it here.</p> <p>Mr Wilson: Yes. I did try to provide you with as much material as I could.</p> <p>CHAIR: You certainly did—but you have not snowed me!</p> <p>Mr Wilson: I would not think that I could!</p> <p>CHAIR: The only failing in the contractor, with your letterhead over it and a whole lot of conditions, was that it is not signed.</p> <p>Mr Wilson: Yes.</p> <p>CHAIR: So it is not valid.</p> <p>Mr Wilson: I noted that the document that was provided to you was not signed. I am not 100 per cent certain that that is not an electronic version that we have and the original is signed. I will have to check that.</p> <p>CHAIR: There is not one; there are more. There are several unsigned—</p> <p>Mr Wilson: Yes. There are several unsigned documents that we have provided you. As I indicated, I am not certain whether the original is signed.</p> <p>CHAIR: How am I going to know whether tomorrow morning these unsigned ones—I presume you know whose signature is supposed to be on them.</p> <p>Mr Wilson: I believe it is an officer of Philip Chun & Associates.</p> <p>CHAIR: How do I know that he will not sign them in the morning to validate them?</p> <p>Mr Wilson: That would be—</p> <p>CHAIR: not surprising.</p> <p>Mr Wilson: I cannot comment on that.</p> <p>Mr Mrdak: Tomorrow morning we will do our best to identify the original documents for you and have those.</p>	139 27/05/15	
110	299	AAA	HEFFERNAN	Airport master plans	<p>...</p> <p>CHAIR: What checklist does the department use to ensure secondary airport master plans are in compliance with all clauses of the air commonwealth lease prior to the department making any recommendations? I notice in here that Albo signed off a master plan, I think for Archerfield. Do you have a checklist?</p> <p>Mr Mrdak: Yes, we do.</p> <p>CHAIR: Can you table the checklist?</p> <p>Mr Mrdak: Yes. It is set out in the legislation, and we can certainly provide you with that and the advice on the criteria against which we assess master plans.</p>	13 28/05/15	

					<p>CHAIR: Just so you know where the two or three houses are going to go, why then wasn't that checklist used to check Archerfield airport's 2011 draft master plan for compliance prior to ministerial recommendation?</p> <p>Mr Mrdak: To the best of my knowledge, we met all of the statutory requirements. I will just ask—</p> <p>CHAIR: No checklist is evident.</p> <p>Mr Doherty: I can confirm that the Archerfield master plan was measured against the requirements of the act back in 2011.</p> <p>CHAIR: I want some written evidence of all out.</p> <p>Mr Doherty: I understand.</p> <p>CHAIR: Obviously there is a serious blue going on between a master plan and a proposed master plan for Archerfield. Obviously, everyone knows that there is a lot of pressure on for the developers to get in and make use of the land, other than for aviation. And here is a good example, because it is exempt from ACT law. The Snowden family has done quite nicely, and good on them. They saw it coming. Part of the briefing will be that. Just quickly, because I do not want to take up too much time, it has been alleged to me—and you might be able to prove differently—that when the deal was done on Bankstown Airport no-one could find the money for the stamp duty. The stamp duty did not change hands.</p> <p>Mr Wilson: All indications from the processes are that the lease was stamped—</p> <p>CHAIR: It was stamped but the money didn't change hands.</p> <p>Mr Wilson: That would be a highly unusual situation—</p> <p>CHAIR: It would be a matter for an inquiry.</p> <p>Mr Wilson: It would be a highly unusual situation for New South Wales to stamp a lease without an exchange of—</p> <p>CHAIR: Alright. Can you provide to this committee when the money changed hands?</p> <p>Mr Wilson: We will.</p> <p>CHAIR: Thank you very much, and I will see you at a briefing at a later date.</p>		
111	300	AAA	GALLACHER	Actions by a previous government – Adelaide	<p>...</p> <p>Senator GALLACHER: Will the federal minister have the capacity to overturn the decision to relocate the Adelaide terminal control unit to Melbourne?</p> <p>Mr Mrdak: I think that is a matter that we cannot really comment on. The matter is essentially one for the board of the organisation. The minister has been briefed. The minister is certainly very closely engaged with—</p> <p>Senator GALLACHER: I know that I cannot ask you for an opinion and you will</p>	30 28/05/15	

					<p>not comment on that, but— Mr Mrdak: No. Senator GALLACHER: Can I ask you for a fact. Did a previous minister intervene and overturn the decision? Mr Mrdak: I am not aware of such a decision. Senator GALLACHER: You are not aware of it? So this was not overruled in the Howard government? Mr Mrdak: I would have to go and check—I am sorry, Senator. Senator GALLACHER: Perhaps you could go and check if there was a case built for relocation and it never happened. That is a fact—that is not— Mr Mrdak: I am sorry—I just do not want to mislead you. I will obviously take that on notice and check...</p>		
112	301	AAA	URQUHART	Airports and rate payments	<p>Senator URQUHART: I just want to ask you about airports and rates payments. Can you advise me if you are aware of any airports that are not paying rates to local government? Mr Wilson: We are aware of disputes between a number of the airports and their local councils at the moment. I believe—Ms Horrocks may correct me—that at the moment there are disputes between Hobart, Launceston, the Gold Coast, Sydney Airport and Mt Isa. Senator URQUHART: Are you aware of the value of the rates outstanding in each of those situations? Mr Wilson: I would have to take the precise number on notice. Senator URQUHART: But you can provide that? Mr Wilson: We can provide to the best of our knowledge what we understand the differential is. Senator URQUHART: Thank you. Have ministers had approaches from local government bodies in relation to this situation? Mr Wilson: Yes. Senator URQUHART: What has been the context of those approaches? Mr Wilson: I have not been privy to the conversations between the local councils and the ministers, so I can only speculate in regard to—I could only speculate in regard to what those conversations have actually been. Senator URQUHART: Are you able to take that on notice and provide that information? Mr Wilson: Yes. Senator URQUHART: So you will clarify what the situation is with that?</p>	38 28/05/15	

					Mr Wilson: Yes, Senator.		
113	353	AAA	STERLE	Airport regulation	<ol style="list-style-type: none"> 1. Which federally-leased airports have curfews in place? 2. For each curfewed airport above: <ol style="list-style-type: none"> a. When did the curfew come into effect? b. What was the evidentiary basis for the imposition of a curfew? c. What evidence is relevant for the making of a decision to legislate a curfew? d. For each curfewed airport, how many households/dwellings and/or persons are currently estimated impacted by exceeding the threshold for (i) ANEF 20-25 contour; and (ii) ANEF 25-40 contour? 3. For each federally-leased non-curfewed airport, how many households/dwellings and/or persons are currently estimated impacted by exceeding the threshold for (i) ANEF 20-25 contour; and (ii) ANEF 25-40 contour? 4. Has the Department received representations about imposing curfews on existing federally-lease non-curfewed airports in the past two years? 5. If yes, which airports? 	Written	
114	354	AAA	STERLE	Airports that are not paying local government rates	<ol style="list-style-type: none"> 1. Can the Department please advise us if it is aware of any federally-leased airports not paying rates to local government? 2. If Yes: Please advise which airports you are aware are not paying rates? Please advise if Department is aware of the value of rates outstanding in each situation. 3. Have Ministers had approaches from local government bodies with regards this situation? 4. If no: Is the Government of the opinion that airports should be paying rates or rate equivalents? 5. Does the Government have any plans to clarify the situation? 	Written	
115	355	AAA	STERLE	Licences	<ol style="list-style-type: none"> 1. Are the drivers of airside buses at Sydney Airport required to have a NSW bus authority licence? 2. What legislation or regulations govern arrangements for operation of such buses at federally-leased airports generally? 	Written	

Office of Transport Security (1)								
116	152	OTS	URQUHART	AFP at Hobart airport	<p>Senator URQUHART: I have a question about the Australian Federal Police, particularly in Hobart airport. Given the government's recent announcement of a task force to counter issues associated with the ice epidemic and mooted upgrades to Hobart International Airport, does the government have any plans to reinstate Australian Federal Police officer positions in Tasmania at the Hobart airport?</p> <p>Mr Wilson: Unfortunately, that is actually a question that you would need to ask the AFP in regard to whether they have any plans to reinstate their forces in Hobart. From this portfolio's point of view, we are unaware of any plans that they may have to do so.</p> <p>Senator URQUHART: But you deal with transport security, so would you not be aware if they were going to reinstate?</p> <p>Mr Wilson: If they were going to, I would assume that we would be aware, but I cannot—</p> <p>Senator URQUHART: So you have not asked that question?</p> <p>Ms Wimmer: We talk to the AFP quite frequently, obviously, given their position at the airports. We have not had any conversation with them that they are likely to change their current position around Hobart airport.</p> <p>Senator URQUHART: Can I ask you then to take that on notice and come back with a confirmation?</p> <p>Mr Wilson: We can certainly clarify as to whether or not they have any plans.</p> <p>Senator URQUHART: Thank you.</p>	38 28/05/15		
Australian Maritime Safety Authority (13)								
117	360	AMSA	GALLACHER	Mandatory pilotage area	<p>...</p> <p>Senator GALLACHER: We are a trading nation and we ship huge amounts of produce all over the world 24 hours a day 365 days a year. Are all of those boats under Australian pilots? Is that what you are telling me?</p> <p>Mr Dolan: There are two types of pilotage. There is port pilotage, where to be able to get a vessel safely out of a harbour you need a pilot input, and there are a range of ports where that is a requirement. There is also coastal pilotage, which is essentially the Great Barrier Reef and the Torres Strait, where there is, again, compulsory pilotage of all commercial vessels going through there.</p> <p>Senator GALLACHER: Was the Chinese ship that ran aground under an Australian pilot?</p> <p>Mr Dolan: No, it was outside the mandatory pilotage area. It was south of the</p>	14-15 28/05/15		

					<p>mandatory pilotage area. Senator GALLACHER: So there is a limitation on where we actually provide the pilot? Mr Dolan: There is a defined area. Senator GALLACHER: And that just doesn't happen to be outside of the Barrier Reef? It happens to be what? Mr Dolan: It is largely coincident with the Barrier Reef. As I recall, but I may have to take this on notice, it was extended somewhat after the event. Mr Mrdak: I think when the Maritime Safety Authority appear shortly, they will be able to give you a better definition. There was an extension of the required pilotage area recently. I think that AMSA is best placed to give us information on that. Senator GALLACHER: I accept that, but these are the priorities of ATSB— Mr Mrdak: Yes, I understand. Senator GALLACHER: that we have had listed. Mr Mrdak: Yes, I just think that it is a matter of fact that we cannot give you a definitive answer without AMSA. ...</p>		
118	266	AMSA	CONROY	Search and Rescue Aircraft contract value	<p>... Senator CONROY: What was the previous contract worth? Five years, 10 years or 12 years? Mr Lloyd: It was a seven-year contract. I would have to take it on notice. We can come back with the contract. Senator CONROY: What were you paying per year on the previous contract? Mr Lloyd: I will take that on notice. ...</p>	50 28/05/15	
119	267	AMSA	CONROY	Tender process and planes – arrival time capability	<p>... Senator CONROY: There is still arrival time for the original planes. It was just that it was based in five places. If you worked it out on an average, which is generally how you would do a comparison, there might be a small amount of difference between arrival time and if you wanted the same capability from the same arrival time originally. It may not be right. I am just trying to understand how you calculate it into your costs. Mr Prosser: I think that was part of our tender assessment. We were getting the best value for money proposition and looking at the services that were provided and how they would respond with timeliness et cetera. But we could probably provide more</p>	52 28/05/15	

					information on notice on that, if required. Senator CONROY: That would be great. Thank you...		
120	268	AMSA	CONROY	Tender process and planes – Cobham – company base	... Senator CONROY: ... You said you retrofitted the windows. Do you buy the planes? Who is the winning tenderer? Mr Lloyd: Cobham. Senator CONROY: Where are they based? Mr Lloyd: Out of Adelaide. Just for reference, they are the current surveillance contractor for Border Protection Command, or customs. Senator CONROY: They are not an Australian company? They are an overseas company? Mr Prosser: I believe that they are a UK company, but I am not quite sure. We could take that on notice. ...	52 28/05/15	
121	269	AMSA	CONROY	Tender process and aircraft hours	... Senator CONROY: So they are being fitted out? Mr Lloyd: Correct. Senator CONROY: And who is fitting them out? Mr Lloyd: It is a combination. Actual structural changes will be done in Canada, and then the aircraft will come to Adelaide, where they have their mission management and sensors fitted. Senator CONROY: The sensors? Mr Lloyd: Yes. Approximate new. They have been refurbished and repainted. They are approximately seven years old. That was part of the contract—to ensure that the reliability and the age of the plane was not an issue. Senator CONROY: So they are not new planes; they are used planes that have been refurbished? Mr Lloyd: Yes. CHAIR: How many hours have they been used? Mr Lloyd: I could take it on notice. They are seven years old from when they were produced. CHAIR: Hours is the thing. It does not matter how old they are. Engine and air frame hours would be helpful, thanks. ...	53 28/05/15	

122	270	AMSA	RICE	Australian and international crewed tankers – detentions and inspections	<p>...</p> <p>Mr Prosser: Just ships?</p> <p>Senator RICE: Yes. That is what I have been told—that you detain an average of one international tanker every month.</p> <p>Mr Prosser: Last year we had 270 port state controlled detentions.</p> <p>Senator RICE: That is one every couple of days. Many more than one a month.</p> <p>Mr Prosser: But that is all ships.</p> <p>Senator RICE: That is all ships. So tankers, being one a month, is probably—</p> <p>Mr Prosser: I will take that on notice as far as what the world tanker composition of that is.</p> <p>Senator RICE: Am I right that Australian crewed tankers have never been detained once in 36 years of service?</p> <p>Mr Prosser: I would have to take that on notice. I cannot give you that answer at this time.</p> <p>Senator RICE: I have been told. Presumably, it is public information, as you say, that is on your website?</p> <p>Mr Prosser: We also do not have any.</p> <p>Ms O'Connell: There are no Australian tankers.</p> <p>Senator RICE: Well, there have been. Australian crewed tankers is what I am asking about.</p> <p>Mr Prosser: And you going back how many years, did you say?</p> <p>Senator RICE: Even 36 years.</p> <p>Mr Prosser: We can provide that information on notice, I think.</p> <p>Senator Cash: At the end of the day, though, the same high standards apply to Australian vessels as they do, obviously, to foreign vessels.</p> <p>Senator RICE: But the comparison between detaining an internationally crewed tanker once a month and Australian crewed vessels is—</p> <p>Senator Cash: The same standards apply, and AMSA will take action if the wrong thing is done. I do not want there to be any dispute about that.</p> <p>Senator RICE: No. I am just highlighting the difference between the Australian crewed tankers, which I am told have not ever been detained once in 36 years of service, compared to the international ones.</p> <p>Ms O'Connell: I just want to get this clarified. There are no Australian crewed tankers.</p> <p>Senator RICE: As of now. But there has been in the past.</p> <p>Ms O'Connell: That would be some time ago, but, yes.</p> <p>CHAIR: I seek a clarification. The request on notice is to go back 36 years. Is that</p>	54-56 28/05/15	
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					<p>feasible? Senator Cash: I would have to ask Mr Prosser. CHAIR: Can you lighten up your request? Senator RICE: I trust the information that I have been given... ... Senator RICE: But this is the point of my question. It is the difference and the increased risk as we have gotten rid of Australian jobs with Australian high standards. It is the contrast between having to detain one international tanker every month compared with never having had to detain a tanker crewed by Australian sailors. Ms O'Connell: I am not sure that that is correct. We will check that. I know that we have looked in the past at Australian crewed vessels and detention rates versus foreign crewed vessels and detention rates. We will have to get the data back for you. Mr Prosser has the data. It does not separate out tankers, but it talks about vessels. ... Senator RICE: I am particularly interested in terms of not just overall ships but with tankers, particularly because of the risk of accidents with the increasing number of foreign flagged vessels that are going to be going through the Great Barrier Reef and the increase in risk of accidents occurring in those waters. Senator STERLE: I am more worried about Australian jobs and security. Senator RICE: Exactly. Thank you.</p>		
123	271	AMSA	STERLE	Port state control inspections	<p>... Mr Prosser: In general, we normally look at port state control for foreign flagged and then flag for state control for our own vessels. There is not a discernible difference between the flag. The flag is not the determinant. It is the operator that makes the difference. Look at issues such as, for example, deficiencies per inspection. Last year, from a port state control perspective, there were 2.5 deficiencies per inspection for overseas ships and there were 3.8 deficiencies for our flag state arrangements. But it is hard with statistics because the numbers of Australian vessels are very low. But there is no discernible trend that we can take at this point in time. Senator STERLE: Can we get those figures tabled—how many actual inspections there were? Mr Prosser: I think they were tabled on notice last time at the last Senate estimates. We provided the 2013 port state control report. The 2014 report is almost ready for publication on our website as well.</p>	56 28/05/15	

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124	272	AMSA	RHIANNON	<p>Livestock vessels</p> <p>(a) Inspections of livestock vessels</p> <p>(b) AMSA surveyors in WA</p> <p>(c) Deficiencies recorded for livestock vessels</p>	<p>...</p> <p>Senator RHIANNON: How often are these inspections required to be performed?</p> <p>Mr Prosser: Are you talking particularly with livestock vessels?</p> <p>Senator RHIANNON: Yes, please.</p> <p>Mr Prosser: I will take that on notice, and we will provide detail for that.</p> <p>Senator RHIANNON: I am interested in how many inspections are required to be performed. Can you explain how we work it out? Is it per year, per week or per how many times this vessel comes to port? Could you explain your methodology there? I am interested in how many inspections have been performed since the beginning of 2014.</p> <p>Mr Prosser: I think it is best to answer your question on notice.</p> <p>Senator RHIANNON: On which ships and who performed it?</p> <p>Mr Prosser: Okay.</p> <p>Senator RHIANNON: I want to stick with Western Australia. How many inspectors do you have based in Western Australia?</p> <p>Mr Prosser: We have a number of survey officers in Western Australia.</p> <p>Senator RHIANNON: And is a survey officer your name for an inspector, is it?</p> <p>Mr Prosser: That is correct. So in Fremantle and Karratha. I would have to give you on notice the actual number of surveyors in each of the offices in WA.</p> <p>Senator RHIANNON: If you could and where they are based. I am trying to get a sense of how often these ships are inspected. We do get a number of complaints. I am interested in understanding the process.</p> <p>Mr Prosser: We take a very proactive approach to where we appoint our port surveyors. We look at what the shipping trends are and what the projected growth is going to be to make sure that we can place our surveyors in the most valuable position to do their job.</p> <p>Senator RHIANNON: Thank you for explaining that. If you are making that determination so that they are most effective in their job, could you provide the committee with an up-to-date list of the reported concerns and complaints that they have recorded as a result of their inspections?</p> <p>Mr Prosser: When you say complaints, could you provide a bit more detail on that?</p> <p>Senator RHIANNON: Issues that they find—that there are not enough water vessels, that the cages are too small or that the cow might get its head caught in the fence as it walks up the ramp. I am not sure. I am just trying to get a sense of whether they identify problems and whether they just randomly report, or whether you have</p>	57 28/05/15	

					<p>categories by which they make this report.</p> <p>Mr Prosser: I think the best way to answer that would be, on our question on notice, to provide some information about what deficiencies we have found.</p> <p>Senator RHIANNON: Thank you for that. When a person goes in to inspect, are they ticking boxes? Are there certain categories that they look for? Or are they just making a general report that you can then file away?</p> <p>Mr Prosser: All of our surveyors undergo a continuous training regime, where we are make sure they are surveying to a common standard. They are constantly upgraded on that to make sure that their surveys are effective. It is not just a tick the box scenario. They will be looking at the vessel from a number of different aspects.</p> <p>Senator RHIANNON: And you will be able to supply what those aspects are?</p> <p>Mr Prosser: I think we should be able to, yes, Senator.</p> <p>Senator RHIANNON: Thank you.</p>		
125	273	AMSA	STERLE	<p>Search and rescue subprogram 1.1.2 PBS performance measure calculations</p>	<p>Senator STERLE: Mr Prosser, I take you to page 99 of the portfolio budget statement.</p> <p>Mr Prosser: Yes.</p> <p>Senator STERLE: Do you see the yellow highlighted part that I made?</p> <p>Mr Prosser: No</p> <p>Senator STERLE: AMSA lists this as a KPI for search and rescue subprogram 1.12 search and rescue: Maximise percentage of saved lives as a portion of lives at risk (a person is defined as being at risk if the person has a chance of surviving the initial maritime or aviation accident). Am I right that your targets after this financial year are estimated at the moment at 99 per cent?</p> <p>Mr Prosser: I think our target would have been 100 per cent this year. Ninety-nine per cent is our actual target. We will always be trying to save everyone we can. That is the bottom line.</p> <p>Senator STERLE: For 2014-15, yes. Then your targets are 100 per cent. Right?</p> <p>Mr Prosser: Yes.</p> <p>Senator STERLE: Can you tell me what the estimated numerator and denominator for that measure is?</p> <p>Mr Prosser: I might ask Mr Lloyd if he can help or if we need to take that on notice.</p> <p>Senator STERLE: Sure.</p> <p>Mr Lloyd: I believe the question is how we actually calculate the percentage figure.</p> <p>Senator STERLE: That is it.</p>	58 28/05/15	

					<p>Mr Lloyd: Simply there, it is the number of lives that are assessed at risk. Then we look at the number of lives that were lost and differentiate those. For example, if there was no chance that the person survived an air crash, then of course that is not regarded as a life lost. So that assessment is made and then, of course, the figure is divided to get your percentage.</p> <p>Senator STERLE: I know what 100 per cent means. So, for 2014-15, could you provide the committee with just the numbers and the situation and differentiate between aviation and maritime? You could do that for us?</p> <p>Mr Lloyd: We can, yes.</p> <p>Senator STERLE: If you can take that on notice, that is fantastic, thank you. How do you source your data for that KPI?</p> <p>Mr Lloyd: From our incident response systems.</p> <p>Senator STERLE: All from that?</p> <p>Mr Lloyd: Yes.</p> <p>Senator STERLE: Out of curiosity, does 'person' include asylum seekers?</p> <p>Mr Lloyd: The figures have included that. We would have to check. There has been a significant change from previous years to now. Yes, they would be involved.</p> <p>Senator STERLE: It may be helpful for that question to go back a couple of years, if you could.</p> <p>Mr Prosser: I will add to that. It is of note that from 1 July 2014 to 30 April this year there were 231 persons rescued from distressed situations. We have had roughly one a day.</p> <p>Senator STERLE: And that is all maritime?</p> <p>Mr Prosser: We are aviation and maritime, so it could be somebody with a four-wheel drive broken down in the Simpson Desert.</p> <p>Senator STERLE: Sorry to cut you off, Mr Prosser, but that is why I asked you to differentiate between maritime and aviation. At least you know from June or July 2014 to April this year there has been 231. Mr Lloyd said he would take that on notice. But if you have them all there and it saves you taking them on notice—</p> <p>Mr Prosser: That was just a headline I got.</p> <p>Senator STERLE: Take it on notice. I understand that there is a bit of work in it. You have to go back a couple of years so we can see the asylum seeker numbers. Thank you, gentlemen, and thank you, Chair.</p>		
126	341	AMSA	RHIANNON	Live export ship inspections in WA	<ol style="list-style-type: none"> Under the Australian Standards for the export of livestock (ASEL) who is responsible for on board ship inspections of livestock vessels in Western Australian ports? 	Written	

					<ol style="list-style-type: none"> a. How independent are these inspections? b. Are they paid for by the exporter? <ol style="list-style-type: none"> i. If so does this mean there is a conflict of interest? 2. How often are such inspections supposed to be performed? 3. How many were performed since the beginning of 2014, on which ships and by whom? 4. How many inspectors are there in WA who are authorised to perform on board ship inspections? 5. May I have an up to date list of reported concerns/complaints recorded from such inspections, the details and outcomes? 		
127	342	AMSA	WATERS	Coal spill risk	<ol style="list-style-type: none"> 1. We're very lucky that when the <i>Shen Neng</i> ran aground in 2010 the cargo of 68,000 tonnes of coal didn't end up on the sea floor, given what we know about coal's toxicity. What access to funds would AMSA have in the case of a coal spill on the Great Barrier Reef? 2. Are there funds available right away without having a 5 year legal battle with the insurance companies? 3. I understand that one recommendation of the North East Shipping Management Plan (NESMP) was that – <p><i>Actions:</i></p> <ul style="list-style-type: none"> • <i>AMSA to maintain a pollution response reserve of \$10 million and line of credit of \$40 million to ensure immediate access to funds in the event of a marine pollution incident.</i> • <i>GBRMPA and AMSA to investigate means of securing funding for restitution of non-pollution damage to coral reefs following a ship incident</i> <ol style="list-style-type: none"> a. To clarify – would non-pollution damage to coral reefs would include remediation of the Shen Neng contamination? b. Would it include a coal spill? c. What's the progress on the above action? d. Can you explain what you've done so far? e. How many FTE have you got working on the second of those two actions? 	Written	

					<p>4. What would the procedure be in the event of a coal spill?</p> <p>5. How much research have we got to draw on about the consequences of a big coal spill?</p> <p>6. What is AMSA's understanding of the risks of a large coal spill on the Reef?</p>		
128	343	AMSA	WATERS	National Ship Strike Strategy	<p>1. Please provide an update on AMSA's work on the NSSS since last estimates.</p> <p>2. How many FTE are devoted to the NSSS?</p>	Written	
129	344	AMSA	WATERS	Underwater noise	<p>1. Please provide an update on AMSA's work on creating a guideline on underwater noise which includes mitigation measures, since last estimates.</p> <p>2. How many FTE are devoted to this task in AMSA?</p>	Written	
Surface Transport Policy (14)							
130	274	STP	RICE	<i>British Loyalty</i> tanker	<p>...</p> <p>Senator RICE: Until very recently, the British Loyalty, for example, and the other tankers that were servicing the Australian domestic refineries were crewed with Australian sailors and being paid Australian wages.</p> <p>Ms Zielke: That may be the case, but they are still foreign ships and could be paying people who receive foreign wages as well, depending on their circumstances. So it depends on what it is that they are actually undertaking. Therefore, there may be a situation where not all people on that vessel are Australian crewed. So I am happy to come back to you with further detail in relation to what the arrangements are for them, noting that we would need to consult with the employment portfolio to be able to come back with details of that.</p> <p>Ms O'Connell: We might be talking about a timing issue. You have asked about a couple of specific named tankers. Can you give us those names again and we will check what their status is in terms of Australia.</p> <p>Senator RICE: I know that there have been Australian crewed tankers that have been in operation until quite recently. I thought that there is one, the <i>British Loyalty</i>, which is still in operation.</p> <p>Ms O'Connell: We will check that on notice.</p> <p>...</p>	55 28/05/15	

131	275	STP	HEFFERNAN	Coastal shipping – <i>Setting the course</i>	<p>...</p> <p>CHAIR: I am having trouble getting my head around this. Are you applying it to the west, the north or the east? Visy, for instance, at Tumut do umpteen containers a day—bloody hundreds—to Fairfield. It is patently obvious that you are not going to put them on a boat. Who is going to take stuff in a container and put it on a boat to go from Sydney to Melbourne? It would be quicker just to slip up the inland. I do not get it. Where is it that people are going to go? Sure, if it is in the back country, but there is no business out there anyhow. Where are people going to do the double handling that is required to put it on a truck, take it to the wharf, send it 300 or 400 miles up the coast and put it back on a truck and deliver it to the factory?</p> <p>Mr Sutton: Certainly the key advantage of shipping is in longer distance.</p> <p>CHAIR: Yes, I understand that.</p> <p>Mr Sutton: High volume applications.</p> <p>CHAIR: I understand that implicitly. But, for coastal stuff, if you are going from Sydney to Melbourne and you have had to cart it into the wharf 150 kilometres, you may as well have put that on the way to Melbourne with a truck and you would be there overnight instead of loading it on a ship. That is unless you are agreeing to pay the crew on the ship \$1 an hour. Get a Bangladesh crew down here.</p> <p>Ms Zielke: I am comfortable to come back to the committee with comments from some of the submissions made as part of the review, if that is helpful.</p> <p>Senator STERLE: As I say, I am not having a crack at you.</p> <p>Ms Zielke: No. I understand.</p> <p>...</p>	61 28/05/15	
132	276	STP	BACK	Impact of Qld bridges on truck applications	<p>...</p> <p>Senator BACK: A constituent in Western Australia has developed a fleet of what he calls 30 metre B-triple vehicles, principally for livestock transport. The opportunity exists to expand this, particularly in Queensland, with fuel oil from the coast out west to the inland. These are, as I recall—perhaps Senator Sterle can assist me here—described as level 2B. They are compliant on the PBS network. What does that mean?</p> <p>Ms Zielke: Performance based standards.</p> <p>Ms O'Connell: Performance based standards.</p> <p>Senator BACK: This particular configuration has run now for some years and in excess of two million kilometres. There are very significant savings in fuel and, therefore, emissions et cetera. There are much improved efficiencies. He and his engineers say two things. In terms of access, the bridges that are acceptable for B-</p>	65 28/05/15	

					<p>doubles and for pocket tandems are perfectly okay for this type of vehicle, but he seems to have had enormous difficulty getting this configuration accepted here in the eastern states. I am keen to know why. I know he has had meetings—indeed, I have assisted him—with people in the minister's office et cetera. I just need to know if this configuration is safe and if it leads to improved effectiveness and efficiencies—reduced fuel and emissions et cetera. They are okay on Western Australian roads. What is wrong with them, for example, on Queensland roads? How do we stop the log jam, please?</p> <p>Ms Zielke: Trucks that are applying under PBS for those arrangements actually submit for approval in that regard. States and territories consider those requests as part of a panel to be able to approve them dependent on the state and quality of their roads and their bridges et cetera in that regard. So the states and territories will comment in relation to whether they believe all of their bridges are actually appropriate or not. I understand that Queensland has some concerns about the quality of some of its bridges. That may be impacting directly on his applications. I am more than happy to take it on notice and come back with further information in relation to the specific case, though.</p> <p>Senator BACK: Sure...</p>		
133	277	STP	STERLE	<p>Australian shipping companies expressing concern about changes to coastal shipping law</p>	<p>Senator STERLE: I have only four more questions. Has the department received any correspondence from Australian shipping companies expressing concern about changes to coastal shipping law?</p> <p>Ms Zielke: Yes.</p> <p>Senator STERLE: Who are they?</p> <p>Ms Zielke: I can take that on notice.</p> <p>Senator STERLE: If you could take that on notice, that would be good. Has the government worked to accommodate the Australian shipping industry's concerns?</p> <p>Ms Zielke: Yes.</p> <p>Senator STERLE: Do you want to tell us how?</p> <p>Ms Zielke: In relation to the way in which the legislation currently works. The Australian firms have expressed great concern about the way in which the legislation currently works. So we are taking into account their comments in relation to the burden in particular that is in place. The five voyage rule that applies is a particular example. To be able to apply for a permit under the current arrangement, you need to be able to identify a minimum of five voyages to be able to enter the system. For most companies working on whatever arrangement is coming forward to them for moving goods, the ability to identify five clear voyages in the first instance is almost</p>	66-67 28/05/15	

					<p>impossible for some of them. It has led to them being excluded, in some cases, from the scheme.</p> <p>Senator STERLE: For the purposes of type, you could come back to us with more information on them and what their issues are?</p> <p>Ms Zielke: Certainly.</p>		
134	278	STP	URQUHART	Freight equalisation scheme	<p>Senator URQUHART: The other issue that I want to talk about is the freight equalisation scheme. Can you advise me of the current unit cost per container across Bass Strait?</p> <p>Ms O'Connell: Yes, certainly.</p> <p>Ms Zielke: Certainly, Senator. There is a calculation that is undertaken, so it is not the case that I can say it is a certain amount per container. It is roughly \$725 per container.</p> <p>Senator URQUHART: What is the methodology for that calculation?</p> <p>Ms Zielke: It is quite complex. I am more than happy to take it on notice. We will try to give you a simple answer.</p> <p>Senator URQUHART: That is fine.</p> <p>Mr Mrdak: It goes back to a formula that was determined in 1996-97 by a thing called the Nixon review. It basically calculated the sea cost disadvantage of moving cargo from Melbourne to Devonport. It made adjustments, then, for the port where the cargo was moved from. For example, the Riverina in New South Wales is a different costing and scaling factor. A whole range of factors influence the final amount of assistance that a particular cargo is eligible for. We can certainly get you details of the formula associated with that.</p> <p>...</p>	70-71 28/05/15	Mr Sutton was speaking here, not Mr Mrdak.
135	279	STP	GALLACHER	Keys2Drive	<p>...</p> <p>Ms Zielke: We are not cutting the program. These funds were agreed for a set period of time. The conclusion of the program has been known since the dollars were provided.</p> <p>Ms O'Connell: It is funded next year and it will be a consideration for government in the 2016 budget what it does. In the same way that Keys 2 Drive was funded for three years under the previous government, it is a three-year program term. So it is funded for 2015-16 and it will be a consideration for government in budget 2016.</p> <p>Senator GALLACHER: Are we going to come back and get the same explanation that we have now—that someone else is picking up the shortfall—as we have in the school bus program?</p>	74-75 28/05/15	

					<p>Mr Mrdak: The government has not undertaken any consideration of this program yet. As Ms O'Connell says, it is a matter for next year's budget.</p> <p>Senator GALLACHER: I accept that I probably cannot get agreement with your side of the table on funding. What about if we can get agreement on whether the program met its objectives. Did it meet its objectives? What is the department's assessment of the program?</p> <p>Mr Mrdak: Certainly the department undertook an assessment of the program at the time at which the program was previously lapsing. The overall conclusion—and I can provide some more details on notice—was that it met some objectives but there were areas of improvement required in the program. Subsequently, we did make changes to the administration arrangements of the program with the Australian Automobile Association, which administers the program with Commonwealth funding. I can provide you on notice with further details of the outcomes of that evaluation and review.</p> <p>CHAIR: This is for seatbelts on school buses?</p> <p>Ms O'Connell: No. We are talking about Keys 2 Drive.</p> <p>Mr Mrdak: Keys 2 Drive, which provides driver training for people who are learning to drive.</p> <p>Ms O'Connell: It provides one free lesson.</p> <p>Senator GALLACHER: There were 232 17- to 25-year-olds killed last year. Is it a success? That is not an opinion. You have assessed it. You said improvements have been there.</p> <p>Mr Mrdak: As Ms Zielke has indicated, there have been improvements, although deaths and injuries in that age category remain well above where we would like them to be, which is your point.</p> <p>Ms O'Connell: That age group has seen the largest reduction in the number of deaths, which is a good initiative. It is mainly due to things like graduated drivers licensing by the states, not so much this. Other state initiatives have really done good work to reduce the deaths and fatalities in this area.</p> <p>Senator GALLACHER: I accept that a whole suite of things improved it. But there are two specific items here. I would not like to see a fatality arising out of a lack of funding in these two initiatives.</p> <p>Ms O'Connell: We will provide the review the secretary undertook on notice.</p>		
136	280	STP	BULLOCK	Coastal shipping – proportion by weight and	<p>Senator BULLOCK: Senator Back asked a series of questions, and a couple of points were put on notice, with regard to freight on coastal shipping. I want to get a complete picture of that. Could you give me the proportion by weight and distance of</p>	77 28/05/15	

				distance of coastal freight	coastal freight, firstly, with the general licence; secondly, the transitional general licence; and, thirdly, the temporary licence. Can we get that by distance and weight for those three classes on notice, please? Ms Zielke: Thank you.		
137	321	STP	STERLE	NT – Tiwi Port	How are you not aware of this Port development at the previous Estimates hearing, given it has now acquired oversight of Ports Strategy?	Written	
138	345	STP	STERLE	Part X of the Consumer Law	<ol style="list-style-type: none"> 1. Does the Department support retaining permanent cartel arrangements for international liner shipping under Part X of the Competition Law? 2. Does the Department agree that more international ships come to Australia because of this cartel arrangement, than would otherwise be the case? 3. Is the Department aware of Shipping Australia’s position in removing cartel arrangements? If so, what is Shipping Australia’s position? 4. Isn’t the cartel arrangement anti-competitive and full of red tape? 	Written	
139	346	STP	STERLE	Motor Vehicle Safety Review	<ol style="list-style-type: none"> 1. At what point is the Government expected to reach a final position on changes from this review? I understand that Assistant Minister Briggs has proposed draft definitions on what a personal import might constitute, including that: <ul style="list-style-type: none"> • The vehicle is a light vehicle category and is right hand drive • The vehicle must be manufactured no more than 12 months prior to import application • The vehicle is purchased from an authorised dealer located in a trusted vehicle source market; and • The vehicle is permitted to have a maximum of 4000kms delivery mileage 2. Has DIRD had any engagement with Customs and border security on these draft definitions, how these were developed and what implications these have at the border? 3. Can DIRD advise whether the proposed definitions are consistent with definitions used by Customs (eg the tariff schedule) elsewhere. 4. Is there a standard definition for a new or used vehicle? If so, what is it? How was that definition identified and for what purpose (eg valuation and taxation purposes). 5. Isn’t it really the case that this is about used cars? 4000 km constitutes a used car doesn’t it? 	Written	

140	347	STP	GALLACHER	Road safety	<ol style="list-style-type: none"> 1. In the forward estimates is the ceased funding of the regional seatbelts and keys2drive being reinvested into Road Safety? 2. Is there a \$6.7 million cut to Road Safety from the last budget to the 2018-19? 3. Why isn't funding for Road Safety going up? 	Written	
141	348	STP	EDWARDS	National Heavy Vehicle Regulator	<ol style="list-style-type: none"> 1. What is your engagement with the National Heavy Vehicle Regulator regarding the movement of large agricultural vehicles? 2. Are there any measures being taken to increase efficiency and road access for these vehicles? Eg Large Seeders, sprayers etc. 3. Are there any harmonisation methods which are being discussed which will better link our traffic between the states on these issues? 4. Can you give some information on the performance based schemes for Heavy vehicle use? How has this assisted the agricultural sector? 	Written	
142	349	STP	CARR	Personal importation of new cars	<p>In relation to the announcement in April 2015 from Assistant Minister Jamie Briggs regarding relaxing restrictions on the personal importation of new cars as part of the Motor Vehicle Standards Act (MVSA) review:</p> <ol style="list-style-type: none"> 1. What engagement has the Department had with other government departments and government agencies on the MVSA review, specifically the proposal to allow the personal importation of new vehicles? If any, please provide a comprehensive summary of the nature and extent of these consultations. 2. Has the Department had any engagement with Customs and Border Security on the proposed draft definitions on what a personal import might constitute and what implications these have at the border? Are the proposed definitions consistent with definitions used by Customs in other jurisdictions? 3. Is there a standard definition in Australia for a new or used vehicle? If so, what is it? How was that definition identified and for what purpose (e.g. valuation and taxation purposes)? 4. How would the government ensure that fraudulent vehicles don't enter the Australian market? 5. On the issue of Cooperative Intelligent Transport Systems (C-ITS) – has the Department consulted the Department of Communications or the Australian Communications and Media Authority (ACMA) on the roll-out of such systems over the next few years, both here and internationally? Is there an agreed international standard for C-ITS? If a vehicle is brought into Australia 	Written	

					that is not compatible with our C-ITS standards, could that vehicle be registered in Australia? 6. How would the government establish that a vehicle was non-compliant or contained equipment that was not licensed for use in Australia? Which government department would be responsible for this?		
143	361	STP	STERLE	Review of transport standards for people with disabilities	<ol style="list-style-type: none"> 1. When will the Transport Standards Review Report be issued? It was due in 2012. 2. Will the rail industry be consulted regarding the content and phasing? 3. Given the hundreds of legacy and heritage stations, does the Federal Government know how much full implementation / compliance will cost? 4. To what extent does the Federal Government plan to contribute to this cost? 	Written	
Local Government and Territories (3)							
144	253	LGT	EDWARDS	Financial Assistance Grants – cost of indexation pause	<p>Senator EDWARDS: ...What is the cost of the indexation pause as a percentage of the local government revenue?</p> <p>Mr Wilson: We will take that on notice.</p>	81 28/05/15	
145	254	LGT	GALLACHER	Financial Assistance Grants – impact on councils due to indexation pause	<p>...</p> <p>Senator GALLACHER: Economics is a pretty brutal business. It is okay when you do it on paper, but it plays out on the ground. So people who have had a continual series of grants now have a pause. Potentially we will carry on. If your outgoings and work were matching those grants, you have had a pause in the work or you have incurred a loss.</p> <p>Mr Wilson: We have not stopped the financial assistance.</p> <p>Senator GALLACHER: The indexation is there—</p> <p>Mr Wilson: We have stopped the grants. I will just put this into context in—</p> <p>Senator GALLACHER: Is there a permanent erosion of a small council's ability to do its task?</p> <p>Mr Mrdak: Not necessarily. It will depend very much on the—</p> <p>Senator GALLACHER: Has anybody put to you in writing that there has been a permanent erosion of their ability to—</p> <p>Mr Mrdak: I will take that on notice. I think the essence of what we are saying is that it is so dependent on the allocation mechanisms. It is based essentially on the way the state grants commissions allocate. It is not easy to give you a blanket answer</p>	83-84 28/05/15	

					<p>to that question. Senator GALLACHER: Could you take on notice whether anybody has written to you about whether this is a permanent erosion of their position? Mr Mrdak: Certainly. ... Senator GALLACHER: Can you provide the figures on the impact? This goes to what Senator Sterle said. Did you take it on notice that you were going to provide the impact on individual councils? Mr Wilson: We can provide the 2014-15 numbers. Senator GALLACHER: But you cannot do 2015-16? Mr Wilson: But we cannot do 2015-16 numbers. Senator GALLACHER: So you are taking on notice 2014-15? Mr Wilson: That is right.</p>		<p>This part was answered in Feb 2015 Hearings in QoN 178 and 178 Attachment A.</p>
146	255	LGT	BACK	<p>Contingency plans on Christmas and Cocos Keeling islands</p>	<p>... Senator BACK: I want to make sure you are aware. The two fire trucks on Cocos island are now older than 30 years. Responsibility for their replacement rests with the federal government. DFES, as we both now agree, is withdrawing their services at the end of June, which means fire marine. That is five weeks away. I could go on, but I am not going to. You tell me that you are meeting to try to resolve these issues. I do not know who you will find to replace DFES as the overall party that delivers that service. I do understand they have expressed a willingness to assist you. Again, that is critically important. Mr Wilson: We will work through contingency plans on the chance that our relationship does cease on 30 June. We will provide on notice what the arrangements will be to the Senate. Senator BACK: Sure. I just make the plea that, whatever those arrangements are, the information is transferred without delay to those on Christmas and Cocos islands who have the responsibility for actually delivering those services. Of course, they are volunteers. The gentleman who oversees the marine service on Christmas Island said to us that if they are not resolved, from an occupational health and safety point of view and from an insurance point of view, he will be locking the doors. He was not being emotional about it. He was just simply saying he could not place people at risk. The ambulance service on Christmas Island is that bad that the hospital will not train the volunteer ambulance people. St John Ambulance is willing to participate more strongly. But, most disappointing of all, only when that ambulance group visited the mainland and participated in an exercise with St John Ambulance regional in WA did</p>	<p>86-87 28/05/15</p>	

					<p>the small town of Beverley donate to Christmas Island an ambulance that was surplus to their requirements. The standard of training of the people is abysmal by their statement, not mine, so much so, in fact, Mr Mrdak, that at the moment the hospital is putting its own nurses in the ambulance, which I think is contrary to the governance laws associated with the St John Ambulance. They do not have sufficient faith in the ambulance personnel, who themselves feel very deficient. They want to be trained and they want to be at the same level that we would expect. I do not necessarily want to get into an argument about it. I just want you to ensure on the ground where the difficulty is with that particular service delivery.</p> <p>...</p>		
National Capital Authority (3)							
147	302	NCA	STERLE	<p>Proposed redevelopment of the Yarralumla brickworks</p>	<p>...</p> <p>Senator STERLE: I do not want you holding your breath on it, but how long ago did you write?</p> <p>Mr Smith: The first letter was last year. The second letter was—</p> <p>Senator STERLE: Last year?</p> <p>Mr Smith: Last year.</p> <p>Senator STERLE: And you have not had a response?</p> <p>Mr Smith: We have had discussions. We can get the precise date to you. On my recollection, the second letter is February or March this year. We will confirm that.</p> <p>Senator STERLE: Do they normally take months to come back to you?</p> <p>Mr Smith: Sorry?</p> <p>Senator STERLE: Do they normally take months and months to come back?</p> <p>Mr Smith: There are a lot of complicated issues associated with that development. The LDA is working through them.</p> <p>Senator STERLE: Thank you, Mr Smith. Can you advise why you did not seek a meeting with these officers, given that you would have been aware that the LDA was progressing its revised development plans?</p> <p>Mr Smith: We have been in regular consultation with the LDA on this over some months now.</p> <p>Senator STERLE: You have written to them. That is right?</p> <p>Mr Smith: Yes.</p> <p>Senator STERLE: There has been one response, and you have been waiting for a few.</p>	90-91 28/05/15	

					<p>Mr Smith: I am waiting for them to respond.</p> <p>Senator STERLE: Are you actually having meetings with them?</p> <p>Mr Smith: I have met them. I could give you the date of the last meeting I had with them on this matter. It would have been about a month ago.</p> <p>Senator STERLE: Take that on notice.</p> <p>Mr Smith: I can give you a sheet or a file of it.</p>		
148	303	NCA	STERLE	Chronology of dates regarding ACT government communication	<p>...</p> <p>Senator GALLACHER: There is no correlation between the surprise comment and the meetings taking place?</p> <p>Mr Snow: I do not think so, Senator. Our working relationship with the ACT government is extremely strong. As the chief executive, I err on the side of providing information openly and transparently, and that is our commitment.</p> <p>Senator STERLE: All I was trying to establish is that that is not right. You guys have been openly and actively engaged, and the ACT government was well and truly well aware before 30 April that you had begun a review?</p> <p>Mr Snow: Yes.</p> <p>Senator STERLE: You might like to write some dates just to clarify, if you can, Mr Snow. You do not have to do it now. Take it away and come back to the committee and say, 'That is not true. The chronology is we started back then and this is who we met with', if that is the case...</p>	93 28/05/15	
149	304	NCA	BULLOCK	Parking meters	<p>Senator BULLOCK: I take you back to the time of the additional estimates hearings. Just before that, there was some comment in the <i>Canberra Times</i>, or CT, about the introduction of parking meters. When I was reading the additional estimates statements, which of course was a riveting read, my eyes lit up when I saw some information on page 109 about the forecast of revenue from the paid parking and the upfront costs. I worked it out. I was trying to work out what sort of revenue the ACT was likely to generate out of this. Over the period listed in the additional estimates statements, which was 2014-15 to 2017-18, it seemed to me that it was likely, having regard for the upfront costs, to have been a loss maker. I asked a question and specifically referred to page 109. I went through the figures. Because I could not get an answer on the spot, I put a question on notice. I asked on notice whether I could get the net profit or loss from each of the years 2014-15 to 2018-19, having specific reference to page 109 of the additional estimates statements. I will read you your answer:</p> <p>See page 109 of the additional estimates statements 2014-15.</p>	95 28/05/15	

					<p>Mr Snow, allow me to tell you how I feel about being treated with studied contempt. I do not. I will put on notice the question now. Could I have the net profit or loss for the years 2014-15 to 2018-19, please, because it is not in the portfolio budget statements we have for this meeting? If you refer me to page 109 of the additional estimates statements, I will be particularly upset.</p> <p>Mr Snow: I will be pleased to provide the information. We certainly will not be responding in that way.</p>		
Policy and Research (15)							
150	256	PAR	HEFFERNAN STERLE	Australian Bicycle Council secretariat	<p>...</p> <p>Ms O'Connell: No, we are not ending it. It is doing its job. It is the secretariat support of the cycling council. It has been funded and is funded at present.</p> <p>Senator STERLE: How many are employed in the secretariat?</p> <p>Ms O'Connell: It is a very small secretariat. I think that it is one person.</p> <p>Senator STERLE: What do they do?</p> <p>Mr Mrdak: Essentially they convene meetings of the cycling council and also the various industry groups and stakeholders involved. They produce research papers and undertake analysis of the implementation of the strategy. Effectively, they do assessments of the achievement of the strategy targets, which are then published in the annual report that goes to transport ministers. The secretariat is hosted in the Austroads organisation, which is an organisation of all of the jurisdictions. The Commonwealth provides funding support.</p> <p>Senator STERLE: If the funding ceases, and it will cease by the end of 2016, who will pick up that role?</p> <p>Mr Mrdak: As I have indicated to you, the government is yet to take decisions on further funding beyond the current funding agreement. So you cannot presume that funding will cease.</p> <p>CHAIR: Are we talking about one person?</p> <p>Mr Mrdak: That is the order of support we provide, yes.</p> <p>CHAIR: On what sort of pay?</p> <p>Ms O'Connell: I do not have that sort of information.</p> <p>CHAIR: Can you take that on notice?</p> <p>Ms O'Connell: Certainly.</p>	7 27/05/15	

151	242	PAR	WATERS	Infrastructure Australia audit – pipeline of projects	<p>...</p> <p>Senator WATERS: In relation to the pipeline, obviously, I am sure people will be clamouring to get on that short list on the long list if they are not already. Can you tell me whether you have been approached by any particular companies with a view to them expressing interest in participating in that pipeline process?</p> <p>Ms O'Connell: Not as yet. It is too early days.</p> <p>Senator WATERS: Could you take on notice to double-check that that is the case? I will ask you again next time—</p> <p>Mr Mrdak: Certainly.</p> <p>Senator WATERS: who is seeking your views.</p>	94-95 27/05/15	
152	247	PAR	BULLOCK	Concessional infrastructure loan facility	<p>...</p> <p>Senator BULLOCK: Just going back to the chairman's comments, given the focus on backlogs and maintenance of what is already there, how does the \$5 billion concessional infrastructure loan facility expand the capacity of the North, rather than just plugging the leaks?</p> <p>Ms O'Connell: I think that is more for us. The \$5 billion loan facility is an opportunity to potentially have funded some of those projects that have been identified in the audit and would be reflected in the plan.</p> <p>...</p> <p>Mr Alchin: Roads: the Landsborough Highway between Barcaldine and Cloncurry. North-south links: Kununurra to Wyndham on the Northern Highway.</p> <p>Senator Cash: Chair, for the benefit of the record, we will table the list of these projects so they are also on the <i>Hansard</i> record.</p> <p>...</p>	112-113 27/05/15	
153	257	PAR	McLUCAS	Office of Northern Australia – budget comparison	<p>Senator McLUCAS: I have some questions about the Office of Northern Australia. Can I have the current budget of the office, please?</p> <p>Mr Collett: For the current year, the departmental budget for the office is \$1.6 million.</p> <p>Senator McLUCAS: And how does that change from last year?</p> <p>Mr Collett: I have not done a comparison with the previous year. I can come back to you on notice with that or I can get someone to get us the answer shortly.</p> <p>Senator McLUCAS: That would be great. But you must have a bit of a feel for how it has changed.</p> <p>Mr Mrdak: Recognise that 2013-14 was the year in which we had the machinery of government change. We will get you that information. The structure of the office has</p>	95-96 28/05/15	

					<p>changed.</p> <p>CHAIR: Do you want to know how much you lost when the government changed? I will tell you. It is \$12 million. They took it out of the office.</p> <p>Mr Collett: The other issue is that there are expenses associated with the secondment of officers to the taskforce in the Prime Minister's department. So actually calculating how much those costs are out of officers from the Office of Northern Australia or our department more broadly does introduce some complexity. But I am happy to take it on notice. If we can get you that answer this evening before we conclude, we will do that.</p> <p>Ms O'Connell: Our office is within our portfolio, the Office of Northern Australia. The northern Australia taskforce sits in Prime Minister and Cabinet.</p> <p>Senator McLUCAS: A number of officers from the Office of Northern Australia have been seconded to the taskforce. My recollection is that it is two. Is that right?</p> <p>Mr Collett: There are three from the Office of Northern Australia and four from the department in total at the moment. There were as many as seven at different points during the taskforce's duration.</p> <p>Senator McLUCAS: If you could provide, Mr Collett, the committee an explanation of how much the budget for the office last year was, what it looks like now and then an explanation of what has happened, that would be useful.</p> <p>Mr Collett: Certainly, Senator.</p>		
154	258	PAR	McLUCAS	Office of Northern Australia – role	<p>...</p> <p>Mr Collett: There is a small amount of follow-up work. The vast majority of our work at the moment is supporting the white paper process.</p> <p>Senator McLUCAS: What role did the office play in the development of the policy that has resulted in the northern Australia infrastructure facility?</p> <p>Mr Collett: You mean the concessional loan facility?</p> <p>Senator McLUCAS: Yes.</p> <p>Mr Collett: We played a coordination role in terms of discussions between our staff in the department from infrastructure investment division with expertise in a variety of areas who needed to provide input into those considerations. So we played a coordination role in terms of their discussions with the Department of Prime Minister and Cabinet and with the Treasury.</p> <p>Senator McLUCAS: The coordination of meetings between different parts?</p> <p>Mr Collett: Yes.</p> <p>Senator McLUCAS: Identifying the right person, and stuff like that?</p> <p>Mr Collett: Yes.</p> <p>Senator McLUCAS: When did that work start?</p>	97 28/05/15	

					<p>Mr Collett: I would have to take that on notice. Senator McLUCAS: That would be helpful. ...</p>		
155	259	PAR	RICE	Staff in Planning Analysis Branch	<p>Senator RICE: No. Not policy and research. I have several questions about the planning analysis branch. How many professional full-time staff are currently employed in the planning analysis branch? Ms Power: In the planning analysis branch in 2014-15 there are 13.5 full time FTE. Senator RICE: And how many of these staff have been employed for less than 12 months in the branch? Mr Collett: I would have to take that on notice. Senator RICE: Also, how many staff did you make redundant or give reason to depart from the planning analysis branch in the last 12 months and why? Mr Collett: I am trying to think of the last 12 months. I would have to take that on notice to get you exact figures in terms of departures. I am happy to come back to you with some detail in terms of the number of staff who have departed the branch and how many might have been added. Senator RICE: How many departed and how many were made redundant, with the reasons they were made redundant. Ms O'Connell: I do not think there were any redundant or made to leave. I think— Ms Power: There have been movements of staff to other parts of the organisation. Staff have taken other jobs. There have not been any staff who have been made redundant. Mr Collett: We do have a small office in Sydney which, in terms of change priorities, we did close. There were some staff relocations and I think maybe a small number of redundancies. I am happy to take that on notice. We will come back to you with full details. Senator RICE: If you could, that would be great. How many staff have you temporarily employed or had on secondment in the last 12 months in order to complete the workload? Ms O'Connell: This is people seconded in as opposed to seconded out? Senator RICE: Yes. Mr Collett: Again, Senator, I am happy to take that on notice. I do not think we have had very many secondees or temporary people. I think where we have had some small amount of turnover of staff, we have replaced them with permanent employees. But I will come back to you with detail on that. CHAIR: Are these the same questions that were asked over here? Mr Collett: No. This is a different area that I also manage. Senator RICE: This is another one which you probably will also need to take on notice. I am interested in how much money you have spent in total on purchasing data,</p>	98-99 28/05/15	

					commissioning work and employing temporary staff on the <i>State of Australian cities</i> 2014 report. Mr Collett: Certainly. We are happy to come back to you with some detail on that.		
156	260	PAR	RICE	Active transport	Senator RICE: I want to move on. I am interested in the status of a document in the planning analysis branch section of the website. Is the ministerial statement on walking, riding and access to public transport a current document? Mr Collett: I would need to check that. I think that is in an archived area or a historic document section of the website. I would need to check that. That document was released under the previous government. It was a ministerial statement by then minister Albanese. Senator RICE: That is right. I have been looking at your website, which I have here now. It is under the section 'Active transport: walking and cycling'. It is certainly there under that section and under 'Background/archive'. What is its status, then, as a document that is on your website? Is it something that the government is still implementing? Mr Collett: I do not think it is something that the current government has formed a view on. I think it is there as an archived document released by the minister under the previous government. ...	99 28/05/15	
157	261	PAR	RICE	National cycling strategy	... Senator RICE: What specifically is the government doing to support the implementation of the national cycling strategy? Ms O'Connell: I will finish your question. I think that first recommendation went to planning. Cycling and walking are considered now in the new national transport system management guidelines that were recently released. You were asking about the bicycling strategy. I will ask Mr Collett to comment. Mr Collett: There is a significant amount of work in different parts of the department that is now taking account of cycling and walking needs in a way that we have not in the past. There is cost-benefit analysis work and work to make sure that wider economic benefits are understood in a number of assessments of infrastructure projects. We now take account of those things in a much greater way than we did previously. As Ms O'Connell has pointed out, system management guidelines now take account of cycling and walking more than they have in the past. So a number of different programs within the department focus on a variety of those issues. Clearly, in terms of the Commonwealth's responsibilities—and other parts of the organisation could speak with more authority—safety for people who are cycling and walking is very much at the forefront in considerations of vulnerable road users when it comes to road safety. Senator RICE: But how specifically?	100-101 28/05/15	

					<p>Mr Collett: I would need to consult with our surface transport policy division people and come back to you with the full details. I am quite—</p> <p>Senator RICE: If you could give me a list of initiatives.</p> <p>...</p>		
158	262	PAR	BULLOCK	<p><i>State of Australian cities report</i></p>	<p>...</p> <p>Senator BULLOCK: Are you aware that last year an \$11,000 contract was signed between the department and New Millennium Print Pty Ltd for the <i>State of Australian cities</i> report to be published on 15 December last year?</p> <p>Mr Collett: I am aware that we entered into some contractual arrangements with regard to printing. I would need to tread with some caution because, as I noted earlier, we did produce a yearbook publication in December last year and it was intended that it contain much of the data that <i>State of Australian cities</i> has previously. I will just note that we did indeed publish that in December. That is a note of caution. Yes, I am conscious that at that stage we had hoped to also have the <i>State of Australian cities</i> out in that sort of timeframe. We were certainly speaking to people about printing costs and printing services at that stage.</p> <p>Senator BULLOCK: I want to ask you not so much about what might have been published but what was printed. Do you know whether the report was printed?</p> <p>Mr Collett: Sorry, the 2014-15 publication that I mentioned earlier was—</p> <p>Senator BULLOCK: No. The one that New Millennium was contracted to do in December last year. The 2014 report. Do you know that it was published but printed?</p> <p>Mr Collett: I would need to take that on notice and come back to you.</p> <p>Senator STERLE: Why?</p> <p>Mr Collett: Because, as I flagged earlier, of the timing of the yearbook and earlier drafts of a potential SOAC 2014 and then 2014-15. I just need to make sure that I did not mislead the senator in terms of either the yearbook publication or otherwise.</p> <p>Senator STERLE: So how promptly are you able to tell us?</p> <p>Mr Collett: If I can get an answer for you before we conclude tonight, I am happy to do that.</p> <p>Senator BULLOCK: You raise a good question because I have some follow-up questions on that. If there is somebody loitering behind you now who could get an answer to that, it would be handy.</p> <p>Mr Mrdak: We will check.</p> <p>Senator BULLOCK: I will ask some questions about something else. Then, if you check that, we can come back to it. Just put that aside for a while...</p> <p>...</p> <p>Mr Mrdak: I will come back to your earlier question. You asked about the contract that we put in place—</p>	102-105 28/05/15	

				<p>Senator BULLOCK: You want to go back there, yes.</p> <p>Mr Mrdak: I am advised that, as Mr Collett indicated, we contracted for the publication of the <i>Progress in Australian regions</i> yearbook late last year. We also contracted for the publication of the 2014 <i>State of Australian cities</i>.</p> <p>Senator BULLOCK: Thought you did.</p> <p>Mr Mrdak: While I am getting the final price, that was the contract amount, but it was not the final spend. I will get that for you on notice. We did print copies of the report in December. The government subsequently took a decision to hold the release of that report until such time as the companion regional publication is complete and available. We are taking the opportunity, while that work is undertaken, to also update that publication. We will reprint that document.</p> <p>Senator BULLOCK: As a 2014-15 edition?</p> <p>Mr Mrdak: That is right.</p> <p>Senator BULLOCK: This is exactly what I thought happened. That is why I raised the distinction between printing and published. I knew it never hit the news stands. It was just a question of whether it was printed.</p> <p>Mr Mrdak: We did print a number of copies at that time. The intention at that stage was that given the <i>Progress in Australian regions</i> yearbook, as Mr Collett indicated, would have much of the data underpinning the <i>State of Australian cities</i> and that <i>State of Australian cities</i> would be released at that time, the government subsequently decided to release the yearbook and to hold the <i>State of Australian cities</i> until the regional publication was available. We hope to do that very shortly.</p> <p>Senator BULLOCK: Got it first time, Mr Mrdak. The minister's office told you to hold off on releasing that printed report?</p> <p>Mr Mrdak: We were asked to hold that until such time as the two companion publications were available.</p> <p>Senator BULLOCK: If I did not get it the first time, I got it the second time. Who from the minister's office contacted the department to tell you to hold off?</p> <p>Mr Mrdak: I would have to take that on notice.</p> <p>Senator BULLOCK: Thank you.</p> <p>Mr Mrdak: My understanding is that we briefed the minister in relation to this matter.</p> <p>Senator BULLOCK: So it may have been the minister himself?</p> <p>Mr Mrdak: I will take that on notice. We briefed the minister. We only ever brief the minister for decisions.</p> <p>...</p> <p>Senator BULLOCK: If you do have to reprint them, what do you estimate the cost would be?</p> <p>Mr Mrdak: I will get you the printing cost. As I said, what appeared in the tender</p>		
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					document was the upper bound of the contract price. It was not the final price, because that is being driven by volume. I will get you that price.		
159	263	PAR	BULLOCK	High speed rail	<p>Senator BULLOCK: In response to questions about the high speed rail at the February additional estimates, the department said that the jurisdictions of Queensland, New South Wales, Victoria and ACT would, and I quote: ...work bilaterally with the Commonwealth to progress the identification, preservation and protection of a corridor for the potential east-coast high speed rail network. That is what was said in February. Has there been a meeting of the senior officials group since July 2014?</p> <p>Mr Collett: We do have a meeting of that officials group planned, but we have been meeting at a lower level between officials since that time.</p> <p>Senator BULLOCK: But at a senior level there has been no meeting?</p> <p>Ms O'Connell: There is one scheduled for July, Senator.</p> <p>Senator BULLOCK: They can have an anniversary party if the last meeting was in July last year.</p> <p>Ms O'Connell: As the answer to the question on notice stated, following the previous meeting of all officials from all the relevant jurisdictions, we agreed to work bilaterally—so between James's area and the individual states—to undertake that work. We are all reconvening in July. So work has progressed in the meantime but bilaterally.</p> <p>Senator BULLOCK: What bilateral discussions have taken place since March this year?</p> <p>Mr Collett: I would need to come back to you on notice with the exact number. But there has been a significant number of conversations with each of the jurisdictions one on one.</p> <p>Senator BULLOCK: Pleased to hear it...</p>	106 28/05/15	
160	264	PAR	BULLOCK	Staff qualifications – town or city planning	<p>Senator BULLOCK: I have only one last little question about city planners. How many people in the department have town or city planning qualifications as a required or desirable qualification for their role?</p> <p>Mr Mrdak: I would have to take that on notice.</p>	107 28/05/15	
161	306	PAR	STERLE	Cuts to Department and agencies	<p>I refer to your earlier evidence where you indicated you were tasked with making \$60M in savings to industry. Do you recall that evidence from past Estimates?</p> <ol style="list-style-type: none"> 1. Is that still the relevant figure? 2. Has this Budget added to that target? 3. If yes, please detail what the additional requirement from this Budget. 4. Can you indicate how the Department has progressed on making the savings – you have done this at previous Estimates? 	Written	

					<p>5. If incomplete – what remains to be done?</p> <p>6. I think you said earlier that CASA and AMSA would each find \$12 million in savings? Have they achieved that?</p>		
162	307	PAR	STERLE	Active transport	<p>In 2011, the Australian Government and all state and territory governments signed the National Road Safety Strategy 2011-2020 target to reduce road fatalities by 30 per cent by 2020. Statistics for all users have dropped except those for vulnerable road users. Instead of a drop, cyclist deaths have been 50% above the baseline set in 2011.</p> <ol style="list-style-type: none"> 1. Has the Government considered using some of the \$50 billion of transport infrastructure funding for building safer paths and walkways? If not, why not? 2. With the death rate for cyclists already 50% above the baseline set in the NRSS 2011-2020, which called for a 30% reduction by 2020, has the Government asked states/territories to use more of the \$50bn handed out to them to build safer roads? 3. With Australia facing a looming crisis for our health system with chronic disease, named by the Australian institute of Health and Welfare as Australia’s greatest health challenge, does the Government support the concept of encouraging more people to take healthier transport options? 4. Is the Government aware that one of the national bodies with representation from all states looking at making active transport safer for all Australians is under active consideration for abolition? 5. Does the Government support the principle of encouraging states to consider all modes of transport when allocating the \$50bn of infrastructure funding to their projects? 6. Does the Government believe that our children should be supported and encouraged to develop healthy transport habits early in life, through measures to support safe walking and cycling routes to schools? 7. Does the Government believe that provision of appropriate infrastructure is one of the best ways to reverse the current sharp increase in road deaths of vulnerable road users? 8. Does the Government support making our communities safer and ensuring that federal funding is used responsibly/where appropriate to provide infrastructure so that our young and aged Australians can walk, bike and use mobility scooters on safe paths in safety (away from the main roads)? 	Written	

163	308	PAR	STERLE	IPA Transport Breakfast address May 2015 – Secretary Mrdak	<ol style="list-style-type: none"> 1. An IPA publication says this of some recent comments you made: <i>“In respect of road pricing reform, Mr Mrdak announced that the Department has joined Transurban's scheme and technology trial, announced by Scott Charlton in his Annual Infrastructure Oration address to IPA's members; and was optimistic that the issue will advance through ongoing trials and policy considerations”</i>. What is the Department’s role in these trials, and why are you optimistic? 2. You were also quoted as: <i>“The secretary was also positive about the deepening public discussion about appropriate levels and uses of public sector debt, and the growing focus on using the Commonwealth's relatively stronger budget position to drive nationally consistent reforms to benefit infrastructure and productivity”</i>. Can you elaborate? 	Written	
164	309	PAR	McLUCAS	Northern Australia Infrastructure Facility	<ol style="list-style-type: none"> 1. Which agency initiated the development of the Northern Australia Infrastructure Facility? 2. Which agencies are involved in the further development of the Northern Australia Infrastructure Facility? 3. What is the role of DIRD in the Northern Australia Infrastructure Facility? 4. What is the role of Austrade in the Northern Australia Infrastructure Facility? 5. What is the role of PM&C in the Northern Australia Infrastructure Facility? 6. What is the role of IA in the Northern Australia Infrastructure Facility? 7. What is the role of Treasury in the Northern Australia Infrastructure Facility? 8. What is the role of Finance in the Northern Australia Infrastructure Facility? 9. What is the role of the Northern Australian Alliance in the Northern Australia Infrastructure Facility? 10. What is the role of state and the territory government in the Northern Australia Infrastructure Facility? 11. What are the benefits of a concessional loan facility? 12. What analysis has been done on the need for low cost finance in Northern Australia? <ol style="list-style-type: none"> a. Who conducted this analysis? b. When was it conducted? 13. What cost benefit analysis will be conducted before a loan is supported? 14. What will the maximum term of the loans be? 15. What will be the minimum and maximum amounts of the loan? 	Written	

Western Sydney Unit (2)								
165	364	WSU	RHIANNON	Sydney airport site – allocation of funding	<p>...</p> <p>Senator RHIANNON: The way you answered that question, it sounds like there are two separate tranches of money. Is that correct?</p> <p>Mr Mrdak: That is correct. There is an allocation under the Infrastructure Investment Program of \$2.9 billion, which supports the development of the roads program in Western Sydney. Separate to that is the work that is being undertaken by my department in relation to the development of the airport site itself.</p> <p>Senator RHIANNON: How much is that, please?</p> <p>Mr Mrdak: At this stage, the allocation—I will check it—was around \$70 million over the forward estimates for the department to undertake its work in relation to the environmental impact statement, the concept design and the negotiations with Sydney Airports Corporation.</p>	70 27/05/2015		
166	093	WSU	BULLOCK	Retrofitting a railway line under an existing airport	<p>...</p> <p>Senator BULLOCK: You would agree, I expect, that retrofitting a railway line through a major piece of infrastructure like an airport is going to add additional cost?</p> <p>Mr Wilson: It would add additional cost, again, depending on the positioning of that rail line.</p> <p>Senator BULLOCK: Obviously, there are various scenarios to be considered. Have you done any costing as to what the extra cost would be to retrofit the railway line?</p> <p>Mr Wilson: We have worked through costs associated with retrofitting underneath an existing terminal and runway. The reason for working with New South Wales transport at the moment is to work through all of the options that are available, including to determine what the best option is.</p> <p>Senator BULLOCK: I suppose you can only make an informed decision if you have some idea of the dollars and cents in the back of your head.</p> <p>Mr Wilson: That is correct.</p> <p>Senator BULLOCK: Could you provide us with those costings?</p> <p>Mr Wilson: I will have to take it on notice.</p> <p>Senator BULLOCK: Not just now. If you take it on notice, that would be great. Thank you...</p>	110-111 28/05/15		