

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

Question no.: 150

Program: n/a

Division/Agency: Policy and Research

Topic: Australian Bicycle Council Secretariat Funding

Proof Hansard Page: 7 (27 May 2015)

Senator Heffernan, Bill asked:

...

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.

Senator STERLE: How many are employed in the secretariat?

Ms O'Connell: It is a very small secretariat. I think that it is one person.

Senator STERLE: What do they do?

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.

Senator STERLE: If the funding ceases, and it will cease by the end of 2016, who will pick up that role?

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.

CHAIR: Are we talking about one person?

Mr Mrdak: That is the order of support we provide, yes.

CHAIR: On what sort of pay?

Ms O'Connell: I do not have that sort of information.

CHAIR: Can you take that on notice?

Ms O'Connell: Certainly.

Answer:

The Australian Bicycle Council (the Council) was established in 1999 and consists of representatives from all three levels of government, non-government cycling organisations and the bicycle industry. The Department of Infrastructure and Regional Development, the Department of Health and the Department of the Environment are members of the Council.

In addition to overseeing and coordinating the implementation of the Australian National Cycling Strategy, the Council also provides a forum for information sharing between stakeholders and maintains resources to promote cycling in Australia.

The Australian Government has funded Austroads to provide the secretariat for the Council since 2008, and has committed funding of up to \$166,000 in 2015-16 and \$86,000 in 2016-17. This funding covers the salary of the one full time Executive Officer employed by Austroads to provide secretariat services for the Council, as well as other costs associated with the implementation of the Australian National Cycling Strategy.

The Department does not have specific details on the salaries of Austroads' employees.

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

Question no.: 151

Program: n/a

Division/Agency: Policy and Research

Topic: Infrastructure Pipeline

Proof Hansard Page: 94-95 (27 May 2015)

Senator Waters, Larissa asked:

...

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?

Ms O'Connell: Not as yet. It is too early days.

Senator WATERS: Could you take on notice to double-check that that is the case? I will ask you again next time—

Mr Mrdak: Certainly.

Senator WATERS: who is seeking your views.

Answer:

The Department is not aware of any approaches made by particular companies.

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

Question no.: 152

Program: n/a

Division/Agency: Infrastructure Investment

Topic: Northern Australia Infrastructure (Concessional Loans) Facility

Proof Hansard Page: 112-113 (27 May 2015)

Senator Bullock, Joe asked:

...

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?

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.

...

Mr Alchin: Roads: the Landsborough Highway between Barcaldine and Cloncurry. North-south links: Kununurra to Wyndham on the Northern Highway.

Senator Cash: Chair, for the benefit of the record, we will table the list of these projects so they are also on the *Hansard* record.

...

Answer:

Infrastructure Australia's northern Australia infrastructure audit report, *Infrastructure for a Developing North*, sets out potential infrastructure requirements in northern Australia including as listed in the table (commencing at page 28 of the report), entitled 'Table ES 2: Potential infrastructure requirements', which is extracted and provided at Attachment A to this response.

Attachment A – List of potential infrastructure requirements extracted from IA northern Australia infrastructure audit report.

Attachment A to SQ15-000247

List of potential infrastructure requirements extracted from IA northern Australia infrastructure audit

[Commencing on the following page is 'Table ES 2: Potential infrastructure requirements' extracted from Infrastructure Australia's northern Australia infrastructure audit report, *Infrastructure for a Developing North*, pages 28 to 37]

Table ES 2: Potential infrastructure requirements

Infrastructure grouping	Location	Primary infrastructure gaps	Areas for investigation
Airports			
Airport expansion – resource sector	Broome	Demand	Apron (aircraft parking), taxiway and terminal facilities
		Demand	New airport location to accommodate growing heliport needs
	Galilee Basin	Demand	Airport upgrading to accommodate resource development traffic (possible airports include Alpha, Clermont, Emerald)
	Gladstone	Demand	Apron (aircraft parking) facilities including for helicopter relocation, runway improvements and terminal facilities
	Karratha	Demand	Apron (aircraft parking) facilities, runway extension, taxiway improvements and terminal facilities
	Neuman	Demand	Apron (aircraft parking) facilities, runway improvements and terminal facilities
	Port Hedland	Demand	Apron (aircraft parking) facilities, taxiway improvements and terminal facilities
	Townsville	Demand	Apron (aircraft parking) facilities
Airport expansion – tourism and/or mixed traffic		Demand	Terminal facilities to accommodate passenger increase
		Demand	Runway and taxiway improvements
	Alice Springs	Demand	Runway and taxiway improvements
		Demand	Terminal facilities upgrade to accommodate passenger increase
	Ayers Rock (Yulara)	Demand	Apron (aircraft parking) facilities, runway strengthening, taxiway improvements
		Demand	Terminal facilities upgrade to accommodate passenger increase
	Darwin	Demand	Taxiway improvements
	Katherine	Demand, service standard	Taxiway, apron and fire service upgrade to maintain international alternate airport status for Darwin Airport
	Kununurra	Demand, opportunity	Runway improvements, including extension to accommodate larger aircraft
		Demand	Terminal facilities to accommodate passenger increase
	Milingimbi	Service standard	Runway sealing and extension
	Port Keats	Demand, service standard	Expansion of the length and width of this runway is required to facilitate movement of larger aircraft
	Ramingining	Service standard	Runway needs length and width extensions
	Townsville	Demand	Apron (aircraft parking) and terminal facilities

Infrastructure grouping	Location	Primary Infrastructure gaps)	Areas for investigation
Ports			
Port expansion – resources	Abbot Point	Demand	Expansion (potential for two additional 60 million tonne terminals) for Galilee Basin coal development, with resolution of dredging issue required
	Anketell	Demand	Dry bulk dedicated infrastructure (West Pilbara iron ore)
	Ashburton	Demand	Bulk liquid dedicated infrastructure (North West Shelf and Carnarvon Basin LNG)
	Bing Bong	Demand	Iron ore specialised handling equipment upgrade – possible (alternative to Darwin)
	Broome	Demand	Bulk liquid dedicated infrastructure (North West Shelf, Canning Basin oil and gas) – possible
	Dampier	Demand	Iron ore (Pilbara) and bulk liquid (Carnarvon Basin LNG) upgrade
	Darwin	Demand	Dedicated livestock handling and storage facilities
		Demand, opportunity	Dry bulk berth and handling facilities
		Demand	Rail loop or other rail receipt solution to accommodate mining throughput growth
		Demand	Improved cruise vessel facilities and associated infrastructure
	Gladstone	Demand	Coal specialised handling equipment upgrade and channel duplication
	Hay Point	Demand	Coal specialised handling equipment's upgrade (25 million tonne metallurgical coal demand)
	Karumba	Demand	Expansion, including transshipment infrastructure, to accommodate possible future irrigated agricultural exports and North West Queensland mineral exports
	Mackay	Demand	Intermodal facilities and infrastructure and improved land transport access for imports
	Port Hedland	Demand	Outer Harbour development (Pilbara iron ore, Canning Basin oil and gas)
		Demand	Intermodal and logistics facilities
	Port Melville	Demand, opportunity	Development of ancillary port infrastructure to service the oil, gas, mineral sands and agricultural industries
	Townsville	Demand	Additional bulk berth for increased mining output
		Demand	Common user rail receipt facility
		Demand	Outer Harbour development for potential large-scale mining export increase
	Wyndham	Demand	Dry bulk dedicated infrastructure (Ord Stage 2 and Canning Basin)
Port expansion-passengers	Cairns	Demand	Cruise vessel facilities, including channel capacity and wharf extension, subject to Queensland Ports Strategy constraints on dredging
Rail upgrading – north-south access, mixed traffic	Adelaide-Darwin Railway	Demand, opportunity	Track drainage improvements, crossing passing loop construction (intermodal freight reliability, mine development opportunity)
		Demand, opportunity	Siding/passing loop at Mataranka to facilitate loading of iron ore
		Demand	Rail spur line for a proposed passenger terminal in the Berrimah Farm, Stuart Highway area to improve accessibility to the central business district
	North Coast Line	Opportunity, service standard	Track capacity and alignment, axle loading, signalling, flood resilience upgrades, including a single track constraint between Beerburum and Landsborough/Nambour (Southeast Queensland)
		Demand, opportunity	New rail access corridor to port through Townsville

Infrastructure grouping	Location	Primary infrastructure gap(s)	Areas for investigation
Rail			
Rail upgrading and expansion – resources	Central Queensland Coal Network	Demand	Blackwater System – expansion to enable longer trains
		Demand	Newlands System – minor works to achieve capacity of 50 million tonnes per year
	Central West System	Demand	Track and signalling, crossing/passing loop upgrades to accommodate Galilee Basin demand – possible
	Galilee Basin links	Demand	Track construction and extension to the Central Queensland Coal Network (for Galilee Basin thermal coal development)
	Mount Isa Line	Demand, opportunity	Axle load, train length, weather resilience upgrade for new mining development
		Demand, opportunity	New rail access corridor to the port to accommodate future demand and improve city amenity
	Pilbara rail systems	Demand	Expansion of the three existing rail systems
		Demand	Construction of Roy Hill-Hancock Prospecting Railway and a possible fifth East Pilbara railway
	West Pilbara Railway	Demand	New railway construction to Anketell Point
Roads			
North-south and inter-jurisdictional links	Barcaldine to Cloncurry, QLD (Landsborough Highway, NLTN)	Demand, service standard	Upgrades to address ageing and narrow pavements, structures, flooding (reliability) and safety (with vehicle mix including Type 2 road trains and tourist vehicles) and capacity (e.g. overtaking lanes and shoulders)
	Beneraby to Cairns, QLD (Bruce Highway, NLTN)	Demand, service standard	Safety (including seal widening, sealed shoulders), flooding immunity, capacity (including pavement rehabilitation, duplications, Mackay Ring Road (see Queensland Government (2012))
	Townsville to Mount Isa, QLD (Barkly and Flinders highways, NLTN)	Demand, service standard	Upgrades to address ageing and narrow pavements and structures, flooding (reliability) and safety (with vehicle mix including Type 2 road trains and tourist vehicles) and capacity (e.g. overtaking lanes) (See Department of Transport and Main Roads 2014a, for Townsville to Mount Isa)
	Darwin to the South Australian border, NT (Stuart Highway, NLTN)	Demand, service standard	Address safety pavement and structure strength, flood mitigation and industrial/suburban duplications (Hughes near Darwin abattoir and residential development and Alice Springs road to the airport addressing residential and industrial development)
	Darwin, NT to Kununurra, WA (Victoria Highway, NLTN)	Demand, service standard	Address safety, pavement strength and width (e.g. Halls Creek section connecting to Great Northern Highway and Victoria Highway), high level bridges (e.g. bridges such as Big Horse and Little Horse River/Creek and on the Victoria Highway), for flooding resilience (e.g. Kununurra Diversion Dam Bridge route)
	Tennant Creek to Flinders, NT (Barkly Highway, NLTN)	Demand, service standard	Address safety (narrow pavement and structures), pavement and structure strength
	Tobermorey to Stuart Highway, NT (Plenty Highway – Outback Way)	Service standard	Address unsealed pavements and structures, flooding (reliability) and lane capacity upgrade to improve livestock flow efficiency

Infrastructure grouping	Location	Primary infrastructure gap(s)	Areas for investigation
Roads			
North-south and inter-jurisdictional links	Kununurra and Wyndham to Perth, WA (Great Northern Highway, NLTN)	Demand, service standard	Address safety (narrow pavement and vehicle mix conflict e.g. Wyndham Spur, duplication of single lanes, e.g. Erskine – Blina), pavement and bridge strength, culvert rehabilitation and flooding resilience
	North West Coastal Highway, WA	Demand, service standard	Address pavement and steel culvert rehabilitation, seal widening (e.g. Minilya to Barradales), capacity/congestion (Karratha to Roebourne link) and demand linked regional including west Pilbara region growth (e.g. Anketell Port, Cape Preston, and Northern Carnarvon Basin)
Resource, agriculture, tourism and community links	North West Coastal Highway, WA	Demand, service standard	Upgrades to strengthen pavements and ease freight and road users' interaction by providing extra passing lanes and sealed shoulders
	Cairns to Boulia, QLD (NT border) (Kennedy Developmental Road/Hann Highway – Outback Way)	Service standard	Address unsealed sections, narrow pavement (largely single lane near NT border)
	Charters Towers to Cairns, QLD (Gregory, Kennedy Developmental roads, Kennedy Highway)	Demand, service standard	Address safety (narrow pavement and structures), pavement and structure strength, flooding resilience, slow traffic movement (Atherton, Mareeba)
	Clermont to Charters Towers, QLD (Gregory Highway, Developmental Road)	Demand, service standard	Address safety (narrow pavement and structures), pavement and structure strength, flooding resilience
	Cloncurry to Dimbulah, QLD (Burke Developmental Road)	Demand, service standard	Address safety (narrow pavement and structures), pavement and structure strength
	Dingo to Mount Flora, QLD (Fitzroy Developmental Road)	Demand, service standard	Address safety (narrow pavement and structures), pavement and structure strength, flooding resilience
	Innisfail to Ravenshoe, QLD (various roads)	Demand, service standard	Address safety and freight efficiency (widen seal)
	Lakeland to Weipa, QLD (Peninsula Developmental Road)	Demand, service standard	Address safety (narrow pavement and structures), road sealing and flooding resilience to alleviate prolonged wet season closures
	Mackay to Clermont, QLD (Peak Downs Highway)	Demand, service standard	Upgrades to strengthen and widen narrow pavements, replace load-limited timber bridges and upgrade the Eton Range winding alignment (west of Walkerston), improve flood resilience (See Department of Transport and Main Roads 2014c)

Infrastructure grouping	Location	Primary infrastructure gap(s)	Areas for investigation
Roads			
Resource, agriculture, tourism and community links	Marceba to Lakeland, QLD (Mulligan Highway)	Service standard	Address safety and freight efficiency (widen seal) and structure strength
	Normanton to Mount Garnet, QLD (Gulf Developmental Road)	Demand, service standard	Address safety (narrow pavement and structures), pavement and structure strength
	Rockhampton to Barcaldine QLD (Capricorn Highway)	Demand, service standard	Safety and capacity upgrades, including extensive seal widening, overtaking lanes, targeted pavements strengthening, bridge and culvert upgrades, duplication (Rockhampton to Gracemere), flood immunity improvements (See Department of Transport and Main Roads (2014b))
	Alice Springs to Yulara, NT (Red Centre Way)	Opportunity, service standard	Seal the Mereenie Loop Road Hermannsburg to King's Canyon) and upgrade Lasseter Highway to King's Canyon spur, assisting tourism development
	Alice Springs, NT to Halls Creek, WA (Tanami Road)	Opportunity, cost, service standard	Address pavement sealing and widening of single lane sections and sealing of unsealed sections
	Barkly Highway to Borroloola, NT (Tablelands Highway)	Demand, service standard	Address single lane and pavement widening
	Daly River to Wadeye, NT (Port Keats Road)	Service standard	Address unsealed road flood resilience for community and resource sector access
	Jabiru to Pine Creek, NT (Kakadu Highway)	Demand, service standard	Address safety (narrow pavement and structures), pavement and structure strength and flooding resilience to cater for the mixed traffic of tourists with caravans and heavy transport
	Katherine to Nhulunbuy, NT (Central Arnhem Highway)	Demand, service standard	Phase pavement sealing through strategic links (i.e. Stuart Highway to Bulman, Bulman to Nhulunbuy and connection to Melville Bay Road) including bridging of river/creek crossings
	Mataranka to Numbulwar, NT (Roper Highway)	Demand, service standard	Address pavement sealing and widening of single lane sections and sealing of unsealed sections and flooding resilience and bridges (e.g. Wilton Crossing)
	Stuart Highway to Borroloola, NT (Carpentaria Highway)	Demand, service standard	Address safety (narrow pavement and structures), single lane pavements and pavement widening and strengthening
	Stuart Highway, NT to the WA border (Lasseter Highway, Tjukururu Road – Outback Way)	Demand, service standard	Address safety (narrow pavement and structure), pavement and structure strength to cater for the mix of tourists with caravans and heavy transport
	Derby to Broome, WA (Derby Highway)	Demand, service standard	Address safety, improve access to Derby city, pavement sealing and seal widening when connecting to Great Northern Highway
	Derby to Wyndham, WA (Derby Gibb River Road/ Gibb River Road/ Gibb River Wyndham Road)	Demand, service standard	Address pavement sealing, seal widening (Derby to Fairfield-Leopold), flood resilience including remote monitoring to improve information to road users

Infrastructure grouping	Location	Primary infrastructure gap(s)	Areas for investigation
Roads			
Resource, agriculture, tourism and community links	East Pilbara mines to Marble Bar Road, WA (Ripon Hills Road)	Demand, service standard	Address pavement rehabilitation and flooding resilience
	Karratha to Tom Price and Paraburdoo, WA (Karijini Drive)	Demand, service standard	Address freight efficiency (steep alignment)
	Kununurra to Keep River/ Legune Station, WA (Weaber Plains Road extension)	Opportunity	Extend road to support Ord Stage 3 agricultural development
	Nanutarra, WA (on North West Coastal Highway to Munjina, WA (near Paraburdoo)	Demand, service standard	Address safety (road geometry), bridge strengthening and widening, pavement sealing, flood mitigation, (e.g. Oakober River Floodway, Nullagine River Floodway and Shaw River Floodway upgrade/repair)
	Pannawonica to North West Coastal Highway, WA (Pannawonica Road)	Demand, service standard	Address freight efficiency (narrow pavement)
	Paraburdoo to Tom Price, WA (Paraburdoo Tom Price Road)	Demand, service standard	Address narrow pavement and bridge strength
	Strelley, WA (on Great Northern Highway) to near Newman, WA (Marble Bar Road)	Demand, service standard	Address pavement sealing, road geometry, bridge strength, flood resilience
	Victoria Highway to Nicholson, WA (Buntine Highway)	Demand, service standard	Address unsealed sections and single lane pavements (Kalkarindji to Victoria Highway)
Access to ports, airports and tourism locations	El Arish to Mission Beach Road, QLD	Service standard	Address safety (narrow pavement)
	Gladstone to Mount Larcom, QLD (Gladstone Mt Larcom Road)	Demand, service standard	Address safety (narrow pavement, limited overtaking)
	Halifax to Lucinda Point Road, QLD	Service standard	Address safety (narrow pavement)
	Ingham to Halifax-Bemerside Road, QLD	Demand, service standard	Address safety (narrow pavement)
	Mackay-Slade Point Road, QLD	Demand, service standard	Address safety (mixing of heavy vehicle and passenger traffic)
	Tully – Mission Beach Road, QLD	Service standard	Address safety (narrow pavement)
	Berrimah to East Arm Port Access, NT (Berrimah Road)	Demand, service standard	Address duplication to port access infrastructure and mixed traffic through urban links (e.g. Export Drive)

Infrastructure grouping	Location	Primary infrastructure gap(s)	Areas for investigation
Roads			
Access to ports, airports and tourism locations	Borroloola to Bing Bong Port, NT (Carpentaria Highway, Robinson Road)	Demand, service standard	Address safety, seal width, pavement design and strengthen for heavy vehicles traffic
	Humpty Doo to Jabiru, NT (Arnhem Highway)	Demand, service standard	Address bridge repairs and maintenance (e.g., Mary River, Wildman River, and East Alligator Rivers), safety (narrow pavement and structures, vehicle mix conflicts), pavement and structure strength, rehabilitation and flooding resilience (e.g. Adelaide River)
	Dampier – Burrup Road, WA	Demand, service standard	Address safety and capacity through duplication to Dampier Port facilities and intermodal access (e.g. Burrup Peninsula Logistics Hub)
	Port Hedland, WA (Gilbert Street/ Wilson Street)	Demand, service standard	Address safety (narrow pavement and structures, vehicle mix conflicts), pavement and structure strength and rehabilitation)
	Robe River loading facility to Roebourne, WA (Point Samson Roebourne Road)	Demand, service standard	Address safety (shoulder width, road geometry, vehicle mix conflicts)
Urban including public transport	Bus interchange and other upgrades, QLD (Cairns, Townsville, Mackay, Rockhampton)	Demand	Bus interchange (Cairns) and bus stop or station upgrades (Cairns, Townsville, Mackay, Rockhampton) can improve service and help attract patronage, limiting urban congestion growth over the period to 2031
	Bus priority measures, QLD (Cairns, Townsville)	Demand	Bus priority measures to reduce the impact of peak period congestion on on-time running and service reliability, together with improved ticketing and bus information systems
	Cairns to Mossman, QLD (Captain Cook Highway)	Service standard	Address safety (vehicle mix conflicts), delays through Cairns, flooding (reliability)
	Dysart to Middlemount, QLD	Demand, service standard	Address safety (narrow pavement), flooding resilience
	Proserpine to Shute Harbour, QLD	Service standard	Address safety (vehicle mix conflicts), urban delays
	Rockhampton to Yeppoon, QLD	Demand, service standard	Address safety (vehicle mix conflicts), urban delays
	Darwin International Airport, NT (Henry Wrigley Drive)	Demand	Address duplication and increase capacity of airport link
	Tiger Brennan Drive, NT	Demand	Address safety (vehicle mix conflicts), urban delays and capacity through complete duplication from Darwin to Berrimah
	Dampier Highway to North West Coastal Highway, WA (Madigan Road, Karratha)	Demand, service standard	Address seal width, seal shoulders, pavement rehabilitation, strength and lane duplication

Infrastructure grouping	Location	Primary infrastructure gap(s)	Areas for investigation
Roads			
Urban including public transport	Jigal Drive, WA (Broome Road – Gubinge Road)	Service standard	Address safety (vehicle mix conflicts) and freight efficiency through urban area
	North West Coastal Highway to Karratha, WA (Dampier Road)	Demand, service standard	Address safety (narrow pavement and structures, vehicle conflicts) and capacity/congestion (e.g. Balmoral Road West to Burrup Road)
	Onslow to North West Coastal Highway, WA (Onslow Road)	Demand, service standard	Address safety (road geometry), seal width, pavement design for increasing traffic and heavy vehicles
Energy			
High electricity cost or inefficient supply	North Queensland (National Electricity Market)	Opportunity, cost	Review locational incentives for loads and generation in the region
		Demand	Strategically placed electricity generation to lower locational costs
		Demand	Review cost of electricity connections to the network for new resource developments
		Demand	Shared network extension to efficiently connect new northern Galilee loads
	Mount Isa	Opportunity, cost	Review commercial incentives for power generation in the region
		Demand	Additional electricity generation
		Demand	Electricity connections to the network for new resource developments
		Demand	Shared network extension to connect to National Electricity Market
		Demand	Review gas supply alternatives for generation in the region
	Pilbara	Opportunity, cost	Greater planning coordination to achieve more efficient outcomes
		Demand	Additional electricity generation connected to the shared network
		Demand, opportunity	Shared network extension to efficiently connect new resource developments
		Demand, opportunity	Review gas supply alternatives for generation in the region
	Galilee and Bowen Basins	Demand, opportunity	Generation capacity upgrades
		Demand	Electricity connections to the network for new resource developments
		Demand	Renewable generation alternatives
Electricity demand growth	Carpentaria minerals province	Opportunity	Additional generation capacity
		Demand	Electricity connections
		Opportunity	Rail and port connections to support resource developments
	Pilbara	Demand	Additional generation capacity
		Opportunity	Electricity connections to the network for new resource developments
		Demand, opportunity	Rail and port connections to support resource developments
		Demand, opportunity	Shared network extension to efficiently connect new resource developments

Infrastructure grouping	Location	Primary infrastructure gap(s)	Areas for investigation
Energy			
Electricity demand growth	Northern Territory	Demand	Additional generation capacity
		Demand	Electricity connections to the network for new resource developments
Ageing assets / decarbonisation policies	Isolated WA, NT and QLD systems	Demand, service standard	Replacement of generating systems after deferral using distributed renewable energy
Link to eastern gas markets	Alice Springs to Moomba	Demand, opportunity	Gas pipeline link
Water			
Urban water storage and supply	Alice Springs	Demand, service standard	Borefield augmentation works are required to maintain existing borefield capacity and investigation of additional borefield
	Cairns	Demand, opportunity	Surface water storage or other water supply infrastructure assets (e.g. recycling facilities) as well as water efficiency management measures – may be needed sooner if Aquis development eventuates
Bulk water storage and supply	Darwin	Demand	Surface water storage capacity increase
	Mackay	Demand	Upgrade water entitlement profile before consideration of possible surface water storage capacity increase
		Demand, service standard	Water treatment facility upgrade
	Mount Isa	Demand, service standard	Increase water supply e.g. through pumping water from Julius Dam and reserving it in Moondarra Dam for town use, to address emerging shortages
	Kimberley region	Demand, opportunity	Water bores system renewal
	Pilbara region	Demand	Connecting and trunk infrastructure
		Demand	Water bores system renewal
	Rockhampton	Demand	Surface water storage capacity increase
	Tennant Creek	Demand, service standard	Water bores system renewal
	Townsville	Demand	Surface water storage capacity increase
	Adelaide River	Demand	Off-stream storage
	Darwin Rural Area	Demand, opportunity	Off-stream storage
	Flinders catchment	Opportunity	Multiple water harvesting developments (off-stream storages etc.)
	Galilee Basin	Demand, opportunity, cost	Connecting and trunk infrastructure
		Demand, opportunity, cost	Surface water storage capacity increase/new storage
		Opportunity	Surface water storage and water distribution network
	Gilbert catchment	Opportunity	Surface water storage and water distribution network
	Katherine/Daly Basin	Opportunity	Conjunctive groundwater use and managed aquifer recharge supporting irrigation development
	Kimberley region	Opportunity	Borefield supported irrigation development
	Mataranka	Opportunity	Borefield supported irrigation development
	Ngukurr (Roper River area)	Opportunity	Borefield supported irrigation development
	Ord	Demand, opportunity	Ord River Scheme Dam – raising of spillway, pumps and possible additional pipelines/channels or efficiency improvement to open channel system

Infrastructure grouping	Location	Primary infrastructure gap(s)	Areas for investigation
Water			
Bulk water storage and supply	Pilbara region	Opportunity	Borefield supported irrigation development
	Upper Burdekin	Opportunity	Connecting and trunk distribution infrastructure
		Opportunity	Surface water storage capacity increase, new storage development
Communications			
Broadband service	Throughout Northern Australia	Demand, service standard	Progressive rollout of NBN, both to catch up on existing deficiency and to accommodate growth, with the program to be determined by NBN Co. Note specific needs below
		Demand, service standard	Incentivise, require or subsidise provision of higher quality communications to remote regions through universal service obligation, or other arrangements, e.g. infrastructure programs
Mobile service	Inland Western Australia	Demand, service standard	Expand mobile coverage away from Highway 1 to the interior of the state, with associated loop backhaul
Transmission infrastructure	Central and Western Queensland	Demand, cost, service standard	Leverage investment in resources infrastructure to create new backhaul and mobile coverage
	Across Northern Australia	Demand, cost, service standard	Seek opportunities to incentivise existing private communications infrastructure owners to allow third party access
International connections	North Western Australia, Northern Territory	Demand, service standard	Encourage international cable link via Northern Western Australia or Northern Territory with associated domestic backbone connections



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

Question no.: 153

Program: n/a

Division/Agency: Policy and Research

Topic: Office of Northern Australia – budget comparison.

Proof Hansard Page: 95-96 (28 May 2015)

Senator McLucas, Jan asked:

Senator McLUCAS: I have some questions about the Office of Northern Australia. Can I have the current budget of the office, please?

Mr Collett: For the current year, the departmental budget for the office is \$1.6 million.

Senator McLUCAS: And how does that change from last year?

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.

Senator McLUCAS: That would be great. But you must have a bit of a feel for how it has changed.

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 changed.

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.

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.

Ms O'Connell: Our office is within our portfolio, the Office of Northern Australia. The northern Australia taskforce sits in Prime Minister and Cabinet.

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?

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.

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.

Mr Collett: Certainly, Senator.

Answer:

The Office of Northern Australia's departmental budget for the part-year following the Machinery of Government changes (September 2013 – June 2014) was \$0.9 million.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
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Question no.: 154

Program: n/a

Division/Agency: Policy and Research

Topic: Office of Northern Australia's role in the development of the Northern Australia Infrastructure Facility

Proof Hansard Page: 97 (28 May 2015)

Senator McLucas, Jan asked:

...

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.

Senator McLUCAS: What role did the office play in the development of the policy that has resulted in the northern Australia infrastructure facility?

Mr Collett: You mean the concessional loan facility?

Senator McLUCAS: Yes.

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.

Senator McLUCAS: The coordination of meetings between different parts?

Mr Collett: Yes.

Senator McLUCAS: Identifying the right person, and stuff like that?

Mr Collett: Yes.

Senator McLUCAS: When did that work start?

Mr Collett: I would have to take that on notice.

Senator McLUCAS: That would be helpful.

...

Answer:

The Office of Northern Australia commenced its coordination role in the development of the Northern Australia Infrastructure Facility in February 2015.

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ANSWERS TO QUESTIONS ON NOTICE
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Infrastructure and Regional Development

Question no.: 155

Program: n/a

Division/Agency: Policy and Research

Topic: Staffing in Planning Analysis Branch

Proof Hansard Page: 98-99 (28 May 2015)

Senator Rice, Janet asked:

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, commissioning work and employing temporary staff on the *State of Australian cities* 2014 report.

Mr Collett: Certainly. We are happy to come back to you with some detail on that.

Answers:

Four people have been employed for less than 12 months in the Planning Analysis Branch (PAB). Since 1 July 2014, one PAB officer has moved to another role in the Department and had their position filled internally with an ongoing staff member. PAB also added one officer following the completion of the Department's 2014 Graduate Program. Two further non-ongoing staff have been added to the Branch since 1 July 2014, both placed from elsewhere in the Department.

Due to the closure of a small Sydney office in mid-2014, two staff members based in that office were offered an opportunity to relocate to Canberra. Both chose to pursue other opportunities and left the Department.

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A total of \$145,891 was spent on data, commissioned work or temporary staff for the State of Australian Cities 2014 report, including costs associated with the Branch employing two contract staff for approximately nine weeks from August 2014 to October 2014.

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Infrastructure and Regional Development

Question no.: 156

Program: n/a

Division/Agency: Policy and Research

Topic: Ministerial Statement on Walking, Riding and Access to Public Transport

Proof Hansard Page: 99 (28 May 2015)

Senator Rice, Janet asked:

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.

...

Answer:

The Ministerial Statement on *Walking, Riding and Access to Public Transport: Supporting Active Travel in Australian Communities* (the Statement) was released by the previous government in July 2013. The then Minister for Infrastructure and Transport, the Hon Anthony Albanese MP, was responsible for releasing the document.

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Question no.: 157

Program: n/a

Division/Agency: Policy and Research

Topic: Implementation of the *National Cycling Strategy 2011-16*

Proof Hansard Page: 100-101 (28 May 2015)

Senator Rice, Janet asked:

...

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?

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—

Senator RICE: If you could give me a list of initiatives.

...

Answer:

The Department of Infrastructure and Regional Development supports the *National Cycling Strategy 2011-16* through funding Austroads to provide the secretariat for the Australian Bicycle Council. The Department, as well as the Department of the Environment and the Department of Health, are members of the council.

The Department's Bureau of Infrastructure, Transport and Regional Economics undertakes research and publishes information on road safety matters, including in relation to vulnerable road users.

Whilst the designing, building and funding of cycling infrastructure is primarily a matter for State, territory and local governments, the Government is investing in infrastructure to create better environments for mixed traffic, including cyclists.

The National Guidelines for Transport System Management provide a framework for government departments and agencies, private firms, individuals, industry bodies and consultants in planning, assessing and developing transport systems and related initiatives. The current process to update the National Guidelines includes consideration of cycling.

The Government also works with the states and territories to implement the National Road Safety Strategy. The Department led the development of the Strategy's current three-year Action Plan (2015–2017), comprising 19 specific road safety actions that were agreed by the Transport and Infrastructure Council in November 2014. These include several actions with particular relevance to the safety needs of cyclists and other vulnerable road users:

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Action 1: Prioritise and treat high-risk rural and urban roads, focusing on the main crash types and vulnerable road users.

Action 9: Promote the market uptake of new vehicle technologies with high safety potential.

Action 13: Expand the application of lower speed limits in areas with high pedestrian and cyclist usage.

Action 17: Implement and promote a range of Safe System demonstration projects in urban settings, with a focus on the safety of vulnerable road users.

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Question no.: 158

Program: n/a

Division/Agency: Policy and Research

Topic: Printing State of Australian Cities 2014

Proof Hansard Page: 102-105 (28 May 2015)

Senator Bullock, Joe asked:

...

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 *State of Australian cities* report to be published on 15 December last year?

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 *State of Australian cities* 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 *State of Australian cities* out in that sort of timeframe. We were certainly speaking to people about printing costs and printing services at that stage.

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?

Mr Collett: Sorry, the 2014-15 publication that I mentioned earlier was—

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?

Mr Collett: I would need to take that on notice and come back to you.

Senator STERLE: Why?

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.

Senator STERLE: So how promptly are you able to tell us?

Mr Collett: If I can get an answer for you before we conclude tonight, I am happy to do that.

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.

Mr Mrdak: We will check.

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...

...

Mr Mrdak: I will come back to your earlier question. You asked about the contract that we put in place—

Senator BULLOCK: You want to go back there, yes.

Mr Mrdak: I am advised that, as Mr Collett indicated, we contracted for the publication of the *Progress in Australian regions* yearbook late last year. We also contracted for the publication of the 2014 *State of Australian cities*.

Senator BULLOCK: Thought you did.

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.

Senator BULLOCK: As a 2014-15 edition?

Mr Mrdak: That is right.

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.

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Mr Mrdak: We did print a number of copies at that time. The intention at that stage was that given the *Progress in Australian regions* yearbook, as Mr Collett indicated, would have much of the data underpinning the *State of Australian cities* and that *State of Australian cities* would be released at that time, the government subsequently decided to release the yearbook and to hold the *State of Australian cities* until the regional publication was available. We hope to do that very shortly.

Senator BULLOCK: Got it first time, Mr Mrdak. The minister's office told you to hold off on releasing that printed report?

Mr Mrdak: We were asked to hold that until such time as the two companion publications were available.

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?

Mr Mrdak: I would have to take that on notice.

Senator BULLOCK: Thank you.

Mr Mrdak: My understanding is that we briefed the minister in relation to this matter.

Senator BULLOCK: So it may have been the minister himself?

Mr Mrdak: I will take that on notice. We briefed the minister. We only ever brief the minister for decisions.

...

...

Senator BULLOCK: If you do have to reprint them, what do you estimate the cost would be?

Mr Mrdak: I will get you the printing cost. As I said, what appeared in the tender 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.

Answers:

The cost of any subsequent printing of any of the Progress in Australia's Regions suite of publications will depend on the final amount of copies to be printed.

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Question no.: 159

Program: n/a

Division/Agency: Policy and Research

Topic: High Speed Rail Senior Officials Group and bilateral discussions

Proof Hansard Page: 106 (28 May 2015)

Senator Bullock, Joe asked:

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?

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.

Senator BULLOCK: But at a senior level there has been no meeting?

Ms O'Connell: There is one scheduled for July, Senator.

Senator BULLOCK: They can have an anniversary party if the last meeting was in July last year.

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.

Senator BULLOCK: What bilateral discussions have taken place since March this year?

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.

Senator BULLOCK: Pleased to hear it...

Answer:

Between 1 March 2015 and 30 June 2015 the Department of Infrastructure and Regional Development has conducted three bilateral meetings which have addressed matters relating to High Speed Rail. In addition, over ten informal communications on these matters have occurred with jurisdictions during this time period.

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Question no.: 160

Program: n/a

Division/Agency: Policy and Research

Topic: Department planning qualifications

Proof Hansard Page: 107 (28 May 2015)

Senator Bullock, Joe asked:

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?

Mr Mrdak: I would have to take that on notice.

Answer:

The Department has planning focused roles in Planning Analysis Branch, Aviation and Airports Branch, Infrastructure Investment Division and the Western Sydney Unit. The Department's human resources systems do not capture and hold information in a way that would allow for an accurate response. However, the Department has been actively recruiting planners and has engaged 10 planners through the Department's Graduate recruitment program since 2011. In addition, there are currently six Departmental employees undertaking studies related to 'urban and regional planning' or 'master of planning' with assistance from the Department.

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Question no.: 161

Program: n/a

Division/Agency: Policy and Research

Topic: Cutting Red Tape Deregulation Agenda

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

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?

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?
5. If incomplete – what remains to be done?
6. I think you said earlier that CASA and AMSA would each find \$12 million in savings? Have they achieved that?

Answer:

1. No. While new targets for 2015 have been allocated, the Government has chosen not to release a portfolio/department by portfolio/department breakdown of targets.
2. No.
3. N/A.
4. As at 13 March 2015, the portfolio has achieved regulatory savings of \$1.753 million. The current reporting period (2015 Quarter 2) has not run its full course and ends on 30 June 2015. The 2015 portfolio reporting includes 21 measures. Of these changes one provided regulatory savings; 19 were cost neutral; and one incurred regulatory costs.
5. The portfolio has identified a number of regulatory reforms for 2015 which will be used to reduce the compliance burden on industry and the community.
6. Yes. In 2014 CASA and AMSA, as part of the portfolio, contributed to the 2015 portfolio target which resulted in the Government's achievement of more than \$2.1 billion in net savings. As at 18 March 2015 the Government has announced \$2.45 billion in net savings.

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Question no.: 162

Program: n/a

Division/Agency: Policy and Research

Topic: Federal Funding and Support for Active Transport

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

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.

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)?

Answer:

1. While the provision of active transport infrastructure is primarily a matter for State, territory and local governments, the Australian Government does fund the construction of new cycling and pedestrian infrastructure through a number of mechanisms. Projects funded under the \$50 billion Infrastructure Investment Programme include, where relevant, the building of new cycling and pedestrian infrastructure as part of the overall project.

Recent examples of road projects funded under the Infrastructure Investment Programme – that include cycle paths or provision for on-road cycling – are:

- Gateway WA (WA);
- Great Eastern Highway – Kooyong Road to Tonkin Highway upgrade (WA);
- Northern Expressway – Darlington (SA);
- Torrens Road to River Torrens project (SA);

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- Ipswich Motorway – Dinmore to Goodna (Qld);
 - Pacific Motorway – Springwood South to Daisy Hill projects (Qld); and
 - Majura Parkway (ACT).
2. While the inclusion of active transport infrastructure is not a specific requirement for federal funding, the Government normally expects active transport needs will be considered by the relevant State or territory road authority in the scoping and development of new projects.

The \$50 billion Infrastructure Investment Programme includes projects targeted to improve road safety, including those under the Black Spot and the Roads to Recovery Programmes.

3. The Government recognises the need to actively support and encourage all Australians to adopt and maintain behaviours that will promote a physically active lifestyle, including through active transport. Across other portfolios, the Australian Government is supporting people to be active through policies, measures and investments in the areas of education, health, and environment.
4. The Australian Bicycle Council (the ABC) was established in 1999 to implement the Australian National Cycling Strategy and consists of representatives from all three levels of government, non-government cycling organisations and the bicycle industry. The Department of Infrastructure and Regional Development, the Department of Health and the Department of the Environment are members of the ABC.

The Government has funded Austroads to provide the secretariat for the ABC since 2008, and has committed funding of up to \$166,000 in 2015-16 and \$86,000 in 2016-17.

No decision on the future of the ABC following the finalisation of committed funds has been made at this time.

5. Refer to the answer to question 2.
6. Refer to the answer to question 3.
7. The Australian Government strongly supports safe road environments for all road users, including vulnerable road users. This is reflected in the *National Road Safety Strategy 2011–2020*, which aims to reduce serious road casualties by at least 30 percent by 2020. The Strategy's *2015-2017 Action Plan* includes a number of outcomes that will improve safety for cyclists and other vulnerable road users, including through prioritising and treating high-risk roads focusing on vulnerable road users (Action 1) and expanding the application of lower speed limits in areas with high cyclist usage (Action 13).

The Australian Government supports overarching actions designed to improve the whole road system by building safer infrastructure and improving driver behaviour through better community information about driver behaviour and safety for all road users, including cyclists and pedestrians. The improvement of infrastructure is clearly one of the key ways to create a safer environment for mixed traffic.

The responsible and appropriate use of federal funds remains a key consideration of all funding decisions.

8. Refer to the answer to question 7.

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Question no.: 163

Program: n/a

Division/Agency: Policy and Research

Topic: Road Pricing Trial

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

An IPA publication says this of some recent comments you made: *“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”*.

What is the Department's role in these trials, and why are you optimistic?

You were also quoted as: *“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”*.

Can you elaborate?

Answer:

Following the announcement of Transurban's road pricing trial, the Department met with Transurban to discuss the proposed project. The Department does not have a direct role in the delivery of this work, however, it will stay engaged with Transurban and industry on the trial's outcomes as the project progresses.

The Department is optimistic about the Transurban trial insofar as it will help to positively inform the public policy debate around securing sustainable revenue models for infrastructure investment, by providing real world experience on road pricing scenarios and changes in user behaviour that result from these pricing scenarios.

The Department notes that while it is keen to collaborate with Transurban as it designs its trials, it is similarly interested in trials and research on these matters conducted by others that may also help to advance the community debate on securing sustainable revenue models for infrastructure investment.

In regards to the second question, this quote is not attributable to Secretary Mike Mrdak and the Department is unable to verify the source of this quote. However, in his speech to Infrastructure Partnerships Australia on 20 May 2015 about the outcomes of the 2015 Budget, Secretary Mrdak noted that investment in infrastructure must also be supported by having the right policies in place. Through his speech, Secretary Mrdak highlighted four key policy reform areas:

- ensuring that planning and project selection processes are consistent and evidence-based;
- seeking to achieve better value for money, control costs and ensure that governments are delivering value for taxpayers' money, including through benchmarking project and cost outcomes;
- encouraging private sector investment so as to better leverage Government spending and provide more infrastructure at a lower cost to the taxpayer; and
- further examining funding options for public infrastructure, including considering wider use of pricing in land transport markets as both an investment signal and to support funding future investments.

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Question no.: 164

Program: n/a

Division/Agency: Policy and Research

Topic: Northern Australia Infrastructure Facility

Proof Hansard Page: Written

Senator McLucas, Jan asked:

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?
 - 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?

Answer:

1. This is a question for the Treasury, noting that the Department of Infrastructure and Regional Development did not initiate the development of the Northern Australia Infrastructure Facility.
2. This is a question for the Treasury.
3. The role of the Department of Infrastructure and Regional Development (DIRD) in the Northern Australia Infrastructure Facility is currently being finalised in consultation with the Treasury.
4. This is a question for the Australian Trade Commission (Austrade) and the Treasury.
5. This is a question for the Department of the Prime Minister and Cabinet (PM&C) and the Treasury.
6. This is a question for Infrastructure Australia (IA) and the Treasury.
7. This is a question for the Treasury.
8. This is a question for the Department of Finance (Finance) and the Treasury.
9. This is a question for the Treasury.
10. This is a question for the Treasury.
11. This is a question for the Treasury.
12. This is a question for the Treasury.
13. This is a question for the Treasury.
14. This is a question for the Treasury.
15. This is a question for the Treasury.