

## Rural Affairs and Transport Legislation Committee

Questions on Notice Budget Estimates 2011-2012, Wednesday 25 May & Thursday 26 May 2011

### Infrastructure and Transport Portfolio

Q#	Program: Division or Agency	Senator	Broad Topic	Question	Proof Hansard page & hearing date or Written Q	Date Rec'd	Date Tabled
1	n/a CORP	COLBECK	Whole-of-Government Stationary Arrangement	<p><b>Senator COLBECK:</b> How will things like the proposed changes in procurement for stationery affect your department?</p> <p><b>Mr Mrdak:</b> We anticipate some small savings that will be available through that. I will just refer to my chief operating officer, Mr Banham, who might be able to give you some more detail. We anticipate those whole-of-government issues will provide savings for the department, which we will be able to then apply to other things that we do.</p> <p><b>Mr Banham:</b> We anticipate savings from the whole-of-government stationery of maybe about 10 to 15 per cent at this point in time.</p> <p><b>Senator COLBECK:</b> What does that constitute—a percentage of what?</p> <p><b>Mr Banham:</b> I would have to take that on notice—our total stationery bill for the year.</p>	12 25/05/2011		
2	n/a CORP	COLBECK	Secondments to other departments	<p><b>Senator COLBECK:</b> How many do you have on secondment to other departments?</p> <p><b>Mr Mrdak:</b> I would have to check. I do not think we have any at the moment.</p> <p><b>Senator COLBECK:</b> If you could provide that to us on notice and a breakdown of where people are, if they are.</p> <p><b>Mr Mrdak:</b> Certainly.</p>	13 25/05/2011		
3	n/a CORP	BIRMINGHAM	Funding paid to specific organisations	<p>Has the Department provided any funding to any of the following organisations in the current financial year or in any of the previous three financial years? If so, please detail when it was provided and for what purpose.</p>	Written		

				<ul style="list-style-type: none"> <li>a. Australian Conservation Foundation</li> <li>b. Australian Council of Trade Unions</li> <li>c. Australian Youth Climate Coalition</li> <li>d. Climate Action Network Australia</li> <li>e. The Climate Institute</li> <li>f. Environment Victoria</li> <li>g. GetUp!</li> <li>h. Greenpeace Australia Pacific</li> <li>i. World Wildlife Fund Australia</li> </ul>			
4	n/a CORP	HEFFERNAN	Staffing	<ul style="list-style-type: none"> <li>1) How many permanent staff has the Department recruited this FYTD?</li> <li>2) What classifications are these staff?</li> <li>3) How many temporary positions exist or have been created by the Dept this FYTD?</li> <li>4) This FYTD, how many employees have been employed on contract and what is the average length of their employment period?</li> </ul>	Written		
5	n/a CORP	HEFFERNAN	Staff Reductions as a Result of the Efficiency Dividend	<ul style="list-style-type: none"> <li>1) Have staffing numbers been reduced as a result of the efficiency dividend and/or other budget cuts?</li> <li>2) If so, where and at what classification?</li> <li>3) Are there any plans for staff reduction? If so, please advise details ie. reduction target, how this will be achieved, services/programs to be cut etc.</li> <li>4) What changes are underway or planned for graduate recruitment, cadetships or similar programs? If reductions are envisaged please explain including reasons, target numbers etc.</li> </ul>	Written		
6	n/a CORP	HEFFERNAN	Community Campaigns	<ul style="list-style-type: none"> <li>1) What communications programs has the Department/Agency undertaken, or are planning to undertake?</li> <li>2) For each program, what is the total spend?</li> </ul>	Written		
7	n/a CORP	HEFFERNAN	Official hospitality and entertainment	<ul style="list-style-type: none"> <li>1) What is the Department's hospitality spend FYTD?</li> <li>2) Please detail date, location, purpose and cost of all events.</li> <li>3) For each Minister and Parliamentary Secretary office, please detail total hospitality spend FYTD.</li> <li>4) Please detail date, location, purpose and cost of each event.</li> </ul>	Written		

				<ul style="list-style-type: none"> <li>5) What is the Department's entertainment spend FYTD?</li> <li>6) Please detail date, location, purpose and cost of all events.</li> <li>7) For each Minister and Parliamentary Secretary office, please detail total entertainment spend FYTD.</li> <li>8) Please detail date, location, purpose and cost of each event.</li> </ul>			
8	n/a CORP	HEFFERNAN	Board Appointments	<ul style="list-style-type: none"> <li>1) What is the gender ratio on each board and across the portfolio?</li> <li>2) Please detail any board appointments for the FYTD.</li> </ul>	Written		
9	n/a CORP	HEFFERNAN	Grants	Has the Department complied with interim requirements relating to the publication of discretionary grants?	Written		
10	n/a CORP	HEFFERNAN	Freedom of Information (FOI)	<ul style="list-style-type: none"> <li>1) Has the Department/agency received any advice on how to respond to FOI requests?</li> <li>2) How many FOI requests has the Department received?</li> <li>3) How many have been granted or denied?</li> <li>4) How many conclusive certificates have been issued in relation to FOI requests?</li> </ul>	Written		
11	n/a CORP	HEFFERNAN	Community Cabinet Expenses	<ul style="list-style-type: none"> <li>1) What was the cost of Ministers travel and expenses for the Community Cabinet meetings held this FYTD?</li> <li>2) How many Ministerial Staff travelled with the Minister for the Cabinet meeting? What was the total cost of this travel?</li> <li>3) How many Departmental officers travelled with the Minister for the Cabinet meeting? What was the total cost of this travel?</li> <li>4) What was the total cost to the Department and the Ministers office?</li> </ul>	Written		
12	n/a CORP	HEFFERNAN	Reviews	<ul style="list-style-type: none"> <li>1) How many Reviews are currently being undertaken by all departments and agencies in each portfolio?</li> <li>2) When will each of these reviews be concluded?</li> <li>3) What reviews have been concluded FYTD?</li> <li>4) Which of these reviews has been provided to Government?</li> <li>5) When will the Government be responding to the respective reviews that have been completed?</li> <li>6) What is the estimated cost of each of these Reviews?</li> </ul>	Written		

				7) What further reviews are planned for 2010 - 11 FY?			
13	n/a CORP	HEFFERNAN	Consultancies	<ol style="list-style-type: none"> <li>1) How many consultancies have been undertaken or are underway this FYTD? Please identify the name of the consultant, the subject matter of the consultancy, the duration and cost of the arrangement, and the method of procurement (ie. open tender, direct source, etc). Please also include total value for all consultancies.</li> <li>2) Does each department and agency stand by its current tenders on the Austenders website? Have any changes or corrections been made for any tenders advertised on to Government Tenders website(<a href="http://www.tenders.gov.au">www.tenders.gov.au</a>) for tenders advertised this financial year? Explain. Are up to date with reporting requirements?</li> <li>3) How many consultancies are planned for this calendar year? Have these been published in your Annual Procurement Plan (APP) on the AusTender website and if not why not? In each case please identify the subject matter, duration, cost and method of procurement as above, and the name of the consultant if known</li> </ol>	Written		
14	n/a CORP	HEFFERNAN	Media Monitoring Services	<ol style="list-style-type: none"> <li>1) What was the total cost of media monitoring services, including press clippings, electronic media transcripts etcetera, provided to the Minister's office FYTD?</li> <li>2) Which agency or agencies provided these services?</li> <li>3) What was the total cost of media monitoring services, including press clippings, electronic media transcripts etcetera, provided to the Department and its agencies in FYTD?</li> <li>4) Which agency or agencies provided these services?</li> </ol>	Written		
15	n/a CORP	HEFFERNAN	Social Media	Has there been any changes to department and agency social media or protocols about staff access and useage of Youtube; online social media, such as Facebook, MySpace and Twitter; and access to online discussions forums and blogs since October 2010? Please explain.	Written		
16	n/a CORP	HEFFERNAN	Contractors	<ol style="list-style-type: none"> <li>1) Has the department/agency ever employed Hawker Britton in any capacity or is it considering employing Hawker Britton? If</li> </ol>	Written		

				<p>yes, provide details.</p> <p>2) Has the department/agency ever employed Shannon’s Way in any capacity or is it considering employing Shannon’s Way? If yes, provide details.</p> <p>3) Has the department/agency ever employed John Utting &amp; UMR Research Group in any capacity or is it considering employing John Utting &amp; UMR Research Group? If yes, provide details.</p> <p>4) Has the department/agency ever employed McCann-Erickson in any capacity or is it considering employing McCann-Erickson? If yes, provide details.</p> <p>5) Has the department/agency ever employed Cutting Edge in any capacity or is it considering employing Cutting Edge? If yes, provide details.</p> <p>6) Has the department/agency ever employed Ikon Communications in any capacity or is it considering employing Ikon Communications? If yes, provide details.</p> <p>7) Has the department/agency ever employed CMAX Communications in any capacity or is it considering employing CMAX Communications? If yes, provide details.</p> <p>8) Has the department/agency ever employed Boston Consulting Group in any capacity or is it considering employing Boston Consulting Group? If yes, provide details.</p> <p>9) Has the department/agency ever employed McKinsey &amp; Company in any capacity or is it considering employing McKinsey &amp; Company? If yes, provide details.</p>			
17	n/a CORP	HEFFERNAN	Discretionary Grants	<p>1) Could the Department provide a list of all discretionary grants, including ad hoc and one-off grants FYTD? Please provide details of the recipients, the intended use of the grants and what locations have benefited from the grants.</p> <p>2) Has the Department complied with interim requirements relating to the publication of discretionary grants?</p>	Written		
18	n/a CORP	HEFFERNAN	Reports	<p>1) How many Reports have been commissioned by the Government in your portfolio FYTD? Please provide details of each report including date commissioned, date report handed to Government, date of public release, Terms of Reference and</p>	Written		

				<p>Committee members.</p> <p>2) How much did each report cost? How many departmental staff were involved in each report and at what level?</p> <p>3) What is the current status of each report? When is the Government intending to respond to these reports?</p>			
19	n/a CORP	HEFFERNAN	Official Hospitality	<p>1) What is the Department's hospitality spend FYTD? Please detail date, location, purpose and cost of all events. Please detail any catering costs, listing the cost of food and beverages, and include a separate list of alcohol costs.</p> <p>2) For each Minister and Parliamentary Secretary's office, please detail total hospitality spend FYTD. Please detail date, location, purpose and cost of each event. Please detail any catering costs, listing the cost of food and beverages, and include a separate list of alcohol costs.</p>	Written		
20	n/a CORP	HEFFERNAN	Cabinet and Sub-Cabinet Committee Meetings	<p>1) How much time is spent preparing papers/submissions for Cabinet and Sub-Cabinet Committee meetings?</p> <p>2) How often must papers/submissions for Cabinet and Sub-Cabinet Committee Meetings be redrafted or resubmitted? Please provide example of why this would happen. (i.e. last minute policy changes or redate papers due to items not being discussed when initially scheduled).</p>	Written		
21	n/a CORP	HEFFERNAN	Government payments of accounts	<p>1) Has the department/agency paid its accounts to contractors/consultants etc in accordance with Government policy in terms of time for payment (i.e. within 30 days)? If not, why not, and what has been the timeframe for payment of accounts? Please provide a breakdown, average statistics etc as appropriate to give insight into how this issue is being approached.)</p> <p>2) For accounts not paid within 30 days, is interest being paid on overdue amounts and if so how much has been paid by the portfolio/department agency for the current financial year and the previous financial year?</p> <p>3) Where interest is being paid, what rate of interest is being paid and how is this rate determined?</p>	Written		

22	n/a CORP	HEFFERNAN	Government stationery requirements	<ol style="list-style-type: none"> <li>1) What are the government (Ministers/Parliamentary Secretaries) stationery requirements in your portfolio (i.e. special type of paper, envelopes)?</li> <li>2) What are the costs of these items?</li> <li>3) Is the Department/portfolio agencies paying for these?</li> </ol>	Written		
23	n/a CORP	HEFFERNAN	Media Subscriptions	<ol style="list-style-type: none"> <li>1) Does your department or agencies within your portfolio subscribe to pay TV (for example Foxtel)? If yes, please provide the reason why, the cost and what channels.</li> <li>2) Does your department or agencies within your portfolio subscribe to newspapers? If yes, please provide the reason why, the cost and what newspapers.</li> <li>3) Does your department or agencies within your portfolio subscribe to magazines? If yes, please provide the reason why, the cost and what magazines.</li> </ol>	Written		
24	n/a CORP	HEFFERNAN	Ministerial Travel	<ol style="list-style-type: none"> <li>1) For the FYTD, please detail all travel (itemised separately) undertaken by your portfolio Minister and Parliamentary Secretaries. Include what sum was spent on travel, accommodation, security, food, beverages (alcohol listed separately), gifts, entertainment, and all other expenses.</li> <li>2) For the FYTD, please provide the same information (itemised separately) for any Minister and Parliamentary staff that accompanied the Minister and Parliamentary on their travel and include a similar breakdown of the costs incurred by or on behalf of those staff.</li> <li>3) For the FYTD, please provide the same information (itemised separately) for Departmental officers that accompanied the Minister and Parliamentary Secretary on their travel and include a similar breakdown of the costs incurred by or on behalf of those staff.</li> </ol>	Written		
25	n/a CORP	HEFFERNAN	Legal Costs	<ol style="list-style-type: none"> <li>1) What sum did each portfolio department and agency spend on legal services FYTD within the department and agency? Please provide a list of each service and costs.</li> <li>2) What sum did each portfolio department and agency spend on legal services FYTD from the Australian Government Solicitor? Please provide a list of each service and costs.</li> </ol>	Written		

				<p>3) What sum did each portfolio department and agency spend on legal services FYTD from private firms? Please provide a list of each service and costs.</p> <p>4) What sum did each portfolio department and agency spend on legal services FYTD from other sources? Please provide a list of each service and costs.</p>			
26	n/a CORP	HEFFERNAN	Education Expenses	Please detail all education expenses (i.e. in house courses and tertiary studies) for each portfolio department and agency. Include what type of course, the cost and how many participants.	Written		
27	n/a CORP	HEFFERNAN	Department of Infrastructure and Transport - Executive Coaching and Leadership Training Services – 1 July 2010 to 31 May 2011	<p>1) In relation to the purchase of executive coaching and/or other leadership training services purchased by each portfolio department and agency, please provide the following information FYTD:</p> <p>2) Total spending on these services</p> <p>3) The number of employees offered these services and their employment classification</p> <p>4) The number of employees who have utilised these services and their employment classification</p> <p>5) The names of all service providers engaged</p> <p>6) For each service purchased from a provider listed under (4), please provide:</p> <p>7) The name and nature of the service purchased</p> <p>8) Whether the service is one-on-one or group based</p> <p>9) The number of employees who received the service and their employment classification</p> <p>10) The total number of hours involved for all employees</p> <p>11) The total amount spent on the service</p> <p>12) A description of the fees charged (i.e. per hour, complete package)</p> <p>13) Where a service was provided at any location other than the department or agency's own premises, please provide:</p> <p>14) The location used</p> <p>15) The number of employees who took part on each occasion</p> <p>16) The total number of hours involved for all employees who took part</p> <p>17) Any costs the department or agency's incurred to use the</p>	Written		



				location			
28	n/a CORP	HEFFERNAN	Paid Parental Leave	<ol style="list-style-type: none"> <li>1) Please list how many staff in each portfolio department and agency are eligible to receive payments under the Government's Paid Parental Leave scheme?</li> <li>2) Please list which portfolio department and agencies are providing its employees with payments under the Government's Paid Parental Leave scheme? Please list how many staff are in receipt of these payments.</li> </ol>	Written		
29	n/a CORP	HEFFERNAN	Workpoint Space	<ol style="list-style-type: none"> <li>1) For each portfolio department and agency office please list the occupied workpoint space allocated per person.</li> <li>2) Does this adhere to the Government's Commonwealth Property Management Guidelines (the Guidelines)? Explain.</li> <li>3) If yes, please explain if any refurbishment was required to meet the Guidelines and what the costs were.</li> <li>4) What savings did each portfolio department and agency achieve by meeting the Guidelines? Please itemise each portfolio department and agency separately.</li> <li>5) How much of these savings has each portfolio department and agency kept? Please itemise each portfolio department and agency separately.</li> <li>6) If no, please give details why it does not, including whether an exemption has been received by the Finance Minister.</li> <li>7) What funding has been taken from each portfolio department and agency because they do not meet the Guidelines? Please itemise each portfolio department and agency separately.</li> <li>8) Are there plans to meet the Guidelines? Please explain.</li> </ol>	Written		
30	1.1 IA	COLBECK	Epping to Parramatta Railway	<p><b>Senator COLBECK:</b> Is the submission received from New South Wales in relation to that publicly available?</p> <p><b>Mr Deegan:</b> I think it is publicly available on our website, but I will check for you.</p>	22 25/05/2011		
31	1.1 IA	BACK	James Price Point development	<p><b>Senator BACK:</b> Does James Price Point, north of Broome, come into your remit or will it?</p> <p><b>Mr Deegan:</b> To the extent of the national port planning and the freight</p>	26-27 25/05/2011		

				<p>connections, that is part of what we are involved in with the Department of Resources and Energy, as with a number of those other major port developments all the way down the coast.</p> <p><b>Senator BACK:</b> It is not yet on the radar, dollars-wise?</p> <p><b>Mr Deegan:</b> I think there have been some discussions about funding, but I would have to come back to you on that in detail.</p>			
32	1.1 IA	BACK	Rail upgrade from Collie to Bunbury	<p><b>Senator BACK:</b> Would that require upgrade of the rail from Collie to Bunbury?</p> <p><b>Mr Deegan:</b> There is talk of both the rail and the road works. You would be aware of the port roads that have been considered there. The Commonwealth funded some of those already. We have been having discussions with Westnet and others around the rail issues. I have been out on that railway line and have seen some of the challenges that they have in that space. There is an opportunity for the private sector to fund a lot of that as well.</p> <p><b>Senator BACK:</b> That is correct. Perhaps on notice, or you could point me to where I can find this on your website, could I get the details of the commitments?</p> <p><b>Mr Deegan:</b> I will take that on notice.</p>	29 25/05/2011		
33	1.1 IA	HEFFERNAN	Infrastructure Australia Update	<ol style="list-style-type: none"> <li>1) What is the current number of staff in Infrastructure Australia?</li> <li>2) Are there any plans to increase this number in light of budgetary changes?</li> <li>3) What is the latest update of the: <ol style="list-style-type: none"> <li>a. National Freight Strategy</li> <li>b. National Ports Strategy?</li> </ol> </li> <li>4) What is your progress on upgrading IA's Reform and Investment Priorities?</li> <li>5) Has there been any progress on the projects listed as Threshold Projects listed in the June 2010 Report to COAG? (see p.50 of June 2010 Report to COAG) If so, give details on each project.</li> <li>6) Has there been any progress on the real potential projects listed in the June 2010 Report to COAG? (see p.50 of the June 2010 Report to COAG) If so, give details on each project.</li> <li>7) Has there been any progress on the early stage projects listed in the June 2010 Report to COAG? (see p.50 of the June 2010 Report to COAG) If so, give details on each project.</li> </ol>	Written		

34	1.1 IA	HEFFERNAN	Infrastructure Australia Report to COAG - June 2011	<p>I refer to Infrastructure Australia's June 2010 report to the Council of Australian Governments</p> <ol style="list-style-type: none"> <li>1) Has Infrastructure Australia provided any advice to the Department in relation to the Pacific Highway in the last six months?</li> <li>2) If so, when was this advice provided and what did it entail?</li> <li>3) Has Infrastructure Australia given any formal or informal advice to the Department since June 2010 when Infrastructure Australia advised the Department that the projected project cost will be \$6.67 billion?</li> </ol>	Written		
35	1.1 IA	HEFFERNAN	NSW Government Submission	<ol style="list-style-type: none"> <li>1) Has Infrastructure Australia received a submission, business case, or any other communication, or request of support for funding between 2007 and 2011 from the NSW Government for any Sydney rail link, including a North West rail link?</li> <li>2) If so, who were the documents submitted by?</li> <li>3) When was it received?</li> <li>4) Is this document(s) available to the public? If not, why not?</li> <li>5) What was the recommendation of this submission, business case, or communication?</li> <li>6) Specifically in relation to the NW Rail Link, has Infrastructure Australia received any submission, business case, or any other communication, or request of support for funding between 2007 and 2011 from the NSW Government for the North West Rail Link?</li> <li>7) From whom was this information received?</li> <li>8) When was it received?</li> <li>9) What was the recommendation of this information, research, analysis or other information?</li> <li>10) Is this document available to the public? If not, why not?</li> <li>11) What research, reports, or other analyses has Infrastructure Australia commissioned or undertaken regarding Sydney rail infrastructure projects from its IA's creation to 2011?</li> <li>12) When were these research, reports, or other analysis commissioned? And finalised?</li> <li>13) What were the recommendations of this research, reports, or other analysis?</li> <li>14) Is this relevant research, report, or other analysis available to</li> </ol>	Written		

				<p>the public? If not why not?</p> <p>15) Has Infrastructure Australia either formally or informally provided advice to the Department or the Minister in relation to the North-West Rail Link?</p> <p>16) If so, when did this occur and what did it entail?</p> <p>17) Has Infrastructure Australia made any assessment of the North-West Rail Link as a potential project for public funding?</p> <p>18) What was this assessment?</p> <p>19) When was this assessment undertaken? When will it next be reviewed?</p> <p>20) What research, analysis or other information were relied upon in making this assessment?</p> <p>21) How does this assessment compare to Infrastructure Australia's assessment of the Parramatta-Epping Railway?</p>			
36	1.1 NB-II	MACDONALD	Australian and Queensland Government funding split for previously deferred Bruce Highway Nation Building Projects	<p><b>Senator IAN MACDONALD:</b> Do you quickly have figures for those five projects—whether the 20 per cent is constant there?</p> <p><b>Mr Pittar:</b> I do not have a list of all the 80-20 projects for Queensland in front of me, but I can take it on notice.</p> <p><b>Mr Mrdak:</b> We can seek to get that for you.</p>	7 25/05/2011		
37	1.1 NB-II	MACDONALD	Queensland Government Contribution to Previously Deferred Projects	<p><b>Senator IAN MACDONALD:</b> Can I perhaps be more specific. Can you give me on notice the details of the Queensland government's commitment? The Queensland government is well known to be broke. It has no money. The floods and the cyclones impacted heavily on Queensland, again as your department well knows, and Queensland is one of the few states that did not carry insurance. Queensland is going to be the principal beneficiary of the flood levy, in which we are taxing individuals but not wealthy companies to pay for a lot of the flood recovery. I put to you that the reason Vantassel Street, for example, was not done four years ago is that the Queensland government was not able to cough up its contribution. Is that correct or not?</p> <p><b>Mr Mrdak:</b> I think that has been one of the issues in terms of getting</p>	7-8 25/05/2011		

				<p>it into the program. But, as Mr Jagers indicated, we now believe we have a program locked in that the contribution will be available to meet the cash flow we are projecting.</p> <p><b>Senator IAN MACDONALD:</b> As I say, on notice, if you can give me the details of the assurance you have. The Queensland Minister for Main Roads happens to represent one of the Townsville seats. In fact, he is originally from Burdekin, so he has the same sort of birth interests, almost, that I have. Yet I as a federal parliamentarian get continually annoyed with the Queensland minister, because whenever there is a delay it is always the Commonwealth's fault, notwithstanding the fact that he is the roads minister. He is always cleverly able to blame the Commonwealth—it does not matter which government. I suspect, and I have said all along, that the reason for this is that the Queensland government (a) does not have the money and (b) does not have the management expertise to do these works. I fear, with all of the work that is required to be done with flood and cyclone recovery, that the chances of these five projects getting started in the next 12 months are absolutely minimal. Hence my question to you: what sort of oversight does the Commonwealth have in the actual planning, design, construction and funding of these works? I think you have answered that.</p> <p><b>Mr Mrdak:</b> We do not have a direct role in the planning work, but certainly we focus on the program scheduling and the oversight of the funding. Mr Pittar, for instance, who looks after Queensland as part of our program arrangements, does manage that quite closely in terms of overseeing their program and delivery capability.</p>			
38	1.1 NB-II	MACDONALD	Queensland Government Project Management Costs	<p><b>Senator IAN MACDONALD:</b> Just by way of example, so that I can understand what you are saying, and I hear what you say about the capital cities versus rural areas, as an exercise on notice, using the Vantassel Street \$75 million as a guinea pig, let me know—you were going to get me how much the Queensland government is putting into that—how much the Queensland government is going to get of your \$75 million for non-constructive work, that is, project management, oversight, checking out native title laws, arranging traffic flows, whatever they are. I would venture a guess that what the Queensland government will get from this will be about the same as their contribution to the project.</p>	9 25/05/2011		

				<p><b>Mr Jagers:</b> Yes.</p> <p><b>Senator IAN MACDONALD:</b> Be that as it may, could you do that? Is that a reasonable request?</p> <p><b>Mr Jagers:</b> Yes, I am happy to take that on notice. As I mentioned before, we will be meeting with Queensland in the next few weeks. One of the first things that we need to talk to them about is a project proposal report which details those costs. I will be happy to take it on notice, but it will be dependent on the arrival of the report from Queensland which details those costs.</p>			
39	1.1 NB-II	MACDONALD	Bruce Highway – Cooroy to Curra Section B	<p><b>Senator IAN MACDONALD:</b> I accept all that, and I suspect the \$2.8 billion has been announced about five times in various budgets, press releases and announcements, much of it going back, I might say, to the previous government. That is what I am really wanting to ascertain: how difficult would it be in relation to the Bruce Highway to get for me a table of announcements—when they are originally made and when they were remade—correlated against when the work is actually done. I might say this is not a political attack on the current government; the current government suffers as much as any other government because of the Queensland government when the roads, particularly in my area, are not done, they are not flood proofed, and it is the Commonwealth government that gets the blame, unfairly in many cases, because the money is allocated. I do not want an entire section of the department to spend five weeks doing that, but is there a simple way of—</p> <p><b>Mr Mrdak:</b> Happy to take that on notice, Senator, and we can certainly seek to get an indication of what the schedule looks like. As you said, the current projects that are in the program were announced by the government in the lead-up to the 2007 election, and subsequent commitments have been made. For instance, the amount that Mr Jagers has mentioned includes new commitments that have taken place in the last few years since 2007. We can give you a program which sets out all of the government's commitments on the Bruce and when that was done, and also what the current cash flow is because we do put the MOU with Queensland up on our website.</p>	10 25/05/2011		
40	1.1 NB-II	MACDONALD	Roads Affected by Queensland Floods	<p><b>Senator IAN MACDONALD:</b> Yes. One wonders whether the cost of delays and accidents and lives makes that a false economy. I will come</p>	10 25/05/2011		

				<p>back later to the road over the Cardwell Range. As a general comment—and again in Queensland, Victoria and New South Wales where there have been natural calamities—is it generally accepted that work on scheduled road improvements will be delayed until perhaps more recovery work is done in public infrastructure?</p> <p><b>Mr Mrdak:</b> It is not generally accepted. However, certainly one of our considerations in January when we looked at the Queensland recovery effort is how could they manage. At the last count I think it is still something in the order of 13,000 or 30,000 kilometres of roads in Queensland were affected by flooding. I will check the number.</p>			
41	1.1 NB-II	MACDONALD	Funding for the electorates of Lyne and New England	<p><b>Senator IAN MACDONALD:</b> Could you tell me the funding from your department alone across all of its areas that has gone into the electorates of Lyne and New England?</p> <p><b>Mr Mrdak:</b> We can certainly take that on notice.</p>	11 25/05/2011		
42	1.1 NB-II	MACDONALD	Federal Electorate information for the remaining unduplicated sections of the Pacific Highway	<p><b>Senator IAN MACDONALD:</b> I wonder if the people that make these assessments ever drive the roads, but anyhow. Can you perhaps take on notice—</p> <p><b>Mr Mrdak:</b> We certainly are informed in that by the New South Wales RTA and particularly their regional office where they are located in those areas, and a lot of that assessment is done by those officers of New South Wales in that area.</p> <p><b>Senator IAN MACDONALD:</b> The RTA, of course, have not had a stunningly successful record to their credit. Could you give me some details, perhaps on notice—I think you said 67 per cent was duplicated, so the other 33 per cent—of where that 33 per cent is and what the federal electorate is? I suspect many of them are represented by government members, but they do not seem to be doing quite as well as the member for Lyne in getting that road fixed. Perhaps if you got me the details I could—</p> <p><b>Mr Mrdak:</b> We will come back on notice with the details of where the current program anticipates—as I outlined in my opening comments, the government has recently made an additional commitment funding to the Pacific Highway. We will come back on notice and provide you advice of the remaining sections to be duplicated.</p>	11 25/05/2011		

43	1.1 NB-II	MACDONALD	Media Releases – 'Labor's Regional Nation Building Agenda' and 'Inland Rail Finally Out of the Bag'	<p><b>Senator IAN MACDONALD:</b> I am an inveterate media release reader, particularly of Mr Albanese's. There was a media release from him dated 10 May 2011 and headed 'Labor's regional nation building agenda'. Could you please give the committee some details of the projects that were used to calculate the figures in the table in that media release?</p> <p><b>Mr Mrdak:</b> If I can get a copy of that release. That was 10 May?</p> <p><b>Senator IAN MACDONALD:</b> 10 May 2011, entitled 'Labor's regional nation building agenda'. There is a table in that media release—if I could just get the projects that the department used to calculate the figures in that table. You obviously need to take that on notice.</p> <p><b>Mr Mrdak:</b> We will find that and get that detail for you.</p> <p><b>Senator IAN MACDONALD:</b> Yes. It would have to be on notice, obviously. Also, in a press release on the same day, 10 May 2011, under the heading, 'Inland rail finally out of the station', there is \$300 million said to be allocated for inland rail from Melbourne to Brisbane. Can you identify for me where that spending is shown in the budget. How much of that spending is in the forward estimates?</p> <p><b>Mr Mrdak:</b> That will be part of the Nation Building Program 2, from 2014-15. I will check, but I think there is an amount of that in 2014-15 and the rest beyond 2014-15.</p> <p><b>Senator IAN MACDONALD:</b> The earliest part will be 2014-15? Will that be the \$300 million or—</p> <p><b>Mr Mrdak:</b> I will get the exact details as to how much is in 2014-15, but the bulk of it will be beyond 2014-15, so it will not be in the forward estimates. It is a commitment under Nation Building Program 2.</p>	17 25/05/2011		
44	1.1 NB-II	HUMPHRIES	Commonwealth funding for roads	<p><b>Senator HUMPHRIES:</b> Do they start building when the project is dependent on Commonwealth funding and they have not obtained that approval?</p> <p><b>Mr Mrdak:</b> Where they are at discrete stages I think there have been situations like that. I am happy to take that on notice.</p> <p><b>Senator HUMPHRIES:</b> I would be interested in any other projects where this approach has been adopted where effectively one government commits money in its budget—for a jurisdiction the size of the ACT, a very substantial amount of money—to begin work on a</p>	31 25/05/2011		



				<p>road when there is at this point, I take it, no commitment on the part of the Commonwealth to assist with the cost of building that road.</p> <p><b>Mr Mrdak:</b> That is correct. We would be happy to take it on notice to find out whether there are other examples like that.</p>			
45	1.1 NB-II	WILLIAMS	Mid-North Coast Aviation Plan	<p><b>Senator WILLIAMS:</b> Mr Oakeshott was saying it was \$22 million in one of his media releases: 'This is a very important \$22 million investment at the three local airports.' What happened to the other \$3 million, do you know?</p> <p><b>Mr Mrdak:</b> I may be wrong. It is not administered in this portfolio, but let me just check what the final funding was. I know some of the original work was around \$19 million, but I will come back to you. It may well be \$22 million. I am not familiar with it because it is not in this portfolio.</p> <p><b>Senator WILLIAMS:</b> Minister Crean said: The Gillard Labor Government will provide up to \$19 million for new and upgraded infrastructure and facilities at Port Macquarie, Kempsey and Taree airports, as part of this week's budget. As I said, the member for Lyne was saying \$22 million. You might be able to explain that discrepancy or take it on notice.</p> <p><b>Mr Mrdak:</b> I will take it on notice and check with our colleagues at the department of regional Australia.</p> <p><b>Senator WILLIAMS:</b> I understand the Mid-North Coast Aviation Plan was put together by three local councils.</p> <p><b>Mr Mrdak:</b> That is correct.</p> <p><b>Senator WILLIAMS:</b> When was this plan provided to the department for consideration?</p> <p><b>Mr Mrdak:</b> From recollection, we first considered this in 2009.</p> <p><b>Senator WILLIAMS:</b> The whole plan for those three?</p> <p><b>Mr Mrdak:</b> That is right. It is a proposal for the upgrade in accordance with the master plan for Port Macquarie Airport and also expanded general aviation facilities at the other two airports.</p> <p><b>Senator WILLIAMS:</b> What other research, inquiry, business case or other information did the department rely upon in providing advice to the minister in relation to this matter?</p> <p><b>Mr Mrdak:</b> I would have to take it on notice because since October this matter has been with the department of regional Australia rather than us.</p>	39 25/05/2011		

46	1.1 NB-II	WILLIAMS	Mid-North Coast Aviation Plan	<p><b>Senator WILLIAMS:</b> I would like to know is this a \$22 million plan; is it a \$19 million plan? If it is \$19 million, is the federal government putting in the \$19 million, as they are saying, or is it up to the local or state governments to cough up the rest?</p> <p><b>Mr Mrdak:</b> I will get some details for you, but certainly the Commonwealth contribution is, as I understand it, \$19 million for the aviation plan.</p>	40 25/05/2011		
47	1.1 NB-II	WILLIAMS	Mid-North Coast Aviation Plan	<p><b>Senator WILLIAMS:</b> Is the federal contribution capped at \$19 million?</p> <p><b>Mr Mrdak:</b> I believe it is. I will get some further details because we have not dealt with that as part of our budget process.</p> <p><b>Senator WILLIAMS:</b> You might be able to let us know if state or local government funds are being contributed to the whole project. That will let us know the detail and total cost of the project, no doubt.</p> <p><b>Mr Mrdak:</b> Certainly.</p>	40 25/05/2011		
48	1.1 NB-II	WILLIAMS	Mid-North Coast Aviation Plan - Terminal at Port Macquarie	<p><b>Senator WILLIAMS:</b> Do you know when those discussions were held with you and your department?</p> <p><b>Mr Mrdak:</b> I can give you the details of those.</p>	40 25/05/2011		
49	1.1 NB-II	WILLIAMS	Bruce Highway – Cooroy to Curra Section B - Environmental Impact Statements	<p><b>Senator WILLIAMS:</b> Did the department do an investigation or is the department aware of any investigation undertaken in relation to the environmental impacts of the section B of the upgrade on the Bruce Highway?</p> <p><b>Mr Mrdak:</b> There certainly would have been an environmental assessment undertaken prior to the project proceeding, under both Queensland and federal environmental legislation. I can get the details of what took place. I am not sure whether it was a full EIS or whether it was a lesser environmental study, but I can find out. We do not have the detail with us, but we will get you the exact details.</p> <p><b>Senator WILLIAMS:</b> Were there specific environmental concerns about that section B? Was there anything out in the public arena?</p> <p><b>Mr Mrdak:</b> There would have been an environmental impact assessment done, but I am not too sure whether there was any specific—</p>	40-41 25/05/2011		

			<p><b>Senator WILLIAMS:</b> What I am saying is: are there any sensitive issues that people are bucking and screaming about?</p> <p><b>Mr Mrdak:</b> Given the location, I think there would have been. At the stage of the planning there was also the issue around the Mary River dam and the like and the implications for this section B. That proposal at that stage was very much alive at the time the project planning was being done for the road crossing. I will get some details, if I may.</p> <p><b>Senator WILLIAMS:</b> Yes.</p> <p><b>Mr Jagers:</b> The project is well under construction so any environmental issues would have been resolved through either alignments or other steps that might have needed to have been taken at the time. But we will certainly have a look at those.</p> <p><b>Senator WILLIAMS:</b> Are you aware of how those controversial issues were mitigated?</p> <p><b>Mr Mrdak:</b> Again, we will get some further details for you. There would have been, as part of the project—</p> <p><b>Mr Pittar:</b> As Mr Jagers said, the project is well under construction and due for completion by mid-2012. Without knowing the detail of what specific environmental issues might have been addressed through that process, there were issues around location of bridges in relation to particular waterways and matters such as that. The ongoing design of the project would be done in a way so as to mitigate impacts on the environment consistent with the environmental assessment undertaken.</p> <p><b>Senator WILLIAMS:</b> Speaking of some of those bridges and waterways, I think Skyring Creek and Coles Creek were two sensitive areas. What is the impact of the construction of section B on those two areas?</p> <p><b>Mr Pittar:</b> My recollection is that the project is putting bridges over both of those water courses. The bridge designs will be done in a way so as to minimise the impact on those water courses and the environment around them.</p> <p><b>Senator WILLIAMS:</b> Have the natural water courses been altered?</p> <p><b>Mr Pittar:</b> I cannot answer the specific detail on that, I am afraid.</p> <p><b>Senator WILLIAMS:</b> Can you find out for me?</p> <p><b>Mr Pittar:</b> We can certainly take that on notice.</p> <p><b>Senator WILLIAMS:</b> If they were altered, how were they altered? Could you take that on notice too, please?</p> <p><b>Mr Pittar:</b> Yes.</p>		
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50	1.1 NB-II	WILLIAMS	Queensland Main Roads	<p><b>Senator WILLIAMS:</b> If those reports are given to Queensland Main Roads, are they for public knowledge?</p> <p><b>Mr Mrdak:</b> I would have to check. Usually there are commitments given to the public release of monitoring reports where there are conditions of the environmental approval. I do not know the specifics in this case, and I do not think our officers do at the moment, but we will check and come back to you.</p>	42 25/05/2011		
51	1.1 NB-II	WILLIAMS	Cooroy to Curra Upgrade – Community Complaints	<p><b>Senator WILLIAMS:</b> Could you take on notice if there are any other concerns that have not been solved or any general complaints coming through from that area? I want to know whether the issues have been mitigated, whether the problems have been solved or whether there is still conflict on those issues there.</p> <p><b>Mr Pittar:</b> We can.</p>	42 25/05/2011		

52	1.1 NB-II	WILLIAMS	Northern Sydney Freight Corridor Scoping Study	<p><b>Senator WILLIAMS:</b> When the study is completed, will it be made public? Do you know?</p> <p><b>Mr Jagers:</b> I do not know as yet. I will take that on notice, if I can. I am not too sure</p>	43 25/05/2011		
53	1.1 NB-II	WILLIAMS	Funding for Northern Sydney Freight Corridor Scoping Study	<p><b>Senator WILLIAMS:</b> So all that \$15 million has been handed over to the New South Wales government?</p> <p><b>Mr Wood:</b> Yes.</p> <p><b>Senator WILLIAMS:</b> When was that done?</p> <p><b>Mr Wood:</b> The vast majority of that has been spent.</p> <p><b>Senator WILLIAMS:</b> When was that handed over for the study?</p> <p><b>Mr Wood:</b> I believe it was last financial year, but I will just check that.</p> <p><b>Mr Jagers:</b> We might need to get back to you on that.</p>	43 25/05/2011		
54	1.1 NB-II	WILLIAMS	Reallocation of funding for the Northern Sydney Freight Corridor Program	<p><b>Senator WILLIAMS:</b> I understand the money will now be paid from 2014-15. Will the full \$100 million be paid in 2014-15?</p> <p><b>Mr Jagers:</b> Funding for this particular project commences in 2011-12, so part of the funding has been deferred. All up, the Australian government is investing \$840 million in the project; a portion of that money was deferred to make way for reconstruction efforts in Queensland, but there is still significant Australian government funding happening from the next financial year.</p> <p><b>Mr Mrdak:</b> The intention at this stage is that the \$100 million will be paid in 2015-16.</p> <p><b>Senator WILLIAMS:</b> In what financial year will the remainder of the funds be paid?</p> <p><b>Mr Mrdak:</b> As Mr Jagers has indicated, subject to New South Wales and the Commonwealth settling the final memorandum of understanding, we would anticipate the funding starting to flow from 2011-12. There is a funding forecast at this stage—again, subject to finalisation—through 2011-12, 2012-13, 2013-14, 2014-15 and then the \$100 million in 2015-16, to pay the last of the Commonwealth contribution.</p> <p><b>Senator WILLIAMS:</b> Can you—take it on notice—give us a breakup of what funds will be paid in what financial year for this project?</p> <p><b>Mr Mrdak:</b> Yes.</p>	44 25/05/2011		

55	1.1 NB-II	WILLIAMS	Public availability of the NSW Infrastructure Australia submission documents relating to the Parramatta to Epping Rail Link	<p><b>Senator WILLIAMS:</b> Has the department received a submission, a business case or any other communication or request of support for funding between 2007 and 2011 from the New South Wales government for an Epping to Parramatta rail link?</p> <p><b>Mr Mrdak:</b> No.</p> <p><b>Senator WILLIAMS:</b> So no submission at all then? This was just a federal government commitment when there had been no request or submission from New South Wales.</p> <p><b>Mr Mrdak:</b> Infrastructure Australia indicated earlier this morning that they had received a submission. As part of the New South Wales submission to Infrastructure Australia last year, Parramatta to Epping was one project that had been put forward by the then New South Wales government, but since the announcement of the commitment by the Australian government there has been no further business plan or details of the project provided to the Australian government beyond what has been negotiated for the MOU.</p> <p><b>Senator WILLIAMS:</b> Were there documents submitted by New South Wales for the application for this rail link?</p> <p><b>Mr Mrdak:</b> Certainly there would have been to Infrastructure Australia. I am not aware of those documents. It would have been part of the New South Wales submission last year, as I understand from Mr Deegan's evidence.</p> <p><b>Senator WILLIAMS:</b> Are those documents available to the public?</p> <p><b>Mr Mrdak:</b> I will have to take that on notice. I do not know. I will check that for you.</p>	48 25/05/2011		
56	1.1 NB-II	WILLIAMS	Funding for M4	<p><b>Senator WILLIAMS:</b> In what year was that money supposed to be spent on the M4?</p> <p><b>Mr Mrdak:</b> At this stage, I think it was at the end of the program, 2013-14.</p> <p><b>Senator WILLIAMS:</b> In what financial year will these funds be spent now they have been brought forward?</p> <p><b>Mr Jagers:</b> We will check, but I understand they will still be spent in 2013-14. I will need to come back to you on that.</p> <p><b>Senator WILLIAMS:</b> Can you give us a breakdown for each of the forward estimates of when that money is to be spent?</p> <p><b>Mr Jagers:</b> We will take that on notice.</p>	49-50 25/05/2011		

57	1.1 NB-II	LUDLAM	Road and Rail Funding, Cycleways and Rail Freight and Passenger Lines	<p><b>Senator LUDLAM:</b> I might have been asking the question wrongly in the last couple of sessions. Are you happy with that rough order of magnitude of a \$5.3 billion road funding budget?</p> <p><b>Mr Mrdak:</b> That is \$5.3 billion for the current year?</p> <p><b>Senator LUDLAM:</b> Yes, 2011-12 according to the library. They admitted that was a rough estimate because it is difficult to aggregate them across the different places where funding occurs. Is that more or less consistent with what you have?</p> <p><b>Mr Mrdak:</b> It is broadly consistent. We would be happy to give you on notice the details of the actual road expansion in 2011-12 vis-a-vis rail.</p> <p><b>Senator LUDLAM:</b> I would appreciate that. There are a couple of break-outs I am after which as far as I am aware are not in the budget papers at the moment. The first thing would be: can you break out what fraction of that \$5-odd billion on road funding has gone into the cycling infrastructure component?</p> <p><b>Mr Mrdak:</b> I will see if we can do that, yes.</p> <p><b>Senator LUDLAM:</b> If it is not possible to give us a dollar figure—although I imagine it probably is—then a kilometre figure would be helpful as well.</p> <p><b>Mr Mrdak:</b> We will need to seek that detail from the jurisdictions but we will undertake to do that.</p> <p><b>Senator LUDLAM:</b> That would be much appreciated. And is a spend of roughly \$1.22 billion on rail more or less consistent as well?</p> <p><b>Mr Mrdak:</b> In the coming year? Again, I will take that on notice. I think overall the Australian government's current program is around \$3.7 billion for rail, but I will take that on notice.</p> <p><b>Senator LUDLAM:</b> What I am interested in seeing—and what is very difficult to break out of the transport stats that are published by the Commonwealth and by the states for that matter—is the spending on passenger rail and freight rail where they are different lines. It is very difficult to establish the make-up of that figure. Could you provide that for us as well?</p> <p><b>Mr Mrdak:</b> Over the full Nation Building Program?</p> <p><b>Senator LUDLAM:</b> Yes, I would appreciate it if that data exists. I presume that it does.</p>	55 25/05/2011		
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58	1.1 NB-II	MACDONALD	Mackay Multi-use Stadium project	<p><b>Senator IAN MACDONALD:</b> Mr Mrdak told me last time, 'Mackay stadium project is under the Infrastructure Employment Projects program', which is with this portfolio.</p> <p><b>Mr Jagers:</b> We do have a project under the infrastructure employment program but it is a—</p> <p><b>Mr Mrdak:</b> We will get the further details, Senator. There is an IEP project and we will get the details of that for you, if that is okay.</p> <p><b>Senator IAN MACDONALD:</b> I am interested because you told me last time that the money had been allocated. Can I just get some time lines on who else is contributing, if anyone?</p> <p><b>Mr Mrdak:</b> We will get that as soon as we can.</p>	60-61 25/05/2011		
59	1.1 NB-II	MACDONALD	Nation Building – Economic Stimulus Plan: Building the Education Revolution projects in North Queensland	<p><b>Senator IAN MACDONALD:</b> Thank you. You also rather cutely answered my question on the cyclone category standard for Building the Education Revolution building codes. Again, I am not sure why I was asking your department. Are you involved in the Building the Education Revolution building codes under the nationbuilding infrastructure investments? It is that program, is it not?</p> <p><b>Mr Mrdak:</b> I think it is done under one of the fiscal stimulus program items, so we do not have direct responsibility for it, no.</p> <p><b>Senator IAN MACDONALD:</b> My question was: 'Have those school halls in Northern Australia been built to category 5 level?' and your cute answer was: 'All projects under the Building the Education Revolution program have been built to conform to the standards which apply to school buildings in each state and territory,' which may well be correct, but it does not answer my question. I think the real answer is, 'No, they are not built to category 5; they are built to category 4,' which means that in Northern Australia in many communities we had these brand-new school hall buildings and not many other recently constructed major government buildings that could have been used as cyclone shelters, but people were not allowed into them because they were only category 4 and not category 5. If that is the case, it seems to me to be a wasted opportunity. Admittedly, category 5 is more expensive. But there was a promise made by the Queensland government to have a category 5 shelter in every community. That has not eventuated, of course, as with many of the things the Queensland government promised. But could you just confirm, wherever you got this information from, that they are in fact category 4 and not category</p>	60-61 25/05/2011		



				5? <b>Mr Mrdak:</b> We will undertake to do that. I think that answer came from the education department, but we will chase that further.			
60	1.1 NB-II	MACDONALD	Bruce Highway – Flood Mitigation	<b>Senator IAN MACDONALD:</b> You are consulting with locals on that. In Cardwell, which bore the brunt of Cyclone Yasi, half the main road was washed away. There was a proposal to put the main road round the back, which some people supported. But the townsfolk thought that if you did that it would ruin the commercial centre of this little coastal village. Whilst I am not saying which is right, I am not competent to, make sure you do get adequate local consultation on whatever is done. I am sure you will. Could you give me on notice, if that is easier, funding allocated to 'flood-proof' the highway between Townsville and Cairns? <b>Mr Pittar:</b> We can outline projects that will have some flood mitigation effects in that area. <b>Senator IAN MACDONALD:</b> I think I asked this earlier in a different form. I really want to know when the commitment was made, where it is at now and when the work is likely to be done. <b>Mr Pittar:</b> We can answer in that format.	61-62 25/05/2011		
61	1.1 NB-II	WILLIAMS	Pacific Highway – Tintenbar to Ewingsdale Upgrade	<b>Senator WILLIAMS:</b> Yes, I do. Mr Mrdak, are you aware of recent media reports that a section of the highway between Tintenbar and Ewingsdale has cost \$30 million per kilometre? <b>Mr Mrdak:</b> I am not aware of the media comments. I do not know whether that is an accurate figure. I am happy to check it.	65 25/05/2011		
62	1.1 NB-II	HEFFERNAN	Moreton Bay Rail Link – re-profiling of project funding	I refer to Budget Paper No. 2 p.267 in relation to funding for the Moreton Bay Rail Link. I understand that \$133 million in funding has been brought forward from 2014-2015. Federal Government funding for the project in 2014-2015 was originally \$192 million.  1) When will the remaining \$59 million be spent? 2) If so, can you confirm that this \$59 million in Federal Government money has been delayed by a year? 3) Why was that decision taken? 4) Was consultation undertaken with the Queensland Government and the Moreton Bay Regional Council?	Written		

				<ul style="list-style-type: none"> <li>5) If not, why not?</li> <li>6) If so, what did this involve?</li> <li>7) When did this occur?</li> <li>8) How much of the Government's \$742 million commitment has been paid? (in which financial years)</li> <li>9) When is it expected that the remaining money will be paid?</li> <li>10) Is the project still expected to be finished in 2016? If not, when will it be finished? Why has there been a delay?</li> </ul>			
63	1.1 NB-II	HEFFERNAN	Mud Holes – Sydney to Melbourne Rail Corridor	<p>– Since the ABC's 7:30 Report, 27/09/2010, members of the rail industry have shared their concerns that problems such as mud holes resulting from the rail upgrade have not been addressed adequately.</p> <ul style="list-style-type: none"> <li>1) Please provide an update of the condition of the rail corridor since the 7:30 Report aired? In your response please refer specifically to the reported mud holes as well as any damage to trains, cargo or tracks resulting from these issues.</li> <li>2) Have the various complaints of the rail industry regarding the mud holes been acted upon? If so, what was the course of action? If not, why not?</li> <li>3) What is the estimated cost of the upgrade to the Sydney-Melbourne rail corridor?</li> <li>4) How much money was saved by the use of the side insertion method for replacing railway sleepers?</li> <li>5) Where has this method been used before and what were the results of this method?</li> <li>6) What has been the cost to the industry as a result of the poor railway condition in the newly upgraded sections of the corridor?</li> <li>7) What is the evidence to suggest that the side insertion method of replacing sleepers causes mud holes? If there is no evidence, what evidence is there to suggest that the method does not create these issues?</li> <li>8) The ARTC claims that the mud holes are caused by weather and not by the insertion method or the materials used; what evidence is there to support these claims?</li> <li>9) If these issues are indeed caused by weather, why is it that the rail network is not at a high enough standard to meet any weather conditions?</li> </ul>	Written		

64	1.1 NB-II	HEFFERNAN	Infrastructure Australia and the Parramatta to Epping Rail Link	<ol style="list-style-type: none"> <li>1) Has Infrastructure Australia received a submission, business case, or any other communication, or request of support for funding between 2007 and 2011 from the NSW Government for an Epping to Parramatta rail link?</li> <li>2) If so on what dates were these received?</li> <li>3) Who were the documents submitted by?</li> <li>4) Is this document available publically? If not, why not?</li> <li>5) What research, reports, or other analyses were utilised to support funding for the Epping to Parramatta rail link?</li> <li>6) When were these research, reports, or other analysis commissioned? And finalised?</li> <li>7) What were the recommendations of this research, reports, or other analysis?</li> <li>8) Is this relevant research, reports, or other analysis available publically? If not why not?</li> </ol>	Written		
65	1.1 NB-II	HEFFERNAN	Calliope Crossroads project	<ol style="list-style-type: none"> <li>1) <b>In relation to the Calliope Crossroads project in Queensland.</b> I understand that this was a 2007 election commitment to the upgrade the Bruce Highway for the Calliope Crossroads near Gladstone. Is this correct?</li> <li>2) How much funding has been allocated to the Calliope Crossroads upgrade?</li> <li>3) How much funding has been allocated to this project under the current Nation Building program?</li> <li>4) When will this funding be paid?</li> <li>5) What was this funding for?</li> <li>6) How much funding has been allocated to the project under the Nation Building II program?</li> <li>7) When will this funding be paid?</li> <li>8) What is this funding for?</li> <li>9) How much funding has been allocated to the project under the Regional Infrastructure Fund?</li> <li>10) When will this funding be paid?</li> <li>11) What is this funding for?</li> <li>12) When will pre-construction work commence?</li> <li>13) When will construction work commence?</li> </ol>	Written		

66	1.1 NB-II	HEFFERNAN	Yeppen Floodplain Roundabout project in Queensland	<ol style="list-style-type: none"> <li>1) In relation to the <b>Yeppen Floodplain Roundabout project Queensland</b>. What is the current status of this project?</li> <li>2) How much funding has been allocated to the Yeppen Floodplain Roundabout project?</li> <li>3) How much funding has been allocated to this project under the current Nation Building program?</li> <li>4) When will this funding be paid?</li> <li>5) What was this funding for?</li> <li>6) How much funding has been allocated to the project under the Nation Building II program?</li> <li>7) When will this funding be paid?</li> <li>8) What is this funding for?</li> <li>9) How much funding has been allocated to the project under the Regional Infrastructure Fund?</li> <li>10) When will this funding be paid?</li> <li>11) What is this funding for?</li> <li>12) Have planning and design work completed for this project?</li> <li>13) When will pre-construction work commence?</li> <li>14) When will construction work commence?</li> </ol>	Written		
67	1.1 NB-II	HEFFERNAN	Gladstone Port Access Road	<ol style="list-style-type: none"> <li>1) In relation to the <b>Gladstone Port Access road</b>. What is the current status of this project?</li> <li>2) How much funding has been allocated to the Gladstone Port Access road upgrade?</li> <li>3) How much funding has been allocated to this project under the current Nation Building program?</li> <li>4) When will this funding be paid?</li> <li>5) What was this funding for?</li> <li>6) How much funding has been allocated to the project under the Nation Building II program?</li> <li>7) When will this funding be paid?</li> <li>8) What is this funding for?</li> <li>9) How much funding has been allocated to the project under the Regional Infrastructure Fund?</li> <li>10) When will this funding be paid?</li> <li>11) What is this funding for?</li> <li>12) When will pre-construction work commence?</li> <li>13) When will construction work commence?</li> </ol>	Written		

				<p>14) How was the road's route determined?</p> <p>15) What community consultation has been undertaken in relation to the project?</p> <p>16) When did this occur? Who was involved?</p> <p>17) Were any community forums held?</p> <p>18) What community consultation is planned to be undertaken prior to construction work taking place?</p> <p>19) What community consultation is planned to be undertaken during construction?</p> <p>20) Has a social impact statement been compiled?</p> <p>21) If not, why not? If so, is a copy publically available and where is it available?</p> <p>22) Has an environmental impact statement been compiled?</p> <p>23) If not, why not? If so, is a copy publically available and where is it available?</p> <p>24) How many private or commercial premises will need to be resumed to complete the project and on what streets/suburbs?</p> <p>25) What is the budget for private and commercial land acquisitions?</p> <p>26) How many private or commercial premises have been acquired to date for the project?</p> <p>27) What is the cost of these acquisitions to date?</p> <p>28) Will the route go through the local hospital grounds?</p> <p>29) Why was this decision taken?</p> <p>30) How much hospital land will have to be resumed as a result of the new road?</p> <p>31) What is on this land?</p> <p>32) What compensation is being paid to the hospital in light of this?</p> <p>33) What consultation was undertaken with the hospital prior to the route being finalised?</p> <p>34) When did this consultation occur and who did this involve?</p> <p>35) What ongoing consultation is in place as pre-construction and construction work commence?</p> <p>36) What contingencies are in place to ensure that construction will not affect the operation of the hospital?</p>			
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68	1.1 NB-II	MACDONALD	Sydney Passenger Rail Links	<ol style="list-style-type: none"> <li>1) Has the Department received a submission, business case, or any other communication, or request of support for funding between 2007 and 2011 from Infrastructure Australia or the NSW Government for any rail link, including a North West Rail Link?</li> <li>2) If so, who were the documents submitted by?</li> <li>3) When was it received?</li> <li>4) Is this document(s) available publically? If not, why not?</li> <li>5) What was the recommendation of this submission, business case, or communication?</li> <li>6) Specifically in relation to the NW Rail Link, has the Department received any submission, business case, or any other communication, or request of support for funding between 2007 and 2011 from the NSW Government for the North West Rail Link?</li> <li>7) From whom was this information received?</li> <li>8) When was it received?</li> <li>9) What was the recommendation of this information, research, analysis or other information?</li> <li>10) Is this document available publically? If not, why not?</li> <li>11) What research, reports, or other analyses has the Department commissioned or undertaken regarding Sydney rail infrastructure projects from 2000 to 2011?</li> <li>12) When were these research, reports, or other analysis commissioned? And finalised?</li> <li>13) What were the recommendations of this research, reports, or other analysis?</li> <li>14) Is this relevant research, report, or other analysis available publically? If not why not?</li> <li>15) In light of the overwhelming mandate provided to the NSW Government to prioritise construction of the North-West Link over the Epping-Parramatta Link, will the Department consider reallocating the \$2.1 billion of funding towards that project?</li> <li>16) If not, and the NSW Government proceeds with priority of the North-West Link, will the Department cease its project to build the Epping-Parramatta Link?</li> </ol>	Written		
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69	1.1 NB-II	MACDONALD	Ipswich Motorway Upgrade - Dinmore to Goodna	<p>I refer you to Budget Paper No. 2 p.270 which states that five previously deferred projects in Queensland would be funded through \$325.4 million in savings from the Ipswich Motorway Upgrade – Dinmore to Goodna project and the Bruce Highway – Cooroy to Curra project.</p> <ol style="list-style-type: none"> <li>1) How much money has been reallocated from the Ipswich Motorway project?</li> <li>2) In which financial years was that money due to be paid?</li> <li>3) How much in each financial year?</li> <li>4) How much was the original estimated project cost?</li> <li>5) When was this determined?</li> <li>6) How much was the original federal government contribution?</li> <li>7) How much was the original state government contribution?</li> <li>8) How was the amount federal government contribution determined?</li> <li>9) How was the decreased amount determined?</li> <li>10) What information, research, analysis or other information was relied upon to decrease costs to the project?</li> <li>11) What is the updated total project cost?</li> <li>12) What consultation was undertaken with the Queensland Government in relation to the decreased funding amount?</li> <li>13) When did this consultation take place?</li> <li>14) What did this consultation involve?</li> </ol>	Written		
70	1.1 NB-II	MACDONALD	Bruce Highway Upgrade – Cooroy to Curra Section B	<p>I refer you to Budget Paper No. 2 p.270 which states that five previously deferred projects in Queensland would be funded through \$325.4 million in savings from the Ipswich Motorway Upgrade – Dinmore to Goodna project and the Bruce Highway – Cooroy to Curra project.</p> <ol style="list-style-type: none"> <li>1) How much money has been reallocated from the Bruce Highway – Cooroy to Curra project?</li> <li>2) In which financial years was that money due to be paid?</li> <li>3) How much in each financial year?</li> <li>4) How much was the original estimated project cost?</li> <li>5) When was this determined?</li> <li>6) How much was the original federal government contribution?</li> <li>7) How much was the original state government contribution?</li> <li>8) How was the amount federal government contribution</li> </ol>	Written		

				<p>determined?</p> <p>9) How was the decreased amount determined?</p> <p>10) What information, research, analysis or other information was relied upon to decrease costs to the project?</p> <p>11) What is the updated total project cost?</p> <p>12) What consultation was undertaken with the Queensland Government in relation to the decreased funding amount?</p> <p>13) When did this consultation take place?</p> <p>14) What did this consultation involve?</p>			
71	1.1 NB-II	MACDONALD	Bruce Highway Upgrade – Cooroy to Curra Section A	<p>I refer to recent media reports concerning the upgrade of Section A of the Cooroy to Curra section of the Bruce Highway.</p> <p>1) What is the cost of completing Section A?</p> <p>2) What information, report, submission, analysis or other information was relied upon to determine the cost of completing Section A of the Cooroy to Curra project?</p> <p>3) What is the total Federal Government contribution and in what financial years will it be paid?</p> <p>4) How much federal government funding has already been paid to the Queensland government?</p> <p>5) How much state government funding is being contributed to the project?</p> <p>6) What correspondence, reports, submissions or other information has the Department received from the Queensland Government or any other State Government Agency in relation to the construction of Section A of the Cooroy to Curra section of the Bruce Highway?</p> <p>7) On what dates was this information received?</p> <p>8) I understand that preliminary planning for the project was sent to the Department in August 2010. What date was this preliminary planning received?</p> <p>9) On what date did the Department and/or the Minister acknowledge receipt of the information from the Queensland Government in relation to Section A of the Cooroy to Curra project?</p> <p>10) What date did the Department and/or the Minister respond to the preliminary planning information provided by the Queensland Government in relation to Section A of the Cooroy</p>	Written		



				<p>to Curra project?</p> <p>11) What further information was requested from the Queensland Government?</p> <p>12) I understand that further information was received from the Queensland Government in April 2011. On what date was this information received?</p> <p>13) On what date did the Department and/or the Minister acknowledge receipt of the information from the Queensland Government in relation to Section A of the Cooroy to Curra project?</p> <p>14) On what date did the Department and/or the Minister respond to the information provided by the Queensland Government in relation to Section A of the Cooroy to Curra project?</p> <p>15) What information was relied upon for the Department to make an assessment that funding could be decreased for the Cooroy to Curra project?</p> <p>16) Did the Department recommend decreasing funding for the project?</p> <p>17) How can a decision be taken to decrease funding to the project if according to media reports the Minister is unaware of the planning proposals submitted in relation to the project?</p> <p>18) I assume that that the Department is aware that the RACQ has found that the Cooroy to Curra section of the Bruce Highway as the worst stretch of road on the national network in Queensland. How many more accidents will it take before the Government gets serious about making a full commitment to upgrading the entire Cooroy to Curra route to four lanes?</p> <p>19) When does the Government expect that the four lane Cooroy to Curra project will be completed?</p> <p>20) What progress has been made on planning and land acquisitions for Section A of the Cooroy to Curra upgrade project?</p> <p>21) What is the budget for planning and land acquisitions for Section A?</p> <p>22) How much money has already been spent?</p> <p>23) How much money remains?</p> <p>24) If there is an underspend, what will the funds be used for?</p> <p>25) Has any land acquisition taken place in the last 12 months? If</p>			
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				so, how many properties and in which suburbs are these properties?			
72	1.1 NB-II	MACDONALD	Bruce Highway Upgrade – Cooroy to Curra Section C	<ol style="list-style-type: none"> <li>1) What progress has been made on planning and land acquisitions for Section C of the Cooroy to Curra upgrade project?</li> <li>2) What is the budget for planning and land acquisitions for Section C?</li> <li>3) How much has been spent?</li> <li>4) If there is an underspend, what will it be used for?</li> <li>5) Has any land acquisition taken place in the last 12 months? If so, how many properties and in which suburbs are these properties?</li> </ol>	Written		
73	1.1 NB-II	MACDONALD	Bruce Highway Upgrade – Cooroy to Curra Section B alignment	<ol style="list-style-type: none"> <li>1) In a letter to the editor of the Fraser Coast Chronicle on 24-03-2011, Minister Albanese asserted that the route chosen for Section B which goes around the non-existent Traveston Crossing dam, was \$33 million cheaper than the community's preferred option, even though the route that is being constructed is longer and more environmentally and socially intrusive than the community's preferred option. What research, submission, analysis or other information was relied upon by the Department in assessing the merits of the different routes?</li> <li>2) Was a cost benefit analysis conducted by the Department in relation to the different routes of the Section B upgrade?</li> <li>3) If not, why not?</li> <li>4) If so, when was this analysis undertaken?</li> <li>5) What was the cost of each of the different proposed routes?</li> <li>6) On what basis was the determined route recommended?</li> </ol>	Written		
74	1.1 NB-II	WILLIAMS	Parramatta to Epping Rail Link (PERL)	<ol style="list-style-type: none"> <li>1) What research, reports, or other analyses <ol style="list-style-type: none"> <li>a) Has the department commissioned or undertaken regarding Sydney rail infrastructure projects from 2000 to 2011, and</li> <li>b) Were utilised to support funding of the Epping to Parramatta rail link?</li> </ol> </li> <li>2) What information did the Department receive prior to the 11 August 2010 announcement to provide funding for the Epping Parramatta Rail link that led to the prioritisation of Federal funding to Epping Parramatta over the North West and South West Rail Links?</li> </ol>	Written		

				<p>3) When were these research, reports, or other analysis commissioned? And finalised?</p> <p>4) What were the recommendations of this research, reports, or other analysis?</p> <p>5) Is this relevant research, reports, or other analysis available publicly? If not why not?</p> <p>6) Has a cost benefit analysis been taken in light of the commitment to fund the project? If so what were the findings of that analysis? Will the analysis be made public? If not, why not?</p> <p>7) Will a cost benefit analysis be undertaken in the future or is a cost benefit analysis being planned? If not, why not? If so, will the Department make public any report on the analysis?</p> <p>8) What process did the Department use to access the choice of Federal funding for the Epping Parramatta Rail Link against other transport infrastructure projects across the country?</p> <p>9) Was the Department aware prior to the announcement on 11 August 2010 to provide Federal funding towards construction of the Epping to Parramatta Rail Link, that</p> <ol style="list-style-type: none"> <li>a) The NSW Government Metropolitan Transport Plan 2010; and</li> <li>b) Infrastructure Australia's National Infrastructure Priorities Report released on 30 June 2010; did not prioritise the Epping Parramatta Rail Link?</li> <li>c) If not, why not?</li> <li>d) If so, on what grounds was the decision made to provide Federal funding for this project?</li> </ol> <p>10) What due diligence was performed by the Department prior to the announcement to ensure this Federal funding was being allocated to the infrastructure project of greatest need?</p> <p>11) What other information does the Department now possess as evidence of the greater need for Federal funding of this project as a higher priority over the North West and South West Rail Links?</p> <p>12) Have formal agreements/contracts been signed with external parties for the detailed planning of this project?</p> <p>13) If not, when can we expect this to be undertaken?</p> <p>14) If so, who are the parties and what are their roles?</p> <p>15) What is the procedure and timetable for the tender process for the construction of this project?</p>			
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				<p>16) What criteria will be used to select the most suitable construction company or companies?</p> <p>17) How many residential properties will need to be compulsorily acquired for the construction of this project? In which suburbs are these residential properties located?</p> <p>18) How many commercial properties will need to be compulsorily acquired for the construction of this project? In which suburbs are these residential properties located?</p> <p>19) What is the estimated cost of acquiring:</p> <ol style="list-style-type: none"> <li>a) The residential properties; and,</li> <li>b) The commercial properties?</li> </ol> <p>20) What is the consultation process and timeline for residents whose properties will be compulsorily acquired?</p>			
75	1.1 NB-II	WILLIAMS	Sydney Passenger Rail Links	<ol style="list-style-type: none"> <li>1) Has the Department received a submission, business case, or any other communication, or request of support for funding between 2007 and 2011 from Infrastructure Australia or the NSW Government for any rail link, including a North West Rail Link? If so, who were the documents submitted by?</li> <li>2) When was it received?</li> <li>3) Is this document(s) available publicly? If not, why not?</li> <li>4) What was the recommendation of this submission, business case, or communication?</li> <li>5) Specifically in relation to the NSW Rail Link, has the Department received any submission, business case, or any other communication, or request of support for funding between 2007 and 2011 from the NSW Government for the North West Rail Link?</li> <li>6) From whom was this information received?</li> <li>7) When was it received?</li> <li>8) What was the recommendation of this information, research, analysis or other information?</li> <li>9) Is this document available publicly? If not, why not?</li> <li>10) What research, reports, or other analyses has the Department commissioned or undertaken regarding Sydney rail infrastructure projects from 2000 to 2011?</li> <li>11) When were these research, reports, or other analyses commissioned? And finalised?</li> </ol>	Written		

				<p>12) What were the recommendations of this research, reports, or other analysis?</p> <p>13) Is this relevant research, report, or other analysis available publicly? If not, why not?</p> <p>14) In light of the overwhelming mandate provided to the NSW Government to prioritise construction of the North-West Link over the Epping-Parramatta Link, will the Department consider reallocating the \$2.1 billion of funding towards the project?</p> <p>15) If not, and the NSW Government proceeds with the priority of the North- West Link, will the Department cease its project to build the Epping- Parramatta Link?</p>			
76	2.2 STP	WILLIAMS	Loading limits that jurisdictions allow on single trailer, tri-axle bogie drives.	<p><b>Senator WILLIAMS:</b> Good. Now let us look at axle load limits. Can you give me an indication of what loading limits they are allowing on single trailer, tri-axle bogie drive?</p> <p><b>Ms Gosling:</b> We will have to take that on notice.</p>	68 25/05/2011		
77	2.2 STP	WILLIAMS	National Heavy Vehicle Regulator	<p><b>Senator WILLIAMS:</b> I have been through this before. When they bring a load of heavy bullocks to the New South Wales border, they may have to unload 10 per cent of their load at Goondiwindi to travel another 120 kilometres, which is expensive, dangerous and time-consuming. Has there been any modelling as far as livestock loads go in relation to this Queensland model?</p> <p><b>Ms Gosling:</b> We will have to come back to you with those sorts of specifics. We will see if we can get you some information during the hearing.</p> <p><b>Mr Mrdak:</b> We will do that and we can get you a copy of the draft legislation as well.</p>	69 25/05/2011		
78	2.2 STP	WILLIAMS	Meetings of Shipping Reform Industry Reference Groups	<p><b>Senator WILLIAMS:</b> How many times have each of these committees met since they were established?</p> <p><b>Ms Gosling:</b> It has varied with the different groups. To some extent, it has been left up to the chairs. I would probably want to take that on notice. I am not exactly sure, for example, how often the taxation reference group has met. Each group has met several times since 8 February.</p>	71-72 25/05/2011		

				<p><b>Senator WILLIAMS:</b> You might also let us know what proportion of the committee was there at those particular meetings? Could you do that as well?</p> <p><b>Ms Gosling:</b> Yes, if we can get the roll call for each.</p>			
79	2.2 STP	COLBECK	Bass Strait Passenger Vehicle Equalisation Scheme	<p><b>Senator COLBECK:</b> I have a couple of quick questions. Last estimates you gave me some figures on vehicle numbers, question on notice 49 and also 50. Just looking at some figures on the Bass Strait Passenger Vehicle Equalisation Scheme, the six-metre caravan category has effectively disappeared off the face of the earth, or the numbers have anyway, from May 2010. Was there a change in the classification of that process? There is nothing from July to December 2010.</p> <p><b>Ms Gosling:</b> I think I would have to take that on notice, in terms of whether there was some change at that point or whether somewhat mysteriously there were none to be recorded.</p> <p><b>Senator COLBECK:</b> There is none since and I wonder whether there has been any change from our perspective in the scheme or whether it is something that TT Line might have imposed. I understand you would not have that data.</p> <p><b>Ms Gosling:</b> I would have to take it on notice.</p>	74 25/05/2011		
80	2.2 STP	WILLIAMS	National data on Chain of Responsibility breaches	<p><b>Senator WILLIAMS:</b> Could you also give me a breakdown, if possible, of the number of chain of responsibility breaches that have been recorded per calendar year since the introduction of the chain of responsibility rates. Would that be possible?</p> <p><b>Mr Mrdak:</b> To be honest, I do not know whether our data collection would go to that, but let us check. Let us see what we have got and we will come back to you.</p>	83 25/05/2011		
81	2.2 STP	BACK	National Transport Commission resourcing	<p>With the upcoming transition of surface transport functions into the National Transport Commission advise on the following:</p> <ol style="list-style-type: none"> <li>1) What is the appropriated \$3mil for 2011-12 to establish the NTC being used to fund? New premises? Where?</li> <li>2) Average staffing for 2010-11 is 48 and is estimated at 47 for 2011-12 – are these all staff currently resourcing Program 2.2 within the Department? Does this include staffing for the NHVR? In which locations?</li> </ol>	Written		

				<p>3) \$5.906mil is towards funding the NTC is from own-source revenue/income? How is this being levied? And who from? Funding contributions from state government?</p>			
82	2.2 STP	BACK	National Transport Commission work on the National Heavy Vehicle Regulator	<p>Part of the National Transport Commission work program is to establish the National Heavy Vehicle Regulator to put in place nationally consistent arrangements for heavy vehicles – this is due to be operational by January 2013.</p> <ol style="list-style-type: none"> <li>1) What funding provision is being made from within the NTC’s budget towards this project which to date has included considerable industry consultation on the draft legislation, RIS and the establishment of a NHVR Project office?</li> <li>2) Where is the NHVR Project Office based? What are the anticipated costs of operating this office?</li> <li>3) Who do the NHVR project officers report to?</li> </ol>	Written		
83	2.2 STP	BACK	National Heavy Vehicle Regulator	<ol style="list-style-type: none"> <li>1) Are there concerns about the impact on these proposed regulatory arrangements on WA? If so, what?</li> <li>2) The cost impost on WA trucking companies of changing dolly configurations to suit the east when only 5% of WA trucking companies head east?</li> <li>3) Proposed regulation will make it difficult for some trucks to access farm gates without having to apply for a heavy haulage permit to a regulator based in Queensland which will have a downstream impact on productivity as it doesn’t allow for trucking companies to use a risk management approach to accessing certain farm gates – has consideration been given to in-state officers to expedite this process?</li> <li>4) As the purpose of this leg is to “restrict access to road network by large vehicles that are not overmass or oversize vehicles” because their size may a) endanger public safety; or b) damage road infrastructure; or c) adversely affect public amenity – how does NHVR define each of these points? And how can we be assured that this approach won’t make it more difficult for farm gate transport?</li> <li>5) Can you assure industry that they will consult with industry on the regulations and standards that are developed to accompany this legislation?</li> </ol>	Written		

				<p>6) Has there been consideration of a suitable appeals process?</p> <p>7) Has consideration been given to associated infrastructure investment by the states to come into line with this regulatory reform? Estimated cost? Does it have the support of the states and is it likely to be operational by 2013?</p>			
84	2.2 STP	HEFFERNAN	Visibility of speedometer on Volvo S60 vehicles	<p>1) My questions relate to the <b>compliance of the Volvo S60 with the Australian Design Rules</b>, specifically ADR18/02 in relation to speedometer visibility. What does this particular ADR require?</p> <p>2) I have been advised by a constituent that the Volvo S60's speedometer is not visible at all times. What checks or analysis was undertaken on the Volvo S60 to ensure that it complied with the ADR?</p> <p>3) When was this undertaken?</p> <p>4) Does the Volvo S60 comply with ADR18/02?</p> <p>5) How many complaints has the Department received about the Volvo S60's compliance with the ADR since it was released for sale in Australia?</p> <p>6) What actions did the Department take to investigate these complaints?</p> <p>7) What was the conclusion of the Department's investigations?</p> <p>8) What is the Department's course of action if it is found that a vehicle is non-compliant with the ADR prior to its release in Australia?</p> <p>9) What is the Department's course of action if it is found that a vehicle is non-compliant with the ADR after it is released for sale in Australia?</p> <p>10) What is the Department's course of action if a vehicle it assessed as compliant with the ADR is subsequently found to be non-compliant?</p>	Written		
85	2.2 STP	WILLIAMS	Avan Campervan compliance with Australian Design Rules	<p>I have been contacted by a constituent who has some concerns in relation to Avan Campers Australia. He has previously contacted the Minister but has been unable to get a satisfactory response so I would like to ask a number of questions to clarify matters for him. I understand as far back as June 2010 the Department was investigating issues in relation to Avan Campers Australia's compliance with the</p>	Written		



				<p>Australian Design Rules (ADR), particularly in relation to exhaust systems (ADR42/04). I have been advised that the Department has indicated that it would be considering this matter once a Victorian Civil and Administrative Tribunal bearing has taken place and I further understand that this hearing has been cancelled.</p> <ol style="list-style-type: none"> <li>1) Has the Department further considered these matters in light of the above facts?</li> <li>2) If not, why not?</li> <li>3) Will they be considered in future?</li> <li>4) If so, What were the findings of this consideration?</li> </ol>			
86	2.2 STP	WILLIAMS	Interpretation of ADR 42/04 Exhaust Location Requirements	<p>I understand that the ADR Technical Liaison Group met in late July 2010 to consider the requirements of ADR 42/04 which had previously been the subject of some conjecture as to its requirements.</p> <ol style="list-style-type: none"> <li>1) What options were canvassed at this meeting for possible interpretations of ADR 42/04?</li> <li>2) Were any amendments to ADR 42/04 proposed at this meeting? If so, give details.</li> <li>3) What were the conclusions of this meeting?</li> <li>4) Who is generally present at these meetings? And who was present on this particular occasion?</li> <li>5) What is the current interpretation of ADR 42/04?</li> <li>6) Is any review of the language of ADR 42/04 being considered?</li> <li>7) If not, will a review be undertaken?</li> <li>8) If so, what will this involve?</li> <li>9) When will it be finalised?</li> </ol>	Written		
87	2.2 STP	WILLIAMS	Compliance of Avan Motor Homes with Australian Design Rule 42/04	<ol style="list-style-type: none"> <li>1) Has the Department determined that Avan Campers Australia's motor homes are in breach of ADR 42/04?</li> <li>2) If not, what determinations has the Department made in relation to complaints about non-compliance with the ADR?</li> <li>3) If so, what action has the Department taken to address this matter?</li> <li>4) If non-compliance is or has been found, is it within the Department's powers to initiate a recall of the affected caravans?</li> </ol>	Written		

88	2.2 STP	WILLIAMS	Recall of Non-Standard Avan Motor Homes	<ol style="list-style-type: none"> <li>1) I understand that another caravan company Jayco was in 2008 required to recall certain caravans to extend their exhaust to the rear of a window that can be opened. Has the same standard been applied to Avan Campers?</li> <li>2) If not, Why not?</li> <li>3) If so, can you confirm that Avan Campers meets this standard?</li> <li>4) If it doesn't meet this standard, what is the department going to do to rectify this problem?</li> <li>5) If not, what other actions are available to the department to ensure that unsafe caravans are not continued to be used by Australians?</li> </ol>	Written		
89	2.2 STP	WILLIAMS	Avan Motor Homes Compliance with Australian Standards	<ol style="list-style-type: none"> <li>1) In relation to Avan Campers compliance with Australian Standards; has the Department received any complaints in relation to Avan Campers Australia's compliance with the Australian Standards?</li> <li>2) If so, what specific Australian standards did these complaints relate to?</li> <li>3) And how many have been received in the last 12 months?</li> <li>4) What actions have resulted in light of these complaints?</li> <li>5) In relation to LPG installation as outlined in AS5601; what is the Department's role in ensuring compliance with Australian Standards?</li> <li>6) What action can be taken if a breach of the standards has been found?</li> <li>7) Are you aware if Avan Campers has been issued with an LPG Rectification Notice in 2010?</li> <li>8) What would be the consequence of a company being the subject of a rectification notice?</li> <li>9) Is the Department obliged to issue a notice to all owners of these caravans so that they can insure compliance of their motor home?</li> </ol>	Written		
90	2.2 STP	WILLIAMS	Compliance of Avan Motor Homes with Australian Standards	<ol style="list-style-type: none"> <li>1) What is the Department's response to alleged non-compliance with Australian Standards in association to Avan's 12 Volt Stand-alone batter power system?</li> <li>2) Could non-compliance to this standard have potential safety affects?</li> </ol>	Written		

91	2.2 STP	WILLIAMS	National data on Chain of Responsibility breaches	Does the Department have any statistics in relation to the effect of chain of responsibility requirements on the heavy vehicle accident rates. If so, please provide details since the introduction of chain of responsibility requirements?.	Written		
92	2.2 STP	WILLIAMS	National data on chain of Responsibility breaches	Can the Department please provide the amount of chain of responsibility breaches that have been recorded per calendar year since the introduction of chain of responsibility rates?	Written		
93	2.2 STP	COLBECK	Noise Mitigation on National Roads	<ol style="list-style-type: none"> <li>1) Can you provide details of any road traffic noise mitigation policies or strategies in place for the National Highway network?</li> <li>2) What methods are used to determine traffic noise levels?</li> <li>3) What mitigation strategies have been established to alleviate noise on National Highways?</li> <li>4) Does the policy/strategy differ from existing roads to new road projects? If so, how?</li> </ol>	Written		
94	n/a AMSA	COLBECK	Marine Orders Development Process	<p><b>Senator COLBECK:</b> The public submissions for the first stage of the process, for the development review, closed on 29 April. Can you tell us how many submissions you received on that?</p> <p><b>Mr Peachey:</b> I do not have those details.</p> <p><b>Senator COLBECK:</b> If you could give us that on notice, that would be fine, including an indication of the type of stakeholders that were involved. Once you develop a draft, it will go out to further rounds of consultation?</p> <p><b>Mr Peachey:</b> Yes, that is my expectation.</p>	82 25/05/2011		
95	n/a AMSA	HEFFERNAN	Appointment of Medical Inspectors of Seafarers and Coastal Pilots	<ol style="list-style-type: none"> <li>1) I refer to recent changes affecting medical inspectors of seafarers and coastal pilots. I understand that AMSA has contracted Medibank Health Solutions to advise them on what doctors to appoint as new Medical Inspectors of Seafarers and Pilots (MIS). Is this correct?</li> <li>2) When was this contract concluded?</li> <li>3) What are the conditions of this contract?</li> <li>4) What is the length of this contract?</li> <li>5) What tender process was undertaken to award this contract?</li> </ol>	Written		

				<ol style="list-style-type: none"><li>6) How many other companies were considered?</li><li>7) What considerations lead to Medibank Health Solutions being given this contract?</li><li>8) Prior to Medibank Health Solutions being awarded the contract, what arrangements were in place for the appointment of MIS?</li><li>9) Prior to the contract being concluded, how many recommended MIS were there in Australia?</li><li>10) Subsequent to the contract being concluded, how many recommended MIS are there in Australia?</li><li>11) What provisions are there in the contract for the appointment of MIS?</li><li>12) What oversight does AMSA have to ensure that appropriate MIS are appointed?</li><li>13) What oversight does AMSA have to ensure that Medibank Health Solutions does not give preferential treatment to doctors Medibank Health Solutions has a pre-existing relationship with over other doctors with experience as MIS?</li><li>14) Is the Department aware of industry complaints the only Medibank Health Solutions doctors are being recommended as MIS?</li><li>15) What is the Department's response?</li><li>16) I understand that Medibank Health Solutions have decided to re-appoint only doctors working in their own centres and that no other doctor who is within 300km or 3 ½ hours drive from one of their centres is to be reappointed. What is the Department's response to these allegations?</li><li>17) Why is the Department allowing preferential treatment to some doctors over other doctors who have previously been MIS for many years?</li><li>18) Why is the Department allowing an exclusion zone to be implemented which in effect excludes otherwise capable doctors of becoming an MIS?</li><li>19) What provision is there for the Department to revise or terminate the contract it has signed with Medibank Health Solutions?</li><li>20) What provision is there for the Department to review the contract it has signed with Medibank Health Solutions?</li></ol>			
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				21) In light of industry concerns, will revision, termination or review be undertaken?			
96	2.2 PAR	WILLIAMS	Fatal crashes involving heavy trucks and buses – annual data	<p><b>Senator WILLIAMS:</b> Heavy vehicle statistics; can the department provide statistics in relation to heavy vehicle accidents and fatalities by calendar year within the last 10 years?</p> <p><b>Dr Dolman:</b> We publish quarterly statistics on heavy vehicles, which includes that data. I can provide you with that data.</p> <p><b>Senator WILLIAMS:</b> You are wonderful. The number of fatalities involving articulated vehicles has reduced dramatically over the last 20 years, hasn't it? I was led to believe by about 55 per cent, even given the enormous number of trucks on the road today compared to 20 years ago. I guess there are now four or five times more trucks on the road than what there would have been 20 years ago, but I believe the number of fatalities has reduced somewhat.</p> <p><b>Dr Dolman:</b> That is correct; there has been a reduction. There were 127 fatal crashes involving articulated trucks. That is the latest figure—this is for the 12 months to September 2010—which is taken from the latest quarterly report that we have produced. That represents a 5.8 per cent increase over the one-year period and there has been a 3.4 per cent decrease over the last three years.</p> <p><b>Senator WILLIAMS:</b> You have those statistics for about 10 years, do you? It would be great if you could provide those. Just in relation to those accidents, do you have a breakdown of the cause of those accidents? Is it fatigue, is its speed, is it worn out equipment?</p> <p><b>Dr Dolman:</b> We do not publish the detail of that, but we do have a database which gives information on the causes. So, again, on notice, I could prepare all that.</p> <p><b>Senator WILLIAMS:</b> We would like to see that.</p> <p><b>Dr Dolman:</b> I could give you a rough breakdown of the categories</p>	82-83 25/05/2011		
97	2.2 PAR	WILLIAMS	Fatal crashes involving heavy trucks and buses	<p>Can the Department please provide statistics in relation to heavy vehicle accidents and fatalities by calendar year for the last 10 years?</p> <p>In relation to the above, please provide a breakdown of the cause of these accidents where this information is available?</p>	Written		

98	1.1 MCU	BACK	Non Capital Major Cities	<p><b>Senator BACK:</b> My final question relates to the criterion of 100,000 people. Are there any other cities in Australia that are reaching or getting close to reaching that target figure which could then enjoy the benefit of your input?</p> <p><b>Ms Ekelund:</b> There are a few. I cannot recall which ones they are but there a certainly a number of cities that will reach a population of 100,000 over the next five to 10 years.</p> <p><b>Senator BACK:</b> Is it possible to tell me what the non-metropolitan capitals are? You can tell me on notice, if you like.</p> <p><b>Mr Wilson:</b> If you like, we will provide you with a copy of the documentation.</p>	87 25/05/2011		
99	1.1 MCU	RYAN	National Urban Policy and Population Growth	<ol style="list-style-type: none"> <li>1) Why is the challenge of managing Australia's surging tourism numbers not discussed in the National Urban Policy Paper?</li> <li>2) Why is the challenge of managing Australia's international student population not discussed in the National Urban Policy Paper?</li> <li>3) How can the Commonwealth responsibly plan for the infrastructure, productivity, sustainability and liveability needs of Australia's urban population if it refuses to discuss specific population targets, forecasts or projections?</li> <li>4) What are the ten fastest growing cities in Australia?</li> <li>5) For the above ten cities, what is their likely population ranges for each of: <ol style="list-style-type: none"> <li>a. 2030;</li> <li>b. 2040; and</li> <li>c. 2050?</li> </ol> </li> <li>6) If not, how can the Commonwealth's National Urban Policy successfully manage the growth of these cities without knowing how large they will become?</li> <li>7) How would you define unsustainable population growth?</li> <li>8) Have any Australian cities have experienced unsustainable population growth over the past ten years? If so, which ones? If not, why does Australia need a National Urban Policy if current policies are already working?</li> </ol>	Written		
100	n/a ARTC	JOYCE	Speed restrictions on the Melbourne to Sydney Line.	<p><b>Senator JOYCE:</b> It is a very interesting management process: 'We don't have something that works, so we just take the speed down.' Ultimately, people can walk faster than trains, if we are going to take</p>	8 26/05/2011		

				<p>them down too low. Can you give me the details of exactly where that event occurred, where the airbrakes went off on that XPT train?</p> <p><b>Mr Fullerton:</b> I cannot recall the date. All I do know is that the problems were—</p> <p><b>Senator JOYCE:</b> Whereabouts was it?</p> <p><b>Mr Fullerton:</b> It was on the Melbourne to Sydney line.</p> <p><b>Senator JOYCE:</b> Whereabouts?</p> <p><b>Mr Fullerton:</b> I do not know where.</p> <p><b>Mr Mrdak:</b> We will take that on notice and get you the details of that incident.</p>			
101	n/a ARTC	JOYCE	Speed restrictions on the Melbourne to Sydney Line	<p><b>Senator JOYCE:</b> I withdraw the comment. What were the surrounding circumstances, for instance? Was there a breach of the speed restrictions, was something affecting the performance of the track, or some other factor involved in this incident? It is going to be hard for you to answer that question if you do not know where it happened, when it happened or how it happened.</p> <p><b>Mr Mrdak:</b> It is best if I take that on notice. We will get you the full details of that incident that you are referring to and provide that to you on notice.</p>	8-9 26/05/2011		
102	n/a ARTC	XENOPHON	Performance information on the Melbourne to Sydney Line	<p><b>Senator XENOPHON:</b> You are eminently qualified; there is no question about your eminent qualifications in relation to running the ARTC. I want to get that on the record about your level of expertise. Further to Senator Joyce's line of questioning, what are the statistics in terms of comparative average speeds for the rail lines on the Melbourne to Sydney corridor prior to the insertion of the concrete sleepers and subsequent to their insertion? I am happy for you to take that on notice.</p> <p><b>Mr Fullerton:</b> We can. I would like to respond by saying that we are doing other works on that corridor that are affecting transit time. We are building passing lanes, crossing loops that allow train timetables to be improved. When you are doing concrete resleeper work, you are also doing other works to improve transit times. With the old track, with the timber sleepers and the condition of the sleepers, there were blanket speed restrictions applied of 80 kilometres an hour on many sections of that track during the summer. You really have to take a 12-month average on that.</p>	12-13 26/05/2011		

103	n/a ARTC	XENOPHON	ARTC consultancy arrangements with Mr Cantrell	<p><b>Senator XENOPHON:</b> How many years has the ARTC been using Mr Cantrell for advice?</p> <p><b>Mr Fullerton:</b> I think Mr Cantrell was used for some advice probably about three years ago.</p> <p><b>Senator XENOPHON:</b> Not before that?</p> <p><b>Mr Fullerton:</b> Not that I recall.</p> <p><b>Senator XENOPHON:</b> Could you take that on notice?</p> <p><b>Mr Fullerton:</b> Yes.</p>	13 26/05/2011		
104	n/a ARTC	XENOPHON	Decision to apply the sleeper side insertion method	<p><b>Senator XENOPHON:</b> Was Mr Cantrell involved in giving the advice for the side insertion method in the first place?</p> <p><b>Mr Fullerton:</b> No, that was a decision taken by the ARTC.</p> <p><b>Senator XENOPHON:</b> Did Mr Cantrell have any input whatsoever in relation to that decision?</p> <p><b>Mr Fullerton:</b> I would have to check that. He was part of a review of the methods that we should deploy, but I do not believe so.</p> <p><b>Senator XENOPHON:</b> He was part of a review of the methods that should be deployed; so, as part of that review, he was part of the advice process that led to the decision of the ARTC for a side insertion method?</p> <p><b>Mr Fullerton:</b> I need to take that on notice...</p>	13-14 26/05/2011		
105	n/a ARTC	XENOPHON	Mr Cantrell's commercial relationships or financial connections with manufacturers or providers of equipment for sleeper side insertion.	<p><b>Senator XENOPHON:</b> This is not a question that I know the answer to but it would be remiss of me not to ask this: has the ARTC checked as to whether Mr Cantrell, given his long history involved in rail, has any commercial relationship or any financial connection with those that provide equipment for side insertion and with any of the equipment used by the ARTC on its track maintenance?</p> <p><b>Mr Mrdak:</b> I think we best take that on notice, if you do not mind.</p> <p><b>Senator XENOPHON:</b> Yes, but I want to know were checks done to see if there are any commercial links? I am not saying there is, but it is a legitimate question to ask whether Mr Cantrell has any commercial or financial arrangements, any consultancy with any entities that are involved in providing equipment for side insertion or organisations or entities that provide that.</p> <p><b>Mr Mrdak:</b> We will take that on notice and give you some details.</p>	15 26/05/2011		



106	n/a ARTC	XENOPHON	Sleeper replacement methods used in Europe	<p><b>Senator XENOPHON:</b> Can you take on notice whether Europe is using side insertion methods. My understanding is that it is something that is being dismissed by the Europeans in their train tracks.</p> <p><b>Mr Fullerton:</b> Yes.</p>	16 26/05/2011		
107	2.1 OTS	HEFFERNAN	Emails from AIPA	<p><b>Senator HEFFERNAN:</b> I have got one of the payrolls here which backs it up. Thank you. Could I put in a request for some emails that have been sent. If I could detail the emails: on 5 May 2010, there was an email to transport security—I can provide you with a list. The sender was a bloke called Max Thompson, topic was 'prohibited items and EIA requirements'; 2 June, same thing, topic, 'differences to annex 17 Security'; 3 June, to Max Thompson, sender Tina Lee, 'difference to annex 17 security'; 3 June, another to Tina Lee from Max Thompson, 'differences to annex 17 security'. It goes on, there is a long list, and if you could take that on notice, I would be grateful. There would be no trouble getting those emails?</p> <p><b>Mr Wilson:</b> We will take it on notice and look for those.</p>	24-25 26/05/2011		
108	2.1 OTS	HEFFERNAN	ASIC pass holders	<p><b>Senator HEFFERNAN:</b> No. My concern is that a person who has an ASIC pass does not have to show it if they are asked to show it, especially to the senior pilot boarding the plane. Should it be displayed at all times?</p> <p><b>Mr Retter:</b> I understand the nature of your question goes to an incident at a regional airport. I am not aware of the particular incident or the precise facts around it. If I could, I would like to take your question on notice.</p>	29 26/05/2011		
109	2.1 OTS	HEFFERNAN	Incident at Brisbane Airport	<p><b>Senator HEFFERNAN:</b> At Brisbane Airport masking tape confiscated from a pilot, even though it is not on the prescribed list; however, masking tape is now allowed. That is correct? It was confiscated. I could figure a reason why: you could tie someone up with masking tape.</p> <p><b>Mr Retter:</b> I am not aware of masking tape being removed from a pilot.</p> <p><b>Senator HEFFERNAN:</b> I might let you take that on notice. Is the Office of Transport Security aware of cockpit door opening incidents?</p> <p><b>Mr Retter:</b> I am not aware of any particular incidents...</p>	30 26/05/2011		

110	2.1 OTS	XENOPHON	Sir John Wheeler recommendations	<p><b>Senator XENOPHON:</b> Could you take on notice an indication of what has been done in relation to those recommendations and where you think there is room for improvement. Mr Mrdak, I appreciate all your answers in relation to this; I still wonder why Allan Kessing was convicted under section 70 for writing a report that was in the public interest. He was convicted of leaking it, which he denies to this day. He was vindicated in the Wheeler Report and more. Is Sir John Wheeler still around the place?</p> <p><b>Mr Mrdak:</b> I presume so; I think he is still alive.</p> <p><b>Senator XENOPHON:</b> That is the first bit.</p> <p><b>Senator HEFFERNAN:</b> Better take my own pulse to check; yes, I am still going.</p> <p><b>Mr Mrdak:</b> The last time I spoke with Sir John was around 2008.</p> <p><b>Senator XENOPHON:</b> If Sir John Wheeler is still active in public service in the UK, is there any consideration being given for Sir John Wheeler to do a follow-up report six years after the initial recommendations?</p> <p><b>Mr Mrdak:</b> I do not know how active Sir John is these days in such matters but I will take that on notice.</p>	33 26/05/2011		
111	2.1 OTS	HEFFERNAN	ASIC Passes Regulations	<p><b>Senator HEFFERNAN:</b> Thank you very much. With ASIC passes, that is one there, the regulation on an ASIC pass, and it is blanked-out, is it has to be worn above the waist et cetera, where it can be seen. What is the penalty for people that wear it upside down? Is there some way of correcting that?</p> <p><b>Mr Retter:</b> I am not aware if there is a penalty if they are wearing it upside down. We might have to check and take that on notice.</p>	35 26/05/2011		
112	2.1 OTS	HEFFERNAN	X-rayed out of size baggage	<p><b>Senator HEFFERNAN:</b> That is another issue that has been raised. We talked about un-X-rayed out-of-size luggage. You had better take that on notice. I am instructed, and further instructed during this hearing, that there is luggage that does not fit through whatever it fits through, that just gets taken round and put back on the belt.</p> <p><b>Mr Retter:</b> We will, as we always do, inquire into any allegations of inappropriate security arrangements.</p>	35 26/05/2011		
113	2.1 OTS	HEFFERNAN	ASIC Failure and breakup rate	<p><b>Senator HEFFERNAN:</b> I apologise. I asked about an MSIC and what was the failure rate of applications for the MSIC, as opposed to ASIC,</p>	35-36 26/05/2011		

				<p>and we were given details of the various 30-something failures, drug activity, murder threats, all sorts of things. Could you do the same for the ASIC?</p> <p><b>Mr Retter:</b> Yes. You want the percentage breakup?</p> <p><b>Senator HEFFERNAN:</b> The failure rate and breakup of the failure rate.</p> <p><b>Mr Retter:</b> Yes.</p>			
114	2.1 OTS	HEFFERNAN	Aviation Transport Security Regulations	<ol style="list-style-type: none"> <li>1) Please identify the Australian “Appropriate Authority” referred to on Annex 17 3.1.2.</li> <li>2) Are the current Aviation Transport Security Regulations designed to comply with Annex 17 4.1.1?</li> <li>3) What systems are in place at all CTFR airports in Australia to prevent unauthorized access to airside areas?</li> <li>4) What screening methods are in place for supply vehicles and their contents entering the Security Restricted areas at CTFR airports?</li> <li>5) Is there an error on the Infrastructure website <a href="http://infrastructure.gov.au/aviation/international/icao/annexes/index.aspx">http://infrastructure.gov.au/aviation/international/icao/annexes/index.aspx</a> where it indicates that the agency responsible for Annex 17 is the Department of Infrastructure?</li> <li>6) Was The Rt Hon Sir John Wheeler JP DL in error in Chapter 4 Paragraph 16 of his report when he identified OTS as the body responsible for “ active participation in relevant international forums, and the administration of measures which come out of international agreements”?</li> <li>7) If The Rt Hon Sir John Wheeler JP DL was not in error in 2005, when was the responsibility for overseeing compliance with Annex 17 transferred to another government department?</li> </ol>	Written		
115	2.1 OTS	HEFFERNAN	International Incidents	<ol style="list-style-type: none"> <li>1) In reply to a question from Senator Nash at a previous Estimates session on the 27<sup>th</sup> May 2010, you suggested that international incidents would indicate that pilots were not as trusted as they believed. Could you please details those incidents?</li> <li>2) What is the difference between a regional airport and a CTFR airport?</li> <li>3) What category of airport does Brisbane fall into?</li> </ol>	Written		

				<p>4) If Australia is a signatory to the Chicago Convention, what obligation is there for airports and/or airlines in Australia to comply with Annex 17? Please refer you your answer to me on Page 25 – 26<sup>th</sup> May 2011.</p> <p>5) After November 2011, please advise the maximum number of VIC passes that one individual could be issued with in a 365 day period?</p>			
116	2.1 OTS	HEFFERNAN	Criminality	<p>1) Please confirm that your differentiation between criminal and terrorist acts would confirm your departments position that a hijack/bomb threat for monetary reward would never occur.</p> <p>2) Could you please clarify your statement on page 26 line 7 with reference to ATSR 6.46 Sub Reg 2,3 &amp; 4.</p> <p>3) Wheeler Report Executive Summary Para 1,2,3,4, &amp; 5. It would appear as though Wheeler was concerned that criminal activities at airports could be exploited by terrorists. Please explain why OTS has no interest in criminal activities at airports.</p> <p>4) When will legislative impediments be overcome so that the Recommendation XI of the Wheeler Report can be implemented?</p> <p>5) If you have read the Wheeler Report, how could you come to the conclusion that the report mainly focused on policing when only two of the seventeen recommendations relate to criminality or policing?</p> <p>6) Aviation Transport Security Regulations 2.18A specifies the requirements to be included in the TSP of the CTFR airport. How can these airports comply with the regulation when no Enhanced Inspection Areas exist?</p> <p>7) When will the Enhanced Inspection Areas at CTFR airports be gazetted?</p>	Written		
117	2.1 OTS	HEFFERNAN	ICAO Annex 17	<p>1) How can specific security outcomes at Australian airports be delivered when any files difference to ICAO Annex 17 guarantees that the minimum standard required by ICAO is not met?</p> <p>2) Why was there no consideration of ground crew (namely engineers, refuelers, cargo loaders, cleaners &amp; caterers) being a</p>	Written		

				<p>threat to civil aviation when “The review of Aviation Security Screening: Report” was carried out?</p> <p>3) Is ATSR 3.16.3 (4) at odds with Annex 17 4.1.1.1?</p> <p>4) Why is there no “Fit and Proper” test applied to ASIC applicants as detailed in the Wheeler Report?</p> <p>5) Has ASIO been approached to confirm the ease of obtaining fake ASIC cards, either from Bangkok or in Australia? If so, what was their response? If not, why not?</p>			
118	2.1 OTS	HEFFERNAN	Gangway/Aerobridge	What is the difference between a gangway and an aerobridge?	Written		
119	2.1 OTS	HEFFERNAN	OTS privacy issues	<p>1) Does OTS make it a habit of not replying to emails that highlight problems that fall within their jurisdiction?</p> <p>2) Why did Mr Dreezer and others at OTS claim “Privacy Issues” to a request for information regarding persons/entities that were granted a dispensation from displaying an ASIC in a secure area at Brisbane International airport when the ATSRs specifically state that the Secretary must gazette any dispensation given to a class of persons. Refer ATSR 3.08 (7).</p> <p>3) Please detail how procedures in place at all CTFR airports are in compliance with Annex 17 4.2.6 and 4.2.7.</p> <p>4) Does OTS deem it an acceptable security practice to have a key to the cockpit door of an RTP aircraft secreted in the cabin area close to the cockpit door? Is OTS aware of any such practice? Should any airline that approves such procedures notify OTS?</p> <p>5) In the company of Captain Max Thomson and Second Officer Clayton Simmons at the conclusion of the founding ASECF meeting at the OTS offices in Canberra, did you give an undertaking to Captain Thomson to provide information in the geographic details of the Enhanced Inspection Area at Sydney Airport as well as advice concerning whether Australia had filed a difference to Annex 17 4.7.8?</p> <p>6) If the answer to the previous question is “Yes”, when did you deliver both sets of the promised information?</p> <p>7) At the ASECF meeting at that AIPA Offices in Sydney on the 22<sup>nd</sup> October 2010, did you state to Captain Thomson words to</p>	Written		

				<p>the effect,” There is a breach of Annex 17. There are two ways we can handle it. We can lodge a difference or we can get the airlines to comply.”</p> <p>8) If you were aware of the breach of Annex 17, what actions did you take to rectify the breach? Is it your duty or responsibility to notify the relevant Authorised Authority?</p>			
120	2.1 OTS	HEFFERNAN	ICAO AVSEC Montreal Meeting	<p>1) Please advise the total number of persons in the party that accompanied you to the ICAO AVSEC meeting in Montreal in March 2011. Of that total, how many persons were from OTS and how many were from the Attorney General’s department? Were you the chief delegate representing Australia?</p> <p>2) How many Australian government persons attended the Doc 8973 GMWG in Montreal the following week?</p> <p>3) What actions would follow advice that proven breaches of the ATSRs have occurred and are continuing to occur? What is the time frame for such actions?</p> <p>4) How many prosecutions have commenced against CTFR airport operators for breaches of the ATSRs? If prosecutions were commenced, what was the result of those prosecutions?</p> <p>5) How many prosecutions have commenced against the four major airlines, namely Qantas, Jetstar, Virgin and Tiger for breaches of the ATSRs? If prosecutions were commenced, what was the result of those prosecutions?</p> <p>6) The EU had intended to change the procedures for LAGS screening in April 2011 due to improvements in screening technology. The change has been deferred due to concerns of the TSA. How does OTS view the risks attributed to LAGS on international aviation when screening techniques in use in Australia are based on the honesty of passenger and crew due to the fact the current screening equipment cannot detect lags in non-metal containers in carry-on baggage?</p>	Written		
121	2.1 OTS	HEFFERNAN	Melbourne Airport Security Breach	<p>Melbourne Airport security personnel allowed a member of the public to enter into the secure security cleared (sterile area) area of the airport through an exit. An evacuation was required and significant delays resulted.</p> <p>1) Has there been an inquiry into the incident and what as the</p>	Written		

				<p>response to this inquiry?</p> <ol style="list-style-type: none"> <li>2) How was it possible that the security staff allowed a member of the public into a sterile area through an exit? Has this security weakness been repaired? If so, how has it been repaired, if not why not? Please provide details.</li> <li>3) What was the response by Aviation and Airports to the security personnel who allowed this incident to occur?</li> <li>4) How is it possible that this weakness occurred in the airport? Are weaknesses such similar to this present in other location around the country? If so please give details? If not, how was Aviation and Airports ensured that this is the case?</li> <li>5) In attempts to find the man who crossed the sterile area the security personnel lost the man on CCTV footage. How is it possible that the CCTV system has blind spots which allow this to occur? Has this been rectified? Provide details.</li> </ol>			
122	2.1 OTS	HEFFERNAN	Sydney Airport Security Breach	<p>Terminal Two of Sydney Airport was evacuated after the power was cut to a security scanning machine allowing 16 people to enter the sterile area without being scanned. It is believed that the power cut because a security guard tripped over the power cord of the machine, cutting the power. The evacuation resulted in significant delays.</p> <ol style="list-style-type: none"> <li>1) Has there been an inquiry into this incident, if so what was the result?</li> <li>2) How is it possible that the security system is so fragile that it could be significantly disrupted by something so innocuous as tripping over the power cord?</li> <li>3) Why was there no alternate backup power supply to the scanning machine?</li> <li>4) Why was there no warning system to alert the security personnel of the loss of power?</li> <li>5) How is it possible that this loss of power was not immediately detected by the security personnel?</li> <li>6) Have the issues of back up power, alerts of loss of power and security awareness been resolved? If so, provide details of the steps implemented to resolve these issues.</li> <li>7) What was the response of Aviation and Airports to the security personnel who allowed this incident to occur?</li> <li>8) Are security scanners now hardwired rather than plugged in?</li> </ol>	Written		

				Are scanners being hardwired in all airports?			
123	2.1 OTS	HEFFERNAN	CTFR Airports	Would like DEPT to provide gazetted information detailing the Security Restricted area for the CTFR (Counter Terrorism First Response) airports in Australia? Their airports are referred to in ATSR 2.18A.	Written		
124	2.1 OTS	BACK	CHOGM Preparation	<p>Is Infrastructure (aviation and airports) engaged in cross-departmental discussions with airports with respect to arrangements for the upcoming Commonwealth Heads of Government meetings in October?</p> <ol style="list-style-type: none"> <li>1) If so, who is represented?</li> <li>2) What measures are being put in place to ensure that they have a great first impression of Perth?</li> <li>3) Are there any special concessions being made to accommodate the heads of government and their staff as they arrive into each state / territory for the visits?</li> <li>4) How is Perth Airport being engaged to ensure that it is able to cope with the increased influx of visitors?</li> <li>5) What is being done to ensure that they don't face the same issues as ordinary travellers to Perth – long lines at security screening?</li> <li>6) It is likely that the Heads of Government will be accompanied by security detail – have you received any requests to carry weapons? What provisions are being made?</li> </ol>	Written		
125	2.4 AAA	NASH	Leased federal airport Planning Coordination Forums	<b>Senator NASH:</b> I ask, with some trepidation, if you could take it on notice and give us a detailed list of dates, times and places where those forums had taken place. I know you might be limited by confidentiality in some way, but I would like as much detail as you can give about who has been at those forums, what are the issues that have been discussed across the whole spectrum and all of the things you have run through there between on-airport and areas surrounding issues. Not all of those things will have come up at every forum, so I am keen to see what priority is coming up through the forums, across all those areas. If you could give us a bit of a detailed brief so we can get a sense of what is happening right across the board through the	38 26/05/2011		



				forums and what is coming out of it, through a process that really has not been there before in that much detail, that would be very useful. <b>Mr Doherty:</b> I am happy to take that on notice.			
126	2.4 AAA	NASH	Airservices Australia Enroute Charges Payment Scheme	<p><b>Senator NASH:</b> Of those existing airlines, how many regional communities do they service collectively?</p> <p><b>Mr Wilson:</b> I will have to take that on notice; I do not have that number with me.</p> <p><b>Senator NASH:</b> We have a \$5 million budget cut and we cannot determine which regional communities are going to be affected by that.</p> <p><b>Mr Wilson:</b> I do not have those details with me.</p> <p><b>Senator NASH:</b> What communication have you received from regional airports that may have indicated to you that services will be cut because the subsidy is going to be removed, outside of the aeromedical services?</p> <p><b>Mr Wilson:</b> From regional airports? I do not believe that the department has received any correspondence from regional airports with regard to the removal of the subsidy.</p> <p><b>Senator NASH:</b> If there has been no correspondence, are you aware of any regional airports that have indicated that they may have to cut their services because of the reduction in funding to the en route subsidy?</p> <p><b>Mr Mrdak:</b> I am just clarifying, I do not think we have received any correspondence that we are aware of—but we will check—from regional airports. A number of regional airlines have raised their concerns with us in relation to this matter, but not regional airports, that we are aware of.</p>	44 26/05/2011		
127	2.4 AAA	NASH	Airservices Australia Enroute Charges Payment Scheme	<p><b>Senator NASH:</b> How many regional airports have we across Australia?</p> <p><b>Mr Borthwick:</b> I could not tell you off the top of my head. I know there are over 250 aerodromes around Australia of varying standards.</p> <p><b>Senator NASH:</b> Operating commercial regional airports.</p> <p><b>Mr Borthwick:</b> That is what I would need to check.</p> <p><b>Senator NASH:</b> Do we have any information here about regional airports?</p> <p><b>Mr Mrdak:</b> You are asking about the total number? There are well</p>	44-45 26/05/2011		

				<p>over 400 aerodromes or airstrips across the country, from memory, of which I think 240 or so would be ones that are licensed or which are of a sufficient standard to be licensed.</p> <p><b>Senator NASH:</b> Thank you for that, that is very helpful. How many commercially operating—not towers, not landing strips—regional airports have we got across the country?</p> <p><b>Mr Borthwick:</b> I do not have that information with me. We can provide it to you.</p>			
128	2.4 AAA	BACK	Airservices Australia Enroute Charges Payment Scheme	<p><b>Senator BACK:</b> As an extension to that, if I can, would it also be possible in providing that advice to provide as advice on those that offer aeromedical services or do they all offer aeromedical services?</p> <p><b>Mr Borthwick:</b> The airports?</p> <p><b>Senator BACK:</b> The ones that you are going to provide the list of.</p> <p><b>Mr Borthwick:</b> We will look at that.</p> <p><b>Senator BACK:</b> Is it all of them?</p> <p><b>Mr Borthwick:</b> I am not sure off the top of my head. I will take it on notice.</p>	45 26/05/2011		
129	2.4 AAA	BACK	Regional Aviation sublease at Sydney Airport.	<p><b>Senator BACK:</b> The issue was, as I recall at the last estimates or a recent estimates, that there was concern by the regional aviation company that the security of their lease on the maintenance hangar was at risk, and obviously having that facility at Sydney airport was extremely important to them. If you cannot answer it, could you take on notice for me: has that matter been resolved and has their tenure been confirmed?</p> <p><b>Mr Doherty:</b> We will have to take that on notice. I recall a discussion broadly about pricing for regional. I do not remember that specific discussion, but we will check it out.</p>	51 26/05/2011		
130	2.4 AAA	BACK	Runway development at Perth Airport	<p><b>Senator BACK:</b> In general terms, surely the lessee would not be free to sign off, even if they wanted to, on an activity that a sublessee might want to undertake without the regulator, the landlord, having some overarching capacity to disallow?</p> <p><b>Mr Doherty:</b> We would only expect to be able to be involved if it contravened some regulatory requirement or was contrary to the master plan.</p> <p><b>Senator BACK:</b> If it was contrary to the master plan?</p>	56 26/05/2011		

				<p><b>Mr Doherty:</b> Yes.</p> <p><b>Senator BACK:</b> Do you know in this case with the master plan where this whole situation sits?</p> <p><b>Mr Doherty:</b> Sorry, I cannot express a view on whether it is contrary to the master plan. I do not know what provision was made for the runway extension in this case in the master plan.</p> <p><b>Senator BACK:</b> But the master plan is a public document, is it not?</p> <p><b>Mr Doherty:</b> Yes.</p> <p><b>Mr Wilson:</b> If you would like, we will take it on notice and go to this specific issue, and we will provide you with a written answer.</p>			
131	2.4 AAA	BACK	Airport Building Controllers	<p>Budget measure to increase funding for “building controllers” engaged by the Commonwealth to ensure buildings at airports comply with the Building Code of Australia and other applicable standards.</p> <ol style="list-style-type: none"> <li>1) Are these building controllers currently in place? (as there is no current year figure for 2010-11)</li> <li>2) How many building controllers does this funding provide for? At a cost of how much per controller? Where are they based?</li> <li>3) Are they employed by the Department of Infrastructure?</li> <li>4) Who do they engage with and who do they report to?</li> <li>5) If they are engaged by the Commonwealth, would they be familiar with the Master Development Plan and consider future development requirements for commonwealth owned airports?</li> <li>6) I refer to action being taken by BGC against Perth Airport who claimed to have ordered materials believing they had agreement to build an additional building on land leased from the Airport. Would the building controllers have assessed the proposed building application?</li> <li>7) Should advice have been provided from the outset about whether proposed development interfered with future planning needs for the Airport?</li> <li>8) I understand that alternative sites have been proposed for this development – have these applications been considered?</li> </ol>	Written		
132	2.4 AAA	BACK	ANEF Development and NASAG	<p>Government doesn't reject the main point which is that the ANEF system needs 'improvement' rather than revision – that the technical process and independence can be improved.</p>	Written		

				<p>Given that the Department has noted in a paper dating back to 2000 on its website “Expanding ways to describe and assess aircraft noise” cited that “there had been significant criticism of the system since 1995” and “...there has been considerable confusion in the community and even among some of the experts, as to the role and purpose of the system?</p> <ol style="list-style-type: none"> <li>1) Why has there such resistance from this government in defending a system that is clearly outdated – what practical action has been taken to “review” seeing as it has been discredited since 2000 by the department?</li> <li>2) If this flawed ANEF system is the basis for determining who is eligible for the aircraft noise insulation scheme – how is it possible to determine whether it is really is an equitable benchmark for noise?</li> <li>3) Will airports continue to be responsible for producing ANEFs? If so, why?</li> <li>4) Will ASA continue to ‘approve’ ANEFs – have any measures been put in place?</li> <li>5) Once NASAG has developed this national scheme – who will be responsible for ensuring that it is properly regulated? An independent body as proposed by the Majority of the RATS References Committee?</li> <li>6) Has any funding been allocated to NASAG’s work? Who does it consist of? Noise experts? Can you provide a list of names and proposed work program with state/territory governments?</li> </ol>			
133	2.4 AAA	NASH	Airservices Australia Enroute Charges Payment Scheme	<ol style="list-style-type: none"> <li>1) Can the department confirm that from 1 July 2012 the scheme will be limited to aeromedical services?</li> <li>2) What details can you provide about the new scheme as to who will be eligible and what routes will be eligible?</li> <li>3) If no information is available – when will this information be available?</li> <li>4) When will the regional aviation industry be able to have an accurate view of the support the Government will be providing to regional aviation?</li> </ol>	Written		
134	n/a AA	BACK	Aircraft Noise Ombudsman	<b>Senator BACK:</b> Can you advise us how many complaints the office has received in that time and how many have actually been processed,	59 26/05/2011		

				<p>dealt with and so on? Do you have a feel yet for that?</p> <p><b>Mr Russell:</b> I do not have that number with me, but I can say that he reports publicly every quarter. They are on a website and are publicly available. I can find the information in some detail and provide that to you if you so wish.</p>			
135	n/a AA	BACK	Tyabb Airfield	<p><b>Senator BACK:</b> One would hope that that process would also yield positive results, so that is most interesting. You may recall in the references hearings on airfields, Tyabb, south-east of Melbourne, was an example of what almost appeared to be uncontrolled; it did not seem to come under either local, state or federal government jurisdiction in terms of noise. Can you just tell me, or remind me, what the circumstance was there and if there has been any change in regard to the capacity or the process of complaints by members of the public? It was particularly in relation, as I recall, to the fact that more noisy and older aircraft could actually use those airfields.</p> <p><b>Mr Russell:</b> Yes. I think we talked about this at the time, that we have no representation at the airfield in question. I would have to double check to see whether in fact we were collecting complaints from that area. I am happy to take it on notice and get back to you, but it certainly to my mind there has not been a lot of development that I am aware of since we had this discussion. Let me take it on notice.</p>	60-61 26/05/2011		
136	n/a AA	XENOPHON	Wind Shear Incident at Darwin	<p><b>Senator XENOPHON:</b> Mr Russell, you may be constrained in what you can say, but is Airservices Australia cooperating in an inquiry that the ATSB is undertaking in relation to an incident involving a Jetstar aircraft out of Darwin towards the end of last year? It was a windshear incident and there was no suggestion that the crew did anything but follow all the procedures accordingly.</p> <p><b>Mr Russell:</b> We cooperate with the ATSB on a whole range of their inquiries. I do not specifically know this particular issue, but it would not surprise me that we have been consulted over this issue by the ATSB.</p> <p><b>Senator XENOPHON:</b> Could you take that on notice? Obviously if it is an ongoing investigation, I do not expect you to give details until that investigation is complete, but just the fact as to whether you have been contacted by the ATSB.</p> <p><b>Mr Russell:</b> Certainly, if it involved air traffic control where we</p>	63 26/05/2011		

				operate I can do that. I might say, if it was in Darwin the reason that I may not know about it is that it is operated by the Royal Australian Air Force—that operation in Darwin; the tower in Darwin.			
137	n/a AA	XENOPHON	Airservices Australia Executives	<p><b>Senator XENOPHON:</b> As to information I have had from people within your organisation—and, again, I want to put this fairly and carefully to you—how many senior executives have left the organisation in the last five years? I have been told there have been some 12 or 13 senior executives who have left.</p> <p><b>Mr Russell:</b> It is in that order, yes.</p> <p><b>Senator XENOPHON:</b> Again, I am happy to take this on notice, but can you advise whether there were monetary settlements in terms of those people leaving the organisation?</p> <p><b>Mr Russell:</b> Yes, there were.</p> <p><b>Senator XENOPHON:</b> Could I get details in relation to that? Did those settlements include any confidentiality agreements?</p> <p><b>Mr Russell:</b> It is usual in these circumstances for a deed to be produced. I can provide you with some further information on that issue.</p> <p><b>Senator XENOPHON:</b> I understand that you have also lost another senior executive just this week; is that right?</p> <p><b>Mr Russell:</b> Yes.</p> <p><b>Senator XENOPHON:</b> This person was specifically hired to lead a much publicised project to harmonise air traffic control with your RAAF colleagues; is that right?</p> <p><b>Mr Russell:</b> Yes.</p> <p><b>Senator XENOPHON:</b> That would be subject to a confidentiality agreement as well?</p> <p><b>Mr Russell:</b> I would imagine so, yes.</p> <p><b>Senator XENOPHON:</b> But you will be able to give us an idea of the sort of money that was spent?</p> <p><b>Mr Russell:</b> I will take that on notice.</p>	64 26/05/2011		
138	n/a AA	XENOPHON	Cognos Project	<p><b>Senator XENOPHON:</b> There is an electronic information tool called Cognos or Dashboard; are you familiar with that?</p> <p><b>Mr Russell:</b> Yes.</p> <p><b>Senator XENOPHON:</b> That is a project under development by IBM?</p> <p><b>Mr Russell:</b> Yes.</p>	64-65 26/05/2011		

				<p><b>Senator XENOPHON:</b> This project apparently has an expenditure approved of how much?</p> <p><b>Mr Russell:</b> I would have to take that on notice.</p> <p><b>Senator XENOPHON:</b> Was it in the order of \$2 million to \$3 million?</p> <p><b>Mr Russell:</b> I cannot give you a precise number, but it was designed to bring together a lot of information in terms of how Airservices operates and put it into a process where we can get a better understanding as to how the organisation is working.</p> <p><b>Senator XENOPHON:</b> Are you confident that the amount that was budgeted for, which I understand was \$2 million to \$3 million, will be kept within budget, or is it going to blow out of budget?</p> <p><b>Mr Russell:</b> I would have to check on it, but I have heard nothing to the contrary that that suggestion is the case.</p> <p><b>Senator XENOPHON:</b> Could you give some detail, again because of time constraints, on notice as to how that will assist Airservices Australia in terms of how it will work?</p> <p><b>Mr Russell:</b> Yes.</p>			
139	n/a AA	XENOPHON	Airservices Australia Just Culture	<p><b>Senator XENOPHON:</b> I have a couple more questions. I would be grateful if I could get more information on notice about that project. The information I have had from within air traffic control is that they do not feel comfortable of a just culture in reporting safety concerns. How does the just culture operate within Airservices Australia, especially in air traffic control? The information that I have had, in quite explicit terms, is that they are worried about retribution if they speak out on issues. That is one person's perception. How do you deal with that perception so that people do not feel reluctant or reticent to come forward with concerns?</p> <p><b>Mr Russell:</b> In a safety critical organisation like this it is fundamental that you have a workable just culture well and truly entrenched. Unlike some other of our counterparts in other parts of the world I am very confident that that system works very well. There is never a question of retribution, of people putting up their hand and saying, 'There is an issue that has occurred.' Every day in our organisation we review the incidents that have been recorded. I sit in on those meetings. We review incidents that have been recorded in Australian airspace, by our own staff largely, and sometimes we follow things up. I think it is by</p>	65-66 26/05/2011		

				<p>that process that you learn how to improve how you operate and improve the safety of the air traffic system.</p> <p><b>Senator XENOPHON:</b> Could you provide details of the protocols and the information given to staff about just culture? That would be very useful. Finally, in relation to your earlier answer about a shortage of air traffic controllers, unless that is addressed do you see that causing flight delays in the short to medium future?</p> <p><b>Mr Russell:</b> We are working to ensure that that is not the case. As to the profile that we have looked at in terms of people who are likely to retire from our organisation over the next five years, initially we thought it was going to be fairly significant—over 30 per cent—across all of the disciplines in our organisation, because we have an aged workforce and there had not been a lot done about training new people. We have put a lot of work into that, firstly, and we will continue to do so for the foreseeable future. Equally we have found that—maybe it is a result of the GFC—people are just a little bit more reluctant to perhaps retire as early as they want to.</p>			
140	n/a AA	HEFFERNAN	Air Traffic Controller Fatigue.	<p>In the USA an air traffic controller (ATC) fell asleep at 2am 12/04/2011. It was found that the ATC was working alone during the night shift when he fell asleep for 16 minutes, in which time a medical flight was attempting to land. On 14/04/2011 the USA ruled that ATCs will no longer work alone during a night shift.</p> <ol style="list-style-type: none"> <li>1) Do Australian ATCs work alone during night shifts? Please provide details of incidences and airports.</li> <li>2) Has Australia experienced the same issues of ATCs falling asleep whilst on night shift?</li> <li>3) What are the current monitoring systems in place to ensure that ATCs are awake at all times?</li> </ol>	Written		
141	n/a CASA	ABETZ	Section 42Z(c)6 Regulation	<p><b>Senator ABETZ:</b> Can I ask you then, in general terms, for what purposes is an instrument issued under Section 42Z(c)6 of the regulations? Why was that countenanced?</p> <p><b>Mr McCormick:</b> I think we will have to take that on notice.</p>	67 26/05/2011		
142	n/a CASA	XENOPHON	Airline upgrades	<p><b>Senator XENOPHON:</b> Do you see any issue in your role as the paramount regulator for aviation safety in this country for any executives in CASA—those involved in investigations—to be</p>	68 26/05/2011		



				<p>receiving upgrades from any airline?</p> <p><b>Mr McCormick:</b> No, I do not. Provided it is properly declared, I do not see an issue at all.</p> <p><b>Senator XENOPHON:</b> ‘Provided it is properly declared’, but is a proper declaration something that ought to be public?</p> <p><b>Mr McCormick:</b> As I say, we have not turned our mind to it. I can take that on notice.</p>			
143	n/a CASA	XENOPHON	Period before new CASA employees oversight operators	<p><b>Senator XENOPHON:</b> I will touch on some of these issues of show cause tomorrow, but I want to talk about issues of enforcement and comparable jurisdictions. There is a smaller talent by virtue of Australia and our small aviation market. I think there was an issue where Mr Rossiter, a senior CASA executive, went on to be head of safety at Jetstar. I have said I accept fully there was no conflict in between his shift and the exemption he gave to CAO48 before he went off to Jetstar. I accept that and I accept the market is smaller. How do you deal, I guess the other way around, when you have people coming from an airline to work with CASA? If someone has worked for Qantas does that mean they would not be investigating Qantas incidents for a certain period? Do you have some gap between having CASA investigators who have worked with one of the major airlines, which I understand has to happen all the time? How do you deal with that?</p> <p><b>Mr McCormick:</b> We do what you have said there. If someone comes from an airline to our organisation we do not allow them to oversee that airline straightaway. I think in some instances about 18 months has transpired before that person is—</p> <p><b>Senator XENOPHON:</b> Is that the benchmark?</p> <p><b>Mr McCormick:</b> I do not know whether we actually have a benchmark. Again, I can take that on notice and give you some examples, if you like.</p>	69 26/05/2011		
144	n/a CASA	BACK	Cabin Crew ratios	<p><b>Senator BACK:</b> Firstly, under that section, do you control both domestic and international cabin crew to passenger ratios?</p> <p><b>Mr McCormick:</b> I do not know whether it is actually under that same section. I will have to take that on notice.</p>	70 26/05/2011		

145	n/a CASA	HEFFERNAN	Breakdown of hours	<p><b>Senator HEFFERNAN:</b> General aviation operators across Australia report that CASA imposed costs are sending them broke. Even more disturbing is that none of them is prepared to come forward to be identified, so I have just put Ms Ley in the gun. A typical example is the adding of an aircraft type to an air operators certificate, commonly referred to, as we all know, as an AOC. Ms Ley has provided—I will not say where it has come from—these concerns:</p> <p>The simple inclusion of an aircraft, already on the operator’s AOC and putting it into an additional category ... the case here is the aircraft is already in the charter category and permission is being sought for it to be included in the air work category so it can do search and rescue. Aerial work is very similar to charter except that people are looking out the window.</p> <p>That is fair enough. It continues:</p> <p>All SAR operations will be supervised by AusSAR. The chief pilot has added a one-line amendment to the operations manual and submitted this. CASA has stated that the job will cost \$1,400, to be paid in advance and with no guarantee of time taken to complete.</p> <p>So you have got that. Even at the exorbitant charge-out rate of \$160—it begs the question: what is your charge-out rate?</p> <p><b>Mr McCormick:</b> We have two. \$160 per hour is one of them.</p> <p><b>Senator HEFFERNAN:</b> What is the other?</p> <p><b>Mr McCormick:</b> I can take that on notice. Sorry, we have three, I have just been informed. We have \$130, \$160 and \$190.</p> <p><b>Senator HEFFERNAN:</b> How can it possibly take, at \$160—we will take the median—8.75 hours to complete this straightforward desktop task?</p> <p><b>Mr McCormick:</b> I can take that on notice and give you a breakdown of the hours involved.</p>	71-72 26/05/2011		
146	n/a CASA	HEFFERNAN	Remuneration at CASA	<p><b>Senator HEFFERNAN:</b> To give me an idea—and you may not wish to answer this—how much do you pay the typical person who does the job at \$160 an hour?</p> <p><b>Mr Jordan:</b> I would have to take that question on notice.</p>	73 26/05/2011		
147	n/a CASA	O’BRIEN	Date of commencement of cost recovery	<p><b>Senator O’BRIEN:</b> I have a question on the matters you were just raising. How long has CASA operated under a cost recovery regime for variations to air operator certificates? In other words, how long</p>	73 26/05/2011		

				<p>have you been charging applicants who want to either obtain or vary an air operator's certificate?</p> <p><b>Mr McCormick:</b> We will take that on notice; it predates me.</p>			
148	n/a CASA	HEFFERNAN	Cost of Part 91	<p><b>Senator HEFFERNAN:</b> How much has it cost the industry and the Australian taxpayer to fund this extraordinary situation over 11 years? I have to say that it seems bloody extraordinary.</p> <p><b>Mr McCormick:</b> Of part 91?</p> <p><b>Senator HEFFERNAN:</b> Yes.</p> <p><b>Mr McCormick:</b> I do not have that number, but I will take that on notice.</p>	74 26/05/2011		
149	n/a CASA	HEFFERNAN	CAR 91.295 definitions	<p><b>Senator HEFFERNAN:</b> Courts are driven by the law and not necessarily by the truth. Is it correct that the proposed CAR 91.295 makes it an offence of strict liability for a pilot to fly an aircraft over a populated area at a height of less than the higher of the minimum safe height and the minimum operating height at any particular point in a flight other than when landing or taking off?</p> <p><b>Mr McCormick:</b> I do not have that regulation in front of me. I will take it on notice.</p> <p><b>Senator HEFFERNAN:</b> Does this mean that the authority will prosecute the pilot survivor of a crash arising from an engine failure on any occasion that a person or property on the ground is endangered, even if the potential risk is not realised? Would you like to take these questions on notice?</p> <p><b>Mr McCormick:</b> I think so.</p> <p><b>Senator HEFFERNAN:</b> They are getting fairly complex. Where is flight in icy conditions, an activity generally proscribed by CAR 91.195, defined?</p> <p><b>Mr McCormick:</b> We will take that on notice. Part 91 is, of course, up for public consultation. We have not gone to a notice of proposed rule-making there. We would expect that people would give us some comments back in the consultation process.</p>	76 26/05/2011		
150	n/a CASA	XENOPHON	Proposed rule making for simulators	<p><b>Senator XENOPHON:</b> I think there is a proposal to change it. Is there a proposal to change it so that you need to have a mandatory simulator for anything from 19 seats?</p> <p><b>Mr McCormick:</b> We have a notice of proposed rule-making 1007OS,</p>	77 26/05/2011		

				<p>mandatory flight simulator training, which has been out since October 2010.</p> <p><b>Senator XENOPHON:</b> What does that involve? Does that involve having a mandatory simulator for any aircraft of 19 passenger seats or more?</p> <p><b>Mr McCormick:</b> I will take that on notice. I do not have that in front of me. There are some weights involved as well.</p>			
151	n/a CASA	NASH	Safety of travelling infants	<p><b>Senator NASH:</b> Perhaps you could take on notice for CASA to come back with some detail about their involvement and the requirement for safety of travelling infants, as well as any audit processes that are in place of an ongoing nature that monitor infants in aircraft?</p> <p><b>Mr Mrdak:</b> On behalf of CASA I will take that on notice.</p>	85 26/05/2011		
152	n/a CASA	HEFFERNAN	CASA charges	<p>General Aviation operators across Australia report that <b>CASA</b> imposed costs are sending them broke. Even more disturbing is that <b>none of them</b> is prepared to come forward <u>to be identified</u> for fear of retribution. A typical example - is the adding of an aircraft type to an operator's <b>Air Operations Certificate (A.O.C)</b>. I have constituents with concerns about the simple '<b>inclusion</b>' of an aircraft - already on the operator's A.O.C – and putting it into an <b>additional</b> category.</p> <p>For example, the case here is the aircraft is already in the <b>Charter</b> category – and permission is being sought for it to be included in the <b>Airwork</b> category - so it can do search and rescue. <b>Aerial Work (AWK)</b> is very similar to <b>charter</b> except that people are looking out of the window. All <b>SAR</b> operations will be supervised by <b>AUSAR</b>. The Chief Pilot has added a one line amendment to the Operations Manual and submitted this. <b>CASA</b> has stated that the job will cost <b>\$1400</b>, to be paid in advance and with no guarantee of time taken to complete.</p> <ol style="list-style-type: none"> <li>1) Even at the exorbitant charge out rate of \$160 per hour how can it possibly take 8.75 hours to complete this straightforward desktop task?</li> <li>2) What scrutiny is <b>CASA</b> under in terms of its fees and charges?</li> <li>3) How can it demonstrate that these charges are reasonable?</li> <li>4) What right of appeal exists for operators?</li> </ol>	Written		

153	n/a CASA	HEFFERNAN	Parachuting Instruments	<ol style="list-style-type: none"> <li>1) Who approves the issuance of Instruments?</li> <li>2) Who approved this Instrument [405-09]</li> <li>3) So CASA approved this Instrument</li> <li>4) Could CASA explain what the effect of this instrument is on safety;</li> <li>5) Could CASA explain the difference between this Instrument and the one it replaces- Instrument 278-97</li> <li>6) If I take you to CAR [Reg] 209, could CASA explain the relationship between 405-09 and 209</li> <li>7) If I take CASA to CAR [Reg] 152, could CASA explain the relationship between 405-09 and 152</li> <li>8) Could CASA explain to me the effect of section 11 of Instrument 405-09</li> <li>9) Could CASA explain to me the effect of para 4 in Instrument 405-09</li> <li>10) So you cover trainee parachutists, what about parachutists that are already trained, these are not covered by your 405-09 instrument are they?</li> </ol>	Written		
154	n/a CASA	HEFFERNAN	Legality of Parachuting Instruments	<p><b><i>CASR 152 says that these “trained parachutists” are jumping illegally then, as a person must not make a parachute descent if the descent is not:</i></b></p> <p><b><i>(a) authorised in writing by CASA; and</i></b></p> <p><b><i>(b) conducted in accordance with the written specifications of CASA.</i></b></p> <ol style="list-style-type: none"> <li>1) So each and every one of these people since 9<sup>th</sup> October 2009 has jumped illegally?</li> <li>2) So each one has earned a penalty of “strict liability” then?</li> <li>3) So your Instrument is ineffective?</li> <li>4) Does that make CASA, as maker of the Instrument commit an offence?</li> <li>5) Under CAA 20AC</li> </ol> <p><b><i>CAA 20AC Purported issue of authorisation</i></b></p> <p><b><i>(1) A person must not purport to give a civil aviation authorisation for the purposes of the regulations unless the person is authorised under</i></b></p>	Written		

				<p><i>those regulations to give the authorisation. Penalty: Imprisonment for 2 years.</i></p> <p><i>(2) Without limiting subsection (1), a person is to be taken to give an authorisation for the purposes of that subsection if the person endorses the authorisation on another document (for example, endorses a rating on a licence or in a log book).</i></p> <p>From what you have said, this Instrument is not effective then?</p>			
155	n/a CASA	HEFFERNAN	Parachuting Instruments and AIP 2.0	<ol style="list-style-type: none"> <li>1. Could CASA explain to me if all operations for parachute jumping comply with this AIP <ol style="list-style-type: none"> <li>a) Please explain when the Australian Parachute Federation APF became the Regulator?</li> <li>b) How the APF can ensure that agreements between CASA,ASA and the airport operator are valid</li> <li>c) Could CASA direct me to your regulations and the AIP, where this is the case</li> <li>d) Could CASA direct me to your regulations where you can pass regulatory control to a third party APF for the approval of a pilot for a “jump pilot”</li> <li>e) Could CASA explain to me how these actions by you do not compromise public safety</li> <li>f) If the Instrument and the published Instrument is defective, how does CASA co-relate the two issues in terms of safety</li> </ol> </li> </ol>	Written		
156	n/a CASA	HEFFERNAN	Parachuting and airspace	<p><b><i>Agreement between ASA [AirServices Australia] and CASA regarding Parachute operations, could CASA explain how this operates</i></b></p> <p><b><i>ASA/CASA agreement on airspace use [2.0]</i></b></p> <ol style="list-style-type: none"> <li>1) If the Instrument and the published AIP vary in content and extent, which publication should the pilot, the parachute jumper, the airport operator rely on?</li> <li>2) So CASA is telling me that there could be some confusion result?</li> <li>3) If so, you are telling me as Safety regulator that you have</li> </ol>	Written		

				<p>caused confusion for an operator.</p> <p>4) How can CASA reconcile that and ensure “Safe Skies for All”</p>			
157	n/a CASA	HEFFERNAN	Non-training parachutists	<p><b><i>No authorisation from 8<sup>th</sup> October 2009 to January 2011 for non-training parachutists</i></b></p> <p>Please explain why CASA has not issued infringement notices to the around 300, 000 parachutists who have not been properly covered by your Instrument and the \$660 million of fines that occur, as this is “An offence of strict liability”</p> <p><b><i>Example from Goulburn Airport, where a CASA official has given approval for the operation. That person was the director of a Company recently given an AOC for a training school. The other Director made the application to the Airport operator to have a parachute school.</i></b></p> <ol style="list-style-type: none"> <li>1) If you have an airport under the 8500FT CTA step, with parachute drops occurring from 10000 to 12000FT, would you expect there to be an agreement for this operation</li> <li>2) If there was no such agreement, would CASA consider the operation dangerous?</li> <li>3) If there was no such agreement, would CASA consider the operation illegal?</li> <li>4) How would such an operation comply with your ASA / CASA agreement</li> <li>5) If CASA found such an operation, what would CASA do as the safety regulator?</li> </ol>	Written		
158	n/a CASA	HEFFERNAN	Use of Instruments and AIPs	<ol style="list-style-type: none"> <li>1) Why are instruments used instead of AIP [Aeronautical Information Package (AIP) Book, AIP Supplements and Aeronautical Information Circulars (AIC)] for what is permanent information required for the safety of flight?</li> <li>2) If Instruments are the best method of promulgating information, why are these not referred to in the AIP’s</li> <li>3) How can CASA expect pilots to find this type of information, when it is not promulgated on a routine basis</li> <li>4) Are all the Instruments shown on CASA web site?</li> </ol>	Written		

159	n/a CASA	HEFFERNAN	Part 91	<p>Part 91 of the proposed Civil Aviation Safety Regulations 2011 aims effect a number of regulations in the aviation industry. The first discussion paper was published by CASA in 1999. It has been followed at various times by a NPRM in 2001 and several subsequent industry reviews. The existing draft of Part 91 was prepared after those reviews were “frozen” in 2006.</p> <ol style="list-style-type: none"> <li>1) How does CASA justify leaving the industry in limbo for 11 years? Has CASA provided explanations to the industry and a proposed timeline so that the industry can prepare and plan for changes to its regulations?</li> <li>2) How much has this lengthy review process cost?</li> <li>3) What is the estimated cost of implementing these changes?</li> </ol>	Written		
160	n/a CASA	HEFFERNAN	Strict Liability Offences	<p><b>Strict Liability Offences</b> - CASA’s proposed <i>Civil Aviation Safety Regulation 2011</i> amendments propose offences of “strict liability”.</p> <p>Why do you believe it is necessary to remove any defence of honest and reasonable mistake from these regulations when exactly such a defence of reasonableness is regularly included as an element in the existing regulations?</p>	Written		
161	n/a CASA	HEFFERNAN	Proposed Fuel Requirements	<p>The new proposed 91.510 states that the pilot in command of an aircraft commits an offence if he or she has not planned the flight to ensure that after landing, the amount of fuel remaining in the aircraft’s fuel tanks will be at least the aircraft’s fixed fuel reserve.</p> <ol style="list-style-type: none"> <li>1) What was the rationale for making fuel requirement breaches a strict liability offence?</li> <li>2) Is it possible for a pilot to provide an excuse for this offence in certain circumstance, for example in poor weather?</li> <li>3) How will these restrictions be regulated?</li> <li>4) What safety considerations have CASA examined for creating offences of strict liability, i.e. does the association recognise that this may alter the mindset of pilots and cause them to act against their better judgement in order to avoid an offence?</li> <li>5) Please outline how this regulation will improve flight safety.</li> </ol>	Written		



162	n/a CASA	HEFFERNAN	Tiger Show Cause Notice	<p>CASA issued a “show cause” notice to Tiger Airways, 23 March 2011.</p> <ol style="list-style-type: none"> <li>1) What were the safety concerns alluded to by CASA in their explanations of the show cause notice?</li> <li>2) Why has CASA not released the details for their “show cause”?</li> <li>3) Why does CASA believe that the public should not be made aware of all of the information required when choosing an airline?</li> <li>4) What was the nature of Tiger’s response? Provide details.</li> <li>5) Have Tiger given any indication of a change in procedure to ensure these security concerns do not occur again? If so, provide details.</li> </ol>	Written		
163	n/a ATSB	XENOPHON	Retention of Aviation Safety Occurrence Reports	<p><b>Senator XENOPHON:</b> So, there is no view as to whether it is desirable to keep those things?</p> <p><b>Mr Dolan:</b> As Mr Walsh said, it is certainly desirable. I am not at a point where I have convinced myself that it necessarily needs to be mandatory, but I would agree with you that it would be desirable.</p> <p><b>Senator XENOPHON:</b> Perhaps on notice you could consider that. Maybe that is an issue that we can revisit at the next estimates.</p> <p><b>Mr Dolan:</b> Certainly.</p>	83 26/05/2011		
164	n/a ATSB	NASH	ATSB Additional Capital for 2012-13	<p><b>Senator NASH:</b> Could you take on notice to provide us with a break-up of the \$3 million? That would be quite useful.</p> <p><b>Mr Dolan:</b> Yes.</p>	84 26/05/2011		
165	n/a ATSB	HEFFERNAN	Confidential Reporting	<p>I understand under the current legislation all people involved in an airport incident, not just the person making the report must be kept confidential. This seems to be odd. If an air traffic controller or a pilot is aware of an incident they are obliged to report it. By not doing so they have committed an additional infraction to the incident itself. If a REPCON has been made it is a bit of luck that the incident has come to light from a person who is aware of it but is most likely not obliged to report it. Keeping the names of all persons involved confidential simply hampers the investigation and restricts the action that should be taken.</p> <ol style="list-style-type: none"> <li>1) Can vexatious complaints can be dealt with without keeping all</li> </ol>	Written		

				<p>names confidential?</p> <p>2) In relation to REPCONs, please list the circumstances where airport/airline incidents are kept confidential and those circumstances where information can be revealed?</p>			
166	n/a ATSB	HEFFERNAN	Takeoff Clearance	<p>On 27 March 2011 Qantas 767 QFA452 landed at Sydney at 1817 having departed from Melbourne. After the Qantas flight landed another Rex flight, REX674, landed and stopped on the runway side of the holding point (within the flight strip, thus the runway was occupied). Whilst both aircraft were stationary on the runway QFA 459 took off at 1822.</p> <p>The Aeronautical Information Publication states that “an aircraft will not be permitted to commence take off until... a preceding landing aircraft using the same runway has vacated and is taxiing away from the runway”. It also states that where reasonable to do so air traffic control may issue a take off clearance in anticipation that the runway will be unoccupied by the time take-off roll is commenced.</p> <p>The actions of QFA 459 were in clear contravention of these rules and if there was clearance given in anticipation of runway vacancy, when REX674 stopped this clearance should have been cancelled.</p> <p>This incident was reported anonymously by a pilot who wished to retain his identity. He was informed that unless he signed his name then his report would not be taken further.</p> <ol style="list-style-type: none"> <li>1) Was there a report made or an inquiry held into this matter?</li> <li>2) If so what was the outcome? If not, why not?</li> <li>3) Why was QF459 given clearance for take off from an occupied runway?</li> <li>4) Why does the ATSB not allow confidential reporting and not take anonymous reports seriously?</li> </ol>	Written		