

Rural & Regional Affairs and Transport Legislation Committee

Written Questions on Notice

Additional Estimates 2011-2012, Tuesday 14 February 2012

Infrastructure and Transport Portfolio

Q no.	Program/ Division or Agency	Senator	Broad topic	Question	Proof Hansard page & hearing date or Written Q	Date rec'd	Date tabled
1.	CORP 01	WILLIAMS	Travel costs	<p>Senator WILLIAMS: That was Canberra-Sydney, Sydney-LA, LA-New York. Can you talk us through: you went Canberra-Sydney, Sydney—</p> <p>Mr Mrdak: Sydney to New York via LA with the Qantas service that transfers through LAX. From recollection, on that trip we then travelled from New York to Washington by rail, from Washington to Sydney via LA, had some business commitments in LA and then travelled on to Sydney and Canberra.</p> <p>Senator WILLIAMS: Why would you travel to Washington by rail from New York?</p> <p>Mr Mrdak: It provides a very convenient service in terms of the hours available and it is a much more convenient way to travel to Washington, I have found, than flying.</p> <p>Senator WILLIAMS: It would be a lot longer though, would it not, as far as time goes?</p> <p>Senator Carr: It depends how long you get stuck at the airport.</p> <p>Mr Mrdak: As the minister says, it does depend on how JFK is or how one of the other New York airports operating at that particular time is. One of the things we were looking at was some of the rail operations in the US at that time. We did have discussions, particularly on transport security, with some of the rail operators. It provided opportunity to do some business as well as travel by rail, which I think was a much more convenient way to travel between New York and Washington.</p> <p>Senator WILLIAMS: Is the rail fare cheaper than the airfare?</p>	4-5 14/02/2012		

				<p>Mr Mrdak: I think is it, but I am happy to check that.</p> <p>Senator WILLIAMS: Could you break up the details of that fare—each leg—on notice. I would appreciate that. Similarly, could you do that in relation to a trip on 2 to 12 November 2010 on which Ms Lyn O'Connell accompanied the minister to London and Rome and for which airfares totalled \$15,808.02. That is almost \$16,000 to London and Rome. Can you provide some explanation for those high figures?</p> <p>Mr Mrdak: Again, I think that reflects a business class airfare to Europe. I will ask Ms O'Connell, who accompanied the minister at that stage.</p> <p>Ms O'Connell: I was accompanying the minister and that fare was from Canberra to Sydney and then to London. I cannot remember whether it was via Bangkok. We then had some business in London to attend to. We then flew from London to Rome and from Rome back to Sydney and then Canberra.</p> <p>Senator WILLIAMS: That was business class?</p> <p>Ms O'Connell: I will have to check.</p>			
2.	CORP 02	WILLIAMS	Travel costs	<p>Senator WILLIAMS: Finally, in relation to the trip of 25-27 May 2011, on which Ms O'Connell accompanied the parliamentary secretary to Germany for two days, can you provide some explanation for the high airfare figure?</p> <p>Ms O'Connell: That reflects a trip on which I accompanied the parliamentary secretary to the international transport forum in Leipzig in late May.</p> <p>Senator WILLIAMS: You flew from where?</p> <p>Ms O'Connell: From Canberra; so it was Canberra to Sydney to Leipzig via Dusseldorf and at least one other location. I attended the International Transport Forum with the parliamentary secretary, but then I travelled separately in a visit to have a look at some ports. I went to Hamburg—I went via train from Leipzig to Hamburg—and then flew out of Hamburg to Rotterdam and went via train from Rotterdam to Paris to get a flight and then flew from Paris via Singapore—and I spend a day in Singapore visiting the Singapore port—back to Sydney and Canberra.</p> <p>Senator WILLIAMS: Could you take on notice the details of that travel, please, and the costings of it. I do not have the</p>	5 14/02/2012		

				costings of it. That would be fine. Ms O'Connell: Yes.			
3.	CORP 03	Edwards	Government stationery requirements	Written QoN 26 from October Estimates states government stationery requirements for 2010-11 were \$36 438 and that the estimate for 2011-12 is \$13 000. Can the department explain the significant difference in stationery requirements?	Written		
4.	CORP 04	Heffernan	Staffing	<ol style="list-style-type: none"> 1. How many ongoing staff recruited this financial year to date? What classification are these staff? 2. How many non ongoing positions exist or have been created this financial year to date? What classification are these staff? 3. This financial year to date, how many employees have been employed on contract and what is the average length of their employment period? 4. How many ongoing staff left in the year 2010-11? What classification were these staff? 5. How many non ongoing staff left in the year 2010-11? What classification were these staff? 6. Are there any plans for staff reduction? If so, please advise details i.e. reduction target, how this will be achieved, services/programs to be cut etc. 7. If there are plans for staff reductions, please give the reason why these are happening. 	Written		
5.	CORP 05	Heffernan	Efficiency dividend	<ol style="list-style-type: none"> 1. How will the efficiency dividend applied in the 2011-12 Mid-Year Economic and Fiscal Outlook be implemented in your agency/department? 2. What percentage of your budget must be cut? 3. Will any staff position be cut to meet the efficiency dividend? If yes, provide details of where the positions are locate, the classification, whether the position is ongoing or not. 4. Please list where and what spending has been reduced to meet the efficiency dividend. 	Written		

6.	CORP 06	Heffernan	Staffing	Please list the SES positions have you in your department/agency in the years 2007-08, 2008-09, 2009-10, 2010-11 and financial year to date. Identify the different levels and how many are permanent positions.	Written		
7.	CORP 07	Heffernan	Staffing	<ol style="list-style-type: none"> 1. How many graduates have been engaged this year? Where have they been placed in the department/agency? Were these empty positions or are they new positions? 2. List what training will be provided, the name of the provider and the cost. 	Written		
8.	CORP 08	Heffernan	Government advertising	<ol style="list-style-type: none"> 1. What was the total cost of all advertising for 2007-08, 2008-09, 2009-10 and 2010-11? 2. For each of those years, list whether the advertising is campaign or non-campaign and details of each advertising, including the program the advertising was for, the total spend and the business that provided the advertising services. 3. Did the Department of Finance and Deregulation provide any advice about the advertising? Provide details of each advertising item. 4. Did the Advertising comply with the Guidelines on Information and Advertising Campaigns by Australian Government Departments and Agencies? Provide the details for each advertising item. 5. Provide details for any other communications program, including details of the program, the total spend and the business that provided the communication services. 6. What advertising – Campaign and Non-Campaign – and other communications programs is the Department/Agency undertaking, or are planning to undertake? 	Written		
9.	CORP 09	Heffernan	Hospitality and entertainment	<ol style="list-style-type: none"> 1. What is the Department/Agency's hospitality spend for this financial year to date? Detail date, location, purpose and cost of all events. 2. For each Minister and Parliamentary Secretary office, 	Written		

				<p>please detail total hospitality spend for this financial year to date. Detail date, location, purpose and cost of each event.</p> <ol style="list-style-type: none"> 3. What is the Department's entertainment spend for this financial year to date? Detail date, location, purpose and cost of all events. 4. For each Minister and Parliamentary Secretary office, please detail total entertainment spend for this financial year to date. Detail date, location, purpose and cost of each event. 5. What hospitality spend is the Department/Agency's planning on spending? Detail date, location, purpose and cost of all events. 6. For each Minister and Parliamentary Secretary office, what hospitality spend is currently being planned for? Detail date, location, purpose and cost of each event. 7. What entertainment spend is the Department/Agency's planning on spending? Detail date, location, purpose and cost of all events. 8. For each Minister and Parliamentary Secretary office, what entertainment spend is currently being planned for? Detail date, location, purpose and cost of each event. 			
10.	CORP 10	Heffernan	Board appointments	<ol style="list-style-type: none"> 1. List all of the boards within this portfolio, including: board title, terms of appointment, tenure of appointment and members. 2. What is the gender ratio on each board and across the portfolio? 3. Please detail any board appointments for this financial year to date. 	Written		
11.	CORP11	Heffernan	Grants	Has the Department complied with interim requirements relating to the publication of discretionary grants?	Written		
12.	CORP12	Heffernan	Freedom of Information	<ol style="list-style-type: none"> 1. Has the Department/agency received any advice on how to respond to FOI requests? 2. What was the total cost to the department to process FOI 	Written		

				<p>requests for 2009-10 and 2010-11?</p> <ol style="list-style-type: none"> 3. What is the total cost to the department to process FOI requests for this financial year to date? 4. How many FOI requests did the Department receive for the financial year 2009-10 and 2010-11? For each financial year, how many requests were denied and how many were granted? Did the department fail to meet the processing times outlined in the FOI Act for any requests? If so, how many? Do any of these requests remain outstanding? 5. How many FOI requests has the Department received for this financial year to date? How many requests have been denied and how many have been granted? Has the department failed to meet the processing times outlined in the FOI Act for any requests? If so, how many? Do any of these requests remain outstanding? 6. How many conclusive certificates have been issued in relation to FOI requests for this financial year to date? 			
13.	CORP13	Heffernan	Community Cabinets	<ol style="list-style-type: none"> 1. What was the cost of Ministers travel and expenses for the Community Cabinet meetings held this financial year to date? 2. How many Ministerial Staff travelled with the Minister for the Community Cabinet meetings for this financial year to date? What was the total cost of this travel? 3. How many Departmental officers travelled with the Minister for the Community Cabinet meetings for this financial year to date? What was the total cost of this travel? List travel type, accommodate and any other expenses. 4. What was the total cost to the Department and the Ministers office for the Community Cabinet meetings for this financial year to date? 	Written		
14.	CORP14	Heffernan	Reviews	<p>For this financial year to date:</p> <ol style="list-style-type: none"> 1. How many Reviews are being undertaken? 2. What reviews have concluded, and for those that are 	Written		

				<p>still ongoing, when will those reviews be concluded</p> <ol style="list-style-type: none"> 3. Which of these reviews has been provided to Government? 4. When will the Government be responding to the respective reviews that have been completed? 5. What is the estimated cost of each of these Reviews? 6. What reviews are planned? 7. When will each of these reviews be concluded? 			
15.	CORP15	Heffernan	Consultancies	<ol style="list-style-type: none"> 1. How many consultancies were undertaken in 2007-08, 2008-09 and 2009-10? 2. How many consultancies have been undertaken this financial year to date? Identify the name of the consultant, the subject matter of the consultancy, the duration and cost of the arrangement, and the method of procurement (i.e. open tender, direct source, etc). Also include total value for all consultancies. 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. 	Written		
16.	CORP16	Heffernan	Media monitoring	<ol style="list-style-type: none"> 1. What was the total cost of media monitoring services, including press clippings, electronic media transcripts etcetera, provided to the Minister's office for 2007-08, 2008-09, 2009-10 and 2010-11? 2. What was the total cost of media monitoring services, including press clippings, electronic media transcripts etcetera, provided to the department/agency for 2007-08, 2008-09, 2009-10 and 2010-11 3. What was the total cost of media monitoring services, including press clippings, electronic media transcripts etcetera, provided to the Minister's office for this financial year to date? <ol style="list-style-type: none"> a. Which agency or agencies provided these services? b. What is the estimated budget to provide this same 	Written		

				<p>services for the year 2011-12?</p> <p>c. What has been spent providing these services this financial year to date?</p> <p>4. What was the total cost of media monitoring services, including press clippings, electronic media transcripts etcetera, provided to the department/agency for this financial year to date?</p> <p>a. Which agency or agencies provided these services?</p> <p>b. What is the estimated budget to provide this same services for the year 2011-12?</p> <p>c. What has been spent providing these services this financial year to date?</p>			
17.	CORP17	Heffernan	Social media	<p>Has there been any changes to department and agency social media or protocols about staff access and usage of Youtube; online social media, such as Facebook, MySpace and Twitter; and access to online discussions forums and blogs since publication of the Australian Public Service Commission's Circular 2012/1: Revisions to the Commission's guidance on making public comment and participating online? If yes, please explain and provide copies of any advice that has been issue. If no, please explain why not.</p>	Written		
18.	CORP18	Heffernan	Contractors	<p>For this financial year to date:</p> <p>1. Has the department/agency ever employed Hawker Britton in any capacity or is it considering employing Hawker Britton? If 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 & UMR Research Group in any capacity or is it considering employing John Utting & 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</p>	Written		

				<p>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 & Company in any capacity or is it considering employing McKinsey & Company? If yes, provide details.</p>			
19.	CORP19	Heffernan	Discretionary grants	<p>1. Could the Department provide a list of all discretionary grants, including ad hoc and one-off grants for this financial year to date? 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		
20.	CORP20	Heffernan	Commissioned reports	<p>1. How many reports were commissioned by the government in your portfolio in 2007-08, 2008-09, 2009-10 and 2010-11?</p> <p>2. How many Reports have been commissioned by the Government in your portfolio this financial year to date? Please provide details of each report including date commissioned, date report handed to Government, date of public release, Terms of Reference and Committee members.</p> <p>a. How much did each report cost/or is estimated to cost? How many departmental staff were involved in</p>	Written		

				<p>each report and at what level?</p> <p>b. What is the current status of each report? When is the Government intending to respond to these reports?</p>			
21.	CORP21	Heffernan	Government Payments of Accounts	<p>For this financial year to date, 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> <ol style="list-style-type: none"> 1. 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? 2. Where interest is being paid, what rate of interest is being paid and how is this rate determined? 	Written		
22.	CORP22	Heffernan	Government stationery requirements	<p>How much was spent by each department and agency on the government (Ministers/Parliamentary Secretaries) stationery requirements in your portfolio (i.e. paper, envelopes, with compliments slips) this financial year to date?</p>	Written		
23.	CORP23	Heffernan	Media Subscriptions	<ol style="list-style-type: none"> 1. Does your department or agencies within your portfolio subscribe to pay TV (for example Foxtel)? <ol style="list-style-type: none"> a. If yes, please provide the reason why, the cost and what channels. b. What is the estimated cost for 2011-12? c. What is the cost for this financial year to date? 2. Does your department or agencies within your portfolio subscribe to newspapers? <ol style="list-style-type: none"> a. If yes, please provide the reason why, the cost and what newspapers. b. What is the estimated cost for 2011-12? c. What is the cost for this financial year to date? 3. Does your department or agencies within your portfolio subscribe to magazines? 	Written		

				<p>a. If yes, please provide the reason why, the cost and what magazines.</p> <p>b. What is the estimated cost for 2011-12?</p> <p>c. What is the cost for this financial year to date?</p>			
24.	CORP24	Heffernan	Travel Costs	<ol style="list-style-type: none"> 1. For the financial year to date, please detail all travel (itemised separately,) undertaken by your portfolio Minister and Parliamentary Secretaries. Include details of what the travel was for, what cost was spent on travel (including travel type – i.e. business airfare), accommodation, security, food, beverages (alcohol listed separately), gifts, entertainment, and all other expenses. 2. For the financial year to date, please provide the same information (itemised separately) for any Minister and Parliamentary staff 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. 3. For the financial year to date, 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. 4. For the financial year to date, please detail all travel (itemised separately) undertaken by employees of each department and agency within each portfolio. Include details of what the travel was for, what cost was spent on travel (including travel type – i.e. business airfare), accommodation, security, food, beverages (alcohol listed separately), gifts, entertainment, and all other expenses. 5. Are employees taking the most direct route when travelling? If not, please explain why. 6. Are lounge memberships provided to any employees? If yes, what lounge memberships, to how many employees and their classification, the reason for the provision of lounge membership and the cost per employee. 7. When SES employees travel, do any support or administrative staff (such as their Executive Assistant) 	Written		

				travel with them? If yes, provide details of why such a staff member is needed and the costs of the support staff travel.			
25.	CORP25	Heffernan	Legal costs	<ol style="list-style-type: none"> 1. What sum did each portfolio department and agency spend on legal services for this financial year to date within the department/agency? Please provide a list of each service and costs. 2. What sum did each portfolio department and agency spend on legal services this financial year to date from the Australian Government Solicitor? Please provide a list of each service and costs. 3. What sum did each portfolio department and agency spend on legal services this financial year to date from private firms? Please provide a list of each service and costs. 4. What sum did each portfolio department and agency spend on legal services this financial year to date from other sources? Please provide a list of each service and costs. 	Written		
26.	CORP26	Heffernan	Education expenses	For this financial year to date, detail all education expenses (i.e. in house courses and tertiary studies) for each portfolio department and agency. Include what type of course, the total cost, cost per participant, how many participants and the amount of study leave granted to each participant. Also include the reason for the study.	Written		
27.	CORP27	Heffernan	Executive Coaching and Leadership Training	<ol style="list-style-type: none"> 1. In relation to executive coaching and/or other leadership training services purchased by each department/agency, please provide the following information for this financial year to date: <ol style="list-style-type: none"> a. Total spending on these services b. The number of employees offered these services and their employment classification c. The number of employees who have utilised these services, their employment classification and how much study leave each employee was granted 	Written		

				<ul style="list-style-type: none"> d. The names of all service providers engaged <ol style="list-style-type: none"> 2. For each service purchased from a provider listed under (d), please provide: <ul style="list-style-type: none"> a. The name and nature of the service purchased b. Whether the service is one-on-one or group based c. The number of employees who received the service and their employment classification d. The total number of hours involved for all employees e. The total amount spent on the service f. A description of the fees charged (i.e. per hour, complete package) 3. Where a service was provided at any location other than the department or agency's own premises, please provide: <ul style="list-style-type: none"> a. The location used b. The number of employees who took part on each occasion c. The total number of hours involved for all employees who took part d. Any costs the department or agency's incurred to use the location 			
28.	CORP28	Heffernan	Media Training	<ol style="list-style-type: none"> 1. In relation to media training services purchased by each department/agency, please provide the following information for this financial year to date: <ul style="list-style-type: none"> a. Total spending on these services b. The number of employees offered these services and their employment classification c. The number of employees who have utilised these services, their employment classification and how much study leave each employee was granted d. The names of all service providers engaged 2. For each service purchased from a provider listed under (d), please provide: <ul style="list-style-type: none"> a. The name and nature of the service purchased b. Whether the service is one-on-one or group based c. The number of employees who received the service and their employment classification 	Written		

				<ul style="list-style-type: none"> d. The total number of hours involved for all employees e. The total amount spent on the service f. A description of the fees charged (i.e. per hour, complete package) <p>3. Where a service was provided at any location other than the department or agency's own premises, please provide:</p> <ul style="list-style-type: none"> a. The location used b. The number of employees who took part on each occasion c. The total number of hours involved for all employees who took part d. Any costs the department or agency's incurred to use the location 			
29.	CORP29	Heffernan	Paid Parental Leave	<ul style="list-style-type: none"> 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? 2. For this financial year to date list which department/agency is providing its employees with payments under the Government's Paid Parental Leave scheme? Please list how many staff are in receipt of these payments. 	Written		
30.	CORP30	Heffernan	Training for Portfolio Minister and Parliamentary Secretaries	<ul style="list-style-type: none"> 1. For this financial year to date, how much has been spent on training for Ministers and Parliamentary Secretaries in your portfolio? Itemise each training, cost and for which Minister and/or Parliamentary Secretary the training was for. 2. For this financial year to date, how much has been spent on training for staff of Ministers and Parliamentary Secretaries in your portfolio? Itemise each training, cost and for which Minister and/or Parliamentary Secretary the training was for. 3. For this financial year to date, how much has been spent on training for designed to better suit the needs of Ministers and Parliamentary Secretaries in your portfolio? Itemise each training, cost and for which 	Written		

				Minister and/or Parliamentary Secretary the training was for, and how many employees attended and their classification.			
31.	CORP31	Heffernan	Corporate Cars	<ol style="list-style-type: none"> 1. How cars are owned by each department and agency in your portfolio? 2. Where is the car/s located? 3. What is the car/s used for? 4. What is the cost of each car for this financial year to date? 5. How far did each car travel this financial year to date? 	Written		
32.	CORP32	Heffernan	Taxi Costs	<ol style="list-style-type: none"> 1. How much did each department/agency spend on taxis in 2007-08, 2008-09, 2009-10 and 2010-11? Provide a breakdown of each business group in each department/agency. 2. How much did each department/agency spend on taxis this financial year to date? Provide a breakdown of each business group in each department/agency. 	Written		
33.	CORP33	Heffernan	Credit Cards	<ol style="list-style-type: none"> 1. How many staff in each department and agency have a corporate credit card? What is their classification? 2. What action is taken if the corporate credit card is misused? 3. How is corporate credit card use monitored? 4. What happens if misuse of a corporate credit card is discovered? 5. Have any instances of corporate credit card misuse have been discovered? List staff classification and what the misuse was, and the action taken. 6. What action is taken to prevent corporate credit card misuse? 	Written		
34.	CORP34	Heffernan	Climate Change	Are there climate change sections or areas that work on climate change in your department/agency? F yes, list details.	Written		
35.	CORP35	Heffernan	Printing of Documents	Does the department/agency print any hard copies of reports/statements/papers they produce? If yes, please list how	Written		

				many copies, where they are delivered and the cost			
36.	CORP36	Heffernan	Provision of Equipment	<ol style="list-style-type: none"> 1. Does the department/agency provide their Ministers and/or Parliamentary Secretaries and/or their offices with any electronic equipment? If yes, provide details of what is provided, the cost and to who it is provided. 2. What equipment is provided to department/agency staff? Please list what the equipment is, the cost, the classification of the staff receiving the equipment and the reason why. 	Written		
37.	ARTC 01	JOYCE	Inland rail study	<p>Senator JOYCE: What work did you do in that \$15 million study between Coonamble and Narrabri? Did someone walk along the line or go for a bit of a wander around?</p> <p>Mr Fullerton: I need to take that question on notice in terms of the detail but my understanding is that they took a view of all the geotechnical assessments and the alignment to come up with the preferred alignment. You do have some new connections between Narromine to Narrabri.</p> <p>Senator JOYCE: Did one personnel ever go anywhere between Coonamble and Narrabri?</p> <p>Mr Mrdak: I think the answer is "Yes" and I am happy to take on notice what was done there.</p>	7 14/02/2012		
38.	ARTC 02	JOYCE	Melbourne – Sydney track speed limits	<p>Senator JOYCE: How many sections do freight trains have to drop down to 10 kilometres an hour?</p> <p>Mr Fullerton: I would need to take that away on notice. Generally that would be the exception rather than the rule. I think the best way to describe speed restrictions is "minutes lost".</p>	9 14/02/2012		
39.	ARTC 03	RHIANNON	Southern Sydney Freight Line	<p>Senator RHIANNON: Could you provide a breakdown of spending on this freight line—I was interested in maybe taking it on notice—by financial year and by spending category, and including there construction design and consultancy services? I was interested in having that understanding. Would it be best to take that on notice?</p> <p>Senator RHIANNON: Maybe if you can take that on notice</p>	10 14/02/2012		

				<p>because I thought that what I had read is that the 49 trains set out on page 6 were actual trains, so I am trying to understand what the average train movements per day in the Hunter Valley are and why there has been any discrepancy; if you could take that on notice, please.</p> <p>Mr Fullerton: It may also referring to return trains; the 49 trains might be loaded trains versus the 88 which could be trains in both directions, but I will check that for you.</p>			
40.	ARTC 04	XENOPHON	Train control reports	<p>Senator XENOPHON: Given that the train control reports are the avenue in which train drivers report issues about the track, will the ARTC be investigating the claims that some drivers allegedly are not creating train control reports?</p> <p>Mr Fullerton: Previously we were aware that some train controllers were not recording it and we took action to ensure that all train reports from drivers were entered onto the train control report.</p> <p>Senator XENOPHON: On notice, could you provide details of what that action was; is there a culture of encouraging people to make reports; and to what extent is there a culture of encouraging the creation of reports where there is a problem?</p>	11 14/02/2012		
41.	ARTC 05	XENOPHON	Train control reports	<p>Senator XENOPHON: Is there a confidential mechanism by which they could report if they were so minded?</p> <p>Mr Fullerton: I would need to take that on notice. We do certainly have driver reports coming through to ARTC.</p>	11 14/02/2012		
42.	ARTC 06	XENOPHON	Consultancy arrangements with Mr Cantrell	<p>Senator XENOPHON: If you could take that on notice because that is quite important. Mr Mrdak, I asked you some questions—I think it was the budget estimates in May 2011—about Mr Cantrell, one of the consultants for the ARTC. I asked whether Mr Cantrell has any commercial or financial arrangements, any consultancy with any entities that are involved in providing equipment for side insertion, or organisational entities that provide that. You said you would take it on notice. The answer on notice was:</p> <p><i>Mr Cantrell has advised that he has not done any consultancy work for manufacturers of equipment that can be used in side</i></p>	11-12 14/02/2012		

				<p><i>insertion ...</i></p> <p>With the answer being 'no' does that cover, from your point of view, all the related matters that I asked in the question? It relates to manufacturers but does it relate to all those associated entities that may have a commercial interest?</p> <p>Mr Mrdak: I think that information was provided through the ARTC. I might hand over to Mr Fullerton.</p> <p>Senator XENOPHON: I asked you because it was a series of questions I put to you.</p> <p>Mr Fullerton: My understanding of that response is that he has had no association with any entities that provide side-insertion equipment.</p> <p>Senator XENOPHON: The answer, however, was 'has not done any consultancy work for manufacturers of equipment'. The question was somewhat broader than that. Perhaps you could take that on notice to confirm that.</p> <p>Mr Fullerton: I will take it on notice.</p>			
43.	ARTC 07	XENOPHON	Melbourne – Sydney track	<p>Senator XENOPHON: Finally, in terms of issues of tracks—and again I am happy for you to take this on notice—with respect to mud-hole problems and the issue of the average speed of the Sydney-Melbourne rail link, could you advise what the number of complaints has been in the last 12 months compared to the previous 12 months, for instance, and I am happy for you to do it on a calendar or financial year basis, and also whether there has been an improvement in average speeds? Thank you, Chair.</p>	12 14/02/2012		
44.	ARTC 08	Heffernan	Melbourne-Sydney rail line	<ol style="list-style-type: none"> 1. Can you provide me with an update on the upgrades underway on the Melbourne-Sydney rail line? 2. I understand that \$134 million has been allocated to the Ballast Rehabilitation Program. Will this money be enough to completely fix the ballast issue or further funding be required? 3. This money has been accelerated. When was it originally due to be paid? 4. Has the completion date of the ballast rehabilitation been accelerated as a result of bringing forward the funding? 	Written		

				<p>5. If so, when were the works originally due to be completed?</p> <p>6. Given the changed funding arrangement, when is it expected that the ballast rehabilitation will now be finished?</p>			
45.	ARTC 09	Rhiannon	Southern Sydney Freight Line	<p>1. What is the most recent cost estimate for completion of the Southern Sydney Freight Line?</p> <p>2. Could you provide a breakdown of spending on the SSFL, by financial year and by spending category? Categories could include construction, design, consultancy services?</p>	Written		
46.	ARTC 10	Rhiannon	2011-2020 Hunter Valley Corridor Capacity Strategy Consultation Document	<p><i>ARTC has recently released its 2011-2020 Hunter Valley Corridor Capacity Strategy Consultation Document which outlines a strategy and a review of projects which will meet future capacity requirements. Their timing and approval are subject to confirmed demand and port capacity.</i></p> <p>1. Can you confirm the total volumes that the ARTC is planning for in its capacity strategy, both projected and prospective volumes.</p> <p>2. The reports states that, even taking prospective volumes into account, coal volume forecasts are down on previous estimates, by 36 million tonnes for 2013. Can you outline why this drop occurred?</p> <p>3. Page 6 of the report states an increase in hunter valley coal train capacity from 207,035 tonnes in 2009 to 299,300 tonnes in 2011. Did this increase match your forecast from 2009? If it was higher, why did it increase?</p> <p>4. On page 6 of this report it states that operations in the Hunter Valley equals 49 actual trains per day capacity in 2011, and said this was a significant increase from 2009. Yet at the last estimates, Mr Fullerton advised Senator Williams that in the 2011 year to date there had been an average of 88 train movements per day in the Hunter Valley. (QON No. 87) Can you explain this discrepancy?</p> <p>5. Page 7 states that the infrastructure planned in this strategy <u>does not</u> include volume increases from the</p>	Written		

				<p>proposed fourth T4 Newcastle coal port. Can you clarify if the increased volumes from T4 are or <u>are not</u> included in the prospective volumes of 46mtpa in 2018?</p> <p>6. If not, why did ARTC make the decision not to include T4 in its projections?</p>			
47.	ARTC 11	Rhiannon	Strategic direction for ARTC Hunter Valley operations	<p>Strategic direction for ARTC Hunter Valley operations report</p> <p>The report notes climate change policy as having a potentially positive impact for rail due to proportionally higher fuel costs for roads.</p> <ol style="list-style-type: none"> 1. Why don't you identify the potentially negative impact of climate change policy on creating a medium or long term decrease in demand for coal, which will dramatically affect your strategy for coal rail development in the Hunter? 2. Who did you seek or receive advice from on climate change impacts or climate change policy to develop this strategy? 3. Do you regard the impact of climate change or climate change policy as a significant factor in the strategic direction of your Hunter Valley operations? 4. If so please outline your position. 5. If not, why not? 	Written		
48.	ARTC 12	Rhiannon	Moorebank intermodal project	<p>The Moorebank Intermodal Project 2010/11 Assessment brief contains figures to be confirmed for capital cost by proponent and contribution sought by proponent.</p> <ol style="list-style-type: none"> 1. Do you have these figures? 2. When will they be made publicly available? <p>The ARTC Statement of Corporate Intent 2011/12 states that the ARTC continues to be proactive in future developments of intermodal terminals.</p> <ol style="list-style-type: none"> 3. How has the ARTC been proactive in the Moorebank intermodal project? 	Written		

49.	ARTC 13	Rhiannon	Follow up question 87 – train movements in the Hunter Valley	In your answer to QON No 87 last year you advised that there are the equivalent of 88 coal train movements per day in the Hunter. The 2011-2020 Hunter Valley Corridor Capacity strategy document says there are 49 trains per day. Even if the report is stating loaded train travel to the port, there is still a discrepancy. Can you explain the discrepancy?	Written		
50.	IA 01	LUDLAM	Proposal from Stirling Alliance	<p>Senator LUDLAM: Can you give us a rundown on why the priority list excluded the proposal from the Stirling Alliance?</p> <p>Mr Deegan: We publish our analyses. I have met with the Stirling Alliance and, in my view, there is need, as is in most states, to think through the network impact across these various proposals. Often the proposals are localised and dealing with immediate issues, and often provide an answer to the wrong question. What is the problem that the Stirling Alliance is seeking to address—I use Stirling as an example but for a generic approach—what are the issues that they are seeking to resolve and why is their answer the best option to resolve that, particularly when there is a lot of money involved? That is the discussion we have been having with Stirling Alliance and others: firstly, how does this work on a network impact, in Perth and its environs; why that project against others; and what is the problem they are seeking to resolve and why is their particular solution the best one? That has been a very sensible discussion with the Stirling Alliance.</p> <p>Senator LUDLAM: Is that one of the ones that stayed on the table; would you qualify that as in your list of nine or 10 that are being collaboratively worked through, or has it been withdrawn?</p> <p>Mr Deegan: I would have to check the status of that.</p>	15 14/02/2012		
51.	IA 02	COLBECK	Bell Bay port proposal	<p>Senator COLBECK: Thank you. What about the Bell Bay port proposal?</p> <p>Mr Mrdak: There is a notional allocation to a project.</p> <p>Senator COLBECK: \$150 million, I think, was the number that has been—</p> <p>Mr Mrdak: I think there was a proposal put to Infrastructure Australia for that amount. I do not think it has progressed much further in terms of Infrastructure Australia's assessment, but if I</p>	30-31 14/02/2012		

				<p>may I will take that on notice and come back to you in relation to where Infrastructure Australia has got to with the Bell Bay proposal.</p> <p>Senator COLBECK: Do you have anything else to help us with, Mr Wood?</p> <p>Mr Wood: There is a second proposal at Bell Bay through the works that are being funded through Rail in Tasmania. I think it is a different project to the one you are talking about.</p> <p>Mr Mrdak: We will get some details for you—that is probably the best way—of where it has progressed to.</p>			
52.	NB-II 01	JOYCE	Per-kilometre cost to build a freeway	<p>Senator JOYCE: If I was building a suburban rail network, how many kilometres would \$300 million build me, let us say Epping to Parramatta?</p> <p>Mr Mrdak: Epping-Parramatta, there are no detailed cost estimates beyond the initial estimates have been done, so I do not think I am in a position to give you a comparable estimate of what—</p> <p>Senator JOYCE: You have a rough idea. How about a freeway: how many kilometres of freeway would \$300 million build?</p> <p>Mr Mrdak: Again, it would depend on the location and various issues. I could not give a per-kilometre rate.</p> <p>Senator JOYCE: The one near Port Macquarie; the motorway.</p> <p>Mr Mrdak: Pacific Highway? I am happy to get some advice this morning on a per-kilometre cost; I do not have that figure with me. I would not like to give it to you.</p>	8 14/02/2012		
53.	NB-II 02	RHIANNON	Infrastructure projects in the coal industry	<p>Senator RHIANNON: That is what I am trying to ascertain because the ARTC just said that they are only doing it in the Hunter, but there is Commonwealth money in the Hunter. I am trying to ascertain if there is anything other than ARTC outside of the Hunter.</p> <p>Mr Mrdak: Not in the current program.</p> <p>Ms O'Connell: If I could elaborate, there is one small project that involves coal in Tasmania and Mr Wood will address that.</p> <p>Mr Wood: There are a number of upgrades to rail lines being made in Tasmania, one of which does support coal operations. I will turn to my notes and clarify which one of those it is. It is of</p>	18 14/02/2012		

				<p>a much smaller scale than the operations in the Hunter but equally of importance to the Tasmanian sector.</p> <p>Senator RHIANNON: I am happy for you to take that on notice. No other money being spent on infrastructure related to the coal industry. Thank you very much. I was interested in, with Infrastructure Australia, understanding the relationship with ARTC in developing the Hunter Valley strategy.</p>			
54.	NB-II 03	RHIANNON	China Shenhua's involvement in the Maldon to Dombarton rail line	<p>Senator RHIANNON: Maybe this one comes back to you, Mr Mrdak. The last estimates were the day after the Prime Minister made a statement about the Maldon to Dombarton rail line, and we had some discussions about that. Mr Wood, in response to one of my questions, because I had asked about China Shenhua's involvement, states:</p> <p><i>I am not aware of China Shenhua's specific plans. Certainly it would be part of a rail network which would link through to the Hunter, out to Gunnedah and through Sydney.</i></p> <p>My question is: what is Shenhua's involvement in these discussions and what are these discussions about a rail network from the Hunter to Sydney?</p> <p>Mr Wood: It is true, as I stated last time, that the Maldon to Dombarton line, if built, would be part of the rail network; it would connect to the main north-south line, which would then travel through Sydney and would enable connections to the Hunter. That said, to clarify, the main intent by the proponents of that line over years has been more about servicing the western coalfields, Lithgow and areas there, and there have been interests there who have been pushing that. It would also enable rail connections to the Hunter. I am not aware of any involvement of China Shenhua in that.</p> <p>Senator RHIANNON: You say you are not aware. Could I ask you to take it on notice so that can be confirmed?</p> <p>Mr Wood: The only involvement we would have had in the development of that project is if China Shenhua were consulted in the study for the Maldon-Dombarton link. My recollection is that it was not the case, they did not choose to make a submission, but we can certainly check that and confirm on notice.</p>	19 14/02/2012		

55.	NB-II 04	LUDLAM	Urban passenger rail projects	<p>CHAIR: Yes, you can. On Senator Rhiannon's line of questioning, Mr Mrdak, which can be taken on notice, could you provide us with how many dollars the government has committed to urban passenger rail and what projects?</p> <p>Mr Mrdak: As Mr Deegan has indicated, \$3.6 billion in urban passenger rail projects by this government, but I am happy to provide a breakdown of that.</p> <p>Senator LUDLAM: Was that money spent or money committed?</p> <p>Mr Mrdak: They are all projects underway, so some of the money has been spent, but I will give you a breakdown of that.</p>	20-21 14/02/2012		
56.	NB-II 05	MACDONAL D	Bruce Highway construction	<p>Senator IAN MACDONALD: Seeing we are paying 80 per cent, can you find out on notice for me why the Queensland government now refuses to put detours along the side of the road as they have done since time immemorial? Now they insist on stopping one lane of traffic on the Bruce Highway for up to five or 10 minutes at a time with no interest, it seems to me, in the travelling public or travelling freight trucks that run up and down that road. There are places where they could put a grader in and put the road around it. I am not sure if it is just in Queensland but everywhere now. I guess they do not have the money to put a road around. There are people they pay to hold stop signs and there must be a cost to industry. People are constantly stopping and starting when they are doing four or five projects in one stretch of road. It is just incredibly, in my view, inefficient. Perhaps on notice you could find out why they do not put the passing lanes around there.</p> <p>Mr Pittar: We will follow that up with Queensland.</p>	23 14/02/2012		
57.	NB-II 06	WILLIAMS	Government contribution to road maintenance in NSW	<p>Senator WILLIAMS: Please take this on notice for me: could you give us the three years prior to this year? How much money for New South Wales alone on maintenance—that is what I am interested in.</p> <p>Ms O'Connell: Yes.</p>	25 14/02/2012		
58.	NB-II 07	WILLIAMS	Pacific Highway funding split	<p>Senator WILLIAMS: Can you provide a list of all those sections of highway undertaken with an 80:20 funding</p>	25 14/02/2012		

				arrangement? Take that on notice, if you like. Mr Mrdak: Yes.			
59.	NB-II 08	WILLIAMS	Pacific Highway funding split	<p>Senator WILLIAMS: Can you give me an idea of what section of the highway has been funded using the 50:50 funding arrangement please? On notice is fine. Is it correct that the Kempsey bypass was the only section built using 100 per cent federal funding?</p> <p>Ms O'Connell: I believe that is the case. That was specifically a stimulus measure as well.</p> <p>Senator WILLIAMS: Is it correct that, in the current five-year funding agreements, 2008-9 to 2013-14, the funding split is 80:20?</p> <p>CHAIR: I will have to make that the last one, Senator Williams.</p> <p>Ms O'Connell: We will take that on notice.</p>	25-26 14/02/2012		
60.	NB-II 09	COLBECK	Brighton Bypass completion date	<p>Senator COLBECK: I understand that. What is the extended completion contract date, then?</p> <p>Mr Foulds: I would have to take this specifically on notice.</p> <p>Ms O'Connell: We will find out what the extended completion contract date is.</p> <p>Senator COLBECK: What was the period of the delay for the bridge?</p> <p>Mr Foulds: It was delayed in late May 2009 for approximately six months. I will have to get precise details, but it is of that order.</p> <p>Senator COLBECK: Does the extension granted to the contract match the delay on that particular issue?</p> <p>Mr Foulds: I do not have that detail with me.</p> <p>Senator COLBECK: If you can give me, then, details on the delay; the request of extension of time on the project; the granted extension of time on the project; the original completion date; and the revised completion date for the project.</p> <p>I am not sure if I am in exactly the right place for this. I am interested in any progress on works for the Bridgewater Bridge.</p> <p>Mr Foulds: The Bridgewater Bridge planning project is under way, and a value management workshop was held mid last year on the proposed design for the replacement Bridgewater Bridge.</p>	29 14/02/2012		

61.	NB-II 10	COLBECK	Bridgewater Bridge concept design	<p>Senator COLBECK: We are talking about a concept design and, by the nature of that, any estimates would be based on the concept, so I understand that there would be some flexibility around what the concept figures might be. I am interested to know what they are but I was under the impression—I do not know whether it is work that is being done through Infrastructure Australia, for example—that there are some discussions or an application from the Tasmanian government. You might not be able to help me with that.</p> <p>Ms O'Connell: We will take on notice to give you the broad costings available for the concept design, acknowledging that they will be very broad because it is still a concept design.</p> <p>Senator COLBECK: I understand that.</p> <p>Ms O'Connell: We will also confirm whether there have been any discussions or representations about further funding beyond the current study at the moment; we will ask IA and get back to you on that.</p>	30 14/02/2012		
62.	NB-II 11	MACDONAL D	Funding for roads in remote Australia	<p>Senator IAN MACDONALD: As you may or may not know—it is irrelevant—Senator Crossin and I co-chair a Friends of the Outback Highway group in parliament, and I know Senator Crossin would join me in urging someone to look at that. Can you tell me, perhaps even on notice, what money has been spent by the government or projected to be spent, or committed to be spent, on what I would call roads in remote Australia? I name them as being the Outback Highway, the Tanami Highway, and the Gulf Savannah Way up across the very north. There is a highway between Kununurra, I think, and Katherine; it has a name that I do not have before me. They are major iconic highways. Could you, on notice perhaps, tell me if there has been any funding either committed to that in the past year or proposed for future years?</p> <p>Mr Pittar: There are a number of broad sub-elements of the Nation Building Program that provide funding to Community, Beef and Mining Roads in the Northern Territory. We also have funding which is directed toward upgrades of roads in the Cape York area of Queensland.</p> <p>Senator IAN MACDONALD: You have sort of answered the</p>	31-32 14/02/2012		

				<p>question. Could you, on notice, give me the details, rather than wasting limited time now. Would that be possible?</p> <p>Mr Pittar: Certainly.</p>			
63.	NB-II 12	MACDONALD D	Funding for the Hahn Highway	<p>Senator IAN MACDONALD: The councils are using their Roads to Recovery money on what is in effect a state road. You would probably know about that if you went through your Roads to Recovery things, but I do not really need that. I know that they have made submissions to the Commonwealth government in recent times for assistance. Are you aware of those submissions?</p> <p>Mr Pittar: The state government is undertaking the works that are currently underway. I would have to check on notice as to whether we have received anything specifically from the state government on the Hahn Highway. I do not recall anything in recent months.</p> <p>Senator IAN MACDONALD: It would have been from the Hughenden and Tablelands Regional Councils rather than the state government, I would have thought.</p> <p>Mr Pittar: We would need to take that on notice.</p>	32 14/02/2012		
64.	NB-II 13	WILLIAMS	Fatality and crash rate figures	<p>Senator WILLIAMS: Do you have figures for the number of fatalities on the existing stretch of the highway between Nambucca and Nurrunga?</p> <p>Ms O'Connell: We can get that information, looking at both the fatalities and the crash rates.</p> <p>Senator WILLIAMS: How does this compare to the fatality figures for the Pacific Highway section from the Oxley Highway to Kempsey? Do you have any figures on those as far as fatalities go?</p> <p>Ms O'Connell: We can provide those.</p>	36 14/02/2012		
65.	NB-II 14	McKENZIE	Investment in nationally significant projects	<p>Senator McKENZIE: The most recent budget committed this area to working on establishing special tax provisions to improve certainty for private sector investment in nationally significant projects by removing the continuity of ownership test and the same business test and uplifting early stage losses by the government bond rate. Can you please update me on the</p>	55-56 14/02/2012		

				<p>progress?</p> <p>Ms O'Connell: That is not actually for the Major Cities Unit. That is part of nation building infrastructure investment, but I am happy to cover that.</p> <p>CHAIR: Can I just say that in all fairness to Senator McKenzie that she did have some questions earlier, so if we can cover that here that would be very helpful.</p> <p>Ms O'Connell: I am happy to do that.</p> <p>Mr Jagers: The measure is being worked up by the Department of Treasury and we are providing some assistance to the Department of Treasury in the final design of how their measure will work.</p> <p>Ms O'Connell: There is legislation being written by the Department of Treasury. They are currently undertaking the putting together of the legislation to give effect to the measure.</p> <p>Senator McKENZIE: Do you have any idea of a timeline from your perspective?</p> <p>Ms O'Connell: I can ask the Department of Treasury and come back to you.</p>			
66.	NB-II 15	McKenzie	Liveable Cities Program	<ol style="list-style-type: none"> 1. What funding from the \$20m Liveable Cities program announced at the last budget has been allocated to Victorian cities? 2. What sort of projects have been funded so far? 3. What is the process for accessing the funding? 	Written		
67.	NB-II 16	Heffernan	Princes Highway	<ol style="list-style-type: none"> 1. In relation to the NSW Government's application to have the Princes Highway from Gwynneville to Port Kembla and from Port Kembla to Jervis bay added to the National Highway Network – can you advise how these applications are assessed by the Department? 2. Does the Department provide advice in relation to section 5 of the <i>Nation Building Program (National Land Transport) Act 1999</i> which describes roads that should be on the national network? If not, why not? Are these decisions solely for the Minister's consideration? 3. What considerations, other than section 5 of the Act, are considered when determining whether a road should be 	Written		

				<p>added to the National Network?</p> <p>4. Which of the qualifying factors are the Princes Highway between</p> <p>a) Gwynneville and Port Kembla, and,</p> <p>b) Port Kembla and Jervis Bay found not to meet?</p> <p>5. In relation to the MYEFO, I understand that \$1.4 billion in funding was brought forward from the Nation Building Programme, the Regional Infrastructure Fund and the Building Australia Fund to 2011-12. Is this correct?</p> <p>6. According to page p267, the vast majority of the funds, some \$1.2 billion, has been brought forward from 2012-13 budget year. What as the rationale for this?</p> <p>7. Was the original request for the bringing forward of funds announced in the MYEFO for the following projects originally made by the relevant State Government or the Federal Government?</p> <p>a) Gawler Line electrification</p> <p>b) South Road Superway</p> <p>c) Pacific Highway</p> <p>d) Mains & Kessels upgrade</p> <p>e) Hunter Expressway</p> <p>f) Blacksoil Interchange</p> <p>g) Bruce Highway – southern Cairns approach</p> <p>h) Bruce Highway – Calliope crossroads</p> <p>i) Yeppen Roundabout & bridge</p> <p>j) Western Ring Road, Melbourne</p> <p>8. What affect will this bringing forward of money have on the completion date of the following projects:</p> <p>a) Gawler Line electrification</p> <p>b) South Road Superway</p> <p>c) Pacific Highway</p> <p>d) Mains & Kessels upgrade</p> <p>e) Hunter Expressway</p> <p>f) Blacksoil Interchange</p> <p>g) Bruce Highway – southern Cairns approach</p> <p>h) Bruce Highway – Calliope crossroads</p> <p>i) Yeppen Roundabout & bridge</p>			
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				j) Western Ring Road, Melbourne			
68.	NB-II 17	Waters	Government spending on infrastructure in the mining sector	<ol style="list-style-type: none"> 1. Does the department have estimates of the amount of government spending on infrastructure primarily benefiting the mining sector? 2. How much of the additional infrastructure spending funded from the MRRT package will benefit the mining sector? 	Written		
69.	NB-II 18	McKenzie	Rail networks in Victoria	<ol style="list-style-type: none"> 1. What is the government doing to help bottlenecks and issues with grain getting to port in Vic? 2. There has also been significant damage caused to rail networks by flooding in 2010-2011. 3. Is the department looking at this issue from a national perspective? 4. What action is being taken? 	Written		
70.	STP 01	Williams	National Heavy Vehicle Regulator	<ol style="list-style-type: none"> 1. The National Heavy Vehicle Regulator (NHVR) is due to commence on the 1st of January, 2013. Is this still the target and how certain is it. 2. What steps need to be completed before the NHVR can commence work? 3. What is the Department's role in managing or monitoring the achievement of this target date? 4. Why did it take seven months from the close of submissions before a BILL was ready to enter the Queensland Parliament? 5. What steps did the Department take to be satisfied that the National Transport Commission had the skills, expertise and resources to perform this task adequately and on time? 6. Is it correct that there were more than 1,000 problems with the first Bill, which needs to be corrected in the second Bill? 7. What is the deadline for this next Bill (the second Bill) to be completed and presented to the Queensland Parliament? 	Written		

				<ol style="list-style-type: none"> 8. Will the bill(s) amend Queensland's other pre-existing heavy vehicle legislation? 9. Has the government accepted the findings of the NTC's regulatory impact statement? If not, which finds do they not agree with? 10. The RIS states that improved access and productivity is more likely to eventuate with targeted investment in infrastructure, particularly directed towards local councils. The RIS estimates that this will require \$800m in net present value terms over 20 years so what funding program are available to deliver this targeted investment? 11. Are all of these funding programs on-going or are they limited-life programs? 12. The National Heavy Vehicle Regulator (NHVR) is due to commence on the 1st of January, 2013. Is this still the target and how certain is it. 			
71.	STP 02	Edwards	National Heavy Vehicle Regulations	<p>With reference to a discussion between Senator Williams and Mr Mrdak from Surface Transport Policy about national regulations for heavy vehicles at October 2011 Estimates. Senator Williams referred to the carting of hay and wool in NSW and that they had recently increased the legal carrying width from 2.5 to 2.7m.</p> <ol style="list-style-type: none"> 1. Is Queensland the only state to have legislated for the National Heavy Vehicle Regulations? 2. Do you know what the situation currently is in SA with regard to the progress of implementing the National Heavy Vehicle Regulations? 3. Will the new regulations deal with the following things? <ol style="list-style-type: none"> a. New transport code for 4X3X8 bales which are very popular in SA, they are medium sized bales, SA already has a code for 4X4X8 which are large bales b. Establishing routes for B-Doubles c. A network for night time travel, which is likely to mirror the route for B-Doubles d. Flashing lights at night – which can be a safety hazard for other road users who may be worried about what's coming toward them in the middle of the night and panic, risking an accident or 	Written		

				alternatively become complacent and not worry about these types of hazards because they become desensitised to the flashing lights.			
72.	STP 03	Heffernan	Seamless National Economy	<p>I refer to the COAG Reform Council's Report from late last year, the Seamless National Economy: Report on Performance, the Report highlighted 12 reforms were falling behind and were unlikely to meet their deadlines. A number of these were in the transport and infrastructure portfolio For the following areas can you provide an update:</p> <ol style="list-style-type: none"> 1. Port regulation – WA and NT haven't complied <ul style="list-style-type: none"> • Can you give me a bit of background about the work that the Department has been doing in this policy area? • What progress is underway to ensure WA and NT's compliance with the new system? • Will the deadline be met? If not, why? 2. Rail access regime – Victoria has not submitted a rail access regime nor repealed its grain and port access regimes as planned <ul style="list-style-type: none"> • Can you give me a bit of background about the work that the Department has been doing in this policy? • What progress is underway to ensure Victoria's compliance with the new system? • Will the deadline be met? If not, why? 3. Heavy vehicle regulator - We have a signed COAG intergovernmental agreement and a hunt is underway for the CEO of the national heavy vehicle regulator. <ul style="list-style-type: none"> • What further steps are required for implementation of the NHVR? • What progress is underway to ensure that the deadline is met? • Will the deadline be met? If not, why? 4. Rail safety regulator -Similarly for the rail safety regulator, we have a signed COAG intergovernmental agreement. <ul style="list-style-type: none"> • What further steps are required for its implementation? • What progress is underway to ensure that the deadline is 	Written		

				<p>met?</p> <ul style="list-style-type: none"> • Will the deadline be met? If not, why? <p>5. Maritime safety regulator -Finally, the maritime safety regulator, we have a signed COAG intergovernmental agreement.</p> <ul style="list-style-type: none"> • What further steps are required for implementation of the national maritime safety regulator? • What progress is underway to ensure that the deadline is met? • Will the deadline be met? 			
73.	STP 01	Williams	National Heavy Vehicle Regulator	<p>13. The National Heavy Vehicle Regulator (NHVR) is due to commence on the 1st of January, 2013. Is this still the target and how certain is it.</p> <p>14. What steps need to be completed before the NHVR can commence work?</p> <p>15. What is the Department's role in managing or monitoring the achievement of this target date?</p> <p>16. Why did it take seven months from the close of submissions before a BILL was ready to enter the Queensland Parliament?</p> <p>17. What steps did the Department take to be satisfied that the National Transport Commission had the skills, expertise and resources to perform this task adequately and on time?</p> <p>18. Is it correct that there were more than 1,000 problems with the first Bill, which needs to be corrected in the second Bill?</p> <p>19. What is the deadline for this next Bill (the second Bill) to be completed and presented to the Queensland Parliament?</p> <p>20. Will the bill(s) amend Queensland's other pre-existing heavy vehicle legislation?</p> <p>21. Has the government accepted the findings of the NTC's regulatory impact statement? If not, which finds do they not agree with?</p> <p>22. The RIS states that improved access and productivity is more likely to eventuate with targeted investment in</p>	Written		

				<p>infrastructure, particularly directed towards local councils. The RIS estimates that this will require \$800m in net present value terms over 20 years so what funding program are available to deliver this targeted investment?</p> <p>23. Are all of these funding programs on-going or are they limited-life programs?</p> <p>24. The National Heavy Vehicle Regulator (NHVR) is due to commence on the 1st of January, 2013. Is this still the target and how certain is it.</p>			
74.	STP 02	Edwards	National Heavy Vehicle Regulations	<p>With reference to a discussion between Senator Williams and Mr Mrdak from Surface Transport Policy about national regulations for heavy vehicles at October 2011 Estimates. Senator Williams referred to the carting of hay and wool in NSW and that they had recently increased the legal carrying width from 2.5 to 2.7m.</p> <p>4. Is Queensland the only state to have legislated for the National Heavy Vehicle Regulations?</p> <p>5. Do you know what the situation currently is in SA with regard to the progress of implementing the National Heavy Vehicle Regulations?</p> <p>6. Will the new regulations deal with the following things?</p> <p>e. New transport code for 4X3X8 bales which are very popular in SA, they are medium sized bales, SA already has a code for 4X4X8 which are large bales</p> <p>f. Establishing routes for B-Doubles</p> <p>g. A network for night time travel, which is likely to mirror the route for B-Doubles</p> <p>h. Flashing lights at night – which can be a safety hazard for other road users who may be worried about what’s coming toward them in the middle of the night and panic, risking an accident or alternatively become complacent and not worry about these types of hazards because they become desensitised to the flashing lights.</p>	Written		
75.	AMSA 01	Xenophon	AeroRescue investigations	<p>1. Are there currently any CASA or ATSB investigations being held into the actions of any AeroRescue pilots, crew or operators?</p>	Written		

				<ol style="list-style-type: none"> 2. How many investigations, if any, have been held in the last five years? 3. What are the processes when an operator, pilot or crew member is under investigation? <ol style="list-style-type: none"> a. Are they suspended from AeroRescue until the investigation is complete? 4. How many complaints have been made to CASA or ATSB under REPCON that AMSA is aware of? <ol style="list-style-type: none"> a. Is AMSA informed of all reports under REPCON, or only those that go to further investigation? 			
76.	AMSA 02	WILLIAMS	Maritime safety	<ol style="list-style-type: none"> 1. Will it be mandatory under the proposed Navigation Act 2012 for all interstate cargo ships to obtain &/or maintain SOLAS (Safety of Life at Sea Convention) Certificates? Or will it be possible for cargo vessels to trade interstate without SOLAS Certificates? 2. Will the Marine Safety National Law require interstate cargo ships to hold SOLAS Certificates? And will interstate cargo ships under the Marine Safety National Law be required to comply with all IMO Conventions applying to international trading ships? 3. Noting that one of the biggest single coastal cargo trades is an intrastate trade (bauxite from Weipa to Gladstone) will the Marine Safety National Law require intrastate cargo ships to hold SOLAS Certificates? And will intrastate cargo ships under the Marine Safety National Law be required to comply with all IMO Conventions applying to international trading ships? 4. Will the provisions of the ILO Maritime Labour Convention apply to interstate cargo ships under the proposed Navigation Act ? 5. Will the provisions of the ILO Maritime Labour Convention apply to intrastate cargo ships under the proposed Marine Safety National Law? 6. In 1986 Australia's Marine Orders stipulated the duration of training, for a Cadet to achieve the Engineer Watchkeeper Certificate, as 4 years for the then Degree course: at that time what was the international minimum- 	Written		

				<p>standard set by the STCW Convention?</p> <ol style="list-style-type: none">7. When Marine Orders Part 3 was first issued, about 1990, it stipulated the duration of training for a Cadet to achieve the Engineer Watchkeeper Certificate, as 36 months for the Advanced Diploma: at that time what was the international minimum-standard set by the STCW Convention8. Is it a fact that in June 2010 the international standard, stipulated by the STCW Convention, for <i>minimum</i> duration of training for a Cadet to achieve the Engineer Watchkeeper Certificate was reduced from 36 months to 12 months?9. And is it a fact that AMSA's Draft Marine Orders 3 (Issue 7) proposes to delete the current Australian stipulation for duration of training for a Cadet to achieve the Engineer Watchkeeper Certificate of 36 months and in its place merely 'call-up' this 12 month minimum in the STCW Convention?10. Who authorised that these Australian standards be reduced to the international minimum in the STCW Convention?11. Does AMSA or the Minister accept these downgraded standards could lead to more maritime incidents or even accidents?12. Was it the case that an Engineer CADETSHIP is required to be three-years under the current Australian regulation but AMSA's Draft Marine Order 3 proposes to reduce this to 12 months?13. AMSA's reply of 14 Feb 2012 implied that AMSA had conducted some formal review of what constitutes an 'AMSA-approved' Engineer Cadetship and whether the current Australian standards of 3 years education and training remains appropriate. Who conducted that review and was there detailed examination of the necessary components of that Cadetship, whether it was fulfilling current operational and maintenance requirements and the educational and safety consequences if the duration of training were to be reduced to 12 months?			
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				<p>14. If AMSA has NOT conducted the above assessment of the Engineer Cadetship, how did AMSA come to the conclusion that in its new Draft MO3 (issue 7) it should delete the current requirement for 3 years training and replace it with the 12 months in the recently-reduced international standard? And who made that decision?</p> <p>15. Did you on behalf of AMSA enter into an agreement with AIMPE on engineering matters, which you recorded in these Minutes of an AMSA/AIMPE meeting of 22 October 2009?</p> <p>16. Did Mr Kinley meet with AIMPE in early June 2010 and admit that the concerns AIMPE had taken up with AMSA about AMSA's 23 Dec 2009 Draft MO3 were correct and on behalf of AMSA you indicated that Draft was now withdrawn and it would be better for all if it were regarded as if the Draft had never even been sent?</p> <p>17. Whilst Australia asserts national sovereignty over all fish and mineral resources in our 200 nautical mile Economic Exclusion Zone is it true that currently Australia's Navigation Act fails to require ships exploiting those resources to come under the Australian flag? As a consequence is it true that the large fleet of vessels engaged in Australia's offshore oil and gas industry can escape the application of the totality of the Navigation Act, the Migration Act, and the Taxation Act?</p>			
77.	PAR 01	LUDLAM	BITRE Report 117	<p>Senator LUDLAM: Are you able to table that peer review or anything that was written and provided to the department—the critique, if you will, of 117?</p> <p>Mr Williamson: We can take that on notice to see what we have. I am saying that because it goes back a number of year and neither Dr Dolman nor myself were around then.</p>	51 14/02/2012		
78.	PAR 02	LUDLAM	BITRE Report 117	<p>Senator LUDLAM: What would you say is the closest that you have got? I am still intrigued as to why this document—I will not use the word 'pulled'—was not published. What is the closest you could point me to on your website that was published that attempts to do what that report was doing.</p>	53 14/02/2012		

				<p>Mr Mrdak: I will get Dr Dolman to run through that list of items again, if you do not mind.</p> <p>Senator LUDLAM: Just the most recent. What is the closest analogue to that document?</p> <p>Mr Williamson: There are a number of publications and conference papers that deal with these issues. Dr Dolman can give you some examples or we can provide you with a reasonably long list of—</p> <p>Senator LUDLAM: Time is short; could I just invite you to table the list. I would greatly appreciate that.</p> <p>Dr Dolman: We can do that.</p>			
79.	MCU 01	McKenzie	Major cities	<ol style="list-style-type: none"> 1. Who defines major cities? 2. What does this mean for those cities? 	Written		
80.	MCU 02	Edwards	Staff travel policy for MCU	Does the Major Cities Unit have a staff travel policy? Can it be provided?	Written		
81.	OTS 01	XENOPHON	Full body scanners	<p>Senator XENOPHON: I should declare that I am asking this for self-interest but probably also the self-interest of some of my colleagues about full-body scanners. I always dealt with the Office of Transport Security, but this relates to the health effects of it. Europe has banned airport scanners over cancer fears. They are still investigating that. As someone who I think caught 150 flights last year, like most of my colleagues, can you tell me whether there has been a health assessment and a monitoring of the EU's approach to body scanners, whereas I understand that they are saying, 'Not yet, until we are satisfied that there are not any adverse health effects'?</p> <p>Mr Mrdak: The European position deals with some existing technology, not the technology which is being introduced into Australia, which is the millimetre wave technology and, yes, there have been health assessments done. We are happy to provide you with some details on that in relation to it.</p> <p>Senator XENOPHON: On notice, could you provide those? I think it is an issue of some concern—</p> <p>Mr Mrdak: Certainly.</p>	74 14/02/2012		

82.	OTS 02	Fawcett	PJC Recommendations	<p>In relation to “Government Response to the Report of the Parliamentary Joint Committee on Law Enforcement”</p> <ol style="list-style-type: none"> 1. Recommendation 2 What improved industry guidelines have been forthcoming and what training has been provided? 2. Recommendation 14: What is the status of the review of security-relevant offences? 3. Recommendation 15: What is the status of the proposed test for <i>ASIC</i> and <i>MSIC</i> cardholder suitability and the means for cancelling cards 4. Recommendation 18: What is the status of <i>AusCheck</i> and <i>CrimTrac</i> developing a database to alert authorities of cardholder security breaches? 5. Recommendation 22: What is the status of <i>ASIC</i> and <i>MSIC</i> issuing bodies being replaced by a single, government-run, centralised issuing body? 	Written		
83.	OTS 03	Heffernan	Body scanners	<ol style="list-style-type: none"> 1. In the last Senate Estimates hearing from October. At that time you said that you were working through the results of the trials in Sydney and Melbourne. Can you give me a summary of the findings? 2. At the last estimates hearings a false positive rate of between 20-40% was identified which you advised varied on a weekly and daily basis. Can you provide any more information on that? 3. Can you give a figure of the percentage of false positives experienced during the trial? 4. When you say that the results varied on a weekly and daily basis, what are the factors that contribute to this variance? 5. At the last estimates you advised that you were going through the data to determine if there was a correlation between sweating and false positives. What were the results there? Would hot weather and sweat lead the machine to go 	Written		

				<p>off?</p> <ol style="list-style-type: none"> 6. Can you give me an idea of how many of these machines will be available at each of our international airports? 7. At the last estimates you were in discussions with the manufacturer about delivery of the new machines. Can you tell me how many have been ordered or hasn't this happened yet? 8. I understand this is a \$28 million package. How many body scanners have been or are expected to be ordered using these funds? 9. What is the expectation of the proportion of passengers that will be screened by the new body scanners once they have all been rolled out? 			
84.	OTS 04	Heffernan	Shipping container security	<p>The SMH (1 Jan2012) reported a number of concerning security flaws in the cargo freight industry</p> <ol style="list-style-type: none"> 1. Please outline why the Agency believes that container packagers should not be subject to regulatory background checks. 2. What was the risk/reward analysis of this decision? 3. Please outline the strategy and risk/reward analysis of the Agency to only inspect less than 1% of exported shipping containers. 	Written		
85.	OTS 05	Heffernan	Qantas plane safety	<p>In the first week of December 2011 Qantas found that wires had been cut to the in-flight entertainment system on a Boeing 767. The police were called.</p> <ol style="list-style-type: none"> 1. Has there been an inquiry into this incident? If not, why? If so, what were the results? 2. What members of the airport or airline staff have access to that particular section of the plane? 3. What security systems are in place to thwart this type of incident? 4. Has ATSB investigated the potential to place CCTV cameras in and around planes? If not why not? 	Written		
86.	AAA 01	FAWCETT	Archerfield Airport Master	Senator FAWCETT: The Archerfield plan at the moment indicates simultaneously a proposed extension of runway 28	63 14/02/2012		

			Plan	<p>right and at the same time has zoned an area for light industrial that would be slap in the middle of the runway and safety area. So, there is a direct conflict there straightaway, because if that development goes ahead then the runway extension cannot go ahead, which means the airport loses the potential to expand its operations. Why did that get approved?</p> <p>Mr Mrdak: The Archerfield master plan is currently in the process of development. There is an approved master plan, but Archerfield is currently going through the process of obtaining approval of a new master plan. To the best of my knowledge, we have sought resolution of a number of issues that we identified with the draft master plan, and Archerfield is currently working through those issues and we are awaiting a response from the airport.</p> <p>Senator FAWCETT: So, a conflict like that, if it was in this current plan, would not be approved?</p> <p>Mr Wilson: I would have to take the detailed question on notice rather than try to provide you with an answer off the cuff in regard to the technical aspects of the operation of an airport. But the underlying premise, as Mr Mrdak indicated, was that we would provide advice in regard to the ongoing operation of the aviation sector.</p>			
87.	AAA 02	XENOPHON	Distinction between international and domestic flights	<p>Senator XENOPHON: Mr Mrdak, is there a legal or policy distinction between an international flight sector and a domestic flight sector? The issue that has been raised is that you have foreign based cabin crew that fly on a tagged international flight. It is a domestic flight but it is tagged as an international flight. They are often paid—and I have modified my language after Mr Buchanan’s evidence at this committee—about a third of what an Australian based flight crew would be paid. Do you have any policy criteria to determine that this is a genuine international or domestic flight when the information I have been given is that on some of those flights the overwhelming majority of passengers are domestic passengers and they leave from a domestic terminal and arrive at a domestic terminal?</p> <p>Mr Mrdak: We certainly closely examine the operation of the aircraft as to whether they meet traffic rights available under</p>	74 14/02/2012		

				various bilateral agreements. Let me take that on notice, if I may. If there is a further element we apply I will come back to you.			
88.	AAA 03	Xenophon	Distinction between international and domestic flight sectors	<ol style="list-style-type: none"> 1. It is clear from recent events that many govt agencies rely on the distinction between an international flight sector and a domestic flight sector for certain non-aviation determinations such as customs, migration, taxation or fair work issues. Is there a whole of government approach to this? 2. Are you the lead agency? 	Written		
89.	AAA 04	Fawcett	Development near airports	<ol style="list-style-type: none"> 1. Given the Aviation White Paper statement that the primary purpose of airports is aviation, what is the government's strategy to ensure the long-term viability of leased airports under pressure to sell off or develop airport land? 2. Does the government believe that long-term viability includes the potential to expand facilities to accommodate larger aircraft? 3. Do the existing Acts and Deeds governing transition of airport ownership allow the Commonwealth to intervene where development plans could restrict the future viability of a leased/Council owned airport? 4. Does the government believe the existing focus on noise and airspace provides adequate consideration of factors that affect the airports? 5. The ALOP transfer deeds clearly state that aerodromes are to be managed in such a way as to maintain the current type and category of aircraft operations. Is it a breach of the deed for a Council to limit operations of certain aircraft in order to change the ANEF to accommodate a development on or near the airport? 	Written		
90.	AAA 05	Heffernan	Enroute subsidy scheme	<p>In relation to the en route subsidy scheme for regional aviation:</p> <ol style="list-style-type: none"> 1. Can you provide a list of all of the airline routes that are currently in receipt of the subsidy? 2. Can you provide a list of all of the carriers currently in 	Written		

				<p>receipt of the subsidy?</p> <p>3. In relation to the proposed replacement scheme announced in the Aviation White Paper, can you please provide a list of regional airports and routes that would have been eligible under that scheme?</p>			
91.	AAA 06	Heffernan	Second Sydney Airport	<ol style="list-style-type: none"> 1. You would be aware of media reports naming the Nepean area – covering Luddenham, Wallacia and Greendale – as the site of the second Sydney Airport. What consideration has the Department given (if any) to this site? 2. What information can you provide about the site? 3. Can you give me an update on the progress of the Joint Study underway between the NSW and the Federal Governments? 4. Can you provide a list of the members undertaking the inquiry and their position? 5. When will the study be complete? 6. If complete, when will it be released? 7. Will the study be a public document? 8. What is the scope of the study's inquiry? 9. What considerations is the Department giving to the Badgerys Creek site if, as it says in the Aviation White Paper, it is no longer considered a viable second site? 	Written		
92.	AAA 07	Heffernan	Bankstown Airport land fill	<ol style="list-style-type: none"> 1. Who approved the fill on the S.W corner (Henry Lawson Drive and Milperra Rd), it covers 34 hectares and is 1-2m deep? 2. Was this fill requested by Bankstown Airport Ltd or Korda Mentha? 3. Has the Fill been placed over contaminated soil, including petrol/diesel contamination? 4. Have you seen evidence to suggest that this area can be considered a flood plain? Is so when? If not can you prove that it is not a flood plain? 5. Will the flood plain fill effect residential areas adjoining the Georges River? Is so how? 6. Are you aware that land on Bankstown Aerodrome is being offered for sale without advice that this is flood affected land or that it is contaminated? 	Written		

93.	AAA 08	Heffernan	Regional Aviation	In relation to the en route subsidy scheme for regional aviation: 1. Can you provide a list of all of the airline routes that are currently in receipt of the subsidy? 2. Can you provide a list of all of the carriers currently in receipt of the subsidy?	Written		
94.	AA 01	MACDONALD	Instrument Landing System (ILS) at Gold Coast Airport	Senator IAN MACDONALD: With either or both, it has been suggested to me that you need a 15 kilometre straight glide path for the ILS, which would take the route over Surfers Paradise which, of course, would not be popular. Is that accurate? Currently they mainly come in over the sea and do a left turn. Mr Russell: I would like to take that issue under notice, if you do not mind. It is subject to some further discussions that we are having with the airport next week. I am happy to provide an answer to you after that time.	68 14/02/2012		
95.	AA 02	FAWCETT	Queensland Scouts application for land	Senator FAWCETT: Can you give me an update on the status of the Queensland Scouts application to utilise some surplus Airservices land for their aviation facility? Mr Russell: I am not familiar with those details. Can you let me know where and I will take it on notice to respond to you? Senator FAWCETT: My understanding is they had applied to use some land adjacent to Archerfield Airport. Mr Russell: I am not familiar with it. That is not to say that they have not, but I need to know more information and then I will get back to you. Senator FAWCETT: Mr Mrdak, perhaps you could explain for me why the Scouts have actually had to apply for that land, given that they used to have a purpose-built almost million-dollar facility at Archerfield Airport? Mr Mrdak: I do apologise, but I am not familiar with that issue. Along with Mr Russell, I will take it on notice.	69 14/02/2012		
96.	AA 03	Back	Airspace regulation	The Chief Executive Officer's Report (Greg Russell) dated 30 June 2007 in the 2006-2007 Annual Report of Airservices Australia, states: <i>Airspace regulation</i>	Written		

				<p><i>A milestone in the past year was the transfer of regulatory functions from the Airspace and Environment Regulatory Unit to the Office of Airspace Regulation in CASA, marking the end of Airservices involvement in regulation.</i></p> <p>1. Does Airservices acknowledge that the transfer of all regulatory functions from Airservices to CASA was as a consequence of the <i>Airspace Act 2007</i> together with the repeal of Part 2 of the <i>Air Services Regulations</i> which was titled <i>Airspace Management</i>?</p>			
97.	AA 04	Back	Airspace management	<p>The <i>Airspace (Consequential and Other Measures) Act 2007</i> Schedule 3 Transitional Provision 1 - carried a note referring to this repeal of Part 2 as:</p> <p><i>“This item relates to the transfer of <u>airspace management functions</u> from Airservices Australia to CASA.”</i></p> <p>1. Does Airservices acknowledge that the function of “Airspace Management” was also transferred to CASA?</p>	Written		
98.	AA 05	Back	Airspace management	<p>I would now like to consider the implications of this transfer of powers and functions from Airservices to CASA in 2007 as it relates to the responsibilities of Airservices:</p> <ul style="list-style-type: none"> a. under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (the EPBC Act); and b. in procuring design services and in designating procedures such as <i>Required Navigation Performance – Authorisation Required (RNP-AR)</i> instrument approach procedures. <p>When this Committee inquired into the <i>Effectiveness of the Management of Aircraft Noise by Airservices Australia</i> two of the 10 recommendations related to section 160(2)(b) of the EPBC Act which says:</p> <p><i>160(2)(b) the adoption or implementation of a plan for</i></p>	Written		

				<p><i>aviation <u>airspace management</u> involving aircraft operations that have, will have or are likely to have a significant impact on the environment;</i></p> <p>Part 11, Division 4, Subdivision A of the EPBC Act, which includes section 160, is entirely concerned with the:</p> <p><i>Minister’s advice on <u>authorising</u> actions</i></p> <ol style="list-style-type: none"> 1. Does Airservices agree that the <u>authorisation</u> of actions by another person is the function of a “regulator” and not the function of a “service provider” – and if not why not? 2. Does Airservices agree that “<u>airspace management</u>” is the function of CASA and not Airservices – and if not why not? 3. Why does the Airservices “About us” web page continue to state that: “Airservices Australia is responsible: for airspace management” 			
99.	AA 06	Back	EPBC Act	<p>Section 28 of the EPBC Act prescribes the:</p> <p>“Requirement for approval of activities of Commonwealth agencies significantly affecting the environment”</p> <ol style="list-style-type: none"> 1. Is Airservices aware of this provision of the EPBC Act; does Airservices consider its actions to be subject to this provision of the EPBC Act – and if not why not? <p>Airservices gave evidence to this Committee during the Perth hearings of the Airservices Inquiry (p.107) that:</p> <p><i>Since 1997 the <u>Environmental Principles and Procedures for Minimising the Impact of Aircraft Noise</u> have been applied at every airport and wherever Airservices does air traffic procedure or flight path changes.</i></p>	Written		

				<p>2. Is it correct to say that the environmental significance of all proposed actions causing aircraft noise have been determined by Airservices in accordance with this document ?</p> <p>3. Will Airservices confirm and explain to this Committee why the agency has never determined the environmental significance of any proposed action in accordance with the Guidelines produced for this purpose by the Department administering the EPBC Act, which has the title: <i>Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies</i> <i>Significant impact Guidelines 1.2</i> <i>Environment Protection and Biodiversity Act 1999</i></p> <p>4. If any Environmental Assessments have ever been undertaken by Airservices where the significance of any environmental impact was determined in accordance with the <i>Significant Impact Guidelines</i> for Commonwealth agencies, will Airservices provide this Committee with copies of these Environmental Assessment Reports?</p>			
100.	AA 07	Back	Required Navigation Performance (RNP) procedures	<p>Turning now to the design and designation of procedures</p> <p>On 24 June 2009 Airservices entered into a contract with <i>Naverus</i> to develop Required Navigation Performance (RNP) procedures (a form of Performance Based Navigation) for arrival and departure flight paths at up to 28 major airports around Australia over the next 5 years.</p> <p>In September 2009 Airservices produced an Environmental Assessment of what is described as “<i>Qantas Proposed RNP Approach Procedures</i>” and this assessment also included some recommendations on the responsibilities of the “proponent” (the document was provided by Airservices to this Committee during the recent Airservices Inquiry).</p> <p>In January this year Brisbane RNAV (RNP) Procedures were published as an AIP Supplement with a commencement date of 8 March 2012. These are described as Multi Variant Design (MVD) proprietary procedures which differ from public RNP-</p>	Written		

				<p>AR procedures in that they are designed for a specific range of aircraft/engine combinations. The document goes on to state that the charts will carry the GE Company Logo (it is understood that <i>Naverus</i> is now owned by GE). The document also states that these procedures will gradually replace the proprietary trial procedures which have been in operation at 17 locations across Australia (not including Perth or Sydney).</p> <ol style="list-style-type: none"> 1. Please explain exactly what the word “PROPRIETARY” means as it is applied to both the “trial procedures” and the new “MVD” procedures which will now replace them: <ol style="list-style-type: none"> a. Are these procedures being procured by Airservices under contract or some other arrangement and will Airservices have principal control and responsibility for taking the proposed action under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (the EPBC Act) ? b. Who paid for the design of the Qantas Approach trial procedures in Melbourne? c. Who paid for the design of the new Brisbane procedures? d. What rights and responsibilities are retained by the designer or the airline and what precisely is the role of Airservices in these arrangements? e. What is the continuing role of <i>Naverus</i> (now GE) under the 2009 contract and have any elements been varied since it was signed – particularly with respect to deliverables and delivery dates? 			
101.	CASA 01	GALLACHER R	Design life for wide-bodied aircraft	<p>Senator GALLACHER: What is the designed life for a wide-bodied aircraft? Is it 27 years? Mr McCormick: I will take that on notice. It relates to cycles and hours of flying rather than actual years of age.</p>	70 14/02/2012		
102.	CASA 02	GALLACHER R	Service difficulty reports for Jetstar and Virgin	<p>Senator GALLACHER: How do Qantas, Virgin and Jetstar compare on that log, allowing for the differing fleet sizes and ages?</p>	70 14/02/2012		

				<p>Mr McCormick: I would have to take a comparison on notice, but I can give you the figures for Qantas if you like.</p> <p>Senator GALLACHER: Thank you.</p> <p>Mr McCormick: The basic issue is that we have what is called service difficulty reports. Service difficulty reports mean for any major maintenance difficulties that they encounter an airline or anybody else subject to that has to report that defect within 48 hours. In the case of Qantas, their service difficulty reports for October to December 2011 numbered 92.</p> <p>Senator GALLACHER: Do you have the stats for Jetstar or Virgin?</p> <p>Mr McCormick: Not as a comparison. We will take that on notice.</p>			
103.	CASA 03	HEFFERNAN	A380 scheduled inspections	<p>Senator HEFFERNAN: According to my information of February, the Qantas A380 fleet was grounded after cracks were found in the wings of the planes. Current regulatory requirements in the EU require all A380s to be checked after 1,300 flights, yet no Qantas planes have achieved that many hours yet; have they?</p> <p>Mr McCormick: I do not know whether any aircraft has achieved that yet, but the Qantas fleet in total will not achieve a 1,300 flight cycle until the end of February this year.</p> <p>Senator HEFFERNAN: Was a check on the wing scheduled for the future? What time distance was this schedule for? Was there a forward plan?</p> <p>Mr McCormick: For repairs or inspections?</p> <p>Senator HEFFERNAN: Yes.</p> <p>Mr McCormick: The inspections come with the air weather director from EASA, the European Aviation Safety Agency, and we incorporate any ADs that they—</p> <p>Senator HEFFERNAN: Is there a time and distance requirement in that for the inspections?</p> <p>Mr McCormick: If I could—</p> <p>Senator HEFFERNAN: You can take that on notice if you like.</p> <p>Mr McCormick: I think we will take it on notice, yes.</p>	71 14/02/2012		

104.	CASA 04	EGGLESTON	Polar Aviation	<p>Senator EGGLESTON: I wish to make some inquiries about the cost of CASA's various legal cases against Polar Aviation. Polar Aviation is a small Port Hedland aviation company which I understand has been in dispute with CASA since 2004. This has led to a series of legal actions beginning with the Administrative Appeals Tribunal and then the Federal Court, all of which Polar Aviation has won and all of which cases have been appealed by CASA. I understand that now, eight years later, CASA is still appealing the decisions made about Polar Aviation. In fact, the managing director of Polar Aviation has said to me in a letter describing this process:</p> <p><i>What followed was a relentless vendetta to close the company down. The court action that followed was defended in the AAT and the Federal Court and Polar Aviation has won on all occasions.</i></p> <p>This case is now eight years old, as I said. All this man, Clark Butson, says he wants to do is:</p> <p><i>... tell my story to a judge. All CASA wants to do is avoid that process at any cost. This case has real relevance and should be tested in a court. If CASA has nothing to fear why will they not bring it on?</i></p> <p>What bothers me is that this is a small company. CASA represents the Commonwealth government and has used the financial resources of the Commonwealth government to try to shut down this very successful and respected airline in the Pilbara. I would like to have—and I ask for it to be provided on notice—a detailed summary of the costs incurred by CASA in the various legal actions against Polar Aviation.</p>	72 14/02/2012		
105.	CASA 05	XENOPHON	Tests on air quality in aircraft	<p>Senator XENOPHON: If you could provide some further information on notice, that would be useful.</p> <p>Mr McCormick: If you give us a specific question, certainly, yes.</p> <p>Senator XENOPHON: Are any regular tests carried out of purity of air in aircraft? Are standards enforced? Is there a difference of standards between domestic or international flights?</p> <p>Is the issue of any legal or policy distinctions between an</p>	73 14/02/2012		

				<p>international flight sector and a domestic flight sector something that is within your purview, or is that more a matter for Customs or Immigration?</p> <p>Mr McCormick: In relation to air quality now?</p> <p>Senator XENOPHON: No, going to tagged international flights.</p> <p>Mr McCormick: Tagged international flights?</p> <p>Senator XENOPHON: Yes. Does CASA have a role with that?</p> <p>Mr McCormick: We have a role as to the fatigue side of it with the crew that are involved in those tagged flights, if that is what you mean. And the actual tags go to traffic rights and—</p>			
106.	CASA 06	XENOPHON	Foreign based flight crew duties and hours	<p>Senator XENOPHON: Has there been any level of information exchange or cooperation with the Fair Work Ombudsman’s office in relation to their investigation about foreign based flight crew and their duties and hours?</p> <p>Mr McCormick: I will take it on notice but, generally speaking, we are looking at the Civil Aviation Act and how it is applied.</p>	74 14/02/2012		
107.	CASA 07	Xenophon	Fatigue risk management project	<ol style="list-style-type: none"> 1. Can you give an update on the progress of the fatigue risk management project? 2. In their supplementary submission to the current inquiry into the air crew bills, AIPA offered some views on interim measures to manage cabin crew fatigue pending the formal commencement of work in that area. Were you aware of those proposals? <ol style="list-style-type: none"> a. Did CASA develop a response to those proposals? b. Do you still believe that an interim solution, such as proposed, would “seriously divert resources from completing the fatigue risk management scheme for pilots”, as was your evidence on 24 Nov 2011? 3. I note the comments of Jetstar Mr Bruce Buchanan in this committee’s inquiry into the Qantas Sale and Aircraft Navigation amendments about aircraft leasing. I note that CASA have an extensive policy document called <i>Regulatory policy – CEO – PN007 – 2010</i>, which is 	Written		

				<p>called <i>Assessing aircraft leases prior to adding aircraft to an AOC</i>.</p> <ol style="list-style-type: none"> a. What is your interest in how an aircraft comes into an operator's control? b. Does it make any difference whether an aircraft is wet-leased (where I understand the operator would be granted a lease by the owner) or just operated on behalf of the owner (which I am told is described as an operating lease)? c. It is significant if an airline such as Qantas owns an aircraft, then leases that aircraft to a subsidiary to provide services on behalf of the airline as a purported wet-lease? d. Is it different if the airline leases the aircraft from the owner (say, a bank) and then subleases it to the subsidiary to provide services on behalf of the airline as a purported wet lease? <ol style="list-style-type: none"> 4. Mr Joyce stated that Jeconnect and Cobham were wet lease operators. Given that he made a point of these arrangements in his evidence given last Monday to the aviation bills inquiry, I do not imagine that there should be any privacy or confidentiality issues in confirming the Government's assessment of those arrangements. Is Mr Joyce's evidence consistent with your determinations as per your <i>Regulatory policy – CEO – PN007 – 2010, Assessing aircraft leases prior to adding aircraft to an AOC</i> document? 5. Evidence given to the Committee indicates some confusion about whether a flight is an international flight, a domestic flight or some form of undefined hybrid. 6. Is there a legal and or policy distinction between an international flight sector and a domestic flight sector? 7. Are they mutually exclusive? 8. Who determines the nature of the flight from a regulatory perspective? 9. What is the legal definition of a "tag" flight? Is it an operator's invention or term recognised by aviation regulators? 			
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				<p>10. How many sectors conducted solely within Australian airspace may be designated as international “tag” flights? How is such a determination monitored?</p>			
108.	CASA 08	Heffernan	Qantas engine stop	<p>03/02/2012. A Qantas plane was forced to return to Canberra after it suffered engine failure. Passengers report seeing the propellers stop turning.</p> <ol style="list-style-type: none"> 1. Has there been a report into this incident? What have been the findings so far? When will the report be made publicly available? 2. Have there been other instances in the past 12 months regarding Qantas flight malfunctions? Provide a list of these details. 3. What percentage of these incidents can be linked to improper or inadequate maintenance? In this definition include all incidents of any reported malfunction or failure occurring in the past 12 months whilst the plane has been in flight and grounded. 4. Given that Tiger Airways was grounded last year for inadequate maintenance please provide the differences between the Qantas case and the Tiger case. Prove why Qantas should not suffer the same grounding. 	Written		
109.	CASA 09	Heffernan	Virgin pilot knocked over by Qantas engine thrust – 19 Oct 2011	<ol style="list-style-type: none"> 1. If ATSB does not undertake a report into this, what agency will? Is ATSB aware of an investigation into the incident completed by any other department? 2. Is there a minimum distance which pilots must maintain in relation to other aircraft when taxiing? Provide the details. If there is not a regulation for this please provide any material which suggests why this should be the case. 3. Has there been an investigation as to whether this regulation was breached? 4. Is there a maximum thrust level regulation for taxiing on a runway? Was this regulation breached? 5. It is clear that the current regulation is not maintaining safety; has there been a consideration of a change in regulation so that this type of incident does not occur again? 	Written		

110.	ATSB 01	FAWCETT	Accidents at regional or local airports	<p>Senator FAWCETT: How many accidents have there been in the last 24 months, say, of GA aircraft, or experimental category aircraft or home-builts, at regional or local airports? Has that information been fed into a risk analysis as part of this planning process for local government authorities or even people at places like Archerfield or Bankstown, where there are training facilities that may be wanting to bring more and more commercial development closer to the operating areas?</p> <p>Mr Dolan: I would have to take the first part of your question on notice. I do not have available to me those figures, particularly when you throw in the recreational, experimental and home-built categories—</p> <p>Senator FAWCETT: They tend to operate at the smaller airports, yes.</p> <p>Mr Dolan: We can get those figures to you on notice, if you will allow that. As to the broader question, I am not aware—unless my colleagues are—of there being an explicit request to us for that information. We could certainly make the information we have available. We have got a database of all occurrences notified to us that is very reliable over the last 5 years and adequately reliable over the last 10.</p>	77 14/02/2012		
111.	ATSB 02	HEFFERNAN	Investigation into Jetstar flight	<p>Senator HEFFERNAN: On the issue of the two Jetstar pilots where one thought the other was in charge and they were 51 metres well short of the runway, has there been an investigation into that? That was in Melbourne.</p> <p>Mr Dolan: An A320 flight from Newcastle to Melbourne?</p> <p>Senator HEFFERNAN: Yes. I just know that it is Jetstar.</p> <p>Mr Dolan: We did an investigation and we have published a report, if it is the one that I am thinking of. I can get you details of the investigation.</p>	79 14/02/2012		
112.	ATSB 03	Edwards	Investigation into Tycoon cargo ship	<ol style="list-style-type: none"> 1. When does ATSB anticipate the draft investigation report into the Tycoon will be finished? 2. When does the ATSB anticipate their final report into the Tycoon will be tabled? 	Written		

113.	ATSB 04	Heffernan	Jetstar Pilot Error	<ol style="list-style-type: none"> 1. On 28 July 2011 two Jetstar pilots were directed to undertake remedial training after descending to 51m well short of Melbourne Airport. 2. Provide the findings of the investigation into this incident. If it has not been completed provide all available information about how this event occurred, and the response by the agencies. 3. Please describe the warning system which is used in situations such as this. 4. Why did it take two warning signals to be sent before the pilots realised that they had miscalculated their approach? Has the investigation answered this question? If so provide the answer. 5. It is thought that both pilots believed the other was monitoring altitude. Do you recognise this as a major concern for CASA and for Jetstar? If so what contingencies have been put in place to ensure that such an elementary mistake is not made by other pilots in the future? 6. Has there been any further reprimands for the pilots other than the remedial training which was ordered? 	Written		
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