

Rural and Regional Affairs and Transport Legislation Committee

Questions on Notice

Additional Estimates 2017-18

Monday 26 February 2018

Infrastructure, Regional Development and Cities Portfolio

QoN No.	PDR No.	Division	Senator	Broad topic	Question	Hansard page and hearing date or Written	Comments
Infrastructure Australia (6)							
1	12	IA	MCCARTHY	NAIF PROJECTS	<p>Senator McCARTHY: The Northern Australia Infrastructure Facility Mandate Direction 2016 states:</p> <p style="padding-left: 40px;">Where an Investment Decision is greater than \$100 million, the Facility must consult Infrastructure Australia.</p> <p>To date, has the NAIF board sought the views of Infrastructure Australia on the merits of any investment proposal currently before them?</p> <p>Mr Davies: To date we've only been providing informal advice to NAIF on two proposals. One is a telecommunications project; the other is a renewable energy project. We've had no formal submissions from NAIF to date.</p> <p>Senator McCARTHY: Only those two?</p> <p>Mr Davies: That's correct, Senator.</p> <p>Senator McCARTHY: Are there further details that you can provide in relation to those two projects?</p> <p>Mr Davies: I will have to take that on notice. I'm not intimately familiar with those two projects.</p>	7 26/02/18	

2	13	IA	MCCARTHY	BUSINESS CASES FROM 2013, 15, 16 AND 17	<p>Mr Davies: So it's quite a good story, I'm pleased to say. In 2013, we didn't receive any business cases. In 2015, there were around 10; 15 in 2016; 10 in 2017; and then, hopefully, around 15 this year. The process of submitting business cases to Infrastructure Australia is getting embedded, and I think that's a good thing. It's stabilising between 10 and 15 a year, so it's our aim to try and keep that process going.</p> <p>...</p> <p>Senator McCARTHY: Have all those numbers and projects you've given us for 2013, 2015, 2016 and 2017 been delivered—10, 15, 10—or at least started?</p> <p>Mr Davies: A lot of those have been delivered now. A lot are under construction, so I'm happy to come back with details of that, but I don't have it in front of me right now.</p> <p>Senator McCARTHY: Would you provide the committee with those details?</p> <p>Mr Davies: Certainly can; I'll take that on notice.</p> <p>Senator McCARTHY: Each of those projects and their status?</p> <p>Mr Davies: Yes, I'm happy to do that.</p>	10 26/02/18	
3	14	IA	O'SULLIVAN	COST OF CONSTRUCTION	<p>CHAIR: One question while we're on the subject of those projects there. I'm told that there is a very discernible and identifiable shift in cost of construction—divided only by the Queensland-Northern Territory border and the NT-WA border—in the sense that once you go across the border into the Northern Territory the cost to construct a kilometre of road is much higher. There's been any number of reasons cited for that. Is that your experience as you assess that project?</p> <p>Mr Davies: Certainly, the cost of that project is contributed to by where it is and getting materials and labour—</p> <p>CHAIR: That's not my question, Mr Davies. The project is in sections—</p> <p>Mr Davies: It's certainly a high-cost project.</p> <p>CHAIR: No, not my question. The project is in sections—some of it in Queensland, some of it in the Northern Territory and some of it in Western Australia—divided only by an imaginary line on a page. Because of policy settings of the respective state governments, are you noticing that the cost to construct in the Northern Territory—and I'm not reflecting on the Northern Territory, they don't have some</p>	11-12 26/02/18	

					<p>of the same infrastructure that we have with our Queensland councils—is significantly, up to 10 times, more expensive to do than across the imaginary line? For example, in Queensland?</p> <p>Mr Davies: I'm not aware of that detail, but I'm happy to come back with a breakdown and do an assessment of that—</p> <p>CHAIR: Particularly, if we look at the councils who share the project. In the case of Bedourie—and they're the source of my information—they can build a kilometre of road for a dollar. But when they get to the border they can't compete to do the work across the border, and that's because of Northern Territory structures. Senator McCarthy may have some more information on this. It could be up to 10 times more to build the same kilometre of road. Could you take that on notice and have a look at whether you've seen any indicators like that—</p> <p>Mr Davies: Certainly.</p>		
4	15	IA	GALLACHER	<p>REDUCTIONS IN DEATHS AND INJURIES IN ROAD PROJECTS</p>	<p>Senator GALLACHER: When we see figures like \$157,000 invested in a black spot—that's the average cost of a black spot—that results in 30 per cent reduction in deaths and injuries—and they're the department's figures. You're saying that Infrastructure Australia on its road projects goes to that sort of level of detail?</p> <p>...</p> <p>Senator GALLACHER: I'm not asking you to speak for the smaller projects, I brought that in as a quantifiable department resource, which itemises an investment, linking it to reduction in death and injury. What I'm saying is that I don't see evidence of that in the larger projects. Now, is there a project that I could see, that has been funded, that has quantified the reduction in deaths and injuries as a cost?</p> <p>Mr Davies: Yes, Senator, and for roads projects you'd see that as part of our evaluation as well.</p> <p>Senator GALLACHER: What about the Bruce Highway, is that one of the better examples?</p> <p>Mr Davies: Yes, the Bruce Highway very definitely. I'm trying to think what the last road project was that we looked at—it was the Bruce Highway, and Horton River.</p> <p>Senator GALLACHER: So how freely available are those figures?</p> <p>Mr Davies: I'll take it on notice, but I'm pretty sure that analysis we've summarised in our evaluation on the website, so I'm happy to provide more information on</p>	23 26/02/18	

					that.		
5	16	IA	WHISH-WILSON	DISCOUNT RATES OF PROJECTS	<p>Senator WHISH-WILSON: This is a question I've been asking for three years, including to the Treasury secretary, John Fraser, the head of the Reserve Bank and others. It is about the discount rate that applies to projects that are assessed through Infrastructure Australia. You may have seen there was some media on it this morning. Grattan have put out a report saying that seven per cent as a standard discount rate is too high. Could you firstly just tell us how you actually set those rates and what the process is.</p> <p>Mr Davies: Those rates are set by treasuries around the country, including the federal Treasury. As part of the work we do, we want to look at some sensitivity around using four per cent, seven per cent and 10 per cent. In business cases we receive we're looking at those three discount rates.</p> <p>...</p> <p>Senator WHISH-WILSON: So seven is what you use. Do you publish that information—those discount rates and the different valuations?</p> <p>Ms Chau: The actual rates are given in our assessment framework. We undertake work and analysis as part of our constant monitoring and review of the situation and also seek advice from other treasuries around the country.</p> <p>Senator WHISH-WILSON: But is that guided by Treasury? You don't decide the seven per cent rate, for example. That's actually officially set by our Treasury.</p> <p>Ms Chau: All the jurisdictions have their discount rates set by Treasury. The rate used by Infrastructure Australia takes into account those rates set by Treasury, but we also do our own analysis and modelling.</p> <p>Senator WHISH-WILSON: Okay, and that analysis is at four and 10 per cent?</p> <p>Ms Chau: The analysis we undertook in 2016-17 recommends seven per cent—</p> <p>...</p> <p>Ms Chau: Basically, most of the treasuries around the country are still recommending seven per cent, and we have done our own independent analysis, which indicates seven per cent is very close to the mark.</p> <p>Senator WHISH-WILSON: Is that available?</p>	25-27 26/02/18	

					<p>Ms Chau: Yes; we have the analysis.</p> <p>Senator WHISH-WILSON: Could I have a look at that analysis? That would be very useful.</p> <p>Ms Chau: Yes; we can provide the papers.</p>		
6	112	IA	RICE	INFRASTRUCTURE AUSTRALIA PRIORITY LIST	<p>Can Infrastructure Australia please confirm all steps involved in adding an initiative to the Infrastructure Priority List?</p> <p>Are there any items on the infrastructure priority list that have NOT had input from a state or territory proponent?</p> <p>What role has the Victorian government played in the “Improve the connection between the Eastern Freeway and CityLink” initiative being listed on the Infrastructure Priority List?</p> <p>What evidence base has been used for the “Improve the connection between the Eastern Freeway and CityLink” initiative to be listed as an initiative?</p> <ul style="list-style-type: none"> - Are you able to make available all evidential documentation for this initiative? 	WRITTEN 9/03/18	
Australian Rail Track Corporation (4)							
7	17	ARTC	MCCARTHY	JOB'S CREATED FROM THE INLAND RAIL CONSTRUCTION	<p>Senator McCARTHY: How much has been spent on Inland Rail to this point? ...</p> <p>Senator McCARTHY: Mr Fullerton, when will construction actually begin?</p> <p>Mr Fullerton: We've got some early works commencing in late March. We've got two possessions in March and April, whereby we'll build four new concrete bridges on Parkes to Narromine and replace the existing timber bridges.</p> <p>Senator McCARTHY: So that's in March?</p> <p>Mr Fullerton: In March and April. We've also purchased 15,000 tonnes of rail steel from Liberty OneSteel in Whyalla. That's in the process of being delivered to site between Parkes and Narromine. We are about to award a contract for 190,000 concrete sleepers that we expect to receive in April of this year, as well as ballast and capping material for the formation. And we're going to tender shortly for turnouts that will be instilled on that path to the Narromine section. We're also</p>	32-33 26/02/18	

					<p>currently in the tender evaluation phase for the construction component of Parkes to Narromine, where they will build the new formation and the new track. We've had site visits from the shortlisted proponents. We expect to be able to award that contract in May this year and for construction to start soon thereafter on the track construction. However, the bridge construction will be starting in March and April.</p> <p>Senator McCARTHY: Okay, so how many jobs does that involve?</p> <p>Mr Fullerton: Senator, I will need to take that on notice for the construction phase, but it would be hundreds of jobs.</p> <p>Senator McCARTHY: For the four bridges between Parkes and Narromine, how many jobs? Could you take it on notice?</p> <p>Mr Fullerton: I'd need to take it on notice. I think it's a \$3 million project, so there would be quite a few people employed on that construction.</p> <p>Senator McCARTHY: Yes, but just for that section, obviously, because that's your first cab off the rank, so to speak, in terms of construction. You said 15,000 tonnes of rail steel that's being delivered?</p> <p>Mr Fullerton: Yes.</p> <p>Senator McCARTHY: How many jobs would be involved in that, in the relocation of the steel, and how many jobs are in the 190,000 concrete sleepers?</p> <p>Mr Fullerton: We can provide that information to you.</p> <p>Senator McCARTHY: How many Indigenous workers would be within those numbers, and how many Indigenous suppliers would be involved in those numbers? You can take those on notice.</p> <p>Mr Fullerton: I could do that.</p>		
8	18	ARTC	MCCARTHY	INLAND RAIL ALIGNMENT	<p>Senator McCARTHY: Mr Fullerton, last year the government produced an alignment through the southern part of Queensland, and critics, including the chair of this committee, were critical of this alignment and the amount of consultation leading to it being chosen. Can you outline progress on this issue since our last hearing?</p> <p>Mr Fullerton: Yes. I think it was on 21 September last year that the minister determined the study alignment for that corridor which went through the Millmerran-Wellcamp area. We also requested, at the time, to accelerate the technical and approvals work on that corridor, given the concerns by some</p>	34 26/02/18	

					<p>landowners about the Condamine floodplain. We've now awarded a consultancy to a company that, first of all, will be accelerating the flood design work, and hopefully we'll have a report from that work by the middle of the year.</p> <p>Senator McCARTHY: Is that consultancy public? Has it been publicly announced?</p> <p>Mr Fullerton: If it's not, it's very close.</p> <p>Senator McCARTHY: I'm just wondering whether you could reveal it to us, but clearly you're not sure about that yet.</p> <p>Mr Fullerton: No. It has certainly been approved by the board, and we're just finalising the contract details, so I'd prefer not to name the company. It was approved by the board in the February meeting.</p> <p>Senator McCARTHY: Do you want to take the question on notice in case?</p> <p>Mr Fullerton: I will, yes.</p>		
9	19	ARTC	RICE	<p>CLASS 2 STANDARD OF THE NORTH EAST RAIL IN VICTORIA</p>	<p>Senator RICE: Hello, Mr Fullerton. Not surprisingly North East rail in Victoria is what I've got a particular interest in. I'm interested in knowing how things are progressing with the \$100 million upgrade of the North East rail line.</p> <p>...</p> <p>Senator RICE: The Victorian government, I understand, have raised concerns that the \$100 million isn't going to be sufficient to bring the track up to class 2 standard, which is required to accommodate their VLocity trains. What does class 2 standard actually mean?</p> <p>...</p> <p>Senator RICE: But Victoria say that it needs to be a class 2 standard to run velocity trains.</p> <p>Mr Fullerton: We don't share that view, but that's a matter for Victoria.</p> <p>Senator RICE: How much more work would be required to bring it up to class 2 standard?</p> <p>Mr Fullerton: We've always been very clear that the \$100 million was a sizeable contribution to achieve those objectives I mentioned a bit earlier about improving the reliability, resilience and ride comfort. But there's further work to be done to raise it to class 2.</p> <p>Senator RICE: When you were looking at the scope of works, did you look at what</p>	36-38 26/02/18	

					<p>would be required to bring it up to class 2 standard?</p> <p>Mr Fullerton: Yes, we did.</p> <p>Senator RICE: Is that public information, as to what the scope of works would then need to include?</p> <p>Mr Fullerton: No, it's not public information.</p> <p>Senator RICE: But the scope of works that's been done for the \$100 million won't bring it to class 2.</p> <p>Mr Fullerton: No. We've always been clear about that.</p> <p>Senator RICE: Did you form an estimate of how much extra money would be required to bring it to class 2 standard?</p> <p>Mr Fullerton: Yes, we did.</p> <p>Senator RICE: Can you tell us how much extra money would be required to bring it to class 2 standard?</p> <p>Mr Fullerton: I'd prefer not—</p> <p>Senator RICE: Can you tell us what it costs—you prefer not to. Are you claiming public interest immunity?</p> <p>Mr Fullerton: We haven't had any discussion with Victoria but it's a sizeable amount above the \$100 million. I'd need to take that on notice to get you the precise numbers.</p> <p>Senator RICE: But substantially more than the \$100 million to bring it to class 2.</p> <p>Mr Fullerton: There are two elements of a class 2 standard. It really is all about getting a lot more ballast depth. I think, also, with a class 2 track, there is the ongoing maintenance requirement to maintain a class 2 standard, which is also a factor. In terms of the extra dollars, it's something that I'd need to take on notice.</p> <p>Senator RICE: The Victorian government has been reported as saying an extra \$135 million is needed. Do you agree with that figure?</p> <p>Mr Fullerton: I think it's in that order, but I'd like to go away and just check.</p>		
10	140	ARTC	STERLE	INLAND RAIL	<ul style="list-style-type: none"> • Will Narromine be a freight loading facility? • Will it be possible to load grain freight at Narromine and unload it at Moree? For a \$10 freight saving compared with road transport? 	WRITTEN 9/03/18	

					<ul style="list-style-type: none"> • Why were the residents of Villeneuve Estate near Narromine left out of the Multi Criteria Analysis process leading to the change in the corridor around Narromine? • Why were the residents of Villeneuve Estate notified of the meeting to discuss this route change the day after the meeting occurred? • What discussions have been held with Santos over use of the rail easement for a pipeline easement? • When did these discussions first take place • What considerations led to the route change into the Pilliga forest? • Could you provide, in the form of maps, all the corridors options considered with respect to the Narromine to Narrabri (N2N) section? Why were the other options ruled out in favour of the preferred study corridor announced by ministers Chester and Cormann on 30 November 2017? 		
Western Sydney Airport Co. (18)							
11	20	WSA CO	RICE	WSA BUSINESS CASE	<p>Senator RICE: All right, but is there a business case for the Western Sydney airport?</p> <p>Mr Millett: Yes, there is a business case.</p> <p>Dr Kennedy: The business case is published on our website. We can send you a link. It was completed in late-2016.</p>	40	26/02/18
12	21	WSA CO	RICE	RETURN ON INVESTMENT FOR WSA	<p>Senator RICE: In what year is it expected there will be a return on the investment for the Western Sydney airport?</p> <p>Mr Whalen: We can get that information for you. We can take that on notice. I don't have that in front of me right at the moment. It's a number of years off—it's 20 or 25 years at least after the airport begins operation before it starts to make a return. In more technical terms, it's when it gets into the net present value positive space and that is 20 to 25 years after the airport begins operations.</p> <p>Senator RICE: So we're looking at post 2050 then. Did you say it was not opening until 2026?</p> <p>Mr O'Sullivan: That's correct, Senator.</p>	40-41	26/02/18

					<p>Senator RICE: So we're looking at about 2050 before there would be a return on the investment.</p> <p>Mr Whalen: If you want the exact date, I'd need to take that on notice.</p> <p>Senator RICE: So we won't see a return on the government's investment of \$5.3 billion until that time effectively.</p> <p>Mr Whalen: The government's return on its investment will come down to the government's decisions in the future as to whether it wants to continue to hold onto the airport or divest it, and that is a matter for government.</p> <p>Senator RICE: With the business case you are accommodating the potential of cost overruns. With almost all large infrastructure projects that we've seen in Australia in recent times there have been substantial cost overruns. How are you accounting for that?</p> <p>Mr Millett: Within the budget there is a contingency amount, which is based on industry norms. To be frank, until we find the results of the market tenders, which come in after the first major package is let, we won't really know how the market is responding to our tender. However, we believe that the contingencies that have been provided within the budget are sufficient to accommodate escalations and to accommodate any unknowns that may arise.</p> <p>Senator RICE: How much are those contingencies?</p> <p>Mr Millett: I'll take that question on notice, if I may.</p>		
13	114	WSA CO	RICE	HEAD TO HEAD RUNWAYS	<ol style="list-style-type: none"> 1. Badgerys Creek Airport will not have parallel runways for approximately the first 25 years of its operation. It will not be possible for aircraft to take-off and land over water, because the airport will be landlocked. Will it be possible to conduct 'head to head' operations at either end of the single runway at Badgerys Creek Airport? 2. Will 'head to head' procedures pose a risk to safety at Badgerys Creek Airport, because it will not have access to water for aircraft take off over, and will not have parallel runways until approximately 2050? 3. Why did the Minister for the Environment, Mr Frydenberg, approve this particular section of the EIS when it hasn't been thoroughly evaluated? Does he have a legal obligation in relation to his 'duty of care'? 4. According to Paul Fletcher, "...it will be safe to operate this mode (i.e. 'head 	WRITTEN 9/03/18	

					to head’) more than 80% of the time.” Will it be safe to operate ‘head to head’ procedures more than 80% of the time?		
15	116	WSA CO	RICE	MARGIN OF SAFETY	According to Adam Susz, the margin of safety in relation to ‘head to head’ operations is greatly improved at Sydney Airport due to the use of parallel runways, and the presence of Botany Bay for aircraft to take-off and land over. What will be the margin of safety be at Badgerys Creek Airport using the ‘head to head’ operation in comparison to Sydney Airport considering that the former will not have access to water for aircraft to take-off over and parallel runways until approximately 2050?	WRITTEN 9/03/18	
16	117	WSA CO	RICE	HEAD TO HEAD PROPOSAL	<ol style="list-style-type: none"> 1. Why did the Federal Government initially reject the ‘head to head’ proposal? Why did the Federal Government subsequently accept it? 2. Why were ‘head to head’ operations banned nationwide by the Federal Aviation Administration in the United States of America for approximately 3 years, when the initial intention was to suspend operations for one month? Does this have implications for the use of ‘head to head’ procedures at Australian airports, including Badgerys Creek Airport? 	WRITTEN 9/03/18	
17	118	WSA CO	RICE	FLIGHT RESTRICTIONS AND NOISE SHARING	Sydney Airport has a curfew between 11pm and 6am, which is enshrined in legislation. It also has a flight cap and ‘noise sharing’. These flight restrictions are for the benefit for Sydney residents who are impacted by noise from the airport. Why won’t Western Sydney residents have the same flight restrictions and noise sharing imposed on Badgerys Creek Airport?	WRITTEN 9/03/18	
18	119	WSA CO	RICE	BADGERYS CREEK AIRPORT COSTINGS	<ol style="list-style-type: none"> 1. What will be the cost of each stage of the airport, including infrastructure such as power supply, telecommunications, etc.? 2. The former Premier, Mike Baird, obtained a costing of \$5.2billion in 2012 for the construction of two extra runways at Sydney Airport in Botany Bay. The Daily Telegraph stated at the time that the cost of such runways would be half the cost of constructing a second airport. Which option would be the more cost effective – a second airport at Badgerys Creek or the expansion of Sydney Airport by building extra runways? Which option 	WRITTEN 9/03/18	

					would be the most cost effective for the taxpayer? Which option would be completed first, the Botany Bay option or Badgerys Creek Airport, which the Federal Government claims will begin operations in approximately 2026? Which option would be more cost effective – the expansion of Sydney Airport which already has the necessary infrastructure, such as telecommunications, power, a fuel line, etc. or Badgerys Creek Airport, which will demand the duplication of the necessary infrastructure, which Sydney Airport already has?		
19	120	WSA CO	RICE	FLIGHT RESTRICTIONS	The Federal Government claims that Badgerys Creek Airport cannot have a curfew and a flight cap, because flight restrictions would make it commercially unviable. Sydney Airport has a curfew, flight cap and other flight restrictions, which were imposed in the 1990's. Why does Sydney Airport continue to be commercially viable with flight restrictions, yet Badgerys Creek Airport will not be? Why hasn't Sydney Airport closed down due to its flight restrictions?	WRITTEN 9/03/18	
20	121	WSA CO	RICE	HEALTH IMPACTS	Research shows that people who live under flightpaths experience a high incidence of heart and lung disease and cancer. What will be the cost of the impact upon the health of Western Sydney residents as a consequence of the operations of Badgerys Creek Airport? What will be the cost to Medicare? Research demonstrates that the incidence of heart disease is increased when people live under the flightpaths of airports, which do not have curfews due to sleep disturbance at night. What will be the cost of the impact upon the health of Western Sydney residents who contract heart disease as a consequence of the lack of a curfew at Badgerys Creek Airport? How many more doctors, hospitals, hospital beds, medical procedures, etc. will be needed in Western Sydney as a consequence of the operations of the 24/7 Badgerys Creek Airport?	WRITTEN 9/03/18	
21	122	WSA CO	RHIANNON	BADGERYS CREEK AIRPORT COST BREAKDOWN	<ol style="list-style-type: none"> 1. A figure of \$5.3 billion has been the often quoted figure to build the airport. <ol style="list-style-type: none"> a) Please provide a detailed cost breakdown for each stage of the project informing the estimated total cost, including infrastructure such as power supply, telecommunications etc b) Please provide a detailed project plan including a timeline of important stages such as when important contracts will be signed, when final costings are confirmed and quotes accepted etc 	WRITTEN 13/03/18	

					<ul style="list-style-type: none"> c) What are the figures associated with any risk assessment for cost blowouts for each stage of the project? d) What is the process to approve payment of additional funds with cost blowouts? e) How much money will the taxpayer contribute to each stage and in total upon the airport’s completion? 		
22	123	WSA CO	RHIANNON	SUBCONTRACT FOR INITIAL EARTHWORKS	<p>It has been announced that WSA Co will subcontract out the initial earthworks to another company to engage contractors and ensure the work is completed due to skill shortages in Sydney caused by to the current infrastructure boom.</p> <ul style="list-style-type: none"> a) Is this correct? b) What are the risks of cost overruns being caused by skills shortages, and will WSA Co or its contracted delivery partner be responsible for bearing any such cost overruns? 	WRITTEN 13/03/18	
23	124	WSA CO	RHIANNON	SALE OF THE AIRPORT	<p>What plans exist to sell the airport when it is built?</p> <ul style="list-style-type: none"> a) Which companies have expressed interest in any such purchase? b) If plans exist, is there an expected sale price? And what is the process in any such transaction if the asking price is not met. 	WRITTEN 13/03/18	
24	125	WSA CO	RHIANNON	ALTERNATIVE CONSIDERATIONS OF THE AIRPORT PROPOSAL	<p>What alternative scenarios have been considered with regards to the airport proposal, including consideration and costings made for the following alternative options:</p> <ul style="list-style-type: none"> a) one new airport outside the Sydney basin; b) disposal of KSA; c) high speed rail to Sydney centres and high speed rail Brisbane to Melbourne. 	WRITTEN 13/03/18	
25	126	WSA CO	RHIANNON	BUSINESS CASE	<p>Please provide a copy or link to the business case for the airport.</p>	WRITTEN 13/03/18	

26	127	WSA CO	RHIANNON	FEDERAL GOVERNMENT FUNDING	What is the source for Federal Government funding to pay for the Airport? a) In which year will the taxpayer realise a return on investment, and how much will that return be?	WRITTEN 13/03/18	
27	128	WSA CO	RHIANNON	AIRPORT TAX	1. How much tax does Sydney Airport Corporation pay? 2. How much tax does the Federal Government envisage the operators of Badgerys Creek Airport will pay when it is privatised? 3. It has been suggested in the media recently that major airlines, such as Qantas, pay very little tax to the Australian Government, is this correct? a. Assuming that airlines like Qantas will operate from Badgerys Airport, how much tax will they pay	WRITTEN 13/03/18	
28	129	WSA CO	RHIANNON	AIRPORT ROADS FIGURES	Since the announcement of the airport the figure for roads has been quoted at \$3.6 billion. It's now \$2.9 billion. What is the reason for this difference in quoted figures?	WRITTEN 13/03/18	
29	130	WSA CO	RHIANNON	HEIGHTS OF PLANES – WESTERN FLIGHT PATH	Please provide for each of the years from 1 January 2012 to 31 December 2017, please provide the total number of flights at Kingsford Smith Airport: a) that are deemed to be flying west as per share the noise. b) using the Western Flight path: i. that fly over the Penrith LGA. ii. below 10,000 feet at Penrith iii. between 10,000 and 13,000 feet at Penrith iv. above 13,000 feet at Penrith	WRITTEN 13/03/18	
Infrastructure and Project Financing Agency (1)							
30	22	IPFA	MCCARHTY	CONSULTATIONS ON THE ESTABLISHMENT OF IPFA	Senator MCCARTHY: What consultations were undertaken by officials with the infrastructure sector or infrastructure businesses on the establishment of IPFA? Ms Frew: Dr Kennedy, can I refer to you on this one, please? Dr Kennedy: I'd have to take that on notice and take it back to Prime Minister and Cabinet because that's where the agency was established, but I'm happy to take it	47 26/02/18	

					<p>on notice.</p> <p>Senator MCCARTHY: Thanks, Dr Kennedy. What consultations were undertaken by officials with state treasuries and state government agencies, and what was said?</p> <p>Dr Kennedy: I'll take that one on notice, too.</p>		
Australian Maritime Safety Authority (4)							
31	23	AMSA	MCCARTHY	COMPLIANCE CHECKS	<p>Senator McCARTHY: AMSA took over fuel regulation for cruise ships in Sydney Harbour in January 2017. Under the previous regulator, the New South Wales EPA, there was a rigorous compliance monitoring regime in place which included taking fuel samples, checking logbooks, inspecting temperature gauges and checking bunker certificates. In response to a question at estimates on 27 February 2017, AMSA confirmed that its regime was less rigorous. You stated: 'We certainly have not been taking fuel samples, but the international regime for fuel is a bunker certificate regime. Again, we have no evidence that there is noncompliance with those certificates. We also understand from the New South Wales EPA that there was a very high level of compliance regardless.' Given AMSA's previously admitted limited monitoring for cruise ship compliance with its marine notice 21 of 2016, what evidence do you have that cruise ships are complying with the low-sulphur fuel regulation?</p> <p>Mr Kinley: As we explained last time, as most of the regimes are under the international shipping conventions you take certificates at face value unless you have clear grounds to do further inspections. At this stage, we have issued 55 directions and we have done 48 compliance checks on 30 ships. There has been no reason to take further fuel sampling. Many of the ships have fitted scrubbers. The quality of the fuel and the amount of sulphur in the fuel is irrelevant because the scrubbers take the sulphur out of the exhaust. All the data we have from those vessels as well—they have logging systems that indicate that the emissions are within the prescribed limits—are that there is still a high level of compliance.</p> <p>Senator McCARTHY: There are a number of unscheduled overnight stays at the White Bay cruise terminal, often due to bad weather or mechanical issues. In these instances, does AMSA monitor whether those cruise ships which have already switched to bunker fuel, expecting to depart within the hour, switch back to low-sulphur fuel once their departure is delayed?</p>	54-55 26/02/18	

				<p>Mr Kinley: I would have to check on those specific cases. But our directions apply whether it is an unscheduled stop or not, so we would expect the compliance to be in place anyway. My understanding is that the operators are very much aware of the requirements in Sydney. They are very careful to comply when they are alongside, and they allow adequate time regardless.</p> <p>...</p> <p>Senator McCARTHY: AMSA relied on previous compliance monitoring by the New South Wales EPA when it stated at Senate estimates on 27 February last year that 'the second stage regulation requiring cruise ships to switch to low-sulphur fuel before entering the harbour was not necessary'. Does AMSA concede that it is not reasonable to rely on the results of a previous compliance monitoring regime, which was far more thorough, because the cruise ships may well have changed their behaviour and practices as a result of the less stringent monitoring?</p> <p>Mr Kinley: No.</p> <p>Senator GALLACHER: Can we get to the bottom of it? I was in Sydney a couple of weeks ago and there was a cruise boat turning over every 12 hours. So are we looking at 700-odd boats going in and out of Sydney Harbour at that main bay near Circular Quay, and how many of those do you actually check?</p> <p>Mr Kinley: I said before that we have had 48 compliance checks—</p> <p>Senator GALLACHER: So how many of the 700-odd boats that go in and out of Circular Quay in a year are checked for compliance?</p> <p>Mr Kinley: As I said, we have carried out 48 compliance checks on 30 ships, and many of the ships—</p> <p>Senator GALLACHER: Did you check 30 cruise ships or just 30 ships in total?</p> <p>Mr Kinley: Cruise ships.</p> <p>Senator GALLACHER: Thirty of the ones that birth next to Circular Quay?</p> <p>Mr Kinley: Many of those ships are on repeat journeys, so there may be 700 port calls but there are not 700 ships involved.</p> <p>Senator GALLACHER: So there are 700-odd and you checked 30?</p> <p>Mr Kinley: Yes.</p> <p>Senator GALLACHER: And that is across all the different operators?</p> <p>Mr Kinley: Yes.</p>		
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32	24	AMSA	MCCARTHY	PACIFIC JEWEL	<p>Senator McCARTHY: Contrary to statements at Senate estimates on 27 February last year, is AMSA now aware that there was evidence of noncompliance under the New South Wales EPA regime and that, consequently, a penalty notice was issued in May 2016 to the <i>Pacific Jewel</i>?</p> <p>Mr Kinley: I think I am aware of that case, but I would have to go back and check on that one.</p> <p>Senator STERLE: What about you, Mr Schwartz? Are you aware of that case?</p> <p>Mr Schwartz: No, I wasn't.</p> <p>Senator McCARTHY: Is anyone aware of it?</p> <p>Mr Kinley: I understand that in the past—this is just my recollection; I'd have to go and check on it—there were certainly issues at one stage with compliance. But I understand that that compliance notice never proceeded.</p> <p>Senator McCARTHY: Why?</p> <p>Mr Kinley: I would have to check with New South Wales on that.</p> <p>...</p> <p>Senator McCARTHY: Can I go back to the penalty notice? Apologies: I didn't clarify my question there. It's in relation to my previous question on the <i>Pacific Jewel</i>. With the question on notice that you have taken around the <i>Pacific Jewel</i>, could you also respond in relation to the awareness of the penalty notice that was issued in May 2016?</p> <p>Mr Kinley: I'll follow up.</p>	55-56 26/02/18	
33	25	AMSA	MCCARTHY	MARINE NOTICE 21/2016	<p>Senator McCARTHY: Can I take you to marine notice 21/2016, which states the following:</p> <p>The Direction will allow AMSA to take into consideration the specific circumstances that exist if the Direction cannot be met due to:</p> <ul style="list-style-type: none"> • unforeseen and uncontrolled mechanical or equipment failure; 	57 26/02/18	

					<ul style="list-style-type: none"> • the unavailability of compliant fuel; • unexpected delays in departure beyond the reasonable control of the master; and • an unscheduled berthing due to an emergency. <p>In any of the above circumstances, AMSA must be notified, and should be provided with supporting evidence about the reason and the steps being taken to rectify the non-compliance.</p> <p>Has there been any noncompliance by cruise ships with marine notice 21/2016, and, if so, has AMSA been asked to take into consideration any of the specific circumstances listed in the direction for noncompliance?</p> <p>Mr Kinley: We'll have to take that one on notice. We'll have to check on that one.</p>		
34	26	AMSA	STERLE	ATTENDANCE AT QUARTERLY MEETINGS	<p>Senator McCARTHY: AMSA has been invited to the quarterly meeting attended by representatives of the community and various government departments, including Health, EPA, ports and planning, but have declined. This leaves the community with no avenue to escalate their concerns and determine practical solutions. What steps will you take to liaise with the community (a) at all, and (b) regularly, regarding compliance monitoring, communication and complaints, as you've mentioned?</p> <p>Mr Kinley: I think we are intending to put more information on our website about what compliance inspections we do. Apart from that, there is atmospheric monitoring in the area. I'm not aware of any issues of sulphur limits being breached there. People are contacting—</p> <p>Senator McCARTHY: Who's doing that? Are you doing that atmospheric monitoring?</p> <p>Mr Kinley: New South Wales EPA.</p> <p>ACTING CHAIR (Senator Sterle): If AMSA was invited, what is your reason for not attending?</p> <p>Mr Kinley: I would have to check on that, but, again, it is the ability to have someone available to attend the meetings. I think it was towards the end of last year, in a very busy time where a lot of people engaged in other work and travelled around the country and internationally.</p> <p>ACTING CHAIR: You can check that out for us and find out the reason, can't you?</p>	57 26/02/18	

					Mr Kinley: Of course, yes.		
Australian Transport Safety Bureau (5)							
35	27	ATSB	GALLACHER	DRONE IDENTIFICATION	<p>Senator GALLACHER: In respect of these reports that you've got, how do you identify a drone, per se? Has it got an identification number?</p> <p>Mr Hood: At this stage, there's no requirement under the Civil Aviation Safety Regulations for the aircraft to have a number. In fact, in the majority of encounters it's almost impossible to identify the drone, as the aircraft takes it down the left or the right side or above or below the aircraft.</p> <p>Senator GALLACHER: The drone itself is not registered with ATSB or CASA, but it's possible to identify a drone, though, isn't it, through the internet connection? You can track that back to a SIM card and, therefore, to a mobile phone, and you can track that back to an operator. Is that correct?</p> <p>Mr Hood: Not really. The sequence of events for us for, let's say, an Australian commercial aircraft on descent into Sydney, which is the most likely scenario that we seem to encounter, is that the pilots may see something—and I think Senator Sterle's son or nephew—</p> <p>Senator STERLE: Nephew—frightened the crap out of him!</p> <p>Mr Hood: had one of these incidents where it went past so fast that it was impossible to identify, from the pilot's perspective, who the encounter was with.</p> <p>Senator GALLACHER: But if it fell out of the sky and you had it in your hand you'd be able to reconstruct who was flying it?</p> <p>Mr Hood: I'm sorry. Can you say that again?</p> <p>Senator GALLACHER: You'd be able to reconstruct—</p> <p>CHAIR: If you had the drone as an artefact in your hand—you've located it; it's landed. I think the burden of Senator Gallacher's question is: is there anything you can then do, technically, to trace back the ownership of it, or the operator at the time?</p> <p>Mr Hood: I'll have to take it on notice. I'm not sure. I went to buy one myself and bought a DJI Mavic Pro, specifically for the purpose of learning a little more about</p>	59 26/02/18	

					the technology. We've said in our reports that it's an emerging risk, but we're having difficulty quantifying the likelihood and consequences. I've done three flights myself and, yes, it's a software application. And, obviously, your mobile phone is talking to the network, but whether you can identify that down to a person I'd have to take on notice.		
36	28	ATSB	BROCKMAN	DRONES	<p>CHAIR: I promised myself today that I wouldn't start on drones. I'm not going to express the 'drone' word. I'm all droned out for the minute. We've got to get to the end of these inquiries.</p> <p>Senator BROCKMAN: It's hard to tell from the dots, but is that one at Perth Airport and one at Pearce, or—</p> <p>Mr Hood: The Mallard accident in WA?</p> <p>Senator STERLE: They are the RPAS models—</p> <p>CHAIR: RPAS.</p> <p>Senator BROCKMAN: Near encounters.</p> <p>Mr Hood: I can provide you that specific detail on notice, if you like.</p> <p>Senator BROCKMAN: Thank you.</p>	60 26/02/18	
37	29	ATSB	O'SULLIVAN	IDENTIFICATION OF DRONE OWNERS	<p>Mr Hood: We wrote back to the Civil Aviation Safety Authority in response to their discussion paper and said that markings or personal identification, of some sort, on the remote piloted aircraft system would assist the ATSB, greatly, in the conduct of its investigations.</p> <p>CHAIR: I know all of my cattle have a chip in their ear.</p> <p>Senator GALLACHER: It's called IMEI.</p> <p>CHAIR: It worries me when you know these things, Senator Gallacher!</p> <p>Senator GALLACHER: It's International Mobile Equipment Number. Are you going as far as to say that it should have that?</p> <p>Mr Hood: I don't think we were specific, in relation to that. We just said identification would be very useful for the ATSB to do its job, were there to be a collision between a drone and a remotely piloted, a fixed wing aircraft.</p> <p>CHAIR: Coming back to my question, my cattle have a small chip in their ear and it tells me everything I need to know, whatever volume of data I want to put in about</p>	61 26/02/18	

				<p>that particular beast. Did your recommendation go as far as to suggest what technology may exist today that, in a perfect world, you'd like to see in the wreckage or the artefact of a drone if an event occurred?</p> <p>Mr Hood: Not specifically. We stay at a high level, in terms of providing the solution. Technology changes every day, so what we said we want to see is an outcome which is a marking or identification of the RPAZ. I suppose there are many different ways you could do that.</p> <p>CHAIR: But if something is particularly damaged, that may challenge your ability to use a form of marked registration. Would you consider working up a small submission for us with respect to the latest cutting-edge technology? I know now in police surveillance you can put a little pad the size of a pinhead on a car and follow it up to 30 kilometres away. The technology's there.</p> <p>Mr Hood: As an action on notice, we'll look at that for the committee.</p> <p>CHAIR: I think we'd appreciate that.</p> <p>Senator GALLACHER: Right on that point, you say technology changes all the time but every mobile phone in the world has an IMEI number. Most of these drones will be operated by some sort of technology like that chip or the chip that's in here. Why wouldn't you, by extension, issue these drones with an International Mobile Equipment Identity number? They're buzzing around planes, for goodness sake.</p> <p>Mr Hood: That's not an issue for us but for the regulator. But if that's a solution and if that's the best solution—</p> <p>CHAIR: Mr Hood, when you get involved in one of these you get a mop in one hand and a bucket in the other. What we're trying to anticipate is, if there is to be some root-and-branch regulatory change around this or a whole-of-policy adjustment about what might happen, I know that we would find it useful if you and your investigator said, 'Look, in the perfect world, it would be great if you would consider any one of these options as way of anticipation that we'll have an event.'</p> <p>Mr Hood: Thank you. I'm not a technologist but I do have an organisation that has a number of technologists with it—</p> <p>CHAIR: I was hoping you did.</p> <p>Mr Hood: and I will undertake to provide the committee, on notice, with a response to that.</p>		
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38	30	ATSB	PATRICK	PEL-AIR REPORT	<p>Senator PATRICK: Or ever on that vessel? Thank you very much, that's very helpful. I'd like to move to the Pel-Air report that came out in November, quite a voluminous report. In reading that report—and obviously this is a second attempt at that report—there were some things that struck me. I've got a PPL licence, but I won't call myself an expert. A lot of the report focused on fuel management. It's my understanding that when the pilot in command left the east coast of Australia to fly to Samoa, to Apia, he had enough fuel onboard to divert if Norfolk weather had closed in. On the way back, because of the distances involved, he only had 87 per cent fuel. But had he had 100 per cent, it would have made no difference in terms of his ability to divert once he'd arrived on the scene in Norfolk. Would you agree with that assessment?</p> <p>...</p> <p>Senator PATRICK: Sure. Where I'm going with this, just to be completely transparent with you, is that I understand that there have been a whole range of different changes that have resulted from this report; however, weather didn't seem to get a lot of focus in the report. And yet we've seen situations in 2013 where we had a Virgin aircraft and a Qantas aircraft land at Mildura with basically no opportunity for go-round because they'd run out of fuel. We had a situation on Lord Howe where someone on the ground wanted or was able to provide weather information to inbound aircraft but was prohibited because CASA wanted them to do a \$20,000 training course—and this is just someone who's a volunteer. Where I'm going to with this—and we have talked with the committee on this—is that weather didn't seem to feature prominently in the report. In fact, it's my understanding that the title of the draft report that came out talks about fuel management and weather, but in the first report weather wasn't mentioned in the title.</p> <p>Just going back to my original question, it's my understanding that, had the pilot in command had 100 per cent fuel in the tanks, it would have made no difference to the outcome other than that he perhaps could have had a few more attempts at landing before he ditched. Would that be fair?</p> <p>Mr Hornby: We're happy to take any questions on notice in relation to the technical elements of the report. As Chief Commissioner Hood mentioned, the investigator in charge is based in Brisbane, but we can take that on notice. But in the report itself it said that, if there had been maximum fuel on board and he had reached Norfolk Island, there would have been opportunities to make other</p>	62-63 26/02/18	
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					decisions and spend more time.		
39	31	ATSB	PATRICK	SAFTEY ACTION TAKEN BY BOM	<p>Senator PATRICK: There was a recommendation made, I believe in 2001, in an ATSB report that weather forecasting be improved at Norfolk. My understanding is that that wasn't actioned, and there's still no action in relation to that. Is something happening on that?</p> <p>Mr Hornby: There was some safety action at Norfolk Island that the BOM did take, I understand, after the Senate inquiry—I think it was in 2012—regarding this investigation. The BOM did take some safety action to put in place new infrastructure there. So there was some safety action taken.</p> <p>Senator PATRICK: Could you provide me with that, perhaps on notice?</p> <p>Mr Hornby: It's in the report. Safety action is towards the back.</p> <p>Mr Hood: We're still happy to provide that on notice.</p>	64 26/02/18	
Airservices Australia (18)							
40	32	Airservices	GALLACHER	ONESKY – SCHEDULE OF CONSULTATION WITH AIRLINES	<p>Senator GALLACHER: And can you provide, perhaps on notice, the schedule of consultation with domestic, international and regional airlines?</p> <p>Mr Harfield: Absolutely, we can do that.</p>	74 26/02/18	
41	33	Airservices	GALLACHER	ONESKY	<p>Senator GALLACHER: Perhaps if we can ask this question on notice, it might clear this up. Have there been any costs associated with the transition and ongoing operation of OneSKY since that earlier price proposal; and how are those costs shared? You were doing something, and it was withdrawn. Had there been costs associated with that proposal before you get to today or yesterday; and how did you share that with Defence?</p> <p>Mr Harfield: Senator, I'm just trying to follow so we can actually answer your question appropriately. What do you mean by what was—</p> <p>Senator GALLACHER: Was there an estimated total capital cost of OneSKY, which was withdrawn in 2015?</p> <p>Mr Harfield: Not that I'm aware of, Senator. We didn't withdraw it.</p> <p>Senator GALLACHER: So has the initial proposal changed substantially before the</p>	76 26/02/18	

					<p>signing of the contract?</p> <p>Mr Harfield: You want to know where we've been through the negotiations, because we've been mentioned.</p> <p>Senator GALLACHER: Yes.</p> <p>Mr Harfield: We'll give you some more detail on notice. I should also mention that the \$1.2 billion we signed the final contract for is \$300 million less than where we were faced last year at \$1.5 billion.</p>		
42	70	Airservices	GALLACHER	RATING AGENCIES	<p>Senator GALLACHER: Have any lenders or rating agencies expressed any concern about your capacity to service the debt? Your last five financial years haven't been—</p> <p>Mr Logan: We have Standard & Poor's as the rating agency which looks at our credit. I would have to check the specific timing of it but in the last six months they are conscious of this particular program and obviously quite interested in it. Our headline rating has been maintained in line with the sovereign rating of triple-A. The underlying rating is probably sitting around the A level.</p>	77	26/02/18
43	64	Airservices	PATRICK	ONESKY MILESTONES	<p>Senator PATRICK: So that the committee can follow your progress in the future, can you please provide the committee with a list of the milestones associated with the project and the day. I'm not worried about money but simply the—</p> <p>Mr Harfield: The expected time frame and the time line?</p> <p>Senator PATRICK: Yes, so project milestones and then, separately, operational milestones, which goes to what Senator Gallacher was—</p> <p>Mr Harfield: The transition arrangements between—</p> <p>Senator PATRICK: Yes, just so we can keep track of those...</p>	78	26/02/18
44	65	Airservices	PATRICK	ONESKY RISK REGISTER	<p>Senator PATRICK: Do you have a risk register that's associated with this project?</p> <p>Mr Logan: Yes.</p> <p>Senator PATRICK: Once again, it might be handy if you tender the risk register to the committee so that we can see what the risks are, and then over time we might see how those risks are retired. Would that be a reasonable proposition?</p> <p>Mr Logan: Yes.</p>	78	26/02/18

45	66	Airservices	MCCARTHY	PFAS DECONTAMINATION	<p>Senator McCARTHY: If the PPE is your primary control, how and when is decontamination required?</p> <p>Ms Bennetts: I'll have to take the detail of that on notice. We certainly do take decontamination very seriously as a part of our control environment. For example, if our firefighters go to an operational incident and we're concerned that the PPE has been contaminated, that PPE will be required to be laundered before they can use it again, and so forth. But if you require any more detail on that I'll need to take that on notice.</p> <p>Senator McCARTHY: Okay, and also whether there have been recent incidents in terms of decontamination; perhaps you could take that on notice as well.</p> <p>Ms Bennetts: In terms of where we've actually had to, it would be [inaudible], but perhaps we can give you some trends in that regard, or something like that.</p> <p>Senator McCARTHY: Sure.</p>	80 26/02/18	
46	34	Airservices	MCCARTHY	TESTING OF FIREGROUNDS FOR PFAS	<p>Senator McCARTHY: In terms of the legacy of PFAS contamination, have you tested all ARFF firegrounds for PFAS?</p> <p>Ms Bennetts: We have done testing at all of our current firegrounds, yes.</p> <p>Senator McCARTHY: Would you care to name all of those, or provide that?</p> <p>Ms Bennetts: I can certainly provide it on notice, if that's easier.</p>	81 26/02/18	
47	67	Airservices	MCCARTHY	BLOOD TESTING OF FIREFIGHTERS	<p>Senator McCARTHY: Have you got many people taking up the offer?</p> <p>Ms Bennetts: We went out for an expression of interest—I will have to take the exact number on notice—about six months ago to understand if there was a groundswell of people who were interested in coming forth. We received a proportion of our staff, but not as many as we might have expected—</p>	82 26/02/18	
48	35	Airservices	MCCARTHY	NICNAS RECOMMENDATIONS AND ADVICE	<p>Senator McCARTHY: Again on this issue and the management of PFAS and the mitigation of health risks to firefighters, has Airservices Australia produced any procedures or guidance for firefighters who continue to work in PFAS contaminated sites? I know we had this conversation and you were going to come back with that. What have been the next steps in relation to procedures and guidelines?</p> <p>Ms Bennetts: We have had procedures and guidelines in this, and in other</p>	82 26/02/18	

					<p>hazardous chemicals that we work with, out for many years now.</p> <p>Senator McCARTHY: There hasn't been an update to that?</p> <p>Ms Bennetts: Not that I am aware of, but I can certainly take that on notice.</p> <p>Senator McCARTHY: Is Airservices following the National Industrial Chemicals Notification and Assessment Scheme recommendations and advice for industries in using products containing PFAS?</p> <p>Ms Bennetts: I would have to take that on notice. I can only assume that we would be.</p> <p>Senator McCARTHY: I will just add a couple of questions that. If so, what recommendations and advice are being followed and implemented, and if not, why not?</p> <p>Ms Bennetts: Okay.</p>		
49	36	Airservices	RHIANNON	CLOSURE OF CONTAMINATED FACILITIES	<p>Senator RHIANNON: The training academy in Fiskville was closed. Are there other facilities, including training facilities, that have similar levels of contamination to what was found at Fiskville and that have also been closed?</p> <p>Ms Bennetts: I'd have to take that on notice, Senator—in relation to the levels at that facility and our understanding of them.</p>	87	26/02/18
50	37	Airservices	RHIANNON	SCHEDULED MEETINGS	<p>Senator RHIANNON: This is just so serious for people's lives: the uncertainty and the stress that it's causing, partly, being frank about it, because sometimes the departments aren't very forthcoming. I haven't got all the details of how you're undertaking this, but at all the levels of work on this contamination are you involving the union as members of the board? Partly why I'm asking that is that you've only given one example. It sounds like you've got one union rep on one board.</p> <p>Ms Bennetts: That's not the case. We certainly fulfil all of our consultation obligations with the UFU. We meet, starting at my level and with their secretary, at least on a scheduled biannual basis. The latest one was just a week or two ago.</p> <p>Senator RHIANNON: Biannual as in twice a year?</p> <p>Ms Bennetts: It's a biannual scheduled meeting to talk through all issues associated with the relationship between ourselves and the union. Then we have a series of working groups—off the top of my head I think it's around five or six at</p>	87	26/02/18

					<p>this point in time—which the UFU are formally represented on, and there's much more correspondence than that between the two parties, as you'd expect.</p> <p>Senator RHIANNON: Could you take on notice to detail what you've just set out—the names of those committees and how often they've been meeting, and, with the biannual meetings, when those biannual meetings started. You did use the word 'scheduled', which made me wonder if they are actually occurring, so could you provide dates on those please.</p> <p>Ms Bennetts: Certainly.</p>		
51	68	Airservices	GALLACHER	EMERGENCY VEHICLES ATTENDING AIRCRAFTS	<p>Senator GALLACHER: No, that's not my question. My question is: if an A380 has a problem and you're on that plane, how many vehicles would attend that emergency? One? Two?</p> <p>Ms Bennetts: If it was a full cat 10 turnout, then all available staff would attend that emergency.</p> <p>Senator GALLACHER: And what's the minimum you require?</p> <p>Ms Bennetts: The category 10 staffing. We staff to category, which is the size of the aircraft, and as the aircraft—</p> <p>Senator GALLACHER: Okay, I must be obtuse. Do you get one vehicle for a 737, two vehicles for a 747 and three vehicles for an A380?</p> <p>Ms Bennetts: Category actually depends on the amount of agent that you can get to the incident site within a period of time. So, where you're running a two-station model—for example, in Brisbane—it gets very complicated very quickly. It's probably best if I get you that detail on notice.</p> <p>Senator GALLACHER: All right. Thank you for that.</p>	89	26/02/18
52	69	Airservices	GALLACHER	ARFFS STAFFING LEVELS	<p>Senator GALLACHER: Can you, around your various categories of airports, just give us the staffing levels, current and projected, and a snapshot of how you've reduced the workforce under this—what was the program called?</p> <p>Mr Harfield: The Accelerate program, and, as I've mentioned a number of times, operational firefighters and air traffic controllers were completely quarantined from any changes under the Accelerate program. Firefighting numbers have relatively stayed the same as well as controllers. They have actually improved over time. There were no cuts in that area, but we can provide, for all 26 stations, our</p>	91	26/02/18

					current staffing, our projected staffing, the categories and what's required.		
53	39	Airservices	MCCARTHY	AIRCRAFT NOISE OMBUDSMAN	<p>Senator McCARTHY: I have a couple of questions on the ombudsman—Mr Harfield or Ms Spence? How many staff are employed in the office of the Aircraft Noise Ombudsman?</p> <p>Mr Harfield: My understanding is, other than the noise ombudsman, there are three people. I'm not sure what they are in full-time equivalents, because I think a couple of them work part time.</p> <p>Senator McCARTHY: Would you be able to provide that information—</p> <p>Mr Harfield: Absolutely.</p> <p>Senator McCARTHY: and their roles. What about the annual basis for the running of the office?</p> <p>Mr Harfield: We can provide that on notice; I don't know the exact budget.</p> <p>...</p> <p>Senator McCARTHY: Who's doing the review?</p> <p>Mr Harfield: I'll have to take on notice who actually did the review.</p> <p>Senator McCARTHY: Can you supply us with a copy of the terms of reference and the time lines for the review?</p> <p>Mr Harfield: Yes, I can supply the terms of reference. The review has actually been completed.</p> <p>...</p> <p>Senator McCARTHY: Are you able to provide details to the committee about which stakeholders were consulted?</p> <p>Mr Harfield: Yes; it's part of the review. If I can't, I'll refer it through to the board to make sure that the person conducting the review—</p> <p>Senator McCARTHY: So take them as questions on notice.</p>	93 26/02/18	
54	74	Airservices	MCCARTHY	PFAS USAGE	When PFAS contaminated foam is used in training, how is it contained?	WRITTEN 7/03/18	

55	75	Airservices	MCCARTHY	WATER INTO RAPID CREEK	<ol style="list-style-type: none"> 1. There have been media reports of millions of litres of water being fed into storm water drains in Rapid Creek in Darwin. Can you confirm this? 2. Who authorised Airservices Australia rescue trucks to dump PFAS contaminated water into a storm water drain that feeds into Rapid Creek? 3. How often are the trucks offloading PFAS contaminated water into the storm water drain that feeds into Rapid Creek? 	WRITTEN 7/03/18	
56	76	Airservices	MCCARTHY	RESCUE TRUCKS AT DARWIN AIRPORT	How many rescue trucks does Airservices Australia have in Darwin?	WRITTEN 7/03/18	
57	77	Airservices	MCCARTHY	ACCIDENTAL PFAS DISCHARGE AT DARWIN AIRPORT	<ol style="list-style-type: none"> 1. How many times has PFAS foam been accidentally discharged at Darwin Airport? 2. How many times has the accidental discharge of PFAS foam from Darwin Airport been reported? 3. How will more accidental discharges be prevented? 4. What is the procedure for containing and stopping the spread of Foam when there has been an accidental discharge? 	WRITTEN 7/03/18	
58	93	Airservices	STERLE	LIGHT PATHS – HOBART AIRPORT	<p>Can Airservices Australia please provide:</p> <ol style="list-style-type: none"> a. A map that shows clearly the flight path prior to September 2017; b. A map that shows clearly the flight path used currently; and c. A map that shows clearly the proposed flight path from March 2018 	WRITTEN 9/03/18	
Civil Aviation Safety Authority (8)							
59	56	CASA	ANNING	GA AIRWORTHINESS	<p>How many GA aircraft are CASA responsible for?</p> <p>Out of these GA aircraft how many are currently airworthy, meaning that they have a current maintenance release?</p>	WRITTEN 5/03/18	
60	57	CASA	ANNING	INACTIVE GA AIRCRAFT	The AOPA Australia has released data (based on BITRE reports) that shows that in 2002, just 7% of the GA fleet was inactive, and however, by 2015 this number has increased to 23% or 2,930 aircraft. Does this increase from 7% to 23% indicate	WRITTEN 5/03/18	

					there is a problem in GA?		
61	58	CASA	ANNING	CASA ANNUAL BUDGET	Has CASA’s annual budget increased across the past decade?	WRITTEN 5/03/18	
62	59	CASA	ANNING	AVIATION SAFETY ADVISORY PANEL MEMBERSHIP	<p>The AOPA Australia across the past 2 years has published a range of important data (from government sources, including CASA, BITRE and others) that demonstrates that Australian general aviation is in serious decline.</p> <p>Whilst the broader Australian economy has enjoyed 103 quarters of continuous growth, Australia’s general aviation industry has experienced;</p> <ul style="list-style-type: none"> • 34% decline in pilot numbers over the past 10 years • 35% decline in avgas sales over the past 10 years • 18% decline in aircraft hours flown over the past 5 years • 20% decline in serviceable aircraft for the past 12 months • 15% decline in maintenance and repair organisations in the past 12 months <p>The 2015 BITRE report clearly identifies that the vast majority of commercial activities for general aviation are in decline, with pilot training, charter, test, ferry, survey, photography and aerial work all recording losses.</p> <p>Furthermore;</p> <p>The Australian newspaper ran the following news articles between April 2016 and December 2017</p> <ul style="list-style-type: none"> • 7th April 2016 Red tape crushing general aviation • 21st April 2016 soaring rents pushing general aviation to the brink • 16th August 2016 CASA concedes: Our red tape stifles industry • 3rd September 2016 Airport privatisation and CASA rules hurting businesses • 27th October 2016 General aviation review may pull sector out of dive • 13th December 2016 Allianz to shut local aviation insurance unit 	WRITTEN 5/03/18	

					<ul style="list-style-type: none"> • 21st February 2017 Calls for urgent airport safety review • 1st March 2017 Government grapples with general aviation decline • 2nd June 2017 Over-regulation killing aviation • 13th July 2017 AOPA tips general aviation crisis • 2nd August 2017 General aviation sector faces ruin • 22nd December 2017 China swoops on flight schools to solve pilot shortage • 27th December 2017 foreign pilots given two-year visas to cover Australia’s pilot shortage • 27th December 2017 need to cut red tape, costs to restore pilot training <p>Question: On 16th August 2017, CASA conceded that general aviation was in fact in decline (as published by the Australian). Given that just about all of AOPA Australia’s predictions and warnings across the past two years have been balanced and accurate, please explain as to why AOPA has not been engaged directly on your ASAP panel?</p>		
63	60	CASA	ANNING	GA PRIVATE PILOT VS RAAUS RECREATIONAL PILOT	<p>What is the difference between a GA private pilot and a RAAus recreational pilot? Furthermore, could you explain the risk difference between the two, given that both pilots can fly the same aircraft, from the same airport, with a passenger onboard?</p> <p>Has CASA undertaken a study or risk assessment that details its concerns regarding the above? Has there been a report? If so, could you please on notice provide that report.</p>	WRITTEN 5/03/18	
64	61	CASA	ANNING	MEDICAL CERTIFICATION STANDARDS	<p>Given that the UK and the USA based their private pilot medicals on a private driver’s license standard, why have you based the Australian GA license on a commercial driver’s standard, noting that the RAAus recreational pilot certificate is based on a private driver standard?</p> <p>Could you please explain how CASA can deem a GA private pilot unfit for flight, then these same pilots move across to RAAus where they can continue to fly on a driver’s license medical in the same aircraft carrying a passenger?</p>	WRITTEN 5/03/18	

65	62	CASA	ANNING	CLASS 2 MEDICAL REFORM	<p>It's noted that CASA produced a discussion paper that sought industry feedback regarding Class 2 medical reform. However, following the industry responses, CASA did not seek to discuss its considerations, views or intentions, thereby denying the industry an opportunity to work in partnership with the regulator to deliver the best outcome for the industry at large.</p> <p>Can you explain how CASA is meeting its obligations under its regulatory philosophy, which requires the regulator to be inclusive of the entire process?</p> <p>Under the new Class 2 Basic medical standard, CASA have removed the ability for a pilot to fly NVFR/IFR and Aerobatics. Given that all three modes of flight require significant additional training and demonstration competency, therefore improving the overall safety standard and surveillance of the pilot, can you please explain how CASA is improving GA safety by removing such privileges?</p>	WRITTEN 5/03/18	
66	133	CASA	RICE	PROBLEMS WITH 'CAN I FLY THERE?' APP	<p>Have you received any complaints about the "Can I Fly There?" app providing incorrect advice about no fly zones?</p> <p>What role is CASA playing in reviewing the content of the "Can I Fly There?" app to ensure that it is compliant with existing aviation law and regulation?</p> <p>What kind of liability outcomes are expected if users use the app to check for no fly zones, incorrectly identify an area as NOT having a no fly zone, and then proceed to illegally use their drone or UAV within a no fly zone area?</p>	WRITTEN 9/03/18	
Aviation and Airports (3)							
67	72	AAA	GALLACHER	ARFF SERVICES	<p>Senator GALLACHER: How does that line up with the Chicago convention? How does it line up with international best practice, if we pick a figure of 350,000 or 400,000 or whatever, how does that line up?</p> <p>Ms Spence: There isn't actually an international trigger for when you would establish or disestablish the ARFF services.</p> <p>Senator GALLACHER: I understand that, but how does it reflect the standards and recommended practices of annex 14, aerodromes, of the international conventional on civil aviation, known as the Chicago convention?</p> <p>Ms Spence: My understanding is that it would be consistent with international</p>	83 26/02/18	

					<p>requirements, but I am happy to take that on notice and confirm.</p> <p>Senator GALLACHER: So, there is an agreement that if an airport has less than 300,000—or an international standard or convention—that they don't matter as much as one that has 400,000?</p> <p>Ms Spence: No, as I said, there is no trigger threshold in the international requirements. Therefore, the numbers we have would not be inconsistent with any international requirement. But, as I said, I am very happy to take it on notice and put any more context around that, if that will assist.</p>		
68	38	AAA	RICE	N65 RULE	<p>Senator RICE: Can you tell me about the N65 rule?</p> <p>Mr Harfield: I can't. I don't know if somebody else can, but I can't.</p> <p>Ms Spence: I think we'll have to take that on notice.</p> <p>Senator Scullion: Do you have any questions around that?</p> <p>Senator RICE: Yes. What I'm told is that there's a rule called the N65 rule that means there can be no more than 50 flights per day of 65 decibels or more in any area.</p> <p>Ms Spence: If it's all right with you, Senator Rice, we can take that question on notice and explain what the N65 rule is. I don't have the relevant officials with me who can answer that question.</p> <p>Senator RICE: The constituent who's been in touch with me basically says that there is this rule, and they're asking whether you have any evidence that people living around secondary airports aren't, in fact, suffering more than that level of noise.</p> <p>Ms Spence: I'm not aware of that rule, but I'm certainly happy to take it on notice and get back to you with some information on that.</p> <p>Senator RICE: There's this elusive N65 rule. What I've been told is that there were submissions presented to the planning commission in the state for the latest master plan for the secondary airports that refer to the N65 rule and claim that it had been met. It sounds like you'll probably need to take that on notice as well.</p> <p>Ms Spence: Sorry, I'll have to take that on notice, Senator.</p> <p>Senator RICE: Thank you.</p>	92	26/02/18

69	132	AAA	RICE	MELBOURNE AIRPORT CACG CHANGES	<p>Can you advise of any changes that have occurred or will occur in the timing or format of the Melbourne Airport community consultative group (CACG) meetings?</p> <p>Will the Melbourne Airport CACG continue to have an ‘open meeting’ section for general members of the public, into the future?</p> <p>Will the Melbourne Airport’s CACG meetings remain open for any issue related to the Airport to be raised?</p>	WRITTEN 9/03/18	
Surface Transport Policy (1)							
70	136	STP	RICE	VEHICLE EMISSIONS	<p>It has now been 2 years and 4 months since the establishment of the Ministerial Forum on Vehicle Emissions, and 3 years and 8 months since the Climate Change Authority released its’ report into light vehicle emissions. Is that correct?</p> <p>And the Government released a draft model for light vehicle efficiency in 10 July last year, is that correct?</p> <p>And what consultation and feedback process was undertaken in relation to that draft model?</p> <p>And was this draft model designed by the Ministerial Forum, or by the Department of Infrastructure?</p> <p>Is that draft model publically available, and if not can you table it?</p> <p>And are the submissions and consultation details publically available?</p> <ul style="list-style-type: none"> - If not: who made submissions? - What is the content of those submissions? - What was the timeline of the consultation process? - What other steps did the Department take to get community and stakeholder input on that draft model? <p>What was the outcome of that consultation with stakeholders on the draft vehicle efficiency model?</p> <p>What are the proposed next steps that the Government will be taking?</p> <p>What are timelines for these steps?</p> <p>Is this process under the remit of Minister Fletcher or Minister McCormack or Minister Frydenberg?</p>	WRITTEN 9/03/18	

					<p>What does your Department currently have dedicated towards the design and implementation of light vehicle efficiency standards, both in terms of staffing and in terms of other resources?</p> <p>What are the chances of a 2020 beginning of implementation if further delay occurs? Has there been any quantifications of the social costs for delaying the beginning of implementation beyond 2020?</p>		
Infrastructure Investment (15)							
71	42	II	HANSON	IIP FUNDING	<p>Senator HANSON: Right. Is the infrastructure fund committing any money to the Cross River Rail in Brisbane?</p> <p>Mr Davies: The, sorry, which fund?</p> <p>Senator HANSON: To the Cross River Rail in Brisbane.</p> <p>Mr Davies: So funding is a question I think for the investment decision of the department later on.</p> <p>Dr Kennedy: Yes. We're happy to take questions about Cross River Rail in the infrastructure investment section. But there has been no Commonwealth government money put against the infrastructure for Cross River Rail investment.</p> <p>Senator HANSON: You're talking about the increase in infrastructure fund. In today's paper, the Sydney population now is five million—by 2046, in 20 years' time, it will be 7.4 million. Melbourne from 4.6 million up to 7.3 million. Brisbane from 2.4 million up to four million people. They also state that 305,000 fewer people will have easy access to hospital, 250,000 to schools, and 330,000 to university. With infrastructure fund, can you advise me or tell me, what has the increase been to the infrastructure fund budget over the past seven years?</p> <p>Mr Davies: Funding is more of a question for the department and the investment division.</p> <p>Senator HANSON: Okay.</p> <p>Dr Kennedy: Yes. At this stage the Infrastructure Investment Division is due to appear at 5.30, they can take you through the details of the year-by-year Commonwealth contribution to infrastructure at that stage. I don't have it here in front of me. But, noting your question, we will tell you the annual numbers for Commonwealth infrastructure investment when we come to that section.</p>	21-22 26/02/18	

72	40	II	STEELE- JOHN	FUNDING FOR UPGRADE OF PUBLIC TRANSPORT NETWORKS	<p>Senator STEELE-JOHN: I'm hearing that from 2002 anything built in relation to public transport has to meet a certain standard and that standard has been under a process of review. I am wondering, in terms of dollar value, how much the Commonwealth has provided to the states to facilitate the retroactive upgrade of public transport networks, if you like, since the start of the life of the new government.</p> <p>Mr Yeaman: I think we need to take that on notice. We don't have that level of detail for projects. We haven't been able to source it in the time available.</p> <p>Senator STEELE-JOHN: That would be wonderful. Can you give it to me in two ways—within the last decade and from the beginning of the life of the new government—and any trends that can be identified? Chair, how do we usually do this? Do you limit us by time?</p>	115 26/02/18	
73	43	II	URQUHART	FUNDING APPLICATIONS FROM THE TASMANIAN GOVERNMENT	<p>Senator URQUHART: What applications from the Tasmanian Liberal government for funding for major road and rail projects have been received by this department over the past four years?</p> <p>Ms Leeming: Not counting the election commitments, which have all been approved projects that the Tasmania government has provided to us? You don't want to talk about those particular projects?</p> <p>Senator URQUHART: No, over the past four years.</p> <p>Ms Leeming: We have had conversations with the Tasmanian government on a number of priority projects—</p> <p>Senator URQUHART: I am talking about applications. What applications have been made to the department from the Tasmania government?</p> <p>Ms Leeming: There are further Midland Highway projects being developed. They are projects applications that come to us to use the funding that has been committed for the Midland Highway.</p> <p>Dr Kennedy: To get the precise number of applications, I feel quite certain we will have to take that on notice to be able to add that up, particularly over four years.</p>	116-117 26/02/18	
74	44	II	URQUHART	HIGHWAY NETWORK IN TASMANIA	<p>Senator URQUHART: Okay. I have a question for the minister. What are the most dangerous parts of the highway network in Tasmania? Do you know, Minister?</p> <p>Senator Scullion: I'm sorry, but it will have to rely on someone else for that</p>	117 26/02/18	

					<p>information. I was travelling on the roads down there a fortnight ago to my daughter's wedding, but I don't think that is really sufficient for me to comment. Perhaps you could expand the question, apart from asking—</p> <p>Senator URQUHART: Maybe the departmental officials can help you there—</p> <p>Senator Scullion: You're asking what the most dangerous parts of the roads in Tasmania are?</p> <p>Senator URQUHART: Parts of the highway network. It's okay if you can't answer. I am happy for—</p> <p>Senator Scullion: Does anybody want to chance their arm at that question?</p> <p>Mr Yeaman: We may need to take that on notice. There are other areas of the department that deal with road safety generally. We focus primarily on transport infrastructure and funding, so we are not in a position to answer that question here. Other colleagues may be able to.</p>		
75	45	II	URQUHART	BASS HIGHWAY	<p>Senator URQUHART: Has this department sees any representations from the Tasmanian government or from any of the four Liberal state members in Braddon regarding the need for upgrades to the Bass Highway between Marrawah and Detention River?</p> <p>Ms Leeming: We are tracking various election commitments that are being made through the—</p> <p>Senator URQUHART: No, I am asking if the department has received any representations from the government or any of the state members in Braddon regarding the need for upgrades? It is not about representations.</p> <p>Ms Leeming: Which part of the Bass Highway?</p> <p>Senator URQUHART: Between Marrawah and Detention River.</p> <p>Senator Scullion: It sounds like we might take that on notice.</p> <p>Senator URQUHART: You don't know that? The department doesn't know that?</p> <p>Senator Scullion: The indication at the moment is that they may not have those specifics. I think it would be useful for the record to include that to any representations—</p> <p>Senator URQUHART: Ms Leeming, you are looking through the records.</p> <p>Ms Leeming: I don't believe so, but I would rather take it on notice, given the</p>	117-118 26/02/18	

					<p>specificity of the—</p> <p>Senator URQUHART: But you are not aware of it?</p> <p>Ms Leeming: Not that I'm aware of.</p> <p>Senator Scullion: Senator, have you made any representations?</p> <p>Senator URQUHART: I am asking the questions here.</p> <p>Senator Scullion: I understand that. I am asking you a question. I am just saying—</p> <p>Senator URQUHART: You don't sit that side of the table to ask questions.</p> <p>Senator Scullion: That's not exactly how it works.</p> <p>Senator URQUHART: I am actually asking the questions.</p> <p>Senator Scullion: You have asked specifically in an estimates process about a Tasmanian colleague. I said we should extend it to everyone and you protested. So I am just asking. I thought you might have done the same—</p> <p>Senator URQUHART: There have been many representations made—</p> <p>Senator Scullion: —and that they were going to be taking it up.</p> <p>Senator URQUHART: I can answer your question. They have been, yes.</p> <p>Senator Scullion: I am sure they will catch that in the question then. So, if you can include the senator in that answer that would be great.</p> <p>Senator URQUHART: And there are other people in Tasmania who have made representations.</p> <p>Senator Scullion: No doubt about it. They will capture that in the question on notice.</p>		
76	46	II	STERLE	<p>MYEFO TABLE</p> <p>Senator McCARTHY: With the further infrastructure funding I'm going to have a look at Victoria with a MYEFO statement. Again, let's just walk through this. Doesn't the latest MYEFO statement, attachment D on page 25, released on 18 December 2017 confirm that Victoria is set to receive just nine per cent of federal infrastructure grant funding in 2017-18?</p> <p>Ms Hall: With regard to the MYEFO budget papers, the issue around Victoria's funding doesn't take into consideration the financial assistance grants, which should also be included and which are in the budget papers as well. Our estimates are slightly higher than the nine per cent.</p>	121 26/02/18		

					<p>Senator McCARTHY: What are your estimates?</p> <p>Ms Hall: In regard to the funding that was put forward, if you take into consideration the contingent liability of the \$3 billion for East West Link the funding, over the period 2013-14 to 2020-21, is nearly close to 20 per cent.</p> <p>Senator McCARTHY: What's your estimate?</p> <p>Ms Hall: I think it is 19.8 per cent.</p> <p>Senator STERLE: I'd like to clarify one thing. Mr Yeaman, could you point us to what page and table number on the papers you were referring to when you mentioned the 98.69?</p> <p>Mr Yeaman: It's a combination of pages across the budget papers. I can see what advice and guidance we can provide about putting that together, but it's essentially an amputation of a number of different line items in the budget that aren't in one place. I can't point to it now.</p> <p>Senator STERLE: Join the dots. You've got something with you, because you did rattle it off very quickly. So if you could provide us with the same information—</p> <p>Mr Yeaman: Certainly.</p> <p>Senator STERLE: You're looking like I've trodden on something without any thongs on!</p> <p>Mr Yeaman: No, I'm just trying to think of the best way to support you in answering that question.</p> <p>Dr Kennedy: We'll take it on notice and provide the table for you. How about that?</p>		
77	47	II	MCCARTHY	FUNDING FOR TENTERFIELD	<p>Senator McCARTHY: There are actually three: the Bolivia Hill upgrade, the Scone bypass and the Tenterfield heavy vehicle bypass.</p> <p>Ms Leeming: There was an environmental assessment done for the Scone bypass that was finalised in April 2016.</p> <p>Senator McCARTHY: This is for Scone, was it?</p> <p>Ms Leeming: Yes, on Scone. The design's been completed. The project has been approved; the project was approved by a minister in June 2017. And at this stage we expect the construction project to be awarded in March 2018.</p> <p>Senator McCARTHY: So next month. What about—</p>	122-123 26/02/18	

					<p>Ms Leeming: Sorry, I just didn't quite hear—</p> <p>Senator McCARTHY: Can we move on to Bolivia Hill?</p> <p>Ms Leeming: Yes, Bolivia Hill. We're expecting the construction project to be awarded by the end of March 2018, so very shortly. Open to traffic is targeted for mid-2019. Obviously, once the contract is awarded we'll have a better idea about what the end date is going to be. But that's progressing well.</p> <p>Senator McCARTHY: And Tenterfield?</p> <p>Ms Leeming: Tenterfield heavy vehicle bypass is a planning project. That was approved by a minister on 4 July 2017. The design contract was awarded in January 2018. We're expecting the design to be on public display in August 2018. So that's also progressing well.</p> <p>Senator McCARTHY: And do you have an estimate of job numbers for these projects?</p> <p>Ms Leeming: I don't, but we can ask the state government if they have an estimate. I don't have it with me; it's possible that we do have it for the construction projects. It could be in our project approvals.</p> <p>Senator McCARTHY: So that would be for Bolivia Hill and Scone?</p> <p>Ms Leeming: Yes.</p> <p>Senator McCARTHY: And in which budget was funding first allocated to these projects?</p> <p>Ms Leeming: I need a different spreadsheet for that, sorry. Scone was in the 2014-15 budget. It was a post-election 2013 commitment, and the funding was provided in the 2014-15 budget. Bolivia Hill was the same. And I'm not sure when the commitment was made for Tenterfield. Around the same period, I would think.</p> <p>Senator McCARTHY: It was—</p> <p>Ms Leeming: I'd need to check Tenterfield.</p> <p>Senator McCARTHY: Okay, so you'll take that question on notice?</p> <p>Ms Leeming: Yes.</p>		
78	48	II	RICE	WEST GATE TUNNEL PROJECT	<p>Senator RICE: I've got some questions about a range of projects. First of all, there is a parallel question to my question of Infrastructure Australia about the West Gate Tunnel peer reviews. Infrastructure Australia this morning told me that they</p>	124 26/02/18	

					<p>haven't received the independent peer review that was done for the West Gate Tunnel from the Victorian government. I just want to confirm that the department has not received those independent peer reviews.</p> <p>Ms Hall: No, Senator.</p> <p>Senator RICE: Have you had any recent communication or correspondence with the Victorian government regarding the West Gate Tunnel?</p> <p>Ms Hall: No, Senator.</p> <p>Senator RICE: Nothing at all? So there's no indication from the Victorian government that they are going to share the independent peer review that was done of the West Gate Tunnel?</p> <p>Ms Hall: The Victorian government has not sought any Commonwealth funding for the project, so no, Senator.</p> <p>Senator RICE: Can you just tell me—you may need to take it on notice—when was the last communication that the Victorian government had with you regarding the West Gate Tunnel Project?</p> <p>Ms Hall: I would have to take that on notice.</p>		
80	94	II	STERLE	TOWNSVILLE EASTERN ACCESS RAIL CORRIDOR	I note that in the 2017-18 Budget the Government allocated \$38.7 million to the Townsville Eastern Access Rail Corridor project – what is the current status of this commitment? When will construction begin? What's the hold up? Who will provide the balance of the required funding?	WRITTEN 9/03/18	
81	95	II	STERLE	M12 (SYDNEY)	<ul style="list-style-type: none"> • Have you got any preliminary project costings? • Has the Department had any discussions with their counterparts in NSW about tolling the road when it's completed? 	WRITTEN 9/03/18	
82	96	II	STERLE	REGIONAL ROAD SAFETY PACKAGE	Could the Department provide a complete list of the projects being funded from the so-called Regional Road Safety Package? For each of the projects could the Department also tell us how much funding they are receiving, and when work will start and be completed on them?	WRITTEN 9/03/18	
83	97	II	STERLE	CYCLING INFRASTRUCTURE	<ul style="list-style-type: none"> • What is the total dollar amount that has been allocated to cycling infrastructure across the country through Commonwealth infrastructure 	WRITTEN 9/03/18	

					<p>grants, loans or equity investments for the current fiscal year?</p> <ul style="list-style-type: none"> • Could you provide a state by state breakdown of this amount? • Can you also provide a state by state breakdown of the dollar amounts allocated for the last 3 fiscal years (FY16, FY15, FY14) too? • Has the Minister for Urban Infrastructure and Cities requested a briefing on cycling infrastructure? When did you last provide one? • What is the plan to encourage future take up of cycling now that there is no National Cycling Strategy? • How important do you think cycling infrastructure is to the liveability, sustainability and productivity of our cities and towns? 		
84	98	II	STERLE	PUBLIC TRANSPORT	Can the Department provide a complete list of the public transport projects currently receiving Federal funding?	WRITTEN 9/03/18	
85	135	II	RICE	NATIONAL BICYCLE STRATEGY	<p>Now that the National Cycling Strategy has wound up - what are the main lessons you think we learnt from its outcomes? What was it that led to the main goal's failure?</p> <p>Now the Strategy has finished, and the Council isn't in place, what activity is the Australian Government undertaking on cycling?</p> <ul style="list-style-type: none"> - Are there any Department staff involved at all? <p>Has the new "Cycling and Walking Australian and New Zealand" group been set up yet?</p> <ul style="list-style-type: none"> - If not - when will the members be in place? When will work kick off, noting the ABC has wound up already? - Who are its members, or who will it's members be likely to be? - And for the federal government - will there be a full member on the group? - The information we've seen to date notes some funding will be needed for secretariat operations - will the Commonwealth be contributing to that? 	WRITTEN 9/03/18	
86	113	II	RHIANNON	TRANSURBAN	<p>1. It has been reported that major toll-road firm Transurban may purchase Sydney Motorway Corporation to help finance the last stage of the motorway. Considering a successful bid by Transurban would make it a</p>	WRITTEN 13/03/18	

					<p>virtual monopoly operator of Sydney's privatised road system, what cost-benefit analysis has been carried out with regard to the transport and business needs of Sydney?</p> <p>2. Considering a review by the Auditor-General found the NSW government failed to complete assurance and probity reviews before proceeding with an agreement with Transurban to build the \$3.1 billion NorthConnex toll road, does the federal government impose any conditions of the next stages of the Westconnex project?</p> <p>a. What are those conditions likely to be?</p> <p>3. Has Infrastructure Australia or the Department had any input into the NSW government's decision to pay the investment bank Goldman Sachs \$16.5 million as their financial adviser on the sale of 51 per cent of the \$16.8 billion WestConnex motorway for 11 months' work?</p> <p>a. If yes, what was the input and what was the provided advice?</p> <p>b. If not, why is the Department or agency not involved with this stage of this project?</p> <p>4. Please outline the federal government's current and ongoing involvement with the Westconnex project.</p>		
Western Sydney Unit (4)							
14	115	WSU	RICE	AIRCRAFT MOVEMENT AND NOISE IMPACT	<p>1. How long will it take for aircraft movements to reach more than 20 hour after Badgerys Creek Airport begins operations in the mid 2020's?</p> <p>2. The heavily populated Local Government Areas of Blacktown, the Hills Shire and Hornsby Local Government Areas will lie to the north-east of Badgerys Creek Airport. How will noise be mitigated at night when take-offs and landings occur to the north-east instead of the south-west? How will noise be mitigated over Blacktown, the Hills Shire and Hornsby during the day?</p> <p>How will noise be mitigated at night and during the day from Badgerys Creek Airport over the heavily populated Western Suburbs, if the 'head to head' mode of operation cannot be used effectively or can't be used at all?</p>	WRITTEN 9/03/18	
87	131	WSU	RHIANNON	WESTERN SYDNEY	<p>1. With regard to any orbital type rail projects for transporting people from</p>	WRITTEN	

				RAIL PLANS	<p>the Northwest, through the West to the Southwest of the Metropolitan area for Western Sydney, please provide copies or details of any feasibility or scoping studies; plans or proposals; or surveys or development work.</p> <p>2. Please provide a copy of the joint NSW/federal scoping study for Western Sydney Rail.</p> <p>a) If it has not yet been released, please advise what is delaying the report and when it will be released to the public.</p>	13/03/18	
127	142	WSU	RHIANNON	RUNWAYS AT SYDNEY AIRPORT	<p>The former Premier, Mike Baird, obtained a costing of \$5.2billion in 2012 for the construction of two extra runways at Sydney Airport in Botany Bay. The Daily Telegraph stated at the time that the cost of such runways would be half the cost of constructing a second airport.</p> <p>a. Which option would be more cost effective – the expansion of Sydney Airport which already has the necessary infrastructure or Badgerys Creek Airport, which requires the the necessary infrastructure to be built?</p> <p>Which option would be completed first, the Botany Bay option or Badgerys Creek Airport, which the Federal Government claims will begin operations in approximately 2026?</p>	WRITTEN 13/03/18	127
128	143	WSU	RHIANNON	NOISE INSULATION FOR RESIDENTS	<p>Regarding noise, is it correct that a 24/7 Sydney airport will result all other airports in Australia dealing with more fights between 11pm and 6am?</p> <p>What consideration has been given to providing noise insulation to residents of other Australian cities dealing with increased flight movements, and associated costs?</p>	WRITTEN 13/03/18	128
Inland Rail and Rail Policy (5)							
79	49	IRRP	RICE	NATIONAL RAIL PROGRAM	<p>Senator RICE: Moving onto the National Rail Program: firstly, can I confirm exactly how much of the program funding will be spent over the forward estimates.</p> <p>Ms Hall: Currently, in the forward estimates, \$600 million has been allocated.</p> <p>Senator RICE: I understand it's \$200 million in 2019-20 and \$400 million in 2020-21.</p> <p>Ms Hall: That's correct.</p>	126 26/02/18	

					<p>Senator RICE: So that's still the proposed expenditure. To set the scene, that \$600 million was allocated from \$1.6 billion of savings from the infrastructure investment program.</p> <p>Ms Hall: I'll have to double-check that; I might have to take that on notice. I don't think that's right, Senator.</p> <p>Senator RICE: My understanding was that \$1.6 billion wasn't spent in the infrastructure investments program—it was proposed at one stage to be spent in 2020-21 and it's no longer going to be spent, and \$600 million of it has been reallocated to the National Rail Program. We've got one of your officers shaking his head in the background there.</p> <p>Ms Hall: We can take that on notice for you, Senator, but I don't think it's correct.</p> <p>Senator RICE: What work is the department currently doing on how that \$600 million is going to be spent?</p> <p>Mr Hyles: At this stage, we're still very early in the process. Obviously, last year the criteria for the program were released, but we're still working through those processes.</p> <p>Senator RICE: Have you got a shortlist of projects on how you expect to spend that \$600 million?</p> <p>Mr Hyles: It's still very much a work in progress.</p> <p>Senator RICE: How many staff within the department are currently working on the National Rail Program?</p> <p>Mr Hyles: Within my team, there are about four or five people but they do a range of functions in addition to overseeing the NRP.</p> <p>Senator RICE: How many full-time equivalents, would you say, are working on it?</p> <p>Mr Hyles: I'd have to take that on notice.</p>		
88	63	IRRP	RICE	MELBOURNE AIRPORT RAIL LINK	<p>Senator RICE: You just mentioned the Melbourne Airport rail link. The minister in November said that plans are underway with airport rail link feasibility studies. Can you give us an update as to where that's at.</p> <p>Mr Hyles: We've been working with Victorian officials. A steering committee has been established. Memoranda of understandings between the Commonwealth and Victorian departments have been signed along with terms of reference for the business case, and work is progressing. Victorian officials have appointed project</p>	127 26/02/18	

					<p>managers or are in the process of appointing project managers, and work's continuing.</p> <p>Senator RICE: So, the terms of reference for the business case have been finalised?</p> <p>Mr Hyles: Yes.</p> <p>Senator RICE: Are those terms of reference public?</p> <p>Mr Hyles: Off the top of my head, no.</p> <p>Senator RICE: Can we have those terms of reference for the business case provided to us?</p> <p>Mr Hyles: I'll take that on notice.</p>		
89	50	IRRP	RICE	MELBOURNE AIRPORT RAIL LINK BUSINESS CASE WORKSHOP AND EXPENDITURE	<p>Senator RICE: What's been the consultation on the range of projects that will be included in that business case? I understand that some consultation was done.</p> <p>Mr Hyles: We've had a stakeholder workshop. Ministers attended that. It was fairly high-level, really discussing the commitment the Commonwealth government's made and the process going forward. The detailed engagement with stakeholders about alignment hasn't happened at this point.</p> <p>Senator RICE: Is that planned to occur?</p> <p>Mr Hyles: Yes. That will occur. But the probity process hasn't been finalised.</p> <p>Senator RICE: But when will that consultation occur? Will it be before the first stage of the business case is completed?</p> <p>Mr Hyles: Yes.</p> <p>Senator RICE: Can you take on notice—you probably haven't got the information now—who you have consulted with so far and who you propose to consult with?</p> <p>Mr Hyles: We haven't consulted specifically on alignment at this stage.</p> <p>Senator RICE: But you just said 'at our round table'. So, who was at that round table?</p> <p>Mr Hyles: That was just a general workshop, but we can certainly take that on notice.</p> <p>Senator RICE: Do you have a plan, then, of who will be consulted with once you've gone through the probity process?</p> <p>Mr Hyles: That's being determined, I think, at present.</p>	127-128 26/02/18	

					<p>Mr Yeaman: We don't have a list of those stakeholders, but we'll develop that over the coming—</p> <p>Dr Kennedy: I'm very happy to take it on notice. We'll get you a list of the stakeholders.</p> <p>Senator RICE: And in terms of the \$30 million funding for the development of the business case, where is the expenditure of that currently at?</p> <p>Mr Hyles: No money's been spent so far.</p> <p>Senator RICE: When is it expected that that will be spent, then?</p> <p>Mr Hyles: Before the end of the year. Obviously Victoria's undertaking work already, so they will, at milestones, submit claims for payment.</p> <p>Senator RICE: So, the Victorian government have done work already that they will be claiming from the \$30 million, but they haven't claimed it as yet?</p> <p>Mr Hyles: Yes, that's right.</p> <p>Senator RICE: Do you know how much, of the work that the Victorian government has done, of that \$30 million is going to be claimed, so far?</p> <p>Mr Hyles: No. We'd have to take that on notice.</p> <p>Dr Kennedy: Just to be clear, we're not charging each other for public servants' time in the business case. The moneys being expended from the business case will be for consultancies, maybe geotechnical work and those types of issues. So, they will be against clear contracted arrangements, not to pay Victorian public servants to—</p> <p>Senator RICE: Okay, but it sounds like you should know what work has already been done that is going to be able to be claimed from that \$30 million.</p> <p>Mr Hyles: It's just not necessarily going to be the case that that is wrapped up in a figure that is easily to hand, because we're not at the point obviously of Victoria putting in a claim for payment.</p> <p>Mr Yeaman: We can have a look at that and see what we can provide you to give you some clarity around that. We just don't have it in front of us.</p> <p>Senator RICE: Yes, if you could take on notice what has been already committed to.</p>		
90	51	IRRP	RICE	FASTER RAIL BUSINESS CASES	<p>Senator RICE:...The Faster Rail program: during the 2017 budget estimates in May we were told that the \$20 million given to Faster Rail would be used to help</p>	128-129	

				<p>develop three separate business cases. How are these business cases developing?</p> <p>Mr Hyles: We have undertaken the assessment as part of the second stage and provided advice to government.</p> <p>Senator RICE: Have you decided what the three business cases are going to be?</p> <p>Mr Hyles: We've provided advice to government.</p> <p>Senator RICE: For just three?</p> <p>Mr Yeaman: I don't have the exact figure in my head, but we received a large number of applications under the scheme. We've been through an assessment process of those proposals against the criteria, and we've provided advice to government on how that could proceed. We haven't yet had an announcement from government, but we would expect that to happen shortly.</p> <p>Senator RICE: Did your advice to government propose three projects to have business cases, or a larger number of projects?</p> <p>Mr Yeaman: I think that goes to our advice. We provided advice on the range of projects that met the criteria, and it is now to government. The government stated that they are looking to fund three.</p> <p>Senator RICE: So you can't tell us whether it was the recommendation for three?</p> <p>CHAIR: That's standard.</p> <p>Senator RICE: Well, I would think that it would be of interest to the community to know whether your advice to the government is saying, 'Here are three projects where we recommend the business case', or whether you've essentially given a shortlist to government.</p> <p>Mr Yeaman: I'm not sure I can add to the answer. As I said, we assessed a range of proposals against the criteria and provided advice to government.</p> <p>Senator RICE: For those projects where you've provided the advice to government, what criteria were they selected on?</p> <p>Mr Hyles: They were criteria that were published in the Faster Rail prospectus that was released by the ministers in I think September last year. So, the criteria were published.</p> <p>Senator RICE: Will that assessment against those criteria be made public at some stage?</p> <p>Dr Kennedy: That's a matter for government, but our assessment of those criteria</p>	<p>26/02/18</p>	
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				<p>forms part of our advice to government as to the next stage of projects to be selected.</p> <p>Senator RICE: So you're saying that because it's advice to government you can't share it with us?</p> <p>CHAIR: One moment: the guidelines do indicate that the senator can ask what advice you've given to government. And you are capable of answering that and providing details of that advice to the senator.</p> <p>Senator RICE: Thank you.</p> <p>CHAIR: If it becomes a cabinet submission, that's a different kettle of fish. But the senator's entitled to ask what advice you've given to government.</p> <p>Dr Kennedy: We've given to government advice on the three projects to be selected out of the next stage of this process against that criteria. The government's considering that advice, and we expect that it will make its decision shortly.</p> <p>Senator RICE: But have you just given three projects, or have you given a larger number of projects in your advice to government?</p> <p>Dr Kennedy: We rated all the projects against the criteria and formed a merit based list, if you like, against those projects.</p> <p>Senator RICE: So you've given that whole list, with how they scored against the criteria, to government.</p> <p>Dr Kennedy: That's correct.</p> <p>Senator RICE: And your expectation would be that the top three then should be the projects that are chosen by government to go forward? Would that be the department's advice?</p> <p>Dr Kennedy: I'm getting very close to having to convey to you exactly what the advice is, but let me put it this way: it isn't necessarily the case that three would fall out as the top three. There could be a number that scored similarly, and then it would be a matter for government to choose the relativities across those projects.</p> <p>Senator RICE: But if you've done an assessment based on your criteria, what other criteria do you think government would use to choose a different selection of projects other than the top three?</p> <p>Dr Kennedy: That is a matter for government, but we provide our assessment</p>		
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					<p>around the criteria that was published. And then the government can look across those projects. It may look across their geographical distribution. There's be any number of matters that it may wish to take into account itself. But our advice goes to, against the criteria they published, how these projects fall out.</p> <p>Senator RICE: Given that that advice to government isn't a cabinet submission, can that be made available to us?</p> <p>Dr Kennedy: We'll take it on notice.</p>		
91	90	IRRP	CHISHOLM	<p>FASTER RAIL BETWEEN SUNSHINE COAST AND BRISBANE ARTICLES</p>	<p>With reference to the articles in the Sunshine Coast Daily from the 18th and 19th of January about Ted O'Brien's proposals for Fast Rail between the Sunshine Coast and Brisbane:</p> <ol style="list-style-type: none"> 1. How much would the proposed Project cost? 2. How would these proposals differ from the existing plan to duplicate and realign the Beerburrum to Nambour line that is currently with Infrastructure Australia already? Does this justify the cost to make a new business case ? 3. The current proposal to duplicate and realign between Beerburrum and Nambour's business case was finalised and has been sitting with Infrastructure Australia since 8 July 2017. Is there a reason that it has taken so long for Infrastructure Australia to evaluate this proposal? This was even identified by Infrastructure Australia as a priority project as late as February 2016. 4. Would this be narrow gauge or High-Speed line? If it is High-speed line how would this interact and integrate with the rest of the commuter network? If it is narrow gauge how is this different from the proposed realignment and duplication to Nambour? 5. Ted O'Brien has expressed his desire to see trains run at between 150km/h to 220kmh in the Sunshine Coast Daily 19 January; would this require new rolling stock? Would this be part of the overall application for money from Infrastructure Australia? No existing rolling stock can reach that speed the NGR reaches 140km/h 6. How would this project be able to go ahead without the upgrade of the inner-city capacity through cross river rail? The inner city network is very 	WRITTEN 8/03/18	

					<p>close to capacity.</p> <p>7. Would trains be able to maintain those high-speed in the inner-city network despite the serious congestion currently faced without cross river rail</p> <p>8. Would the federal government put money towards cross river rail if they decide to go ahead with this fast rail project.</p> <p>9. This was the only project from Queensland that was selected to potentially receive any funding why would the federal government who has previously spent \$0 on rail projects in Queensland decide to fund this LNP thought bubble? Much like the idea to have a hyper loop between the Gold Coast and Brisbane.</p>		
Cities (17)							
92	52	CITIES	STEELE-JOHN	FUNDING FOR ENERGY EFFICIENCY IN CITY DEAL PROJECTS	<p>Ms Wiley-Smith: City Deals are negotiated agreements, based on what's needed in a particular place, between three levels of government. If there are buildings that are part of a city deal then certainly we're looking at liveability of the cities, and energy efficiency and energy use are key to that. In the current City Deals, the University of Tasmania, as part of the Launceston City Deal, which is underway, are currently moving into the CBD. They're building a new building in there and they will have energy efficiency measures as part of their new build.</p> <p>Senator STEELE-JOHN: Would you be able to give me a dollar figure on how much money has been spent through this process on projects that address energy efficiency in new or established buildings?</p> <p>Ms Wiley-Smith: I'd have to take that on notice.</p> <p>Senator STEELE-JOHN: It would be wonderful if you would be able to do that. If you could include any projects in themselves that have been funded specifically to address energy efficiency, or with that as a large part of their justification, that would be wonderful too.</p>	116 26/02/18	
93	53	CITIES	MCCARTHY	PROMOTION AND MARKETING OF CITY DEALS	<p>Senator McCARTHY: How much has the department spent on the promotion and marketing of City Deals?</p> <p>Ms Wiley-Smith: We don't have that information with us at the moment. We do</p>	132 26/02/18	

					<p>have a website that we run which talks about—</p> <p>Senator McCARTHY: Would you like to just take it on notice?</p> <p>Ms Wiley-Smith: I can, but there's not a lot of marketing, other than a City Deal itself, which is also available on the website. But we can certainly take that on notice.</p>		
94	54	CITIES	MCCARTHY	LOCAL PARTNERSHIP FORUM IN TOWNSVILLE	<p>Senator McCARTHY: Can you advise on the status of the local partnership forums?</p> <p>Ms Lynch: Yes, I can. Under the city deal there was a commitment made to us to create a local partnership forum to provide local knowledge and insight on issues in the Townsville region and act as an active conduit between the community and the executive board, which is a group that monitors the implementation and progress of the city deal and includes representatives from the three levels of government. This local partnership forum has also been tasked with championing the city deal with the community, engaging businesses, looking at opportunities to harness and attract private sector investment for Townsville and identifying emerging opportunities to improve the impact of the investments made through the city deal.</p> <p>Senator McCARTHY: How often do they meet?</p> <p>Ms Lynch: The local partnership forum was established in 2017. The first meeting was held in September last year. I may have to take on notice and get further detail to you about upcoming meetings. At the moment, for example, out of session, the local partnership forum is being consulted on the first annual progress report for the Townsville city deal.</p> <p>Senator McCARTHY: Would that be the same for Launceston?</p> <p>Ms Lynch: Each city deal is slightly different in the way that they're implementing their community engagement processes. In Launceston, a very recent meeting of the executive board—I think it was the beginning of February this year—resolved that we would create a community and business forum. That body is yet to be formally established, but that's in train.</p> <p>Senator McCARTHY: I know you're going to take the question on notice about when the local partnership forum in Townsville is going to be, but could you also provide a membership list as well as that meeting schedule?</p> <p>Ms Lynch: Yes.</p>	135-136 26/02/18	

					<p>Senator McCARTHY: Is it publically available anywhere?</p> <p>Ms Lynch: We expect that it will be.</p> <p>Senator McCARTHY: But it's not yet.</p> <p>Ms Lynch: I'll have to confirm if it is already public, but it certainly would be in the first annual progress report.</p> <p>Senator McCARTHY: So you're not sure yet if it's online.</p> <p>Ms Lynch: I'll have to double-check that for you, but I'm happy to do that.</p>		
95	55	CITIES	MCCARTHY	LAUNCESTON CITY DEAL	<p>Senator McCARTHY: I'll go to the Launceston city deal. How is the Regional Economic Development Strategy progressing?</p> <p>Ms Lynch: The Northern Tasmania Development Corporation has been given responsibility for delivery of this commitment. The development corporation has hired a consultant to commence work on a key directions report. That report is progressing very well and outlines the current state of the region and future economic growth scenarios. It's due to be finalised in March, so it's very near completion. The strategy itself will follow on from that key directions report. There'll be further work for subsequent months this year. The strategy is on track to be delivered by the end of this year and will be implemented through to 2022.</p> <p>Senator McCARTHY: How does it build on other regional initiatives, including the Commonwealth government's \$25 million Tasmanian regional jobs and investment package?</p> <p>Ms Lynch: I would have to take that question on notice.</p> <p>Senator McCARTHY: I'll give you a couple of examples. There's that; the Tasmanian government's \$100 million dollar Northern Economic Stimulus Package to accelerate job-creating projects in the north and north-west of Tasmania; and the Joint Commonwealth and Tasmanian Economic Council's Regional Development Australia priorities, Tasmania's review of the region's capacity to plan for economic development and jobs in the future.</p>	136 26/02/18	
96	99	CITIES	STERLE	CITIES BUDGET AND STAFFING	<ul style="list-style-type: none"> • Please provide a list of any procured expertise since the previous Senate Estimates, including the costs associated with each. • Please provide a list of any contractors and associated costs since the previous Senate Estimates. 	WRITTEN 9/03/18	

					<ul style="list-style-type: none"> Please provide a list of all staffing changes, including overall numbers, date, since the last Senate Estimates as well as an organisational chart. 		
97	100	CITIES	STERLE	CITY DELAS	<ul style="list-style-type: none"> With regard to the completed city deals, what new funding has flowed from the Commonwealth to the cities involved? For which projects? Under City Deals in the UK, the national government agrees with local government that increased revenue flowing to the national government because of the economic activity caused by the city deal will be shared with the local community. Is this also a characteristic of Australian City Deals? How much has the Department spent on the promotion and marketing of City Deals? (Brochures, advertising, etc). Which city councils have expressed an interest in developing a city deal? What criteria was used to shortlist those expressions of interest; and select those cities that have commenced a city deal process? How was the Cities Reference Group engaged in the development of the selection criteria or the process of selecting projects that translated to a city deal? In what ways is the City Deals program linked to broader strategic urban objectives? Is it a requirement of City Deals that they meet these broader objectives? 	WRITTEN 9/03/18	
98	101	CITIES	STERLE	WESTERN SYDNEY CITY DEAL	<ul style="list-style-type: none"> What is the timeframe for delivering the business case for the North-South rail link? What is the eligibility criteria for the \$150 million Western Parkland City Liveability Program? Also, what is the time frame for delivering this program? How will the Western City Digital Action Plan be developed? When in 2018 is it expected to be complete? Who is responsible for developing the Blue and Green grid? How will it be delivered? What are the local employment targets for construction projects? Of the 13,000 direct jobs at WSA, how many of these will go to locals? Who is responsible for the Indigenous Business Hub and small business 	WRITTEN 9/03/18	

					<p>package and when will it be delivered?</p> <ul style="list-style-type: none"> Will the key metrics for evaluating the success of this City Deal be public, and when will they be agreed upon? 		
99	102	CITIES	STERLE	TOWNSVILLE CITY DEAL	<ul style="list-style-type: none"> Please provide an update on this City Deal’s progress since the last Senate Estimates. With regard to the Townsville City Deal, please outline all specific Commonwealth funding commitments under this deal? Who is funding the rest of the estimated \$700 million TEARC project, given the Commonwealth has allocated only \$150 million? If there is no funding partner, will the \$150 million be spent? How was it decided that this was the best allocation of funds for Townsville? What is the timeline for the expenditure of these funds? The Snapshot document on the website explaining the Townsville City Deal outlines six key initiatives under the following headings: Capital of North Queensland, industry powerhouse for the north, defence hub, enabling infrastructure, Port City, Innovative and Connected City. Please provide details of the specific funding being provided by the Commonwealth with regard to each of these initiatives, beyond the funding of the new Stadium? Please advise on the status of the Local Partnership Forums? Is the membership list for this, as well as the meeting schedule, publicly available online? If it is not publicly available, and given the Local Partnership Forums are intended to ‘act as a conduit’ between the community and executive board, how are the forums expected to complete this task if the community can’t work out how to participate in the City Deal? 	WRITTEN 9/03/18	
100	103	CITIES	STERLE	LAUNCESTON CITY DEAL	<ul style="list-style-type: none"> Please provide an update on this City Deal’s progress since the last Senate Estimates. How is the Regional Economic Development Strategy progressing? Has the regional industry forum been held? How exactly will it: build on other regional initiatives, including: <ul style="list-style-type: none"> the Commonwealth Government’s \$25 million Tasmanian Regional Jobs and 	WRITTEN 9/03/18	

					<p>Investment Package (Local Investment Plan) • the Tasmanian Government’s \$100 million Northern Economic Stimulus Package to accelerate job-creating projects in the North and North West of Tasmania • the Joint Commonwealth and Tasmanian Economic Council’s priorities • Regional Development Australia (RDA) Tasmania’s review of the region’s capacity to plan for economic development and the jobs of the future. (page 9 of the Launceston City Deal).</p> <ul style="list-style-type: none"> • How exactly has the Government assisted ‘the Tasmanian Government and the City of Launceston to explore financing options for upgrades to Launceston’s combined sewerage and stormwater system (including through the Clean Energy Finance Corporation)’ (page 14 of the report). • Please provide an update on the National Institute for Forest Products Innovation. • Please advise on the status of the Community and Business Advisory Group. Is its membership list and meeting schedule publicly available online? If not, how is it intended that the community participate in the Launceston City Deal? 		
101	104	CITIES	STERLE	NT CITY DEAL	<ul style="list-style-type: none"> • It is now 9 months since the Northern Territory and the Commonwealth Governments signed an agreement for a City Deal for Darwin (in May 2017) – what is the reason for the delay in formalising the agreement? • Minister Fletcher was appointed with responsibility for cities in the government’s ministerial arrangements of December 2017 – the minister has said he will visit Darwin in March 2018. With whom does he intend to meet? • When Minister Fletcher was appointed what briefing did the Department provide him on cities in general, on the City Deal Program, and on the Darwin City Deal? Can we see that briefing? • One of the important conditions for a City Deal is collaboration with the State/Territory and the relevant local government. The City of Darwin and the NT Government are both very willing to collaborate, and the NT Government has committed \$100 million and has produced a visionary concept plan for Darwin. What further evidence of collaboration is required? 	WRITTEN 9/03/18	

					<ul style="list-style-type: none"> • What consultations have taken place with the NT Government and the City of Darwin on the Darwin City Deal? • One of the important aspects of the NT Government’s plans is a greater presence of Charles Darwin University in the city centre – what consultations have taken place with Charles Darwin University? • Ian Kew, CEO of NT Airports (particularly Darwin Airport) has said that a City Deal for Darwin would be very important in developing tourism infrastructure in Darwin and increasing tourist traffic into the Top End. What consultations have taken place with NT Airports about the City Deal? • Darwin is a beautiful city, but it is also a hot tropical city – what importance will a City Deal for Darwin place on sustainability and heat mitigation? • When can we expect this City Deal to be finalized? 		
102	105	CITIES	STERLE	HOBART CITY DEAL	<ul style="list-style-type: none"> • What progress has been made on the Hobart City Deal since its announcement? • How much funding will it receive? • When will it be finalised? • How will the community be engaged throughout this process? • What role will the local councils play in the development of this City Deal? • What process was undertaken to guide the selection of this City Deal? Who decided on a City Deal for Hobart? 	WRITTEN 9/03/18	
103	106	CITIES	STERLE	GEELONG CITY DEAL	<ul style="list-style-type: none"> • What progress has been made on the Geelong City Deal since its announcement? • How much funding will it receive? • When will it be finalised? • How will the community be engaged throughout this process? • What role will local council play in the development of this City Deal? • What process was undertaken to guide the selection of this City Deal? Who decided on a City Deal for Geelong? 	WRITTEN 9/03/18	

104	107	CITIES	STERLE	REGIONAL CITY DEALS	<ul style="list-style-type: none"> • Is there still a commitment to deliver regional city deals as part of the Smart Cities Plan? • Is there still a commitment to running a competitive process to identify the next round of regional city deals? (As announced by the Assistant Minister for Cities in November 2016) The Minister stated that details regarding this process would be announced in early 2017. • Please confirm if any funding or resources has been allocated to progress the competitive process for regional city deals. • Considering the Regional Growth Fund aims to fund major transformational projects in regional Australia, does the government intend to use, all or any of this fund, to finance projects emerging from regional city deals? • If not how projects emerging from regional city deals be financed? • Will the Minister for Regional Development be consulting with stakeholders from regional cities on the DRAFT Regional Growth Fund guidelines to ensure it will designed to allow transformational projects in regional cities to be financed? 	WRITTEN 9/03/18	
105	108	CITIES	STERLE	CITIES REFERENCE GROUP	<ul style="list-style-type: none"> • Are there any changes to the membership of the Cities Reference Group? Please provide a list of all members. • How many meetings of the Cities Reference Group have been held? Please list dates. • What is the forward meeting schedule for the Cities Reference Group? • How has the Cities Reference Group influenced the policy direction of the Cities Division? 	WRITTEN 9/03/18	
106	109	CITIES	STERLE	RESEARCH	<ul style="list-style-type: none"> • What research has the Department of PM&C conducted in regards to issues affecting Australia’s cities since the last estimates? Who is responsible for this research? • Will the Cities Division release any research, reports or publications in 2018? 	WRITTEN 9/03/18	
107	110	CITIES	STERLE	SMART CITIES PROGRAM	<ul style="list-style-type: none"> • What strategies are in place to encourage economies of scale across similar projects? 	WRITTEN	

					<ul style="list-style-type: none"> Who decides which applications are successful? Has any consideration been given to future rounds of funding? 	9/03/18	
108	111	CITIES	STERLE	REGIONAL CITIES	<ol style="list-style-type: none"> What is the status of the Regional City Deals that were announced in a Media Release from the then Assistant Minister for Cities and Digital Transformation on 9 November 2016 in the following terms: “a stream of City Deals specifically for regional cities to maximise their unique advantages and support long-term growth. Details of the competitive process to select regional City Deals will be announced in early 2017.” Does the Department have any timelines for the announcement of the competitive process for regional City Deals? If not, please provide reasons for this. Has the Department receive any correspondence from regional cities expressing interest in the Regional City Deals program? If yes, please provide the names of the cities. 	WRITTEN 9/03/18	
Regional Development and Local Government (3)							
109	92	RDLG	STERLE	FINANCIAL ASSISTANCE GRANTS	<ol style="list-style-type: none"> How does the Department understand the issue of council amalgamations are dealt with for the purpose of the Commonwealth’s Financial Assistance Grants? With the application of the National Principle on Council Amalgamations, should the application of that principle leave councils in the same position as if the amalgamation not taken place? Has the Department received any representations regarding the effect of council amalgamations on the amount of Financial Assistance Grant paid to them? If yes, please provide a list of relevant councils. Is the Department aware of any councils left in a worse off position regarding the quantum of Financial Assistance Grants as a result of a council amalgamation? If yes, please provide details of the council and the financial difference. 	WRITTEN 9/03/18	

110	134	RDLG	RICE	FUNDING FOR SEAWALL	<p>On 31 January 2018, media reported that monsoonal tides on Saibai Island in the Torres Strait breached a \$24.5 million seawall built to protect the community six months earlier.</p> <ol style="list-style-type: none"> How much did the federal Government provide to fund the seawall? Which company(ies) or consultant(s) were contracted by the Federal and/or Queensland State Governments to provide advice, plan, design and/or construct the sea wall? What assumptions were made about sea level rise? Please detail the process used to award contracts for the planning, design and construction of the seawall. What processes are in place to evaluate the failure of a \$24.5 million project? 	WRITTEN 9/03/18	
126	141	RDLG	O'NEILL	MEDICAL SCHOOL	<ol style="list-style-type: none"> What progress has been made since the Government's election commitment in May 2016 on the development of the Central Coast Medical School and Health and Medical Research Institute in Gosford? What is the Department's role in the development of the new Medical School? 	WRITTEN 16/03/18	
Corporate Services (13)							
111	78	CORP	GALLACHER	STAFFING	<p>Senator GALLACHER: Can we also have how many holders of the chief of staff position have made the same journey, so to speak? How often does a chief of staff translate into the broader Public Service like that in that department?</p> <p>CHAIR: That might be difficult data.</p> <p>Dr Kennedy: I'll probably have to take that on notice. That one will take a little longer to bring together. I'm quite confident I can answer Senator Sterle's questions this afternoon, but that one, Senator Gallacher, will take a bit of digging.</p>	6-7 26/02/18	
112	79	CORP	STERLE	STAFFING	<p>Senator STERLE: I get all that, but I think it's imperative for the taxpayer dollars—because I'm being haunted by a reporter now who has nothing write about and thinks they're onto something and I'd hate to disappoint him—that questions are answered because when it comes to taxpayer dollars you tell the truth. How much</p>	70 26/02/18	

					<p>more has it cost the Australian taxpayer to create this extra branch manager? How much extra is it to the Australian taxpayer—which I'd hope you would have in front of you, Mr Murphy—that it's cost above what Mr Wood was being paid on his own? Plus we have the creation of Mr Smith's job; and, obviously, there's a lot more workload now for him than before, that's correct. Could you have those figures available for us?</p> <p>CHAIR: Would you mind if I asked a qualifying question here, Senator?</p> <p>Senator STERLE: Sure.</p> <p>CHAIR: For you to be able to answer that, are we dealing with apples and apples? We had Mr Wood doing a job that would have had a description, and then there's some form of restructure where there are two divisions, each with a head and an executive. Are we dealing with apples and apples? Would knowing Mr Woods' old salary assist at all in determining, in a comparative sense, the salary of one of the heads of the two new divisions or are we—</p> <p>Dr Kennedy: Perhaps the simplest thing we could do, to give the committee some assurance around the overall cost of the Inland Rail unit, would be to go back to our records—we are going to have to take this on notice—and tell you what their approximate annual cost of the branch was and, now, what the annual cost of the new larger group is. They are different; the new unit has more people in it and it will cost more.</p> <p>CHAIR: But the old branch was a branch of anticipation. The new branch was an action.</p> <p>Dr Kennedy: That's true, but if the Senate wants to know the before and after we can do that.</p>		
113	80	CORP	STERLE	STAFFING	<p>Senator STERLE: Dr Kennedy said you were taking this on notice, to come back with the figures, but can you give me a rough idea? Are these \$80,000 a year positions or are they \$200,000 or—</p> <p>Dr Kennedy: The thing I took on notice—perhaps this is a different question—was the cost of the Inland Rail unit as a branch and now its cost in total.</p> <p>Senator STERLE: I'll narrow that down for you. When departments are employing, that's fantastic, they're getting bigger. I'm not one of those who want to kill off the public service. I think that's great. But if you can tell us the cost of having that band</p>	71 26/02/18	

					<p>1, Mr Wood's previous position—</p> <p>Dr Kennedy: Yes.</p> <p>Senator STERLE: To the decision from the bulk round of March to all of a sudden in July we have two general manager positions and then an executive over the top. Can you tell me what the difference is from that one job to the three jobs?</p> <p>Dr Kennedy: I'm happy to take on notice the difference in those costs.</p> <p>...</p> <p>Senator STERLE: Mr Murphy, thank you very much. That does answer the question that I was asking earlier and then had to repeat. You're going to take it on notice, but what is the pay range of these positions? Roughly—you're not going to embarrass yourself, and I don't expect you to.</p>		
114	81	CORP	KITCHING	MINISTERIAL FUNCTIONS	<p>In relation to any functions or official receptions hosted by Ministers or Assistant Ministers in the portfolio in calendar year 2017, can the following please be provided:</p> <ul style="list-style-type: none"> • List of functions; • List of attendees including departmental officials and members of the Minister's family or personal staff; • Function venue; • Itemised list of costs (GST inclusive); • Details of any food served; • Details of any wines or champagnes served including brand and vintage; and • Details of any entertainment provided. 	WRITTEN 8/03/18	
115	82	CORP	KITCHING	DEPARTMENTAL FUNCTIONS	<p>In relation to expenditure on any functions or official receptions etc hosted by the Department or agencies in the portfolio in calendar year 2017, can the following please be provided:</p> <ul style="list-style-type: none"> • List of functions; • List of attendees; • Function venue; 	WRITTEN 8/03/18	

					<ul style="list-style-type: none"> • Itemised list of costs (GST inclusive); • Details of any food served; • Details of any wines or champagnes served including brand and vintage; and • Details of any entertainment provided. 		
116	83	CORP	KITCHING	EXECUTIVE OFFICE UPGRADES	Were the furniture, fixtures or fittings of the Secretary's office, or the offices of any Deputy Secretaries, upgraded in calendar year 2017? If so, can an itemised list of costs please be provided (GST inclusive)?	WRITTEN 8/03/18	
117	84	CORP	KITCHING	FACILITIES UPGRADE	Were the facilities of any of the Department's premises upgraded in calendar year 2017, for example, staff room refurbishments, kitchen refurbishments, bathroom refurbishments, the purchase of any new fridges, coffee machines, or other kitchen equipment? If so, can a detailed description of the relevant facilities upgrade please be provided together with an itemised list of costs (GST inclusive)? Can any photographs of the upgraded facilities please be provided?	WRITTEN 8/03/18	
118	85	CORP	KITCHING	STAFF TRAVEL	What was the total cost of staff travel for departmental employees in calendar year 2017?	WRITTEN 8/03/18	
119	86	CORP	KITCHING	MEDIA MONITORING	What was the Department's total expenditure on media monitoring in calendar year 2017?	WRITTEN 8/03/18	
120	87	CORP	KITCHING	ADVERTISING AND INFORMATION CAMPAIGNS	What was the Department's total expenditure on advertising and information campaigns in calendar year 2017?	WRITTEN 8/03/18	
121	88	CORP	KITCHING	PROMOTIONAL MERCHANDISE	What was the Department's total expenditure on promotional merchandise in calendar year 2017?	WRITTEN 8/03/18	

122	89	CORP	KITCHING	MINISTERIAL OVERSEAS TRAVEL	Can a copy of all correspondence exchanged between Ministers or Assistant Ministers in the portfolio and the Prime Minister in relation to approval for overseas travel in calendar year 2017 please be provided?	WRITTEN 8/03/18	
123	91	CORP	STERLE	APPOINTMENT OF MS DIANA HALLAM	Who were the referees on Ms Hallam formal job application?	WRITTEN 9/03/18	
Territories (2)							
124	137	Territories	RHIANNON	RESPONSE TIME FOR CORRESPONDENCE	<ol style="list-style-type: none"> 1. How many letters and emails has the Administrator and his office received in 2017 from Norfolk Island residents and organisations making representations, seeking advice or assistance? 2. How many of these have not been responded to and acknowledged? 3. Have records been kept of the average time taken to respond to that correspondence? If yes, what was the average time taken to respond? 4. Is there a service charter that details how and when DIRD or the Administrator will respond to representations from the community? 	WRITTEN 13/03/18	
125	138	Territories	RHIANNON	NORFOLK ISLAND EXPENDITURE	<ol style="list-style-type: none"> 1. What is the total expenditure to date on groceries and fresh food being sent to Australian Government staff living in Norfolk Island? 2. Which department is funding these costs and why are staff not purchasing their own groceries on island? 3. What is the current total expenditure on the Cascade Pier extension project in Norfolk Island and how does this total compare with the budgeted allocation? 4. What is the remaining cost to complete the Cascade Pier project? 5. What is the current total expenditure on medical evacuation from Norfolk Island for the current financial year and since this service became a federal responsibility? 6. What is the current total expenditure on medical transfer by passenger aircraft costs from Norfolk Island for the current financial year and since this service became a federal responsibility? 	WRITTEN 13/03/18	

					<p>7. Has an assessment has been undertaken to reduce medical transportation costs by investment in provision of appropriate health services infrastructure on island?</p> <p>8. What is the total expenditure per year to maintain the Administrator’s Office in Norfolk Island?</p> <p>9. What is the justification for this continued investment now the island has transitioned into a local government?</p>		
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