



Australian Government

Department of Infrastructure, Regional Development and Cities

Foreword

Dear Deputy Prime Minister,

Congratulations on your election and reappointment, and welcome back to the Infrastructure, Regional Development and Cities Portfolio. This portfolio will be crucial to delivering on the commitments made by your Government to the people of Australia. Our work with state and local governments, across policy, regulation and program delivery, will benefit from your experience in the portfolio.

Together we have progressed many major investments and reforms that are reaping benefits across our regions and cities. The Government made a range of commitments at Budget. These provide a good foundation for your agenda and work is progressing well. In this context, this briefing focuses on the delivery of your post-Budget commitments.

I look forward to working with you to deliver these commitments as part of your ambitious third term agenda.

Delivering needed infrastructure

Australia is growing rapidly, causing pressure on infrastructure, housing, public services and amenity, particularly in our biggest cities. Your commitments, including delivery of the \$100 billion 10-year rolling infrastructure pipeline, Inland Rail and Western Sydney Airport, will help to address these challenges.

You have announced over \$600 million new funding for major projects, including committing to the East West Link. This builds on the \$23 billion in new funding allocated to major projects and programs in the Budget, including the \$1 billion expansion of the Roads of Strategic Importance initiative. Timely implementation of this initiative will be a key priority for regional Australian communities.



Delivering for regional Australia

There are real opportunities to boost growth in our regions. Your commitments to local infrastructure — including the \$200 million expansion of the Building Better Regions Fund, the \$100 million for regional airports and the \$27 million for round five of the Strong Communities Program — will be key to this. So will the ongoing funding for water infrastructure, targeted funding for drought affected communities and interregional transport links.

Your Regional Deal model presents an opportunity to reset the regional agenda, better coordinating whole-of-government regional development policies and funding. Greater regional economic strength and opportunity can also reduce the population pressure on our biggest cities.

We will continue to help you carry out the vital work required to fund the infrastructure and programs needed to further boost regional economies, carefully targeted to local needs and capacity.

Your commitments to new City Deals and refreshed City agenda also present an opportunity to encourage greater state planning and infrastructure reform and investment.

Improving road safety

Road safety remains an immediate priority. Reducing the rate of accident and injury on our roads is of vital importance. While we are rolling out your existing investments and strategy, there is more to do. Establishment of the National Office of Road Safety, combined with the new \$2.2 billion investment package, is an opportunity to reinvigorate the safety agenda in partnership with state governments.

Driving transport policy reform

Over your last term, we made real progress on major reforms to the freight industry, including Heavy Vehicle Road Reform, the Freight and Supply Chain Strategy and new investments in freight productivity-enhancing upgrades to our roads. We are well placed to implement these reforms in partnership with the states and territories this term. We will need to remain ahead of emerging issues, such as contamination at airports, and new technologies like drones and automated vehicles.

Your incoming brief

Your incoming brief has three volumes:

- The **Strategy Volume** highlights priorities for your immediate attention and first term, as well as in the medium term.
- The **Implementation Volume** provides advice on delivering your election commitments.
- The **Portfolio and Program Volume** provides information on your portfolio, including structure, stakeholders, budget programs and legislation.

As the Deputy Prime Minister, we understand the importance of supporting you and your office in all aspects of the Government's policy program, including in Cabinet. We will continue to have arrangements in place so that you will receive advice on issues when you need it, and that programs and operations administered by this department are done so efficiently and effectively.

The direction you set over the next three years will be critical to Australia's long term success. I look forward to working with you to deliver your priorities.

s47C



Dr Steven Kennedy PSM
Secretary
Department of Infrastructure,
Regional Development and Cities

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Australian Government

Department of Infrastructure, Regional Development and Cities

Portfolio Brief

PPV-OVERVIEW-001

About the portfolio

Portfolio responsibilities

The responsibilities of the Infrastructure, Regional Development and Cities Portfolio (the portfolio), as set out in the Administrative Arrangements Order (AAOs), issued on 4 April 2019, provided in [PPV-OVERVIEW-003](#), are:

- infrastructure planning and coordination
- transport safety, including investigations
- land transport
- civil aviation and airports
- maritime transport including shipping
- major projects, including implementation of all non-Defence development projects
- administration of the Jervis Bay Territory, the Territory of Cocos (Keeling) Islands, the Territory of Christmas Island, the Coral Sea Islands Territory, the Territory of Ashmore and Cartier Islands, and of Commonwealth responsibilities on Norfolk Island
- constitutional development of the Northern Territory (NT)
- constitutional development of the Australian Capital Territory (ACT)
- delivery of regional and territory specific services and programs
- planning and land management in the ACT
- regional development
- matters relating to local government
- regional policy and coordination
- national policy on cities
- infrastructure and project financing
- population policy

The portfolio Ministers are responsible for a considerable body of legislation relevant to the Department of Infrastructure, Regional Development and Cities (the department) and portfolio entities. Information on the legislation for which the portfolio is responsible for is provided in [PPV-OVERVIEW-004](#).

Principal portfolio entities

The portfolio comprises the following Commonwealth entities and companies which contribute to the well-being of all Australians through outcomes delivered on behalf of the Australian Government.

More information about these Commonwealth entities and companies is provided in [PPV-OVERVIEW-005](#).

Department of Infrastructure, Regional Development and Cities

The department is responsible for the design and implementation of the Australian Government's infrastructure, transport, regional development, cities and territories policies, programs and regulations. It has the following outcomes:

- Outcome 1: Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- Outcome 2: An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations

- Outcome 3: Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth, and providing grants and financial assistance
- Outcome 4: Good governance in Australian Territories through the maintenance and improvement of the overarching legislative framework for self-governing territories, and laws and services for non-self-governing territories

The department's website is www.infrastructure.gov.au.

More information about the department is provided at Tab 2.

Australian Maritime Safety Authority (AMSA)

AMSA is the national regulator for domestic commercial vessels and the national safety agency responsible for maritime safety, protection of the marine environment, and aviation and marine search and rescue and has the following outcome:

- Outcome 1: Minimise the risk of shipping incidents and pollution in Australian waters through ship safety and environment protection regulation and services and maximise people saved from maritime and aviation incidents through search and rescue coordination

The AMSA Chair is Mr Stuart Richey AM, and its Chief Executive Officer is Mr Michael Kinley. AMSA's website is www.amsa.gov.au.

Australian Transport Safety Bureau (ATSB)

The primary function of the ATSB is to improve aviation, maritime, and rail safety with the following outcome:

Outcome 1: Improved transport safety in Australia including through: independent 'no blame' investigation of transport accidents and other safety occurrences; safety data recording, analysis and research; and fostering safety awareness, knowledge and action

The ATSB Chief Commissioner is Mr Greg Hood. ATSB's website is www.atsb.gov.au.

Civil Aviation Safety Authority (CASA)

CASA regulates Australian aviation safety and the operation of Australian aircraft overseas. It has the following outcome:

- Outcome 1: Maximise aviation safety through a regulatory regime, detailed technical material on safety standards, comprehensive aviation industry oversight, risk analysis, industry consultation, education and training

The CASA Chair is Mr Anthony Mathews, and its Chief Executive Officer and Director of Aviation Safety is Mr Shane Carmody AM. CASA's website is www.casa.gov.au.

Infrastructure Australia (IA)

IA has a statutory function to deliver advice on the nationally significant infrastructure needs of Australia. It has the following outcome:

- Outcome 1: Improve decision-making on matters relating to infrastructure; advise governments and others on matters relating to infrastructure, including better assessment of infrastructure needs and prioritisation of infrastructure projects; and promote best practice infrastructure planning, financing, delivery and operation

The IA Chair is Ms Julieanne Alroe, and its Chief Executive Officer is Ms Romilly Madew AO. IA's website is www.infrastructureaustralia.gov.au.

Infrastructure and Project Financing Agency (IPFA)

IPFA's principal function is to inform better infrastructure investment decisions and build the Australian Government's capabilities to understand and manage project and financial risks. It has the following outcome:

- Outcome 1: To leverage additional private sector investment in infrastructure and secure better returns from the Commonwealth's investment by assisting the Australian Government to identify, assess, and broker financing opportunities for infrastructure and projects, including through engagement with Commonwealth entities, State and Territory governments, and the private sector

The Chief Executive Officer of IPFA is Ms Leilani Frew. IPFA's website is www.ipfa.gov.au.

National Capital Authority (NCA)

The statutory function of the NCA is to manage the Australian Government's interest in the strategic planning, promotion, development and enhancement of Canberra as the National Capital. It has the following outcome:

- Outcome 1: Manage the strategic planning, promotion and enhancement of Canberra as the National Capital for all Australians through the development and administration of the National Capital Plan; operation of the National Capital Exhibition; delivery of education and awareness programs; and works to enhance the character of the National Capital

The NCA Chair is Mr Terry Weber, and its Chief Executive Officer is Ms Sally Barnes. NCA's website is www.nca.gov.au.

National Transport Commission (NTC)

The primary function of the NTC is to improve the productivity, safety and environmental performance of Australia's road, rail and intermodal transport system with the following outcome:

- Outcome 1: Improved transport productivity, efficiency, safety and environmental performance and regulatory efficiency in Australia through developing, monitoring and maintaining nationally consistent regulatory and operational arrangements relating to road, rail and intermodal transport

The NTC Chair is Ms Carolyn Walsh MP and its Chief Executive Officer is Dr Gillian Miles. NTC's website is www.ntc.gov.au.

Airservices Australia (Airservices)

The portfolio includes Airservices, a non-General Government Sector entity, which is not consolidated into the Commonwealth General Government Sector Budget Estimates. Airservices is funded by charges to industry and is a government-owned corporation providing safe and environmentally sound air traffic control management and related airside services, such as aviation rescue and fire fighting services. The aviation industry relies on Airservices for aeronautical data, telecommunications and navigation services.

The Airservices Chair is Mr John Weber, and its Chief Executive Officer is Mr Jason Harfield. Airservices' website is www.airservicesaustralia.com.

Australian Rail Track Corporation Limited (ARTC), Moorebank Intermodal Company Limited (MIC), and WSA Co Limited (WSA Co)

The portfolio also includes three Commonwealth companies, prescribed as Government Business Enterprises: the ARTC, MIC and WSA Co.

These bodies are incorporated under the Commonwealth Corporations Act 2001 and operate under the Public Governance, Performance and Accountability Act 2013. They are wholly owned by the Australian Government and have two Shareholder Ministers each:

- for the ARTC, the two Shareholder Ministers are the Minister for Infrastructure and Transport and the Minister for Finance, and
- for MIC and WSA Co, the two Shareholder Ministers are the Minister for Urban Infrastructure and Cities and the Minister for Finance

ARTC

The ARTC's objective is to provide seamless and efficient access to users of the interstate rail network, pursue a growth strategy for interstate rail, improve interstate rail infrastructure, and provide customers the information they need to make best use of the network within operational standards and boundaries.

ARTC's Chair is the Hon Warren Truss AC and its Chief Executive Officer is Mr John Fullerton. ARTC's website is www.artc.com.au.

MIC

MIC was established on 13 December 2012 to facilitate the development of the Moorebank intermodal freight precinct - a nationally significant infrastructure project that will help Sydney manage the expected growth in freight moving through the city.

MIC's Chair is Dr Kerry Schott AO and its Chief Executive Officer is Mr Peter Hicks. MIC's website is www.micl.com.au.

WSA Co

WSA Co was established on 7 August 2017 to develop and operate the Western Sydney Airport.

WSA Co's Chair is Mr Paul O'Sullivan and its Chief Executive Officer is Mr Graham Millett. WSA Co's website is www.wsaco.com.au.

Other portfolio entities

There are a number of secondary portfolio entities which relate to the business of the portfolio and the department. These bodies are listed on the Australian Government Directory managed by the Department of Finance and are also provided in [PPV-OVERVIEW-005](#).

Portfolio appointments

Appointments made by the Australian Government (through the Prime Minister, Cabinet, Federal Executive Council, Ministers and Chairs of portfolio boards) are a significant activity for the Australian Government and can attract a level of scrutiny.

The Australian Government has committed to women holding 50 per cent of Australian Government board positions overall, and women and men each holding at least 40 per cent of positions at the individual board level.

At 31 March 2019, the portfolio maintains a total of 262 board positions across 69 bodies within scope of gender balance reporting. Of these 262 positions men account for 65.6 per cent, with women representing 34.4 per cent.



Australian Government

Department of Infrastructure, Regional Development and Cities

Portfolio Brief

PPV-OVERVIEW-002

About the department

Vision

The Secretary launched the department's Vision and Values on 7 May 2019. The vision brings together the department's purposes and enabling activities to support the department's values, under a mission that shows how we achieve our work and what we aspire to be:



Underpinning our work...

First Australians

We acknowledge the Traditional Custodians of this country and their continuing connection to the land and waters

We value the contribution and rich cultural heritage of Aboriginal and Torres Strait Islander peoples

We are committed to improving the lives of all Aboriginal and Torres Strait Islander Australians through our work and our actions

Role and activities

The department is responsible for the design and implementation of the Australian Government's infrastructure, transport, regional development, cities and territories policies, programs, and regulations. The department's purposes deliver four outcomes across our budget programs.

Divisions' work is funded via our eight budget programs to achieve one or more of our outcomes.

Purposes, outcomes and programs are required under the Commonwealth Performance Framework

Purposes outline what we do, and are defined in the department's Corporate Plan

The department is appropriated through Outcomes and Budget Programs, detailed in the Portfolio Budget Statements



Outcome 1: Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure

Purposes



Increasing transport access



Making travel safer



Supporting economic growth through transport



Support regional development, local communities and cities

Program 1.1: Infrastructure Investment

The infrastructure investment program supports economic growth, makes travel safer, increases transport access and supports regional development through programs and policies to increase the efficiency, productivity, sustainability and safety of Australia's land transport infrastructure, and to improve connectivity for communities and freight.

Delivery

The department:

- manages the Australian Government's infrastructure investment programs to deliver efficiency-enhancing road and rail projects, in partnership with state, territory and local governments
- develops options and provides policy advice to optimise the impact of infrastructure investment, including on:
 - priority projects
 - funding and financing
 - land transport market reforms

Outcome 2: An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations

Purposes



Increasing Transport access



Making travel safer



Supporting economic growth through transport

Program 2.1: Surface Transport

The surface transport budget program makes travel safer through delivering programs, policies and regulation for safer road, rail and maritime sectors.

Delivery

The department:

- provides analysis and policy advice in relation to:
 - efforts by the national rail, heavy vehicle and maritime regulators to deliver outcomes that improve transport productivity and/or safety
 - the operation of national road, rail and maritime markets
 - licencing and registration arrangements for heavy vehicles and maritime operators
 - coastal shipping regulation, the Tasmanian transport schemes, Part X of the Competition and Consumer Act 2010, and the Shipping Reform (Tax Incentives) Act 2012
 - access to public transport for people with a disability

- legislative governance and reporting requirements for surface transport entities
- influences global developments in the transport sector through active engagement in the International Maritime Organization (IMO), United Nations Economic Commission for Europe (UNECE), World Forum for Harmonization of Vehicle Regulations (WP.29), Asia-Pacific Economic Cooperation (APEC) and the Organisation for Economic Co-operation and Development (OECD)
- encourages the trialling and adoption of new technologies which improve efficiency, sustainability, and safety, including automated and connected vehicles
- maintains the regulatory framework for an efficient, environmentally sustainable surface transport system that can meet projected growth

Program 2.2: Road Safety

The road safety budget program makes travel safer through coordinating a national strategic approach to improving road safety and working to make vehicles safer for all road users.

Delivery

The department:

- Delivers the Government's road safety agenda by:
 - developing policy advice to improve improve road safety
 - managing programs and infrastructure expenditure
 - developing the next National Road Safety Strategy
 - regulating vehicle safety
 - maintaining a proportionate, risk based policy approach to vehicle safety systems
- works with state and territory governments to coordinate delivery arrangements for the National Road Safety Strategy 2011–20 and National Road Safety Action Plan 2018–20 through the Transport and Infrastructure Council
- maintains the regulatory framework for the supply of safe vehicles to the Australian market

Program 2.3: Air Transport

The air transport budget program makes travel safer through ensuring the aviation industry operates within a clear and robust safety, planning and environmental regulatory framework.

Delivery

The department:

- manages the Australian Government's air transport programs, including overseeing the development of the Western Sydney Airport, maintaining active membership in the International Civil Aviation Organization (ICAO) and developing and implementing capacity building programs with our neighbouring economies
- develops options and provide policy advice on promoting safe air transport and supporting investment in safe aviation infrastructure
- works with our portfolio agencies to maintain the regulatory framework for a competitive, sustainable, safe international and domestic air transport system

Outcome 3: Strengthening the sustainability, capacity and diversity of our cities and regional economies, including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance

Purpose



Supporting regional development, local communities and cities

Program 3.1: Regional Development

The regional development budget program supports regional development and local communities through regionally focussed stakeholder consultation and engagement, research, policy development and program delivery activities to create jobs, drive regional economic growth and build stronger regional communities.

Delivery

The department:

- manages the Australian Government's regional development programs to deliver projects which support the economic growth and liveability of regions
- develops options and provides policy advice on developing regional Australia, including on:
 - enabling communities to drive their own futures
 - building more resilient local economies

Program 3.2: Local Government

The local government budget program supports regional development and local communities through delivery of policy advice to the Australian Government and financial assistance to local governments to strengthen local government capacity and better support local communities.

Delivery

The department:

- manages the Australian Government's local government programs including the Financial Assistance Grants program and the National Awards for Local Government
- develops options and provides policy advice on local government

Program 3.3: Cities

The cities budget program supports cities through programs and policy to increase the productivity, accessibility and liveability of our cities, big and small.

Delivery

The department:

- delivers Government's smart cities agenda, by:
 - bringing together three levels of government, the community and private enterprise to create place based partnerships which focus on aligning planning, investment and governance to accelerate growth and job creation, stimulate urban renewal and drive economic reforms
 - delivering the Government's Smart Cities and Suburbs Program
- provides informed, consistent and influential advice to key stakeholders, including Ministers, on the Australian Government's cities agenda, through:
 - consultation for future city deals, including the provision of advice to the Australian Government
 - monitoring the performance of Australian cities through the National Cities Performance Framework

Outcome 4: Good governance in Australian Territories through the maintenance and improvement of the overarching legislative framework for self-governing territories, and laws and services for non-self-governing territories

Purpose



Providing good governance in the territories

Program 4.1: Services to Territories

The services to territories budget program provides good governance in the Australian Territories through the maintenance and improvement of the overarching legislative framework for self-governing territories, and laws, services and infrastructure for non-self-governing external territories and the Jervis Bay Territory.

Delivery

The department:

- manages the Australian Government's services to territories programs, in particular to deliver essential services and infrastructure to the external territories and the Jervis Bay Territory
- develops options and provides policy advice on supporting Australia's territories, including:
 - effective oversight of the government's interest in the ACT and NT
 - maintaining effective service delivery, governance and legal frameworks relating to the external territories and the Jervis Bay Territory
 - supporting economic growth and diversity in the external territories
- maintains assets to ensure the continued delivery of essential services, including an asset management framework to support effective and efficient maintenance, repair and replacement.

2019–20 Budget

The department has an estimated departmental expense budget of \$222.7 million in 2019–20.

It also manages an administered expense budget of \$4,275.2 million, an administered capital budget of \$15.5 million, and administered revenue of \$511.5 million.

The resources reflected above pertain to the Portfolio Budget Statements 2019–20 Budget Related Paper No 1.12.

People

At 31 March 2019, the department employed 980 (headcount) employees. Of the 980 (headcount) employees within the department at 31 March 2019:

- 45.0 per cent were male and 55.0 per cent were female
- 96.2 per cent were ongoing employees (permanent)
- 95.1 per cent were located in the ACT.

Employees are primarily employed under the Enterprise Agreement which came into effect on 28 March 2016.

Senior Executive Service (SES) employees are employed under a separate instrument.

At 31 March 2019, the department employed 51 (headcount) substantive SES.

The department's non-APS workforce consists of 100 labour hire employees (labour hire are employees hired under the Austrade Recruitment Panel for the purpose of providing short term support to the Agency).

Corporate management

The Secretary is supported by three deputy secretaries: Mr Luke Yeaman, Ms Pip Spence PSM, and Dr Rachel Bacon. Deputy Secretaries carry out a broad ranging brief across the portfolio's policy, regulatory and operational responsibilities as well as overseeing the work of business divisions.

The department is organised into nine business divisions which, in aggregate, deliver the eight current budget programs. These are supported by the Corporate Services Division.

Business divisions are:

- Aviation and Airports
- Surface Transport Policy
- Portfolio Coordination and Research
- Infrastructure Investment
- Western Sydney Unit
- Inland Rail and Rail Policy
- Cities
- Regional Development and Local Government
- Territories

The Corporate Services Division provides high-quality business services, systems, advice and support to Ministers, Ministers Offices and the department's business divisions, to enable them to deliver their respective programs and activities. It is responsible for providing a broad range of corporate services including: ministerial and parliamentary services; financial management services; human resource management services; information technology services; legal services; governance, planning, reporting and evaluation services; and communications services.

The department's current organisation chart is provided below.

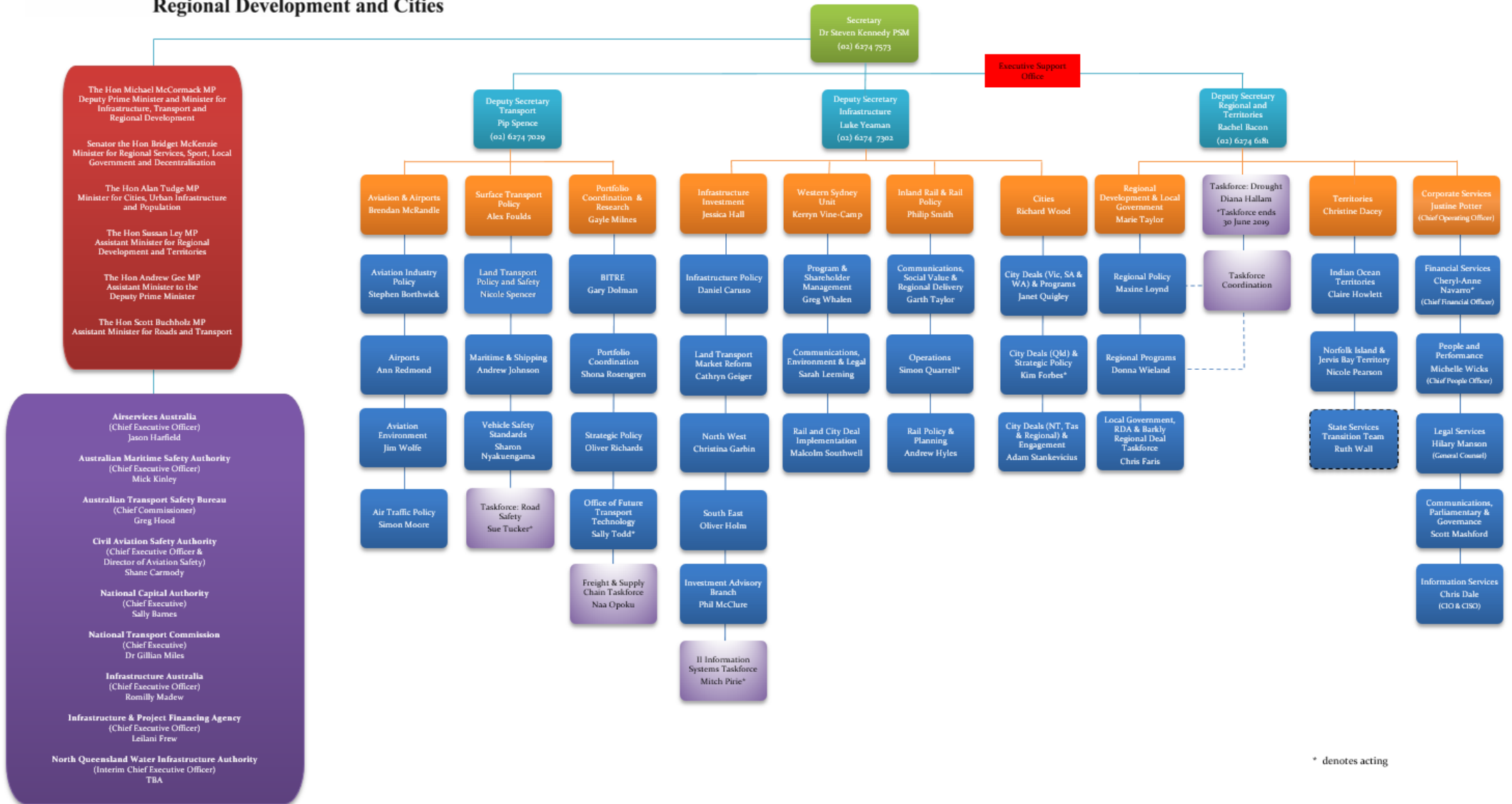
The department will brief you further with a description of the key functions of the divisions, their branches, and responsibilities, following the issuing of the Administrative Arrangements Order.



Australian Government

Department of Infrastructure, Regional Development and Cities

Organisational Structure



Services to Ministers and Ministers Offices

The department provides a range of services to support Ministers and their offices such as business service support, provision of Departmental Liaison Officers within Ministers Offices, Cabinet support, media and communications assistance, speech writing and Information and Communications Technology (ICT) support.

The department's primary point of contacts for these arrangements are also provided below.

Principal contact

Scott Mashford
General Manager
Communications, Parliamentary and Governance
Branch
scott.mashford@infrastructure.gov.au
(02) 6274 7624

ICT support contact

Chris Dale
Chief Information Officer
chris.dale@infrastructure.gov.au
(02) 6274 8080

Information on these support services will be provided as part of your initial onboarding process.

Stakeholders

The portfolio has a range of stakeholders across Australian Government, state and territory governments, local governments and industry sectors. Information about stakeholders, including contact details, is provided in [PPV-OVERVIEW-006](#).

Transport and Infrastructure Council

The portfolio is responsible for one ministerial council established by the Council of Australian Governments (COAG), the Transport and Infrastructure Council (Council). COAG can request ministerial councils to progress, implement or resolve national reforms or matters of high priority.

The Council is a ministerial forum for the Australian Government, state, territory and local government consultations on transport and infrastructure matters. The Council is chaired by the Commonwealth Minister responsible for transport and infrastructure. Meetings are held bi-annually with venues rotating among the participating governments.

Members include Commonwealth, state, territory and New Zealand ministers with responsibility for transport and infrastructure issues, as well as the Australian Local Government Association and provides the opportunity to consider and progress issues at a national level. Membership is provided at [PPV-OVERVIEW-007](#).

The next Council meeting is scheduled for 28 June 2019 in Adelaide, South Australia. Secretariat support for the Council is provided by the department.

The Council is supported by jurisdictional agency chief executives under the auspices of the Transport and Infrastructure Senior Officials' Committee (TISOC), which is chaired by the Secretary of the Department. The next TISOC meeting is scheduled for September 2019 and will be held in the Australian Capital Territory.

Contributions and responses to parliamentary inquiries, whole of government policies and activities

Parliamentary inquiries

Parliamentary committees investigate specific matters of policy or government administration or performance. If a parliamentary committee report makes a recommendation to Government, then that report will require a Government response.

The timeframes for Government responses to parliamentary committee reports after their presentation to the Parliament is as follows:

- within three months for Senate Committee reports;
- within six months for House of Representatives Committee reports; and
- within three months for Joint Parliamentary Committee reports.

The department prepares the Government response at the direction of the accountable minister and in consultation with any other responsible departments and agencies.

Every six months, the President of the Senate and the Speaker of the House of Representatives table a report showing parliamentary committee reports where a Government response remains outstanding. Outstanding and recently tabled Government responses to parliamentary committee reports involving aspects of the portfolio is provided at [PPV-OVERVIEW-008](#).

Sustainable development goals

The department contributes to achieving the United Nations (UN) Sustainable Development Goals (SDGs) through existing strategies, programs and systems, in line with the whole-of-Australian Government approach. The table below shows department programs that address SDGs.

SDG	Existing department deliverable	Report data annually on:
SDG 3 — Ensure healthy lives and promote well-being for all at all ages	Road safety initiatives	Death rate due to road traffic injuries
SDG 9 — Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation	\$100 billion, 10 year infrastructure plan	Passenger and freight movements, by mode of transport
SDG 11 — Make cities and human settlements inclusive, safe, resilient and sustainable	City deals	Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities
SDG 13 — Take urgent action to combat climate change and its impacts	Aviation and maritime initiatives related to lower greenhouse gas emissions	No related SDG indicator
SDG 14 — Conserve and sustainably use the oceans, seas and marine resources for sustainable development	Efforts related to reducing marine pollution through the International Maritime Organization	No related SDG indicator

SDGs do not commit the Australian Government to new initiatives. The department engages with the Department of Foreign Affairs and Trade (DFAT), which leads Australia's SDG implementation.

DFAT and the Department of the Prime Minister and Cabinet will lead the Australian Government response to the SDG Senate Inquiry report released on 14 February 2019. The department's approach to SDG implementation should not change but input may be required for the Australian Government response, and if agreed, input to support implementation of recommendations.



Administrative Arrangements Order

I, General the Honourable Sir Peter Cosgrove AK MC (Ret'd), Governor-General of the Commonwealth of Australia, acting with the advice of the Federal Executive Council, revoke all administrative arrangements previously ordered and order that:

1. The matters dealt with by a Department of State include:
 - (a) the matters referred to in the Part of the Schedule relating to that Department; and
 - (b) matters arising under the legislation administered by a Minister of State administering the Department.
2. The legislation administered by a Minister of State administering a Department is:
 - (a) the legislation referred to in the Part of the Schedule relating to that Department; and
 - (b) legislation passed before or after the date of this Order, that relates to a matter dealt with by the Department, not being legislation referred to in another Part of the Schedule.

Signed and sealed with the
Great Seal of Australia on

4 April 2019

(signed Peter Cosgrove)

Peter Cosgrove
Governor-General

By His Excellency's Command

(signed Scott Morrison)

Scott Morrison
Prime Minister

Part 13: The Department of Infrastructure, Regional Development and Cities

Matters dealt with by the Department

Infrastructure planning and co-ordination

Transport safety, including investigations

Land transport

Civil aviation and airports

Maritime transport including shipping

Major projects, including implementation of all non-Defence development projects

Administration of the Jervis Bay Territory, the Territory of Cocos (Keeling) Islands, the Territory of Christmas Island, the Coral Sea Islands Territory, the Territory of Ashmore and Cartier Islands, and of Commonwealth responsibilities on Norfolk Island

Constitutional development of the Northern Territory

Constitutional development of the Australian Capital Territory

Delivery of regional and territory specific services and programmes

Planning and land management in the Australian Capital Territory

Regional development

Matters relating to local government

Regional policy and co-ordination

National policy on cities

Infrastructure and project financing

Population policy

Legislation administered by the Minister

A.C.T. Self-Government (Consequential Provisions) Act 1988

Adelaide Airport Curfew Act 2000

Air Accidents (Commonwealth Government Liability) Act 1963

Air Navigation Act 1920

Air Navigation Legislation (Validation and Interpretation) Act 1982

Air Services Act 1995

Aircraft Noise Levy Act 1995, except to the extent administered by the Treasurer

Aircraft Noise Levy Collection Act 1995, except to the extent administered by the Treasurer

Airports Act 1996

Airports (On Airport Activities Administration) Validation Act 2010

Airspace Act 2007

Airspace (Consequential and Other Measures) Act 2007

ANL Act 1956

Ashmore and Cartier Islands Acceptance Act 1933

Australian Airlines (Conversion to Public Company) Act 1988

Australian Capital Territory (Planning and Land Management) Act 1988, except to the extent administered by the Minister for Finance

Australian Capital Territory (Self-Government) Act 1988

Australian Maritime Safety Authority Act 1990
Australian National Railways Commission Sales Act 1997
Aviation Fuel Revenues (Special Appropriation) Act 1988
Canberra Water Supply (Googong Dam) Act 1974
Carriage of Goods by Sea Act 1991
Christmas Island Act 1958
Christmas Island Agreement Acts
Civil Aviation Act 1988
Civil Aviation (Carriers' Liability) Act 1959
Civil Aviation Legislation Amendment Act 1995
Coastal Trading (Revitalising Australian Shipping) Act 2012
Coastal Trading (Revitalising Australian Shipping) (Consequential Amendments and Transitional Provisions) Act 2012
Cocos (Keeling) Islands Act 1955
Competition and Consumer Act 2010, Part X
Coral Sea Islands Act 1969
Damage by Aircraft Act 1999
Infrastructure Australia Act 2008
International Air Services Commission Act 1992
International Interests in Mobile Equipment (Cape Town Convention) Act 2013
Interstate Road Transport Act 1985
Interstate Road Transport Charge Act 1985
Jervis Bay Territory Acceptance Act 1915
Limitation of Liability for Maritime Claims Act 1989
Local Government (Financial Assistance) Act 1995
Marine Navigation Levy Act 1989
Marine Navigation Levy Collection Act 1989
Marine Navigation (Regulatory Functions) Levy Act 1991
Marine Navigation (Regulatory Functions) Levy Collection Act 1991
Marine Safety (Domestic Commercial Vessel) National Law Act 2012
Marine Safety (Domestic Commercial Vessel) National Law (Consequential Amendments) Act 2012
Maritime Legislation Amendment Act 2007
Motor Vehicle Standards Act 1989
National Land Transport Act 2014
National Transport Commission Act 2003
Navigation Act 2012
Norfolk Island Act 1979
Northern Territory Acceptance Act 1910
Northern Territory (Self-Government) Act 1978, except sections 69 and 70
Parliament Act 1974
Port Statistics Act 1977
Protection of the Sea (Civil Liability) Act 1981

Protection of the Sea (Civil Liability for Bunker Oil Pollution Damage) Act 2008

Protection of the Sea (Harmful Anti-fouling Systems) Act 2006

Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Funds—Customs) Act 1993

Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Funds—Excise) Act 1993

Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Funds—General) Act 1993

Protection of the Sea (Oil Pollution Compensation Funds) Act 1993

Protection of the Sea (Powers of Intervention) Act 1981

Protection of the Sea (Prevention of Pollution from Ships) Act 1983

Protection of the Sea (Shipping Levy) Act 1981

Protection of the Sea (Shipping Levy Collection) Act 1981

Qantas Sale Act 1992, Part 3, sections 7 to 13 inclusive

Removal of Prisoners (Territories) Act 1923, insofar as it relates to the Northern Territory (except to the extent administered by the Attorney-General) and to Norfolk Island, the Territory of Cocos (Keeling) Islands, the Territory of Christmas Island, the Coral Sea Islands Territory, and the Territory of Ashmore and Cartier Islands

Road Charges Legislation Repeal and Amendment Act 2008

Seat of Government Acceptance Acts

Seat of Government Act 1908

Seat of Government (Administration) Act 1910

Shipping Reform (Tax Incentives) Act 2012

Shipping Registration Act 1981

Submarine Cables and Pipelines Protection Act 1963

Sydney Airport Curfew Act 1995

Sydney Airport Demand Management Act 1997

Territories Law Reform Act 2010

Transport Safety Investigation Act 2003

Urban and Regional Development (Financial Assistance) Act 1974



Portfolio legislation

This directory is current and as such may not match the Administrative Arrangements Order (AAO) at PPV-OVERVIEW-003. It includes Acts which have received Royal Assent, and excludes Acts which have been repealed since the AAO was last amended on 4 April 2019.

[Adelaide Airport Curfew Act 2000](#)

[Air Accidents \(Commonwealth Government Liability\) Act 1963](#)

[Air Navigation Act 1920](#)

[Air Navigation Legislation \(Validation and Interpretation\) Act 1982](#)

[Aircraft Noise Levy Act 1995](#)

[Aircraft Noise Levy Collection Act 1995](#)

[Airports \(On-Airport Activities Administration\) Validation Act 2010](#)

[Airports Act 1996](#)

[Air Services Act 1995](#)

[Airspace Act 2007](#)

[Airspace \(Consequential and Other Measures\) Act 2007](#)

[ANL Act 1956](#)

[Ashmore and Cartier Islands Acceptance Act 1933](#)

[Australian Airlines \(Conversion to Public Company\) Act 1988](#)

[Australian Capital Territory \(Planning and Land Management\) Act 1988](#)

[Australian Capital Territory \(Self-Government\) Act 1988](#)

[Australian Maritime Safety Authority Act 1990](#)

[Australian National Railways Commission Sale Act 1997](#)

[Aviation Fuel Revenues \(Special Appropriation\) Act 1988](#)

[Canberra Water Supply \(Googong Dam\) Act 1974](#)

[Carriage of Goods by Sea Act 1991](#)

[Christmas Island Act 1958](#)

[Christmas Island Agreement Act 1958](#)

[Civil Aviation Act 1988](#)

[Civil Aviation \(Carriers' Liability\) Act 1959](#)

[Coastal Trading \(Revitalising Australian Shipping\) Act 2012](#)

[Cocos \(Keeling\) Islands Act 1955](#)

[Competition and Consumer Act 2010, Part X](#)

[Coral Sea Islands Act 1969](#)

[Damage by Aircraft Act 1999](#)

[Infrastructure Australia Act 2008](#)

[International Air Services Commission Act 1992](#)

[International Interests in Mobile Equipment \(Cape Town Convention\) Act 2013](#)

[Interstate Road Transport Act 1985](#)

[Interstate Road Transport Charge Act 1985](#)

[Jervis Bay Territory Acceptance Act 1915](#)

[Limitation of Liability for Maritime Claims Act 1989](#)

[Local Government \(Financial Assistance\) Act 1995](#)

[Marine Navigation Levy Act 1989](#)

[Marine Navigation Levy Collection Act 1989](#)
[Marine Navigation \(Regulatory Functions\) Levy Act 1991](#)
[Marine Navigation \(Regulatory Functions\) Levy Collection Act 1991](#)
[Marine Safety \(Domestic Commercial Vessel\) National Law Act 2012](#)
[Motor Vehicle Standards Act 1989](#)
[Nation-building Funds Act 2008](#)
[National Land Transport Act 2014](#)
[National Transport Commission Act 2003](#)
[Navigation Act 2012](#)
[Norfolk Island Act 1979](#)
[Northern Territory Acceptance Act 1910](#)
[Northern Territory \(Self-Government\) Act 1978](#)
[Parliament Act 1974](#)
[Port Statistics Act 1977](#)
[Protection of the Sea \(Civil Liability\) Act 1981](#)
[Protection of the Sea \(Civil Liability for Bunker Oil Pollution Damage\) Act 2008](#)
[Protection of the Sea \(Harmful Anti-fouling Systems\) Act 2006](#)
[Protection of the Sea \(Imposition of Contributions to Oil Pollution Compensation Funds – Customs\) Act 1993](#)
[Protection of the Sea \(Imposition of Contributions to Oil Pollution Compensation Funds – Excise\) Act 1993](#)
[Protection of the Sea \(Imposition of Contributions to Oil Pollution Compensation Funds – General\) Act 1993](#)
[Protection of the Sea \(Oil Pollution Compensation Funds\) Act 1993](#)
[Protection of the Sea \(Powers of Intervention\) Act 1981](#)
[Protection of the Sea \(Prevention of Pollution from Ships\) Act 1983](#)
[Protection of the Sea \(Shipping Levy\) Act 1981](#)
[Protection of the Sea \(Shipping Levy Collection\) Act 1981](#)
[Qantas Sale Act 1992 Part 3, sections 7 to 13 inclusive](#)
[Removal of Prisoners \(Territories\) Act 1923](#)
[Road Vehicle Standards Act 2018](#)
[Road Vehicle Standards \(Consequential and Transitional Provisions\) Act 2018](#)
[Road Vehicle Standards Charges \(Imposition—Customs\) Act 2018 / Road Vehicle Standards Charges \(Imposition—Excise\) Act 2018 / Road Vehicle Standards Charges \(Imposition—General\) Act 2018](#)
[Seat of Government Acceptance Act 1909](#)
[Seat of Government \(Acceptance\) Act 1922](#)
[Seat of Government Act 1908](#)
[Seat of Government \(Administration\) Act 1910](#)
[Shipping Reform \(Tax Incentives\) Act 2012](#)
[Shipping Registration Act 1981](#)
[Submarine Cables and Pipelines Protection Act 1963](#)
[Sydney Airport Curfew Act 1995](#)
[Sydney Airport Demand Management Act 1997](#)
[Territories Law Reform Act 2010](#)
[Territories Legislation Amendment Act 2016](#)
[Transport Safety Investigation Act 2003](#)
[Urban and Regional Development \(Financial Assistance\) Act 1974](#)

Amending Legislation not included in this directory but listed in the AAO

ACT Self-Government (Consequential Provisions) Act 1988
 Civil Aviation Legislation Amendment Act 1995

Coastal Trading (Revitalising Australian Shipping) (Consequential Amendments and Transitional Provisions) Act 2012

Maritime Safety (Domestic Commercial Vessel) National Law (Consequential Amendments) Act 2012

Maritime Legislation Amendment Act 2018

Road Charges Legislation Repeal and Amendment Act 2008

Legislation not included in the AAO but included in this directory

Nation-building Funds Act 2008 (administered by Finance but contains Ministerial delegations)

Territories Legislation Amendment Act 2016 (contains transitional provisions)

Adelaide Airport Curfew Act 2000

Purpose

The Act imposes a curfew at Adelaide Airport between 11pm and 6am. It defines the operations that may be exempt from the curfew, and any grounds for the grant of dispensations. It allows for a quota to be set allowing international aircraft during curfew shoulder periods (one hour after curfew starts and one hour before curfew ends) and for freight jet operations.

Role and responsibilities of the Minister

The Minister may:

- grant or refuse applications to operate international aircraft during curfew shoulder periods and impose conditions on these operations
- grant or refuse applications to operate low noise heavy freight aircraft during curfew periods and impose conditions on these operations
- grant dispensations for aircraft to take-off or land in emergencies during curfew periods
- grant dispensations for aircraft to take-off or land where the Minister (or his delegate) is satisfied that circumstances justify the operation occurring during curfew periods

Act last amended: 10 March 2016

Air Accidents (Commonwealth Government Liability) Act 1963

Purpose

The Act provides for the payment of damages by the Commonwealth and authorities of the Commonwealth in respect to the death of, or personal injury, to persons travelling as passengers in aircraft operated by the Commonwealth, or travelling in the course of their employment by the Commonwealth. The limitations of amounts recoverable under the Act are aligned to those available under the Civil Aviation (Carriers' Liability) Act 1959.

Role and responsibilities of the Minister

Nil

Act last amended: 22 March 2017

Air Navigation Act 1920

Purpose

The Act provides for the economic regulation of international air services (Part 2) gives effect to the Convention on International Civil Aviation. Part 2 of the Act seeks to regulate the operation of both scheduled and non-scheduled air services to/from Australia by requiring permission for these services to operate, by requiring international airlines to hold international airline licenses and approvals for timetables and tariffs.

On 1 July 2003 Part 2A of the Act was repealed. Part 2A which provided the Australian Transport Safety Bureau with its authority to investigate air safety occurrences was replaced by the Transport Safety Investigation Act 2003. However, despite the repeal of Part 2A, that part continues to apply in relation to investigations commenced under that part before 1 July 2003.

Part 3 of the Act (which previously addressed aviation security matters) was repealed on 10 March 2004 by the Aviation Transport Security (Consequential Amendments and Transitional Provisions) Act 2004. Aviation security matters are now dealt with under the Aviation Transport Security Act 2004.

The Act was amended by the Aviation Legislation Amendment (International Airline Licences and Carriers' Liability Insurance) Act 2008 (Amendment Act). The Amendment Act updated and streamlined the administrative and regulatory framework for International Airlines Licences and also repealed a number of

definitions that were inserted into the Act in 1995 for the purposes of Part 3 of the Act (now repealed), dealing with the regulation of aviation security.

Regulations made under the Act regulate, amongst other things, a range of environmental matters including aircraft noise and emissions standards, fuel spillage and curfews at Essendon Fields and Gold Coast Airports.

Role and responsibilities of the Minister

Part 2: the Minister has the power to designate international airports that must be used by aircraft engaged in international flights (sections 9 and 10), can ensure that foreign ownership of Australian International Airlines other than Qantas is limited to 49 per cent equity (sections 11A and 11B), and may approve the carriage of munitions over Australia by civilian aircraft (section 19).

The Secretary has the authority to approve non-scheduled services (section 15D) and to make legislative instruments exempting certain categories of aircraft/flights from various regulatory requirements (sections 12(3), 15A(3) 17(1B)). The authority to approve tariffs and timetables, and to grant, vary, suspend or cancel an International Airline Licence is located in the Air Navigation Regulations 1947

Act last amended: 21 October 2016

Air Navigation Legislation (Validation and Interpretation) Act 1982

Purpose

The Act was introduced to correct a legislative error arising from changes in the machinery of government made on 7 May 1982. At that time, the Department of Transport was abolished and replaced by the Department of Transport and Construction and the Department of Aviation.

Role and responsibilities of the Minister

Nil

Act last amended: Act has not been amended since commencement on 6 October 1982; latest compilation was prepared on 25 March 2003

Aircraft Noise Levy Act 1995

Purpose

This Act (and the complementary Aircraft Noise Levy Collection Act 1995) establishes a cost recovery regime for Commonwealth funded aircraft noise amelioration programs involving the voluntary acquisition and insulation of residences and public buildings in areas around airports subject to high aircraft noise exposure.

The levy is only payable at those airports where noise amelioration programs have been undertaken; for example Adelaide and Sydney Airports (for further details of these arrangements see Aircraft Noise Levy Collection Act 1995).

The levy imposed by this Act applies to jet aircraft landings with the amount of levy actually payable reflecting the noise characteristics of the aircraft. The amount of levy payable per jet aircraft landing is determined according to a formula prescribed in section 6(1) of the Act.

The formula provides that the noisier the aircraft the higher will be the amount of levy paid per landing. The levy applies to jet landings only, reflecting the fact that jet aircraft generally create greater noise disturbance than propeller driven aircraft. There are some small jet aircraft which are not liable for the levy, because their noise levels are below the threshold prescribed in the Act.

The levy rate is prescribed by regulation. It is automatically adjusted in line with CPI movements.

Levy collections for Sydney ceased on 30 June 2006, with Adelaide ceasing on 31 March 2010.

Role and responsibilities of the Minister

Responsibility for the legislation is split between the Minister and the Treasurer (for further details of these arrangements, see Aircraft Noise Levy Collection Act 1995).

Act last amended: 3 December 2012

Aircraft Noise Levy Collection Act 1995

Purpose

This Act (and the complementary Aircraft Noise Levy Act 1995) establishes a cost recovery regime for Commonwealth funded aircraft noise amelioration programs involving the voluntary acquisition and insulation of residences and public buildings in areas around airports subject to high aircraft noise exposure. This Act sets out the criteria for imposing the levy and the collection arrangements.

Role and responsibilities of the Minister

There are two steps involved in imposing the levy – declaring the airport a qualifying airport (this is the administrative responsibility of the Minister and declaring the airport to be a leviable airport (this is the responsibility of the Treasurer as it is regarded as a “taxation matter”).

A qualifying airport can be declared if there are:

- residences or certain noise sensitive public buildings within the relevant Australian Noise Exposure Forecast noise exposure contours around the airport
- the Commonwealth is funding, or has funded a noise amelioration program for the airport

Only Sydney and Adelaide airports meet these criteria and both have been declared as qualifying airports.

Once an airport has been declared a qualifying airport the Treasurer can declare it a leviable airport (that is, an airport where the levy is to be imposed). The levy can only be applied at an airport for as long as it is required to recover Commonwealth expenditure on noise amelioration programs at that airport.

Levy collections for Sydney ceased on 30 June 2006, with Adelaide ceasing on 31 March 2010.

The Minister must table a copy of the Annual Report on the working of the Act (see below) in Parliament.

Act last amended: 10 March 2016

Airports (On-Airport Activities Administration) Validation Act 2010

Purpose

The Act validates all actions performed and powers exercised under the Airports (Control of On-Airport Activities) Regulations 1997 (the regulations) by persons not validly authorised under the regulations to perform such functions. The regulations deal with liquor, commercial trading, vehicle movements, gambling and smoking at specified airports.

Role and responsibilities of the Minister

Nil

Act last amended: 29 June 2010

Airports Act 1996

Purpose

The Act sets out the regulatory framework for the 21 Australian federal-leased airports. The Act covers matters such as leasing and management of airports, restrictions on ownership of airport-operator companies, land use, planning and building control, environmental management, accounts and financial reports of airport-operator companies, quality of service monitoring, variation and closure of airport sites, control of certain on-airport activities (for example, gambling, parking, smoking etc), airspace protection, access and demand management at airports, air traffic services and rescue, and firefighting at airports.

Role and responsibilities of the Minister

The Minister exercises a broad range of powers and responsibilities in relation to the airports covered by the Act. The Minister's primary role is in the control of land use planning and development through the approval of master plans and major development plans for each of the leased airports.

The Minister also has additional responsibilities in relation to ownership and control through the approval of the transfer of airport leases, the approval of airport-management companies and the ability to seek remedial orders in the Federal Court for breaches of the ownership and control provisions.

Where a demand management scheme is formulated for an airport, the Minister is to approve such a scheme and may issue a declaration that the airport is subject to statutory demand management, and a declaration about the capacity of the airport to handle aircraft movements.

The Minister has the authority to delegate powers under the Act or a demand management scheme to the Secretary or an SES level employee.

Act last amended: 28 September 2018

Air Services Act 1995

Purpose

This Act established Airservices Australia in 1995 as a result of the then Government's decision to separate the roles of aviation safety regulator and air traffic and rescue and firefighting services provider.

Airservices Australia is responsible for providing air traffic services, aeronautical information services, aviation rescue and fire-fighting services, aeronautical communications, and facilities necessary for safe navigation of aircraft. Airservices Australia also carries out activities to help minimise the impact of the environment from the effects of aircraft operations.

Role and responsibilities of the Minister

The Minister may give directions to Airservices Australia relating to the performance of its functions or the exercise of its powers, direct a variation of its corporate plan, notify Airservices Australia about its strategic direction and the manner in which it should perform its functions and direct it to supply any documents or information to his nominee.

The Minister is responsible for appointing Board members (other than the Chief Executive Officer) and can make acting appointments to the office of Chair and Deputy Chair.

The Minister has the power to grant leave of absence to the Chair and to terminate the appointment of appointed Board members. The Minister may approve a written determination setting out charges for services or facilities provided by Airservices Australia and penalties for late payment of these charges.

Act last amended: 1 July 2016

Airspace Act 2007

Purpose

The Act transferred the function of airspace regulation from Airservices Australia to CASA to strengthen Australia's planning and administration of airspace and address any perception of a conflict of interest between Airservices and its roles as both a commercial air navigation service provider and regulator of the level of service to be provided in particular volumes of Australian administered airspace.

Role and responsibilities of the Minister

The Act requires the Minister to make an Australian Airspace Policy Statement on the administration and regulation of, and policy objectives for, Australian administered airspace.

Act last amended: 5 March 2016

Airspace (Consequential and Other Measures) Act 2007

Purpose

To amend the Civil Aviation Act 1988 to ensure that airspace regulation is a clear and separate function for CASA and that CASA acts consistently with the Australian Airspace Policy Statement described in the Airspace Act 2007. The Act enables regulations to be made to grandfather decisions made by Airservices Australia under regulations to be transferred to CASA.

Role and responsibilities of the Minister

Nil

Act last amended: 30 March 2007

ANL Act 1956

Purpose

This Act was initially introduced as the Australian Coastal Shipping Commission Act 1956 to establish the Australian Coastal Shipping Commission as a Government-owned shipping line. The name of the Act was changed in 1974.

The Act was amended in 1983 to allow ANL to operate more commercially and in 1998 to convert ANL into a public company. The Commonwealth Government initiated a sale process for ANL Limited in April 1998. ANL Limited changed its name to Australian River Co. Limited (ARCo) in January 1999 following the sale of its main operating businesses to private buyers.

ARCo itself remains wholly Commonwealth-owned, and is governed by the Corporations Act 2001.

ARCo manages residual financial matters. Accordingly, a process to transfer ARCo to the Finance portfolio was started several years ago. It had been almost completed when the 2001 election was called.

On 13 May 2013, Senator the Hon Mathias Cormann, Minister for Finance announced a number of cost cutting reforms to reduce the number of Government bodies and the costs associated with separate governance arrangements. As a result, ARCo was set to be abolished and wound-up by 1 July 2015. Further details can be found at: Budget Paper No. 2: Budget Measures - Part 2: Expense Measures - Cross Portfolio.

Role and responsibilities of the Minister

As part of the process to transfer ARCo to the finance portfolio, the then Minister for Finance has (since completion of the sale process) appointed the Board of ARCo, which now has identical membership with that of the AIDC. It is envisaged that ARCo will become a subsidiary of AIDC until its residual financial obligations are discharged and the company is wound up.

The Minister (or the holder of an authorising office in the Department declared in writing by the Minister) may certify that a specified matter is an exempt matter, as defined in section 61 of the Act, on which Commonwealth, state or territory taxes (other than income tax) are not payable.

Act last amended: 21 October 2016

Ashmore and Cartier Islands Acceptance Act 1933**Purpose**

The Act provides for the acceptance of Ashmore and Cartier Islands as a Territory of the Commonwealth (section 5), having been placed under the authority of the Commonwealth of Australia by the United Kingdom.

The Act also provides for the government of the territory, by applying the laws of the NT to the Territory of Ashmore and Cartier (section 6), and providing that the Governor-General may make ordinances for the peace, order and good government of the territory (section 9). Applied laws may be amended or repealed by an ordinance (section 7).

The Act also provides that the courts of the NT have jurisdiction in and in relation to the territory (section 12).

Role and responsibilities of the Minister

Ordinances and amendments of applied laws of the territory must be supported and approved by the Minister. The Minister is also vested with the powers and functions ordinarily vested in a person or authority (except a court) under applied NT laws in force in the territory of Ashmore and Cartier Islands (subsection 11(1)). The Minister may delegate these powers and functions (section 11).

The Minister may also make agreements with the appropriate ministers of the NT for the exercise of powers and performance of functions under laws in force in the Territory of Ashmore and Cartier Islands by officers and employees of the NT Government and authorities or the NT (section 11A).

Act last amended: 4 July 2008

Australian Airlines (Conversion to Public Company) Act 1988**Purpose**

The Act relates to the conversion of the Australian National Airlines Commission to a public company. The company was subsequently sold to Qantas.

Role and responsibilities of the Minister

Nil

Act last amended: 22 September 2012

Australian Capital Territory (Planning and Land Management) Act 1988**Purpose**

The legislation repealed the National Capital Development Commission Act 1957 and made provision for the planning and land management of the ACT upon self-government. The Act, in conjunction with the Australian Capital Territory (Self-Government) Act 1988, establishes governance and land management frameworks for the ACT post self-government. Under the Act, the Commonwealth retained responsibility for national capital planning through a new planning authority (now known as the National Capital Authority) and the National Capital Plan (NCP). The NCP ensures that Canberra is planned and developed in accordance with its national significance.

Role and responsibilities of the Minister

The Minister will:

- table a copy of the NCA's Annual Report in each House of Parliament within 15 sitting days of that House after receiving the report from the Authority.

The Minister may:

- give the NCA general directions in writing as to the performance of its functions
- declare specified areas of land in the ACT to be National Land
- appoint a person to act as a full-time or part-time non-executive member of the Authority when there is a vacancy in the office of that member
- grant a full-time member of the Authority leave of absence or a part-time member leave to be absent from a meeting/s of the Authority
- grant a full-time member approval to engage in paid employment outside his or her duties
- direct a part-time member to cease paid employment that conflicts with his or her duties
- convene a meeting of the Authority at any time
- appoint committees to give advice to the Authority

Act last amended: 1 July 2018

Australian Capital Territory (Self-Government) Act 1988**Purpose**

The legislation provides for self-government for the ACT. In conjunction with the Australian Capital Territory (Planning and Land Management) Act 1988, the Act provides for the governance of the ACT, including the establishment of the ACT Legislative Assembly, and the framework for the Commonwealth's interest in the ACT as the national capital and seat of the government.

Role and responsibilities of the Minister

The Minister will:

- specify a polling day if the ACT Legislative Assembly has been dissolved by the Governor-General
- cause a Statement of Reasons for the dissolution to be tabled in Parliament and published in the Commonwealth Gazette
- convene a meeting of the Legislative Assembly if the presiding officer is unable, refuses or fails to call a meeting within a seven days of the result of a general election
- exercise the powers of the Executive until a Chief Minister is elected where all the ministerial offices have become vacant
- ensure polling day is not a polling day for the Senate or House of Representatives

Act last amended: 1 July 2016

Australian Maritime Safety Authority Act 1990**Purpose**

The Act establishes AMSA and has as its objectives:

- the promotion of maritime safety
- protection of the marine environment from pollution from ships and other environmental damage caused by shipping
- the provision of a national search and rescue service
- the promotion of efficient services by AMSA

Role and responsibilities of the Minister

Ministerial responsibilities under the Act cover corporate governance issues relating to the function of the Authority and the approval of maritime charges and levies. In particular, the Minister:

- may give written directions to AMSA about the performance of its functions

- may determine an amount to be reimbursed to AMSA if AMSA has suffered a financial detriment as a result of complying with a direction from the Minister under a section of the Act
- may advise AMSA by notice in writing of his or her views about the appropriate strategic direction of AMSA or the manner in which it should be performing its functions
- may direct AMSA to provide to a specified Ministerial nominee, documents or information relating to the operations of AMSA requested by the nominee
- appoints members to the AMSA Board
- may grant leave of absence to the Chairperson
- may appoint a person to act in the position of any Board Member when the office is vacant or the occupant is unable to perform duties of the office
- may terminate the appointment of Board Members, other than the Chief Executive Officer (CEO), under a variety of specified circumstances
- may convene a meeting of the AMSA Board at any time
- may direct Board Members to provide a Corporate Plan by a specified date
- must respond to the Corporate Plan within 60 days of receiving it
- must cause to be lodged with the relevant state officer details of the interest in any land transferred from the Commonwealth to AMSA
- must determine the value of assets transferred from the Commonwealth to AMSA
- may give AMSA notice in writing approving or disapproving a proposed Determination by AMSA fixing charges for services and facilities and fixing penalties
- may delegate his or her powers relating to the transfer of property and assets
- appoints the CEO of AMSA after receiving a recommendation from the Board
- may grant leave of absence to the CEO
- may appoint an acting CEO after receiving a recommendation from the Board

Act last amended: 1 July 2014

Australian National Railways Commission Sale Act 1997

Purpose

The sale of the Australian National Railways Commission (ANRC) operating businesses, apart from its interstate track elements, was completed in November 1997.

The purpose of the Australian National Railways Commission Sale Act 1997 was to:

- amend the Australian National Railways Commission Act 1983 (ANRC Act) to provide for the winding down of the operations of ANRC, including the transfer of all residual ANRC assets and liabilities to the Commonwealth, prior to ANRC being abolished by the repeal of the ANRC Act
- repeal the ANRC Act and related acts
- amend other acts to remove reference to the abolished ANRC
- provide access to railways for defence-related purposes

Note: although the ANRC Act was repealed by the Australian National Railways Commission Sale Act 1997, its operation in respect of Ministerial Notices is preserved.

Role and responsibilities of the Minister

Under Part 2 of Schedule 5 to the Act, the Minister may require the manager of a railway previously owned or controlled by ANRC, to provide access, or priority of access, to specified kinds of railway services for specified kinds of defence-related purposes.

Act last amended: 28 June 2000

Aviation Fuel Revenues (Special Appropriation) Act 1988

Purpose

The Act provides arrangements for the appropriation of revenue raised from duty on aviation fuels to the CASA and Airservices Australia. Aviation fuels duty is levied on aviation gasoline (avgas) and aviation kerosene (avtur) under the Excise Tariff Act 1921 and the Customs Tariff Act 1995. The Act provides for the appropriation of a specified amount per litre of excise and customs duty on avgas (mainly used for piston aircraft) and avtur (mainly used for jet aircraft). The amount appropriated is based on a formula set out in the Act (statutory rate x litres). All duties collected are provided to CASA under section 4(1) of the Act.

Role and responsibilities of the Minister

The Minister may make written determinations under the Act in respect to:

- the statutory rate of aviation gasoline and aviation kerosene under sections 3A(1) or 3A(2) of the Act (the amount per litre that is appropriated)
- the proportion of the payments, made under section 4(1A) of the Act, that CASA and Airservices are entitled to

whether indexation applies under section 3A(3) of the Act (indexation ceased from 1 March 2001)

Act last amended: 1 December 2013

Canberra Water Supply (Googong Dam) Act 1974

Purpose

The legislation provided for the construction of a dam on the Queanbeyan River in NSW and the supply of water from that dam for use in the ACT.

An agreement, dated 18 October 1909, between the Commonwealth and NSW, provided for the surrender of land by NSW for the establishment of the ACT. The agreement reserved for NSW residents the rights to the use and control of the waters of the Queanbeyan and Molonglo rivers and their tributaries. The agreement also enabled the construction of a dam and other works for the storage and conveyance of waters of the Queanbeyan River to ensure an adequate supply of water to the ACT.

Role and responsibilities of the Minister

The Commonwealth may enter into an agreement with NSW in relation to the supply and conveyance of water from the Googong Dam Area for use in a place other than the ACT. In such an agreement, the Minister may authorise the ACT Executive to exercise the rights of the Commonwealth.

Act last amended: 21 October 2016

Carriage of Goods by Sea Act 1991

Purpose

The Act regulates the extent to which carriers (shipping companies) are liable for loss or damage to cargo carried by sea. It aims to provide a regime of marine cargo liability that is equitable and efficient and compatible with arrangements existing in countries that are major trading partners of Australia.

The Act is based on the Hague Rules, which were originally developed through international agreement in 1924 to deal with the problem of carriers regularly excluding themselves from all liability for loss or damage to cargo. Basically, the Hague Rules make the carrier liable for faults in the care and custody of cargo, but not for faults in the navigation and management of the ship. The major proportion of the risk in regard to cargo loss or damage remains with the shipper (exporter or importer) and his/her insurer.

Since the introduction of the Act, which received Royal Assent on 31 October 1991, and after consultations with industry, a number of amendments have been made to improve the balance between the interests of carriers and the interests of shippers.

The legislation that is currently in force is contained in Schedule 1A 'The Amended Hague Rules'.

Role and responsibilities of the Minister

The 1997 and 1998 changes to the legislation implemented a package of measures agreed by a working group that included relevant industry parties (shippers, shipping companies, cargo insurers, and maritime lawyers) and this Department. The package was agreed by the Minister.

The Minister has no responsibilities in respect of dealing with claims for damage to cargo pursued under the provisions of the Act. These are matters for the parties to the contracts for the carriage of goods by sea, and the courts in which litigation may take place.

Act last amended: 23 August 2017

Christmas Island Act 1958**Purpose**

The Christmas Island Act 1958 provides for the acceptance of Christmas Island as a Territory of the Commonwealth (section 5). The Act also provides for the Government of the Territory by enabling the Governor-General to make ordinances for the peace, order and good government of the Territory (section 9), and applying the laws of WA to the Territory (section 8A). Applied laws may be amended, suspended or repealed by ordinance (section 8A). The Act enables the Commonwealth to enter arrangements with the WA Government to ensure that applied laws can be effectively administered (section 8H).

The Act stipulates that trials on indictment for offences against territory laws will be heard by a jury, and makes provisions on related matters (Part IV A). The Act also provides that WA Courts and court officers have jurisdiction in and in relation to the Territory (section 15AAB).

Role and responsibilities of the Minister

Ordinances and amendments of applied laws of the territory must be supported and approved by the Minister.

The Minister must table lists of new WA laws in force in the territory in both Houses of Parliament every six months (section 8B).

The Minister is also vested with the powers, functions and duties ordinarily vested in a person (except a court officer), an authority (except a court), a Minister or the state Governor under applied WA laws in force in the territory (section 8G). The Minister may delegate some of these powers and functions (section 8G).

Act last amended: 21 October 2016

Christmas Island Agreement Act 1958**Purpose**

The Christmas Island Agreement Act 1958 (the Act) approves an agreement made between the Government of Australia and the Government of New Zealand relating to the extraction and production of phosphate, and access to timber, on Christmas Island (section 6). The Act also makes provision for the continuance of the Christmas Island Phosphate Commission (section 7). The agreement referred to is included in Schedule 1 of the Act. Amendments to this agreement were made by the Christmas Island Agreement Act 1976.

Later amendments to the Act inserted a second agreement (at Schedule 2) between the two governments made in 1983, which provided that the earlier 1958 agreement would end when the Christmas Island Phosphate Commission ceased to function. This second agreement also provided that the Commission would cease to function as soon as practicable after the 1983 agreement was made.

Role and responsibilities of the Minister

Nil

Act last amended: 21 December 1983

Civil Aviation Act 1988

Purpose

The Act establishes a regulatory framework for maintaining, enhancing, and promoting the safety of civil aviation, with particular emphasis on preventing aviation accidents and incidents.

The Act also establishes CASA with functions relating to civil aviation, in particular the safety of civil aviation. Under section 9A of the Act, CASA must regard the safety of air navigation as its most important consideration.

Role and responsibilities of the Minister

Issue of Directions and Notices

Under sections, 12, 12A and 12B of the Act the Minister may:

- give the CASA Board written directions as to the performance of its functions or the exercise of its powers
- notify the CASA Board in writing of the Minister's views on the following
 - the appropriate strategic direction for CASA
 - the manner in which CASA should perform its functions
- direct CASA to give to a specified ministerial nominee any documents or information relating to CASA's operations that the nominee requests

The Minister's directions as to the performance of CASA's regulatory functions can only be of a general nature.

CASA Corporate Plan

Under section 45 of the Act the Minister:

- must respond to a corporate plan within 60 days of being given the plan. The Minister's response may include a direction to the CASA board to vary the plan
- must cause a copy of the corporate plan to be laid before each House of Parliament within 15 sitting days after responding to the plan, if the response did not include a direction to vary the plan, and within 15 sitting days after receiving a revised copy of the plan, if the response included a direction to vary the plan

Act last amended: 17 November 2016

Civil Aviation (Carriers' Liability) Act 1959

Purpose

The Civil Aviation (Carriers' Liability) Act 1959 provides the legislative framework for air carriers' liability and related consumer protection arrangements. The Act gives force of law to the Warsaw System of carriers' liability in Australia, enacting as the law of Australia those components of the Warsaw System which have been signed and ratified by Australia; that is, the Warsaw Convention (1929), The Hague Convention (1955), the Guadalajara Convention (1961), the Montreal Protocol No. 4 (1975) and the 1999 Montreal Convention. The Warsaw System imposes strict but limited liability on international air carriers for the carriage of passengers, baggage and cargo by air.

In 2008, the Act was amended to give force of law to the 1999 Montreal Convention. This Convention provides for unlimited liability to give Australians travelling overseas on international airlines access to fairer compensation in the event of an airline accident.

Mandatory non-voidable insurance is required for all air carriers flying to, from, or within Australia. In the case of domestic carriage, the minimum insurance level is A\$725,000 per passenger. International carriers, including foreign carriers serving Australia, are required to provide evidence that they are insured to a level of 260,000 special drawing rights (SDRs) per passenger. Carriers must have these levels of insurance irrespective of their liabilities under the relevant international convention.

The arrangements under the Act do not apply to intrastate operations by licensed Regular Public Transport operators. However, the states have adopted complementary legislation to ensure a uniform regime of carriers' liability and mandatory non-voidable insurance in Australia.

CASA is the regulatory agency which oversees compliance with the insurance requirements under this Act as stipulated by the Civil Aviation Act 1988.

The Act was amended by the Aviation Legislation Amendment (Liability and Insurance) Act 2012 which increased minimum insurance levels and replaced references to 'personal injury' with 'bodily injury' in the Act.

Role and responsibilities of the Minister

The Minister may publish in the Gazette information relating to:

- the increase of liability limits under the Montreal Convention
- the coming into operation of the Guadalajara Convention
- countries ratifying or denouncing the 1999 Montreal Convention and the Warsaw System's Conventions or Protocols

Act last amended: 21 October 2016

Coastal Trading (Revitalising Australian Shipping) Act 2012

Purpose

The Coastal Trading (Revitalising Australian Shipping) Act 2012 provides for the regulatory arrangements for access of vessels into Australian coastal waters to engage in coastal trading. It provides for three types of licences (general licence, temporary licence and emergency licence). Using a vessel to engage in coastal trading without the appropriate licence may lead to a pecuniary penalty for breach of a civil penalty provision. The Act also deals with the application process for each licence, conditions and cancellation of licences.

Role and responsibilities of the Minister

The Minister exercises a broad range of powers and responsibilities under this Act which include the:

- power to grant or refuse a licence application
- power to impose conditions
- power to issue a 'show cause notice' and cancel a licence
- power to exempt certain vessels or persons from the requirements of the Act
- power to declare vessels which operate intrastate voyages to be subject to the requirements of this Act

The Secretary also exercises certain powers and functions under the Act such as the:

- power to appoint an 'authorised person' for purposes of the Act
- power to disclose information to relevant agencies

The Minister and the Secretary have delegated their powers and functions to relevant SES level employees in the department except the Minister's power to exempt vessels or persons from the application of the Act.

Act last amended: 1 July 2015

Cocos (Keeling) Islands Act 1955

Purpose

The Cocos (Keeling) Islands Act 1955 provides for the acceptance of the Cocos (Keeling) Islands as a Territory of the Commonwealth (section 5). The Act also provides for the government of the territory, by enabling the Governor General to make ordinances for the peace, order and good government of the territory (section 12), and applies the laws in force in WA to the Territory (section 8A). Applied laws may be amended, suspended or repealed by ordinance (section 8A). The Act enables the Commonwealth to enter arrangements with the WA Government to ensure that applied laws can be effectively administered (section 8H).

The Act stipulates that trials on indictment for offences against territory laws will be heard by a jury, and makes provisions on related matters (Part IV A). The Act also provides that WA Courts and court officers have jurisdiction in and in relation to the territory (section 15AAB).

Role and responsibilities of the Minister

Ordinances and amendments of applied laws of the territory must be supported and approved by the Minister.

The Minister must table lists of new WA laws in force in the territory in both Houses of Parliament every six months (section 8B).

The Minister is also vested with the powers, functions and duties ordinarily vested in a person (except a court officer), an authority (except a court), a WA Minister or the state Governor under applied WA laws in force in the territory (section 8G). The Minister may delegate some of these powers and functions (section 8G).

Act last amended: 21 October 2016

Competition and Consumer Act 2010, Part X

Purpose

The purpose of Part X is to ensure that Australian shippers, that is, exporters and importers, have continued access to liner cargo shipping services of adequate frequency and reliability at freight rates that are internationally competitive.

Part X has its origins in the late 1920s and resulted from concerns that Australian exporters should have access to adequate and efficient liner shipping services at reasonable freight rates.

The legislation sets out conditions for granting limited, but assured exemptions from sections 45 and 47 of the Competition and Consumer Act 2010 to allow liner shipping companies to collaborate as conferences. The conditions include requirements to negotiate with exporters and importers on standards of service and freight rates to be provided under registered agreements. Part X provides a legislative framework within which shipping conferences and their customers can resolve problems through commercial negotiations with only minimal government involvement.

Some of Australia's major trading partners (USA, Japan, Korea, Singapore) have arrangements broadly similar to Part X for regulating international liner shipping. Part X has been subject to review by the Competition Policy Review (2014-2015); the final report has recommended repeal of Part X.

Role and responsibilities of the Minister

The primary role of the Minister is in relation to the enforcement powers under Part X designed to deal with situations where shipping conferences may have failed to meet their obligations under that legislation.

If exporters or importers are dissatisfied with the result of their negotiations with shipping conferences, the Minister can refer the matter to the Australian Competition and Consumer Commission (ACCC) for investigation. This can lead to the Minister removing the Part X exemptions from members of the shipping conference concerned.

Decisions by the Minister that affect the interests of conference shipping lines, and/or users of their services are reviewable by the Australian Competition Tribunal.

Act last amended: 26 October 2018

Coral Sea Islands Act 1969

Purpose

The Coral Sea Islands Act 1969 acquires the islands in the area described by the Act for the Commonwealth, and declares these islands as the Coral Sea Islands Territory (the Territory) (section 3).

The Act provides for the Government of the Territory, as the Governor-General may make ordinances for the peace, order and good government of the territory (section 5). The Act also provides that Commonwealth Acts are not in force in the Territory, except where specific Acts express that they extend to the Territory (section 6).

The Act also provides that the courts of Norfolk Island have jurisdiction in and in relation to the territory (section 8).

Role and responsibilities of the Minister

The Minister must support and approve any ordinances for the Territory.

Act last amended: 22 November 2008

Damage by Aircraft Act 1999

Purpose

The Damage by Aircraft Act 1999 provides for strict and uncapped liability for owners and operators of aircraft that cause damage to third parties on the ground within the Commonwealth's jurisdiction. This includes death, injury or damage to people and property on the ground. It applies to all aircraft, including foreign aircraft, within Australia's territory that cause damage on the ground.

The Act also allows liability to be limited under the principle of contributory negligence and defendants can seek a right of contribution from other parties who have contributed to the damage.

Separate state government legislation covers operations beyond the constitutional reach of the Commonwealth. The Act does not extend to Defence Force aircraft.

The Act came into force on the same day as the denunciation of the Convention on Damage caused by Foreign Aircraft to Third Parties on the Surface, 1952 (Rome Convention) came into force, 8 November 2000. The Act replaced the Civil Aviation (Damage by Aircraft) Act 1958 which gave the Rome Convention force of law in Australia and provided inadequate compensation payable for damage to people and property on the ground.

The Act was recently amended by the Aviation Legislation Amendment (Liability and Insurance) Act 2012 which introduced limits to liability to third party damage on the ground.

Role and responsibilities of the Minister

Nil

Act last amended: 31 March 2013

Infrastructure Australia Act 2008

Purpose

The Infrastructure Australia Act 2008 establishes Infrastructure Australia and provides for its related purposes.

Role and responsibilities of the Minister

The roles and responsibilities of the Minister are:

- give written directions to Infrastructure Australia about the performance of its functions
- directions given by the Minister under subsection 1 must be of a general nature only
- the Minister must not give directions about the content of any audit, list, evaluation, plan or advice to be provided by Infrastructure Australia
- have regard to any decisions by COAG in giving directions under subsection 1
- Infrastructure Australia must comply with any direction given by the Minister under subsection 1
- a direction given by the Minister under subsection 1 is not a legislative instrument

Act last amended: 6 May 2016

International Air Services Commission Act 1992

Purpose

The International Air Service Commission Act 1992 established the International Air Services Commission (IASC).

The purpose of the Act is to enhance the welfare of Australians by promoting economic efficiency through competition in the provision of international air services resulting in:

- increased responsiveness by airlines to the needs of consumers, including an increased range of choices and benefits
- Australian tourism and trade
- the maintenance of Australian carriers capable of competing effectively with airlines of foreign countries

The IASC's role is to allocate international aviation capacity to Australian international carriers in accordance with the requirements of the Act and a policy statement given to the Commission by the Minister. The Commission may delegate to an Australian Public Service officer the Commission's powers under certain sections of the Act.

Role and responsibilities of the Minister

Section 11 confers power on the Minister to make policy statements about the way the Commission is to perform its functions.

Section 40 states Commission members are appointed by the Governor-General and hold office on such terms and conditions as determined by the Minister (if any) which are not provided for by the Act.

Section 44 allows the Minister to grant the Chairperson leave of absence, other than recreation leave, under such terms and conditions as to remuneration or otherwise as the Minister determines.

Act last amended: 21 October 2016

International Interests in Mobile Equipment (Cape Town Convention) Act 2013

Purpose

The purpose of the Act is to facilitate Australia's accession to the Convention on International Interests in Mobile Equipment (Convention) and the Protocol thereto on matters specific to aircraft equipment (Protocol).

The Convention and Protocol provide an international legal system to protect secured creditors of aircraft objects and to reduce the risks and costs associated with financing mobile objects.

The Convention creates a uniform international legal framework to protect investors in high value mobile objects. It provides an International Register for creditors to register their security interests and thereby also attain a priority ranking (similar to the Personal Property Securities Register), and creates a set of basic remedies in the event of debtor default or insolvency.

The Protocol complements the Convention and adapts its provisions to meet the particular requirements of financing aircraft equipment. This increases the protection of creditor interests and commensurately reduces their risks, resulting in increased access to cheaper aircraft and asset financing for the Australian aviation industry.

The Act provides for the Convention and Protocol to have force of law in Australia.

The Act also provides that the Convention and Protocol to have precedence over all other laws to the extent that any inconsistency arises. A companion Act, the International Interests in Mobile Equipment (Cape Town Convention)(Consequential Amendments) Act 2013 made amendments to the Air Services Act 1995, Civil Aviation Act 1988, and Personal Property Securities Act 2009 to ensure the

Convention and Protocol complement and operate in harmony with other Australian laws.

Role and responsibilities of the Minister

The Act enables the Minister to promulgate rules (section 10) for carrying out or giving effect to the Convention and the Protocol. The International Interests in Mobile Equipment (Cape Town Convention) Rules 2014 confer functions upon the Civil Aviation Safety Authority in relation to the recording, removal and exercise of the Irrevocable Deregistration and Export Request Authorisation (IDERA). The IDERAs are a remedy provided under the Convention that allow for deregistration and export of an aircraft asset in the event of debtor default or insolvency.

Act last amended: 28 June 2013

Interstate Road Transport Act 1985

Purpose

The Interstate Road Transport Act 1985 (IRT Act) and Interstate Road Transport Charge Act 1985 (Charge Act) governs the Federal Interstate Registration Scheme (FIRS) which commenced in 1987, as an alternative to state or territory registration. FIRS establishes nationally uniform operating conditions and registration charges for heavy vehicles weighing 4.5 tonnes and over, and that are engaged solely in the interstate carriage of passengers or goods, in trade or commerce, or for any purpose that is incidental to the carriage of that kind.

By arrangement, state and territory registration authorities administer FIRS on behalf of the Commonwealth. The registration charges collected by the states and territories are submitted to the Commonwealth and are redistributed to the states and territories according to a formula based on heavy vehicle road usage. The returned funds are required to be expended on roads maintenance. FIRS is therefore a budget neutral activity for the Commonwealth.

Role and responsibilities of the Minister

The IRT Act provides for the Minister to undertake certain tasks, which have been delegated to appropriate departmental and state and territory registration authority officers through the Minister's Interstate Road Transport Delegation Instrument 2012 (No. 1), including:

- determining the timing and amount of payments made to the states and territories (power delegated to senior departmental officers)
- reviewing of a decision of a registration authority (delegated to appropriate officers in state/territory registration authorities)
- appointing inspectors (delegated to senior departmental officers)
- issuing 'Determinations' relating to the operation of FIRS vehicles (delegated to senior departmental officers). For example, Determinations that set out the routes a FIRS B-double vehicle may travel

There are no powers conferred on the Minister by the IRT Charge Act.

Act last amended: 23 May 2018 (to be repealed 1 July 2019)

Interstate Road Transport Charge Act 1985

See: Interstate Road Transport Act 1985

Jervis Bay Territory Acceptance Act 1915

Purpose

The purpose of the Jervis Bay Territory Acceptance Act 1915 is for the Commonwealth to formally accept territory surrendered by NSW, and to define the limits of the Jervis Bay Territory. The Act provides for the application of ACT laws and provides that the Supreme Court of the ACT has jurisdiction in the Territory. The Act empowers the Governor-General to make Ordinances for the peace, order and good government of the Jervis Bay Territory.

Role and responsibilities of the Minister

Section 4E provides authority to the Minister for the supply of water and electricity from the Jervis Bay Territory to persons outside the Jervis Bay Territory. Under section 4B(2), the Governor-General issued a Direction that the Minister may appoint special magistrates for the Territory under the Magistrates Courts Act 1930 (ACT).

Act last amended: 2 October 2001

Limitation of Liability for Maritime Claims Act 1989

Purpose

The purpose of the Limitation of Liability for Maritime Claims Act 1989 (LLMC Act) is to allow shipowners to limit their liability if any of their ships cause damage to a third party (for example, injury to passengers, damage to port installations).

The LLMC Act gives effect to the International Convention on Limitation of Liability for Maritime Claims, 1976, as amended, to which Australia and most of its major trading parties are party.

Under the LLMC Act, a shipowner whose ship is involved in an incident that may give rise to claims for personal injury or damage to property may apply to a state or territory Supreme Court in Australia to have his/her liability limited to an amount which depends on the size of the ship.

Shipowners are able to limit their liability in all but the most exceptional circumstances. The only exception is if the loss, injury or damage resulted from the shipowner's personal act or omission, committed with intent to cause such loss, injury or damage, or recklessly and with knowledge that such loss, injury or damage would probably result.

Role and responsibilities of the Minister

The Minister may, by notice published in the Gazette, declare that a country specified in the notice has ratified or acceded to the LLMC Convention, and that it will come into force for that country on the date specified in the notice, or that a country specified in a notice has denounced the Convention. The Minister has not published any such notices and is unlikely to do so.

Actions taken under the LLMC Act are matters for the parties concerned and the Courts. The Minister has no role in such proceedings.

Act last amended: 8 June 2015

Local Government (Financial Assistance) Act 1995

Purpose

The Act is to provide for financial assistance for local government purposes by means of grants to the States, the ACT and the NT, and for related purposes.

The purpose of the Act is to provide financial assistance to the States for the purposes of improving:

- the financial capacity of local governing bodies
- the capacity of local governing bodies to provide their residents with an equitable level of services
- the certainty of funding for local governing bodies
- the efficiency and effectiveness of local governing bodies
- the provision by local governing bodies of services to Aboriginal and Torres Strait Islander communities

Role and responsibilities of the Minister

The Minister must:

- provide written notice as per the statisticians estimate setting out the population of the state and the total population of all of the states of the population of each state to the Treasurer
- give to the relevant state minister of each state other than the ACT and to a body or bodies representative of local government a copy of any instrument formulating principles and a copy of any instrument that revoke or vary any of those principles

- before the start of each year, make a written estimate of the base figure for the year immediately preceding the current year and the additional previous year funding amount in relation to each state for the relevant year
- provide the Treasurer of each state with a copy of the written notice of the estimated and final escalation factor provided by the Treasurer
- approve the recommendations provided by state grants commissions through the relevant state minister allocating amounts among local governing bodies in each state
- if a decision is made to adjust an amount payable to a state in respect of a year, (subsection 10 (6B), or subsection 13(4B)), notify the Treasurer of a state in writing

The Minister may:

- on the advice of the state minister and by notice published in the Gazette, declare bodies to be local governing bodies for the purpose of receiving funding under the Act
- by notice published in the Gazette, declare a body to be the Local Government Grants Commission of a state for the purposes of this Act

Act last amended: 10 March 2016

Marine Navigation Levy Act 1989

Purpose

This Act imposes the marine navigation levy on commercial sea-going ships of 24 metres in length and over and provides the administrative details required for the collection of the levy. The levy is paid to the Consolidated Revenue Fund and appropriated to AMSA to cover the cost of the operation and maintenance of the Commonwealth network of marine aids to navigation, which includes lighthouses, buoys and lights.

In accordance with a 1934 agreement, the Commonwealth has responsibility for aids to assist international and coastal shipping while the states have responsibility for entry into ports and harbours, inner ports and inland aids, and aids for local traffic.

The levy is collected on behalf of AMSA by the Collector or by an authorised person appointed by the Minister. A levy is payable in respect of a particular ship once only in any three-month period that the ship enters an Australian port. The rate of the levy depends on the net registered tonnage of the ship.

Role and responsibilities of the Minister

Under the Marine Navigation Levy Collection Act 1989, the Minister may, in writing, appoint a person to be an authorised person for the collection of the levy. The Minister may, in writing, delegate this power of appointment to an officer of the Department.

Act last amended: 19 June 2018

Marine Navigation Levy Collection Act 1989

See: Marine Navigation Levy Act 1989

Marine Navigation (Regulatory Functions) Levy Act 1991

Purpose

This Act imposes the regulatory functions levy on sea-going ships and provides the administrative details required for the collection of the levy.

The levy is paid to the Consolidated Revenue Fund and appropriated to AMSA to cover the cost of AMSA's activities in establishing the seaworthiness of Australian ships through periodic assessment and survey, ensuring that persons on board Australian ships are appropriately qualified and that effective measures concerning navigational safety and onboard safety-related procedures are in place.

The levy also meets the costs of port state control inspections, that is, inspections of foreign ships calling at Australian ports. Any ships found to have serious deficiencies may be detained in port until the deficiencies are rectified.

The levy is collected on behalf of AMSA by the Collector or by an authorised person appointed by the Minister under the Marine Navigation Levy Collection Act 1989. A levy is payable in respect of a particular ship once only in any three-month period that the ship enters an Australian port. The rate of the levy depends on the net registered tonnage of the ship.

Role and responsibilities of the Minister

Nil

Act last amended: 19 June 2018

Marine Navigation (Regulatory Functions) Levy Collection Act 1991

See: Marine Navigation (Regulatory Functions) Levy Act 1991

Marine Safety (Domestic Commercial Vessel) National Law Act 2012

Purpose

The Act introduces a new national law for the regulation of domestic commercial vessel safety and establishes AMSA as the National Marine Safety Regulator.

Role and responsibilities of the Minister

Under the Act the Minister's responsibilities include:

- declaring or revoking a declaration relating to a corresponding state-territory law
- consulting and agreeing with Council of Australian Government Council on regulations relating to the scope of the Act, before they are made by the Governor-General
- consulting and agreeing with COAG Council on the first draft regulations on accreditation, before they are made by the Governor-General

Act last amended: 30 November 2018

Motor Vehicle Standards Act 1989

Purpose

The Motor Vehicle Standards Act 1989 (MVSA) establishes a number of arrangements through which road vehicles may be supplied to the market in Australia. The main purpose of the legislation is to set an acceptable level of safety, emission control and theft protection across the Australian vehicle fleet. The legislation also limits the supply of vehicles which do not fully comply with mandatory standards, whether they are imported or locally manufactured.

Role and responsibilities of the Minister

The primary role of the Minister under the Act is to determine the National Standards for Road Vehicles. These standards are known as the Australian Design Rules (ADRs). Under the Act, manufacturers or suppliers of new road vehicles must demonstrate compliance with the ADRs in order for the Minister to issue an approval to fit an identification plate. Vehicles fitted with identification plates in accordance with an approval are permitted to be supplied to the market in Australia.

The Minister is also required to establish a register of specialist and enthusiast vehicles and guidelines for the approval of applications to place used import plates on used imported vehicles. Together, these elements establish the key components of the Registered Automotive Workshops Scheme through which the importation and supply to the market of used imported vehicles is regulated.

Through the MVSA and the regulations, the Minister is required to make decisions on the importation of vehicles which do not comply with the national standards. A number of concessional schemes have been established under these powers and permit the limited importation of non-standard vehicles under prescribed circumstances or with ministerial approval.

Ministerial powers, other than the power to make determinations, have been delegated to the Administrator of Vehicle Standards.

Act last amended: 1 July 2016 – Note, This Act will be repealed on 10 December 2019 and will be replaced by the Road Vehicle Standards Act 2018.

Nation-building Funds Act 2008

Purpose

The Nation-building Funds Act 2008 (NBF Act) gave effect from 1 January 2009 to the establishment of three funds for the purpose of financing capital investment in critical areas of infrastructure.

Funding under the NBF Act is directed towards capital expenditure, including associated labour costs, but not to recurrent expenditure relating to running costs (such as staff wages and maintenance).

The NBF Act also establishes the framework for payments to be authorised from the Funds and Ministers' responsibilities and requirements with respect to disbursements from the Funds. That is, the management of expenditure from the Funds is jointly shared between the Minister for Finance (the Finance Minister) and the relevant portfolio Minister. The Finance Minister is responsible for authorising payments from the Funds to Government-agreed projects. The relevant portfolio Minister is responsible for recommending projects, entering into associated contractual commitments and managing the delivery of project milestones.

Role and responsibilities of the Minister

The Minister has roles and responsibilities in for the Building Australia Fund only which is referenced in the following sections in the Act:

- Division 2 – Direct Payments (section 53) - Grant to a state or territory—transport infrastructure Scope
- Division 2 – Direct Payments (section 57) - Grant to a person other than a state or territory—transport infrastructure
- Division 3 – Channelling of payments through the BAF Infrastructure Portfolio Special Account (section 65) – Payments—debit from the BAF Infrastructure Portfolio Special Account
- Division 3 – Channelling of payments through the BAF Infrastructure Portfolio Special (section 66) – Grant to a state or territory—transport infrastructure
- Division 3 – Channelling of payments through the BAF Infrastructure Portfolio Special (section 67) - Grant to a person other than a state or territory—transport infrastructure
- Division 7 – Channelling of state/territory grants payments through the COAG Reform Fund (section 91) – Transfers from the BAF Infrastructure Portfolio Special Account to the COAG Reform Fund
- Division 7 – Channelling of state/territory grants payments through the COAG Reform (section 93) - Grant to a state or territory—transport infrastructure

Act last amended: 5 March 2016

National Land Transport Act 2014

Purpose

The purpose of the Act is to assist national and regional economic and social development by the provision of Commonwealth funding aimed at improving the performance of land transport infrastructure.

Funding may be provided for:

- road and rail projects
- research, planning and investigation of matters relating to the National Network (Transport Development and Innovation Projects)
- land transport research entities
- road safety improvements at road sites that have or are likely to contribute to serious motor vehicle crashes involving death or personal injury (Black Spot Projects)
- Local Councils and unincorporated areas under the Roads to Recovery Program

Role and responsibilities of the Minister

The Minister must, in writing, determine a National Land Transport Network. The Minister may also vary the Network.

The Minister may approve projects under Parts 3, 4, 5 and 7 of the Act and determine the Roads to Recovery List under Part 8 of the Act.

The Minister may approve the provision of funding for approved projects and organisations.

The Minister may determine conditions that apply to payments made under the Act and vary or revoke project and funding approvals.

Act last amended: 19 June 2018

National Transport Commission Act 2003

Purpose

The National Transport Commission Act 2003 (NTC Act) establishes the NTC with ongoing responsibility to develop, monitor and maintain uniform or nationally consistent regulatory and operational reforms relating to road, rail and intermodal transport.

The NTC performs the role of an expert adviser to the Transport and Infrastructure Council on national regulatory reform development, implementation and evaluation in the Australian land transport sector. The Council, a ministerial council formed by the Council of Australian Governments, is responsible for the NTC, as an inter-jurisdictional transport body covered by the Inter-Governmental Agreement for Regulatory and Operational Reform in Road, Rail and Intermodal Transport (IGA). The NTC is subject as a Commonwealth corporate entity to the Public Governance, Performance and Accountability Act 2013 (PGPA Act).

The NTC's membership is made up of five ordinary members appointed by the Commonwealth Minister and a Chief Executive Officer (appointed by the ordinary commissioners) making six members in total.

Role and responsibilities of the Minister

Sections 12 and 13 of the NTC Act provide for appointments. The Minister appoints ordinary (part-time) members of the Commission under the NTC Act and the IGA. The Minister also appoints the Chair and Deputy Chair from the ordinary members. The Council (the successor ministerial council to the Australian Transport Council mentioned in the Act), which the Minister chairs, has the role of recommending the nominees that should be appointed. The IGA sets out the appointments process and the factors for considering nominees.

Section 46 of the PGPA Act provides for annual reporting. The Minister is responsible for tabling the NTC Annual Report.

Act last amended: 5 March 2016

Navigation Act 2012

Purpose

The Navigation Act 2012 is an “Act relating to maritime safety and the prevention of pollution of the marine environment, and for related purposes”. It provides the legislative basis for many of the Commonwealth’s responsibilities for maritime matters including the regulation of international ship and seafarer safety, shipping aspects of protecting the marine environment and the actions of seafarers in Australian waters. It also gives effect to the relevant international conventions to which Australia is a signatory.

The Act modernises, streamlines and clarifies the existing legislation to ensure that it reflects contemporary maritime industry practice, and has the flexibility to respond to changes in the maritime environment.

Role and responsibilities of the Minister

The Navigation Act 2012 provides the Minister or AMSA the power to exempt vessels from application or specified provision of the Act.

Act last amended: 30 November 2018

Norfolk Island Act 1979

Purpose

The Norfolk Island Act 1979 provides for the Government of the Territory of Norfolk Island. The Act enables the Governor-General to make ordinances for the peace, order, and good governance of the Territory (section 19A). It establishes an applied laws regime for Norfolk Island by providing that laws which are in force in NSW from time to time are also in force in Norfolk Island from 1 July 2016 (section 18A), although the majority of NSW laws have been suspended in operation until 1 January 2017 by the Norfolk Island Applied Laws Ordinance 2016 made under section 18A of the Act. The Act also continues existing laws of Norfolk Island (section 16 and section 16A) which may be amended or repealed by a section 19A Ordinance or a law made under a section 19A Ordinance.

Role and responsibilities of the Minister

The Minister has a range of powers concerning Ordinances and the operation of applied laws under the Norfolk Island Act 1979.

Ordinances and transitional rules made under the Act must be approved by the Minister.

- The Minister can enter into arrangements with the NSW Government for assistance in the administration of applied laws and other laws in force in the Territory, including the performance of functions and provision of services by NSW agencies on behalf of the Commonwealth (section 18C).
- Powers vested under applied NSW laws in a NSW Minister, the NSW Governor, the NSW Governor-in-Council of NSW, or other person or authority (other than a NSW court officer or NSW court)) are instead vested in the responsible Commonwealth Minister (subsections 18B (1) and (2)). The Minister may delegate those powers to a specified person, or direct that such power is also vested in a specified person or authority (subsection 18(3)).
- Where the NSW Government and the Australian Government have agreed to enter into an arrangement for the application and administration of one or more applied NSW laws (under section 18C), the Minister is taken to have directed that certain non-judicial powers are vested in certain NSW officers, employees or authorities. This provision obviates the need for the responsible Commonwealth Minister to specifically vest a potentially diverse range of powers to NSW officers or authorities. However, the Minister or the Minister’s delegate may still validly exercise a power under an applied law, even if that responsible Minister or delegate would not be ordinarily qualified to exercise that power under the NSW law as in force in NSW (subsection 18B(9)).

- The Minister may make, by legislative instrument, any rules of a transitional nature in relation to any of the amendments or changes to legislation made by the Norfolk Island Legislation Amendment Act 2015.
- The Minister can make grants or other dispositions of Crown land in the Territory in accordance with section 62 of the Act.

Act last amended: 23 May 2018

Northern Territory Acceptance Act 1910

Purpose

The legislation provides for the acceptance of the NT as a territory under the authority of the Commonwealth, and for the establishment of an agreement for the surrender and acceptance for self-government for the NT.

Role and responsibilities of the Minister

Nil

Act last amended: 27 December 2011

Northern Territory (Self-Government) Act 1978

Purpose

The legislation provides for self-government for the NT. The Act provides for the establishment of the NT Legislative Assembly, separate political, representative and administrative institutions in the NT and gives the NT control over its own Treasury.

Role and responsibilities of the Minister

The Minister will:

- issue instructions to the NT Administrator, if and as required.

The Minister may:

- arrange with the Administrator for the territory to perform functions on behalf of the Commonwealth or for the Commonwealth to perform functions on behalf of the territory.

Requirements (Reporting, Consultation etc)

Nil

Act last amended: 1 July 2014

Parliament Act 1974

Purpose

The legislation provides for the location of the site for the new and permanent Parliament House in Canberra. The Act defines the Parliamentary Zone and prohibited building within the Parliamentary Zone unless the Minister or other Parliamentary representatives specified in the Act had a proposal for the building work approved by each House of Parliament.

Role and responsibilities of the Minister

The Minister must ensure no works are carried out in the Parliamentary Zone unless the proposal has been approved by resolution of each House of Parliament.

Act last amended: 1 August 1988

Port Statistics Act 1977

Purpose

This Act provides for the collection of certain statistics relating to the loading and unloading of cargo at Australian ports, and the movement of ships into, from or within Australian ports. The Act specifically allows for the collection of information relating to employees involved in the stevedoring of such ships.

While the Act enables the monitoring of waterfront productivity, the Act is not currently used as the basis of the Commonwealth's current waterfront performance monitoring program as conducted by the Bureau of Infrastructure, Transport and Regional Economics (BITRE). Instead, the Commonwealth has relied on the stevedoring operators and port authorities' good will in supplying the data voluntarily. However, knowledge by the industry that the BITRE has authority under the Act to collect the data has been helpful in getting the industry's cooperation.

Role and responsibilities of the Minister

The primary responsibility of administering the Act falls to the Secretary, with the Act referring to the Minister's role in only two instances.

The Minister may exempt an authorised officer from the secrecy provisions of the Act to allow the communication of the affairs of any other person acquired under the provisions of the Act. The Minister may also enter into arrangements with the states to allow the delegation of the Secretary's powers under the Act

Act last amended: 21 October 2016

Protection of the Sea (Civil Liability) Act 1981

Purpose

The main purpose of the Act is to provide a liability and compensation regime for pollution damage in Australian territory, territorial sea or exclusive economic zone caused by oil spills from oil tankers.

The Act requires oil tankers carrying over 2,000 tons of oil in bulk as cargo to be insured to provide compensation for damage resulting from an oil spill. In addition, all ships (except steam-powered ships) of 400 gross tons and over are required to be insured to cover their liabilities arising from pollution damage. This latter requirement is aimed at providing compensation for pollution damage caused by chemicals carried on a ship. A ship at an Australian port which is not carrying evidence of insurance may be detained until evidence of insurance is provided.

In all cases, shipowners are able to limit their liability in accordance with relevant international conventions. Liability limits increase with the size of the ship.

The Act also provides that AMSA may recover from the shipowner any expenses incurred in preventing, or reducing the effects of, pollution damage from a ship.

Role and Responsibilities of the Minister

The Minister may:

- by notice published in the Gazette, declare that, for the purpose of the Act, a country or territory is a country or territory to which the International Convention for Civil Liability for Oil Pollution Damage applies
- issue a certificate to provide proof of insurance if the Minister is satisfied that the shipowner has insurance or other financial security sufficient to cover the limits of liability
- in specified circumstances, extend an insurance certificate for up to one month or cancel an insurance certificate
- where a ship is owned by the Commonwealth or by a state, certify that the Commonwealth or state responsible will meet any liability for pollution damage up to the applicable limits

Act last amended: 10 March 2016

Protection of the Sea (Civil Liability for Bunker Oil Pollution Damage) Act 2008

Purpose

The main purpose of the Act is to establish a liability and compensation regime for pollution damage in Australian territory or Australia's exclusive economic zone caused by spills of fuel oil from ships other oil tankers.

The Act provides that owners of ships other than oil tankers are strictly liable for damage resulting from a spill of fuel oil. Such ships with a gross tonnage in excess of 1,000 are required to be insured to provide compensation for damage resulting from a spill of fuel oil.

Shipowners are able to limit their liability in accordance with the size of the ship.

Persons or organisations which provide assistance following a spill of fuel oil whose actions inadvertently lead to an increase in pollution damage will not be liable to pay damages if they are acting reasonably and in good faith.

Role and Responsibilities of the Minister

The Minister may in the case of a ship owned by the Commonwealth or by a state or territory certify that the ship is owned by the Commonwealth, a state or a territory, as the case may be, and that the Commonwealth, state or territory, respectively, will meet liabilities for pollution damage resulting from a spill of fuel oil from the ship.

Act last amended: 8 January 2016

Protection of the Sea (Harmful Anti-fouling Systems) Act 2006

Purpose

The purpose of this Act is to protect the marine environment and human health from the adverse effects of anti-fouling systems on ships. Since the commencement of the Act (17 September 2008), the application of organotin compounds which act as biocides in anti-fouling systems has been banned to ships in Australian ports and to Australian ships world-wide. Further, all ships entering Australian ports, and all Australian ships entering ports anywhere, are banned from having such compounds on their hulls or external surfaces, or are required to have a coating that forms a barrier to such compounds leaching from any underlying non-compliant anti-fouling system.

Role and Responsibilities of the Minister

The Minister may issue a certificate stating that a document set out in, or annexed to, the certificate sets out the terms of the International Convention on the Control of Harmful Anti-fouling Systems on Ships.

Act last amended: 1 July 2013

Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Funds – Customs) Act 1993

See:

Protection of the Sea (Oil Pollution Compensation Funds Act) 1993

Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Funds – Excise) Act 1993

Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Funds – General) Act 1993

Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Funds – Excise) Act 1993

See:

Protection of the Sea (Oil Pollution Compensation Funds Act) 1993

Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Funds – Customs) Act 1993

Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Funds – General) Act 1993

Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Funds – General) Act 1993

See:

Protection of the Sea (Oil Pollution Compensation Funds Act) 1993

Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Funds – Customs) Act 1993

Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Funds – Excise) Act 1993

Protection of the Sea (Oil Pollution Compensation Funds) Act 1993

Purpose

The Protection of the Sea (Oil Pollution Compensation Fund) Act 1993 applies to pollution damage within Australian territory (including the territorial sea) and exclusive economic zone, and also applies to preventive measures taken to prevent or minimise pollution damage where the pollution damage is caused by an oil spill from an oil tanker.

The Act provides for the payment by the tanker owner of compensation for damage where the amount of compensation available under the Protection of the Sea (Civil Liability) Act 1981 is inadequate. This will generally be because the damage exceeds the tanker owner's liability limit under that Act or because the shipowner is not insured or is otherwise unable to meet his or her financial obligations.

Compensation will then be payable by the International Oil Pollution Compensation (IOPC) Fund up to an aggregate limit (tanker owner and IOPC Fund) of approximately \$340 million. If the amount of compensation still does not cover the total amount of damages, further compensation, up to an aggregate limit (tanker owner, IOPC Fund and Supplementary Fund) of approximately \$1,260 million is payable from the Supplementary Fund.

The IOPC Fund and Supplementary Fund are financed by annual levies imposed on companies which receive by sea more than 150,000 tonnes of oil in a calendar year. The amount of the annual levy varies from year to year depending on estimates of compensation to be paid in the following year. In some years, no levy is imposed.

The Act ensures that total compensation of up to approximately \$400 million is available for any one pollution incident.

The supporting Acts are:

- Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Funds—Customs) Act 1993 which imposes contributions where oil is imported into Australia from a place outside Australia
- Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Funds—Excise) Act 1993 which imposes contributions where oil is moved by sea from one place in Australia to another place in Australia
- Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Funds—General) Act 1993 which imposes contributions where the contributions appear to be duties of customs or duties of excise but a court rules that they are neither

Role and Responsibilities of the Minister

Nil

Act last amended: 1 July 2016

Protection of the Sea (Powers of Intervention) Act 1981

Purpose

This Act allows AMSA to take action to prevent pollution of any Australian waters, any part of the Australian coast or an Australian reef. The types of intervention action that can be taken include:

- move a ship or a part of a ship to another place
- remove cargo from a ship
- sink or destroy a ship or part of a ship
- sink, destroy or discharge into the sea any part of a ship's cargo
- to take over control of a ship or part of a ship

Intervention action very rarely occurs. On two occasions when it has occurred, a ship which went aground was required to arrange transfer of its fuel to another ship. On another occasion, a ship whose engine had broken down was required to arrange a tow so that it would not go aground.

Before intervention action is taken in respect of a ship registered in a country other than Australia, AMSA is required to consult with the country in which the ship is registered.

Role and Responsibilities of the Minister

AMSA may not exercise its powers to sink or destroy a ship or part of a ship without the approval of the Minister.

Act last amended: 10 December 2015

Protection of the Sea (Prevention of Pollution from Ships) Act 1983

Purpose

This Act gives effect in Australia to the operational provisions of the International Convention for the Prevention of Pollution from Ships. The Act regulates under strict conditions and in some cases, prohibits the discharge or disposal from ships of:

- oil or oily mixtures
- noxious substances
- packaged harmful substances
- sewage
- garbage

The Act also includes measures to reduce air pollution by ships.

The Maritime Legislation Amendment Act 2012 amends this Act including requirements to:

- restrict the discharge of sewage from passenger ships in special areas
- revise requirements relating to the disposal of garbage at sea
- make mandatory the Energy Efficiency Design Index for new ships of 400 gross tonnage and above, built on or after 1 January 2013 for international trade
- make mandatory the Ship Energy Efficiency Management Plan from the date for all ships of 400 gross tonnage and above that are engaged in international trade

The Maritime Legislation Amendment Act 2012 commenced on Royal Assent on 25 September 2012.

Role and Responsibilities of the Minister

Nil

Act last amended: 23 May 2018

Protection of the Sea (Shipping Levy) Act 1981

Purpose

This Act imposes a levy on commercial ships of 24 metres in length and over in Australian ports and which have onboard more than 10 tonnes of oil and provide the administrative details required for the collection of the levy. The levy is paid to AMSA to fund the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances.

The National Plan is a national integrated Government and industry organisational framework enabling effective response to marine pollution incidents. AMSA manages the National Plan, working with state and the NT governments, the shipping, oil, exploration and chemical industries, emergency services and fire brigades to maximise Australia's marine pollution response capability.

Role and Responsibilities of the Minister

Nil

Act last amended: 5 October 2005

Protection of the Sea (Shipping Levy Collection) Act 1981

See: Protection of the Sea (Shipping Levy) Act 1981

Qantas Sale Act 1992 Part 3, sections 7 to 13 inclusive

Purpose

The Qantas Sale Act 1992 provided for the sale of Qantas, allowed certain financial transactions by the Commonwealth to facilitate the sale and imposed conditions on the articles of association of Qantas.

The Minister for Finance is responsible for the administration of the Act, except for sections 14, 16 and 17 which are administered by the Treasurer and sections 7-13 which are administered by the Minister.

Purpose (sections 7-13)

To require Qantas, through its articles of association, to impose restrictions on foreign ownership of shares in Qantas and to ensure that the airline is effectively controlled by Australians.

The Act limits total foreign ownership in Qantas Airways Ltd to 49 per cent.

The Act also provides additional provisions to ensure that the Australian character and control of Qantas is maintained, including that:

- its principal operational centre remains in Australia
- its head office remains in Australia
- at least two-thirds of its directors are Australian citizens
- its chairperson is Australian
- the name 'Qantas' remains
- it not take any action to be incorporated outside Australia

Role and Responsibilities of the Minister

The Act obligates Qantas to monitor its level of foreign ownership and control, to maintain a register of foreign shareholdings and to order foreign shareholders to sell their holdings if the airline breaches the foreign ownership restriction.

The Minister may request in writing a copy of Qantas' register of foreign shareholdings. The Minister may also apply for a court injunction to remedy a breach of the Act.

Act last amended: 30 March 2018

Removal of Prisoners (Territories) Act 1923

Purpose

The Removal of Prisoners (Territories) Act 1923 provides for the circumstances and manner in which prisoners may be removed from a territory under the authority of the Commonwealth, and taken to another territory or state to serve their sentence or its remainder.

The Act applies to all territories (ACT, Christmas Island, Cocos (Keeling) Islands and Norfolk Island) with the exception of Jervis Bay Territory and some exceptions applying to the NT.

Role and Responsibilities of the Minister

The Minister may provide advice to the Governor General with respect to a decision on the release of criminal lunatics (section 10A), and on licences for prisoners to be held at large (section 8A), with respect to territories and matters for which the Minister is responsible under the Administrative Arrangement Orders (some responsibilities under this Act rest with the Attorney-General).

Act last amended: 4 July 2008

Road Vehicle Standards Act 2018

Purpose

The *Road Vehicle Standards Act 2018 (RVSA)* received Royal Assent on 10 December 2018. It will replace the *Motor Vehicle Standards Act 1989 (MVSA)* on 10 December 2019. The RVSA will set nationally consistent performance based standards that road vehicles must comply with before they can be provided in Australia. The main purpose of the legislation is to set an acceptable level of safety, emission control and theft protection across the Australian vehicle fleet. The legislation also limits the supply of vehicles which do not fully comply with mandatory standards, whether they are imported or locally manufactured. Vehicles suitable for provision in Australia and use on public roads are entered onto the Register of Approved Vehicles (RAV) – an online publically accessible database to be maintained by the Secretary.

Role and Responsibilities of the Minister

During 2019 the Minister will be responsible for the implementation of the RVSA and managing the transition from the MVSA to the RVSA. The primary role of the Minister in this regard is to make the Road Vehicle Standards Rules 2019, and other legislative determinations (including cost recovery arrangements) in preparation for the substantive commencement of the RVSA on 10 December 2019.

After the full commencement of the legislation, the Minister will be responsible for making and maintaining the National Road Vehicle Standards. These standards are known as the Australian Design Rules (ADRs). Under the Act, manufacturers or suppliers of new road vehicles must demonstrate compliance with the ADRs in order for the Secretary to issue an approval for vehicles to be entered onto the RAV. Vehicles that are on the RAV are permitted to be provided (sold, leased, gifted etc.) for use on public roads in Australia.

Through the RVSA and the Rules, the Minister will be required to make decisions on the importation and provision of vehicles which do not comply with the national standards. A number of concessional arrangements will be established under the Rules to permit the limited importation and provision of vehicles that may not comply with the ADRs under prescribed circumstances.

The RVSA includes compliance and enforcement powers and provides the Minister with responsibility for monitoring and investigating compliance with the RVSA and associated legislative instruments.

The RVSA includes new powers for the Minister to issue mandatory recall notices in the event of a safety issue or substantive non-compliance with the ADRs. The RVSA also provides the Minister with the responsibility to monitor voluntary recalls of road vehicles.

Ministerial powers, other than the power to make legislative instruments and issue mandatory recall notices will be delegated to the General Manager of the Vehicle Safety Standards Branch.

Act last amended: N/A

Road Vehicle Standards (Consequential and Transitional Provisions) Act 2018

Purpose

The *Road Vehicle Standards (Consequential and Transitional Provisions) Act 2018* (RVS Transitional Act) received Royal Assent on 10 December 2018. The RVS Transitional Act supports the transition from the *Motor Vehicle Standards Act 1989* (MVSA) to the *Road Vehicle Standards Act 2018* (RVSA), which will substantially commence on 10 December 2019.

There are three key purposes for the RVS Transitional Act: repeal the MVSA, set out arrangements for a transition to the RVSA (including establishing a transitional year in 2020), and make consequential amendments to Commonwealth legislation that references the MVSA.

Role and Responsibilities of the Minister

During 2019 and 2020 the Minister will be responsible for managing the transition from the MVSA to the RVSA.

The RVS Transitional Act repeals the MVSA on 10 December 2019. Despite this repeal of the MVSA, the RVS Transitional Act provides the Minister with certain responsibilities to issue approvals and monitor compliance in accordance with the MVSA during a transitional period. This transitional period is for 12 months, beginning 10 December 2019.

The Minister will also have responsibility for making any legislative instruments required for transitional issues that emerge during implementation of the RVSA. For example, the Minister may be required to make Transitional Rules to facilitate the importation of certain specialist and enthusiast vehicles during the transitional year.

The RVS Transitional Act also provides the Minister with the power to add vehicles that are on the MVSA register of specialist and enthusiast vehicles onto the RVSA register of specialist and enthusiast vehicles.

Ministerial powers, other than the power to make legislative instruments and add vehicles to the new specialist and enthusiast vehicle register, will be delegated to the General Manager of the Vehicle Safety Standards Branch.

Act last amended: N/A

Road Vehicle Standards Charges (Imposition—Customs) Act 2018 / Road Vehicle Standards Charges (Imposition—Excise) Act 2018 / Road Vehicle Standards Charges (Imposition—General) Act 2018

Purpose

The Road Vehicle Standards Charges (Imposition—Customs) Act 2018, Road Vehicle Standards Charges (Imposition—Excise) Act 2018 and Road Vehicle Standards Charges (Imposition—General) Act 2018 (the RVS Charging Acts) allow regulations to be made that set out charges that relate to the administration of the Road Vehicle Standards Act 2018. The three RVS Charging Acts ensure that these charges can relate to general, excise, and customs matters.

Role and Responsibilities of the Minister

The Minister will be responsible for the administration of the Road Vehicle Standards Act 2018, including recovering the costs of administer this legislation. The RVS Charging Acts can be used to set charges that amount to taxation through Regulations made by the Governor-General. The Minister will be responsible for these Regulations and charges.

The Regulations setting out any charges for the administration of the Road Vehicle Standards Act 2018 will need to be made before 10 December 2019.

Act last amended: N/A

Seat of Government Acceptance Act 1909

Purpose

The legislation provides for the seat of government of the Commonwealth to be in the district of Yass-Canberra in NSW and to be not less than nine hundred square miles and have access to the sea.

Role and Responsibilities of the Minister

Nil

Act last amended: Latest compilation was prepared on 13 November 2000 taking into account amendments up to 31 December 1973

Seat of Government (Acceptance) Act 1922

Purpose

The legislation provides for the Agreement for the surrender and acceptance of the territory for the Seat of Government of the Commonwealth to be confirmed and ratified.

Role and Responsibilities of the Minister

Nil

Act last amended: Latest compilation prepared: 22 November 2000 taking into account amendments up to 18 October 1922

Seat of Government Act 1908

Purpose

The legislation provides for the seat of government of the Commonwealth to be in the district of Yass-Canberra in NSW and to be not less than 900 square miles and have access to the sea.

Role and Responsibilities of the Minister

Nil

Act last amended: 8 November 2000 taking into account amendments up to 31 December 1973

Seat of Government (Administration) Act 1910

Purpose

The legislation provides for the Provisional Government of the Territory for the Seat of Government of the Commonwealth.

Role and Responsibilities of the Minister

The Minister will:

- give notice in the Commonwealth Gazette of any Ordinance made under the Act
- lay a determination of fees and charges made by the Minister under an Ordinance before both Houses of Parliament within 15 sitting days of that House after the day on which the determination is made

The Minister may delegate to any person all or any of his or her powers or functions under any Ordinance made under the Act.

Act last amended: 22 March 2017

Shipping Reform (Tax Incentives) Act 2012

Purpose

The purpose of the Shipping Reform (Tax Incentives) Act 2012 is to provide a gateway to the concessions contained in the Income Tax Assessment Act 1997 (ITAA) for the Australian shipping industry (additional criteria are contained in the ITAA) so as to encourage ship ownership and ship operations in Australia and the employment of Australian seafarers.

The tax incentives provide for the following:

- accelerated depreciation and rollover relief for owners of Australian registered eligible vessels
- an income tax exemption (ITE) for Australian operators of Australian registered eligible vessels on qualifying shipping income
- a refundable tax offset for employers who employ eligible Australian seafarers
- an exemption from royalty withholding tax for foreign owners of eligible vessels leased under a bareboat or demise charter to an Australian operator

Role and Responsibilities of the Minister

This Act provides arrangements to:

- establish eligibility criteria for access to the taxation concessions by defining an “Eligible company” and “Eligible vessel”
- establish a framework to issue applicants with a “notice” and later a “certificate” confirming they have satisfied the requirements for certification (see process in Figure 1 below)
- provide for the collection and collation of data in relation to these reforms
- provide for decisions to be reviewed if disputed

Act last amended: 5 March 2016

Shipping Registration Act 1981

Purpose

The Shipping Registration Act 1981 provides for Australia to register ships and bestow nationality. It was introduced to provide a code for the registration of Australian-owned or operated ships. It establishes the Australian General Shipping Register and the Australian International Shipping Register (the International Register). Registration is compulsory for Australian-owned ships. Australian-owned or operated ships that are predominantly used to engage in international trading may be registered in the International Register. The Act also provides for employment conditions with respect to seafarers working on board ships registered in the International Register.

Role and Responsibilities of the Minister

The Minister:

- may, in specified circumstances, disallow the name of a ship
- may appoint a Registrar and Deputy Registrar of Shipping
- shall determine the form of the seal of the Australian Shipping Registration Office
- must determine the amount of wages of seafarers performing particular types of work on board ships registered in the International Register
- must determine the amount of compensation for the death or long-term disability suffered by a seafarer as a result of sickness or injury occurring while on board a ship registered in the International Register
- may apply to the Supreme Court of a State or Territory for the forfeiture of a ship detained under the Act and approve the method of disposal of the ship and its equipment
- may exempt a ship from the requirement to have the name of the ship and its home port written on the outside of the ship

The Minister may delegate powers or functions under the Act.

Act last amended: 21 October 2016

Submarine Cables and Pipelines Protection Act 1963

Purpose

This Act gives effect to Australia's obligation under the United Nations Convention on the Law of the Sea to provide that the breaking or injury by Australian ships of a submarine cable, pipeline or high-voltage power cable beneath the waters of the exclusive economic zone or the high seas shall be a punishable offence.

Role and Responsibilities of the Minister

Nil

Act last amended: 21 October 2016

Sydney Airport Curfew Act 1995

Purpose

The curfew at Sydney Airport was enacted to alleviate the impact of night-time noise on residents in the vicinity of the airport.

The Act was introduced in 1995 following the opening of the Airport's third runway. The curfew imposed by the Act strengthened the previous arrangements that were in place under the Air Navigation (Aerodrome Curfew) Regulations.

The curfew is in force between 11pm and 6am. The legislation permits operations by emergency aircraft and provides for the granting of dispensations for aircraft to operate in 'exceptional circumstances'. A limited number of international aircraft are allowed to land between 5am and 6am. A quota applies for specified freight jet aircraft. Movements are also allowed for certain categories of 'low noise' jet and non-jet aircraft. All aircraft, except emergency aircraft and those granted a dispensation, must land and take-off to the south of the Airport over Botany Bay.

Role and Responsibilities of the Minister

The Minister is responsible for granting dispensations for operations to take place during the curfew in exceptional circumstances. The Minister must make guidelines which provide advice on what constitutes 'exceptional circumstances' and must have regard to these when deciding to grant a dispensation. In practice, decisions to grant dispensations are made by departmental officers to whom the Minister has delegated his powers.

The Minister is also empowered to publish a list of 'low noise' 'small' jet aircraft in the Federal Register of Legislative Instruments that may operate during the curfew period. The Act specifies the noise and weight criteria that jet aircraft must meet to be considered for the list.

Act last amended: 25 March 2015

Sydney Airport Demand Management Act 1997

Purpose

The Sydney Airport Demand Management Act 1997 sets the maximum movement limit for aircraft movements at Sydney (Kingsford-Smith) Airport. The maximum movement limit is 80 aircraft movements per hour. The Act also provides for the Slot Management Scheme, under which slots for gate movements at Sydney Airport are allocated and the Compliance Scheme, under which penalties for unauthorised gate movements are prescribed.

Role and Responsibilities of the Minister

The Act requires Airservices Australia to report on adherence to maximum movement limit.

The Minister may lower the maximum movement limit following consultation.

The Act establishes the broad framework for the slot management and compliance schemes.

The Minister may:

- issue a determination which provides for additional requirements in the schemes
- take action to ensure that the schemes are consistent with the Act
- request the Slot Manager amend the Slot Management Scheme
- request the Compliance Committee amend the Compliance Scheme
- develop and approve amendments to the schemes

The Minister may also direct the Slot Manager to vary, suspend or cancel slots. Any such directions, including a statement of reasons, are to be tabled in Parliament.

The Slot Manager is appointed by the Minister for a period not exceeding three years and is responsible for the day-to-day administration of the Slot Management Scheme.

The Compliance Committee has responsibility for developing, administering and amending the Compliance Scheme. The Minister appoints the members of the Compliance Committee.

Act last amended: 5 March 2016

Territories Law Reform Act 2010

Purpose

Norfolk Island

The primary purpose of the Territories Law Reform Act 2010 is to make amendments to a range of Commonwealth legislation to improve Norfolk Island's governance arrangements and strengthen the accountability of the Norfolk Island Government. The Bill provides for the reform of the electoral system of Norfolk Island and establishes a contemporary financial management framework. The Bill also amends administrative law legislation to strengthen the transparency and accountability of the Norfolk Island Government and public sector.

The Act makes general governance and electoral amendments to the *Norfolk Island Act 1979* (NI Act) to:

- reform the voting system for the Norfolk Island Legislative Assembly and provide more certainty about when elections are held
- prescribe a process for selecting a Chief Minister and Ministers and their roles and responsibilities
- allow the Administrator to access a greater range of advice when presented with bills for assent under Schedule 2 of the Norfolk Island Act 1979
- allow the Governor-General and the Minister responsible for Territories to take a more active role in the introduction and passage of Norfolk Island legislation
- enable the implementation of a contemporary financial management framework for the Norfolk Island Government
- improve the accountability and transparency of the Norfolk Island Government and Administration by implementing mechanisms for the review of administrative actions equivalent to those available to residents on the mainland

The Act also amends:

- the Administrative Appeals Tribunal Act 1975 to enable merits review jurisdiction to be conferred on the Administrative Appeals Tribunal for specified decisions made under the authority of Norfolk Island enactments
- the Freedom of Information Act 1982 and the Privacy Act 1988 to extend the application of those Acts to information held by the Norfolk Island Government and Administration
- the Ombudsman Act 1976 and Norfolk Island Act 1979 to make the Commonwealth Ombudsman the Ombudsman for Norfolk Island

Indian Ocean Territories

The Act amends the Christmas Island Act 1958 and the Cocos (Keeling) Act 1955 to provide a vesting mechanism for powers and functions under WA laws applied in the Indian Ocean Territories (IOT). This will lead to greater efficiency in the administration of service delivery arrangements.

Role and Responsibilities of the Minister

Norfolk Island

The Minister has overall responsibility for the formulation of Australian Government policy for the Territory of Norfolk Island and a defined role to play in its governance. In essence, the Minister is responsible for assisting the Australian Government to meet its responsibility for Norfolk Island's good governance and representative democracy (including compliance with Australia's obligations under international treaties and conventions to which Australia is a signatory). The Ministers' powers are contained in the Norfolk Island Act 1979.

Indian Ocean Territories

The Act introduces an automatic vesting mechanism for certain powers in particular new subsection 8G(1) ensures the powers of a WA Minister and the WA Governor remain vested in the Commonwealth Minister and are not subject to automatic vesting or delegation.

The new subsection 8G(5) provides that where a 'WA Government officer or authority is acting in these Territories under a Service Delivery Arrangement (SDA) with the Commonwealth, the officer or authority is also automatically vested with those powers ordinarily used when acting in WA. No delegation instrument is required from the Commonwealth Minister.

The new section 8G(6) allows for the Commonwealth Minister to 'remove a delegation or automatic vesting or, either completely or conditionally.

Act last amended: 1 January 2011

Territories Legislation Amendment Act 2016

Purpose

The Act amends the Acts Interpretation Act 1901 and the Norfolk Island Act 1979 to ensure most Commonwealth laws extend to Norfolk Island and makes the following changes.

- Schedule 1 amends the Norfolk Island Legislation Amendment Act 2016 to allow New Zealand citizens who hold a permanent visa and reside on Norfolk Island access to social security payments from 1 July 2016.
- Schedule 2 aligns the early claims period for family assistance payments with the early claims periods for social security and child support payments.
- Schedule 3 extends child support to residents of the Indian Ocean Territories from 1 July 2016.
- Schedule 4 amends the Commonwealth Electoral Act 1918 and the Referendum (Machinery Provisions) Act 1984 to require eligible Australian citizens and eligible other persons living on Norfolk Island to enrol and vote in federal elections and referendums from 1 July 2016.
- Schedule 5 further normalises federal legislative arrangements for Norfolk Island by extending all Commonwealth Acts to Norfolk Island, unless expressly provided otherwise. This reverses the presumption contained in previous section 18 of the Norfolk Island Act 1979, where Acts did not extend to Norfolk Island unless expressed to extend.

Role and Responsibilities of the Minister

Schedule 4 to the Act provides for the responsible Commonwealth Minister (which is the Minister who administers the Norfolk Island Act 1979) to prescribe matters of a transitional nature relating to the amendments or repeals made to the Electoral Act or the Referendum (Machinery Provisions) Act 1984 by this Schedule. However, the transitional rules are not able to create an offence or civil penalty; provide powers of arrest or detention; or entry, search or seizure; impose a tax; appropriate from the Consolidated Revenue Fund; or directly amend the text of the Act.

The changes made to the operation of section 18 of the Norfolk Island Act 1979 and to definitions in the Acts Interpretation Act 1901 are very broad in nature. To ensure that any unforeseen or unintended consequences can appropriately be dealt with, Schedule 5 permits the responsible Minister to make transitional rules. If made before 1 July 2017, such rules may modify the effect of any Act or instrument, and may have retrospective application even if they negatively affect the rights of, or impose a liability on, a person. However, the transitional rules are limited in their scope; for example, they must not create an offence or civil penalty, provide powers of arrest, detention, entry, search or seizure, or impose a tax.

Act last amended: 23 March 2016

Transport Safety Investigation Act 2003

Purpose

The legislation establishes the ATSB as the national transport safety investigation agency. Section 12A of the Act provides that the ATSB is constituted by a Chief Commissioner and 2 or more Commissioners. Section 16 of the Act has the effect of the ATSB constituting a Statutory Agency for the purposes of the Public Service Act 1999.

Under section 12AA the function of the ATSB under the Act is to improve transport safety through:

- independent investigation of transport accidents and other safety occurrences
- safety data recording, analysis and research
- fostering safety awareness, knowledge and action

Under the Act the ATSB must carry out its functions while avoiding the apportionment of blame or the determination of liability.

Role and Responsibilities of the Minister

The Minister for Infrastructure and Regional Development appoints the Chief Commissioner and Commissioners under section 13 of the Act.

Subject to section 21, there is express provision in the Act covering independence of action of the ATSB. The ATSB is not subject to a direction from any person with respect to the performance of its functions or the exercise of its powers, however, section 21(1)(b) of the Act allows the Minister to direct the ATSB to investigate a transport safety matter.

Act last amended: 10 March 2016

Urban and Regional Development (Financial Assistance) Act 1974

Purpose

The Act is to enable the Commonwealth to provide financial assistance to the states for urban and regional development and is linked to the implementation of the growth centres policy of the early 1970s.

In the context of this Act, regional development is defined as: urban expansion and re-development (which may include sewerage and water supply); area improvement, being urban and regional improvement and rehabilitation; sewerage; water supply; and flood mitigation.

The Act enables the Commonwealth Minister responsible for regional development to provide loans to the states for regional development. The Act is tied to the Growth Centres (Financial Assistance) Act 1973 and the Land Commissions (Financial Assistance) Act 1973.

Role and Responsibilities of the Minister

Section 8 of the Act provides that the Minister shall present any agreement made under this Act, including every amending agreement, to each House of the Parliament within 15 sitting days of the House after the date on which the agreement was made.

Act last amended: 22 March 2017

**Australian Government****Department of Infrastructure, Regional Development and Cities****Portfolio Brief****PPV-OVERVIEW-005**

Portfolio entities

Principal Australian Government Entities

[Department of Infrastructure, Regional Development and Cities](#)

[Australian Transport Safety Bureau](#)

[National Capital Authority](#)

[Airservices Australia](#)

[Australian Maritime Safety Authority](#)

[Civil Aviation Safety Authority](#)

[Infrastructure Australia](#)

[Infrastructure and Project Financing Agency](#)

[National Transport Commission](#)

[Australian Rail Track Corporation Limited](#)

[Moorebank Intermodal Company Limited](#)

[WSA Co Limited](#)

Secondary Australian Government Entities

[Acting Administrator of Christmas Island and Cocos \(Keeling\) Islands](#)

[Administrator of Christmas Island and Cocos \(Keeling\) Islands](#)

[Administrator of Norfolk Island](#)

[Administrator of the Northern Territory](#)

[Administrator of Vehicle Standards](#)

[Aircraft Noise Ombudsman](#)

[Airport Building Controllers](#)

[Airport Environment Officers](#)

[Associate Administrators of Vehicle Standards](#)

[Australian Motor Vehicle Certification Board](#)

[Australian Road Research Board Group Limited](#)

[Austroads](#)

[Aviation Access Forum](#)

[Aviation Strategic Leaders Forum](#)

[Black Spot Consultative Panels](#)

[Canberra National Memorials Committee](#)

[Chief Justice of the Supreme Court of Norfolk Island](#)

[Christmas Island Health Advisory Group](#)

[Cities Reference Group](#)

[COAG Transport and Infrastructure Council](#)

[Cocos \(Keeling\) Islands Health Advisory Group](#)

[Deputy Administrator of Christmas Island and Cocos \(Keeling\) Islands](#)
[First Dormant Commission Holder; Acting Administrator of the NT](#)
[Forum on Western Sydney Airport](#)
[Full Time Judge of the Supreme Court of Norfolk Island](#)
[General Aviation Advisory Network](#)
[International Air Services Commission](#)
[Jervis Bay Territory Emergency Management Committee](#)
[Jervis Bay Territory Fire Management Committee](#)
[Joint Commonwealth and Tasmanian Economic Council](#)
[Kingston and Arthur's Vale Historic Area Advisory Committee](#)
[Moorebank Intermodal Development Investment Nominees Pty Ltd](#)
[Moorebank Intermodal Development Rail Nominees Pty Ltd](#)
[Moorebank Precinct Nominees Pty Ltd](#)
[Motor Vehicle Standards Review Panel](#)
[National Accessible Public Transport Advisory Committee](#)
[National Heavy Vehicle Regulator](#)
[National Marine Safety Regulator](#)
[Office of the National Rail Safety Regulator](#)
[Regional Development Australia \(RDA\) Committees](#)
[Registrar of Liner Shipping](#)
[Second Dormant Commission Holder; Acting Administrator of the NT](#)
[Slot Compliance Committee](#)
[Special Magistrate of the Jervis Bay Territory](#)
[Strategic Vehicle Safety and Environment Group](#)
[Sydney Airport Community Forum](#)
[Sydney Airport Slot Manager](#)
[Technical Liaison Group](#)
[Transport and Infrastructure Senior Officials' Committee](#)
[Transport Certification Australia Limited](#)

Principal Australian Government Entities

Department of Infrastructure, Regional Development and Cities

<i>Description</i>	The Department of Infrastructure, Regional Development and Cities (the department) provides policy advice to the ministers, and undertakes policy and regulatory functions and the delivery of administered items on behalf of the Australian Government.
<i>Established by</i>	Constitution and Administrative Arrangement Orders
<i>Legal status</i>	Department of State (AAO); Non-corporate Commonwealth entity as defined by the Public Governance, Performance and Accountability Act 2013 (PGPA Act).
<i>ABN/ACN</i>	ABN: 86 267 354 017
<i>Ministerial role/responsibilities</i>	Section 64 of the Constitution provides that the Governor-General may appoint ministers to administer departments of state of the Commonwealth.
<i>Departmental role/responsibilities</i>	<p>The department provides policy advice, programs and regulation across a wide range of areas including:</p> <ul style="list-style-type: none"> • infrastructure planning and coordination • transport safety, including investigations • land transport • civil aviation and airports • maritime transport including shipping • major projects, including implementation of all non-Defence development projects • administration of the Jervis Bay Territory, the Territory of Cocos (Keeling) Islands, the Territory of Christmas Island, the Coral Sea Islands Territory, the Territory of Ashmore and Cartier Islands, and of Commonwealth responsibilities on Norfolk Island • constitutional development of the Northern Territory • constitutional development of the Australian Capital Territory (ACT) • delivery of regional and territory specific services and programs • planning and land management in the ACT • regional development • local government • regional policy and coordination • national policy on cities • infrastructure and project financing • population policy
<i>Reporting</i>	Annual Report, including the annual performance statements (section 63 of the Public Service Act 1999 (PS Act) and section 42 of the PGPA Act); Corporate Plan (section 35 of the PGPA Act)
<i>Governance</i>	The department has a Secretary who is supported by three Deputy Secretaries. It is organised into nine business divisions, supported by a Corporate Services Division.
<i>Subject to FOI</i>	Yes
<i>Executive</i>	Dr Steven Kennedy PSM, Secretary Deputy Secretaries: Ms Pip Spence PSM, Mr Luke Yeaman and Dr Rachel Bacon.
<i>Contact</i>	Dr Steven Kennedy PSM, Secretary Department of Infrastructure, Regional Development and Cities GPO Box 594 CANBERRA ACT 2601 (02) 6274 7111
<i>Website</i>	www.infrastructure.gov.au

Australian Transport Safety Bureau

<i>Description</i>	The Australian Transport Safety Bureau (ATSB) investigates transport safety matters, provides services including the independent investigation of transport accidents and incidents, records safety data, analysis and research, and promotes safety awareness.
<i>Established by</i>	Section 12 of the Transport Safety Investigation Act 2003 (TSI Act)
<i>Legal status</i>	Statutory authority; Statutory Agency (PS Act); Non-corporate Commonwealth entity (PGPA Act)
<i>ABN/ACN</i>	ABN: 65 061 156 887
<i>Ministerial role/ responsibilities</i>	<p>The responsible portfolio Minister may direct the ATSB to investigate transport safety matters in writing under section 21(1)(b) of the TSI Act.</p> <p>The responsible portfolio Minister appoints the Chief Commissioner and Commissioners.</p>
<i>Departmental role/ responsibilities</i>	<p>The department is responsible for advising the ATSB of government policy, administrative arrangements and budget matters. The department may seek assistance from ATSB in the preparation of replies to ministerial correspondence, submissions to Senate Committees and other parliamentary inquiries.</p> <p>The department provides policy advice to the responsible portfolio Minister on all aspects of ATSB's operations and advises the Minister on the strategic directions of ATSB, including preparation of the Minister's Statement of Expectations.</p> <p>The department is responsible for supporting the responsible portfolio Minister in appointing the Chief Commissioner and commissioners.</p> <p>The department works with ATSB on certain aviation safety policy matters.</p>
<i>Reporting</i>	<p>Annual Report, including the annual performance statements (section 63A of the TSI Act and sections 39 and 46 of the PGPA Act); Corporate Plan (section 35 of the PGPA Act 2013)</p> <p>The ATSB is required to publish a report in relation to an investigation conducted under section 25 of the TSI Act.</p>
<i>Governance</i>	The Chief Commissioner is the head of the ATSB. Three part-time commissioners assist the Chief Commissioner in the leadership of the ATSB. Additional commissioners may be appointed as necessary for major investigations or where a particular skill or expertise is required.
<i>Subject to FOI</i>	Yes
<i>Membership</i>	<p>Chief Commissioner: Mr Greg Hood</p> <p>Commissioners: Mr Noel Hart, Mr Christopher Manning and Ms Carolyn Walsh</p>
<i>Contact</i>	<p>Chief Commissioner Australian Transport Safety Bureau PO Box 967 CIVIC SQUARE ACT 2608 (02) 6274 6144 atsbinfo@atsb.gov.au</p>
<i>Website</i>	www.atsb.gov.au

National Capital Authority

<i>Description</i>	The National Capital Authority (NCA) manages the Australian Government's continuing interest in the planning, promotion, enhancement and maintenance of Canberra as the nation's capital, on behalf of all Australians; as well as managing a significant amount of Commonwealth assets in central Canberra, such as Scrivener Dam, parkland, bridges, pedestrian crossings and pay parking. The NCA's predecessor bodies were the Federal Capital Advisory Committee, the Federal Capital Commission, the National Capital Planning and Development Committee, the National Capital Development Commission and the National Capital Planning Authority.
<i>Established by</i>	Section 5 of the Australian Capital Territory (Planning and Land Management) Act 1988 (ACTPLM Act)
<i>Legal status</i>	Statutory Authority; Statutory Agency (PS Act); Non-corporate Commonwealth entity (PGPA Act).
<i>ABN/ACN</i>	ABN: 75 149 374 427
<i>Ministerial role/ responsibilities</i>	<p>The responsible portfolio Minister may give the NCA general directions in writing about the performance of its functions.</p> <p>Amendments to the National Capital Plan are subject to approval by the responsible portfolio Minister who is responsible for tabling amendments to the Plan in Parliament.</p> <p>The responsible portfolio Minister makes recommendations to the Governor-General for appointments of the Chair, Chief Executive and members.</p>
<i>Departmental role/ responsibilities</i>	<p>The department is responsible for advising portfolio agencies, including NCA, of government policy, administrative arrangements and budget matters. The department may seek assistance from portfolio agencies in the preparation of replies to ministerial correspondence, submissions to Senate Committees and other parliamentary inquiries.</p> <p>The department provides policy advice to the responsible portfolio Minister on all aspects of the NCA's operations.</p> <p>The department is responsible for supporting the responsible portfolio Minister in appointing the Chair, Chief Executive and members.</p>
<i>Reporting</i>	Annual Report (section 50 of the ACTPLM Act and section 43 of the PGPA Act)
<i>Governance</i>	The Chief Executive manages the affairs of the NCA under the general directions of the NCA board. The NCA board is currently made-up of a part-time Chair, full-time Chief Executive and three part-time non-executive members appointed by the Governor-General.
<i>Subject to FOI</i>	Yes
<i>Membership</i>	<p>Chair: Mr Terry Weber</p> <p>Chief Executive: Ms Sally Barnes</p> <p>Members: Ms Christine Faulks, Mr Glenn Keys and Mr Dennis Richardson AO</p>
<i>Contact</i>	<p>Ms Sally Barnes</p> <p>Chief Executive</p> <p>National Capital Authority</p> <p>GPO Box 373</p> <p>CANBERRA ACT 2601</p> <p>(02) 6271 2817</p>
<i>Website</i>	<div style="background-color: #cccccc; width: 250px; height: 15px; margin-bottom: 5px;"></div> www.nationalcapital.gov.au

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Airservices Australia

<i>Description</i>	Airservices Australia (Airservices) provides air traffic control management and related airside services to the aviation industry and provides aeronautical information services, airport rescue, fire-fighting, navigation and communication services.
<i>Established by</i>	Section 7 of the <u>Airservices Act 1995</u> (Airservices Act)
<i>Legal status</i>	Statutory Authority; Corporate Commonwealth entity (PGPA Act); Public Non-financial Corporation (PGPA Act).
<i>ABN/ACN</i>	ABN: 59 698 720 886
<i>Ministerial role/ responsibilities</i>	<p>The responsible portfolio Minister:</p> <ul style="list-style-type: none"> • may provide Airservices with strategic guidance and written directions relating to the performance of its functions or the exercise of its powers • may direct Airservices to vary its Corporate Plan in relation to financial targets and performance indicators relating to the provision of services and facilities • approves or varies the payment of dividends by Airservices to the Australian Government • determines in writing the capital repayable by Airservices to the Australian Government <p>appoints the Chair, Deputy Chair and ordinary board members, but not the Chief Executive Officer (CEO)</p>
<i>Departmental role/ responsibilities</i>	<p>The department is responsible for advising portfolio agencies, including Airservices, of government policy, administrative arrangements and budget matters. The department may seek assistance from portfolio agencies in the preparation of replies to ministerial correspondence, submissions to Senate Committees and other parliamentary inquiries. The department provides policy advice to the responsible portfolio Minister on all aspects of Airservices' operations. The department is responsible for supporting the responsible portfolio Minister in appointing the Chair, Deputy Chair and members.</p>
<i>Reporting</i>	Annual Report (section 46 of the PGPA Act and section 51 of the Airservices Act); Corporate Plan (sections 13–15 of the Airservices Act)
<i>Governance</i>	The Airservices Board comprises nine members. A quorum for a meeting is five members. The Board is responsible for determining strategy and policy in consultation with the Minister for Infrastructure and Transport; ensuring that Airservices' functions are performed in a proper, efficient and effective manner.
<i>Subject to FOI</i>	Yes
<i>Membership</i>	<p>Chair: Mr John Weber</p> <p>Deputy Chair: Air Chief Marshal Mark Donald Binskin AC</p> <p>CEO: (appointed by the Board) Mr Jason Harfield</p> <p>Members: Ms Fiona Balfour, Ms Samantha Betzien, Dr Marlene Kanga AM, Mr David Marchant AM, Mr John McGee and Mr Tim Rothwell</p>
<i>Contact</i>	<p>Mr Jason Harfield</p> <p>CEO</p> <p>Airservices Australia</p> <p>Alan Woods Building</p> <p>25 Constitution Avenue</p> <p>CANBERRA ACT 2601</p> <p>(02) 6268 4111</p>
<i>Website</i>	<div></div> <p>www.airservicesaustralia.com</p>

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Australian Maritime Safety Authority

<i>Description</i>	<p>AMSA is the national regulator for domestic commercial vessels and the national safety entity established to:</p> <ul style="list-style-type: none"> • promote maritime safety and protection of the marine environment • prevent and combat ship-sourced pollution in the marine environment • provide infrastructure to support safety of navigation in Australian waters' • provide a national search and rescue service to the maritime and aviation sectors • provide, on request, services to the maritime industry on a commercial basis • provide, on request, services of a maritime nature on a commercial basis to the Commonwealth and/or states and territories <p>AMSA represents the Australian Government at the International Maritime Organization (IMO) and other international forums in the development, implementation and enforcement of international standards including those governing ship safety and marine environment protection.</p>
<i>Established by</i>	Section 5 of the Australian Maritime Safety Authority Act 1990 (AMSA Act)
<i>Legal status</i>	Statutory Authority; Corporate Commonwealth entity (PGPA Act).
<i>ABN/ACN</i>	ABN: 65 377 938 320
<i>Ministerial role/responsibilities</i>	<p>The responsible portfolio Minister may:</p> <ul style="list-style-type: none"> • give written directions on AMSA's performance of its functions • advise AMSA in writing on an appropriate strategic direction or the manner in which AMSA should perform its functions • direct AMSA to give documents and information to a ministerial nominee • give notice in writing to approve or disapprove a proposed determination fixing charges, but having regard to AMSA's duties and responsibilities • convene a meeting of the AMSA Board • request a submission of Budget estimates in a particular form and within a particular timeframe • provide guidelines to the Board regarding notification of a significant event • set time limits for the provision of information <p>The responsible portfolio Minister appoints the Chair, Deputy Chair and members of the Board.</p>
<i>Departmental role/responsibilities</i>	<p>The department is responsible for advising AMSA of government policy, administrative arrangements and budget matters. The department may seek assistance from AMSA in the preparation of replies to ministerial correspondence, submissions to Senate Committees and other parliamentary inquiries. The department provides policy advice to the responsible portfolio Minister on all aspects of AMSA's operations.</p> <p>The department is responsible for supporting the responsible portfolio Minister in appointing the Chair, Deputy Chair and members of the Board.</p>
<i>Reporting</i>	Annual Report (section 46 of the PGPA Act and section 9A of the AMSA Act); Corporate Plan (sections 25-27 of the AMSA Act)
<i>Governance</i>	The AMSA Board comprises nine members. A quorum for a meeting is five members. The Board is responsible for determining strategy and policy in consultation with the responsible portfolio Minister; ensuring that AMSA's functions are performed in a proper, efficient and effective manner.
<i>Subject to FOI</i>	Yes
<i>Membership</i>	<p>Chair: Mr Stuart Richey AM</p> <p>CEO: Mr Mick Kinley</p> <p>Deputy Chair: Ms Jennifer Clark</p> <p>Members: Ms Jane Cutler, Dr Russell Reichelt, Mr Anthony Briggs, Dr Rosalie Balkin AO, Mr Peter Toohey and the Deputy Secretary, Regional and Territories in the Department of Infrastructure, Regional Development and Cities (ex-officio).</p>

Contact

Mr Mick Kinley
CEO
Australian Maritime Safety Authority
GPO Box 2181
CANBERRA ACT 2601
(02) 6279 5000

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Website

www.amsa.gov.au

Civil Aviation Safety Authority

<i>Description</i>	The Civil Aviation Safety Authority (CASA) regulates the safety of civil air operations in Australia and Australian registered aircraft operating outside of Australian territory.
<i>Established by</i>	Section 8 of the Civil Aviation Act 1988 (CA Act)
<i>Legal status</i>	Statutory Authority; Corporate Commonwealth entity (PGPA Act).
<i>ABN/ACN</i>	ABN: 44 808 014 470
<i>Ministerial role/ responsibilities</i>	<p>The responsible portfolio Minister may:</p> <ul style="list-style-type: none"> • give the CASA Board written directions (of a general nature only) as to the performance of its functions or the exercise of its powers • notify the CASA Board in writing of his or her views on the appropriate strategic direction for CASA and the manner in which CASA should perform its functions • direct CASA to give to a specified nominee any documents or information relating to CASA's operations that the nominee requests <p>The responsible portfolio Minister appoints the Chair, Deputy Chair and members.</p>
<i>Departmental role/ responsibilities</i>	<p>The department is responsible for advising CASA of government policy, administrative arrangements and budget matters. The department may seek assistance from CASA in the preparation of replies to ministerial correspondence, submissions to Senate Committees and other parliamentary inquiries.</p> <p>The department provides policy advice to the responsible portfolio Minister on all aspects of CASA's operations.</p> <p>The department is responsible for supporting the responsible portfolio Minister in appointing the Chair, Deputy Chair and members.</p>
<i>Reporting</i>	Annual Report, <u>including the annual performance statements</u> (section 49 of the CA Act and sections 39 and 46 of the PGPA Act); Corporate Plan (section 44 of the CA Act and section 35 of the PGPA Act)
<i>Governance</i>	The CASA Board comprises seven members. A quorum for a meeting is four members. The Board is responsible for determining strategy and policy in consultation with the responsible portfolio Minister; ensuring that CASA's functions are performed in a proper, efficient and effective manner.
<i>Subject to FOI</i>	Yes
<i>Membership</i>	<p>Chair: Mr Anthony Mathews</p> <p>Deputy Chair: Vacant</p> <p>Member and CEO/Director of Aviation Safety: (appointed by the Board)</p> <p>Mr Shane Carmody</p> <p>Members: Ms Cheryl Cartwright, Ms Jane McAloon, Mr Mark Rindfleish, Mr Michael Bridge and Ms Anita Taylor.</p>
<i>Contact</i>	<p>Mr Shane Carmody</p> <p>Director of Aviation Safety</p> <p>Civil Aviation Safety Authority</p> <p>GPO Box 2005</p> <p>CANBERRA ACT 2601</p> <p>(02) 6217 1001</p>
<i>Website</i>	<div></div> <p>www.casa.gov.au</p>

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Infrastructure Australia

<i>Description</i>	Infrastructure Australia (IA) is a statutory authority that advises governments, investors and infrastructure owners on a wide range of issues including Australia's current and future infrastructure needs; policy, pricing and regulation and their impact on investment and on the efficiency of the delivery, operation and use of national infrastructure networks.
<i>Established by</i>	Part 2 of the Infrastructure Australia Act 2008 (IA Act)
<i>Legal status</i>	Statutory Authority; Corporate Commonwealth entity (PGPA Act).
<i>ABN/ACN</i>	ABN: 49 150 585 136
<i>Ministerial role/ responsibilities</i>	<p>The responsible portfolio Minister:</p> <ul style="list-style-type: none"> • may give written directions to the IA Board about the performance of its functions • in giving directions must have regard to any decisions by COAG • directions given must be of a general nature only and must not give directions about the content of any audit, list, evaluation, plan or advice to be provided by IA <p>The responsible portfolio Minister appoints the Chair, and members of the IA Board.</p>
<i>Departmental role/ responsibilities</i>	<p>The department is responsible for advising IA of government policy, administrative arrangements and budget matters. The department may seek assistance from IA in the preparation of replies to ministerial correspondence, submissions to Senate Committees and other parliamentary inquiries.</p> <p>The department provides policy advice to the responsible portfolio Minister on all aspects of IA's operations.</p> <p>The department is responsible for supporting the responsible portfolio Minister in appointing the Chair and members.</p>
<i>Reporting</i>	<p>Annual Report (section 46 of the PGPA Act and section 39C of the IA Act)</p> <p>Corporate Plan (section 39B of the IA Act)</p> <p>IA reports regularly to the COAG through the responsible portfolio Minister.</p>
<i>Governance</i>	The IA Board comprises 12 members. A quorum for a meeting is eight members. The Board is responsible for ensuring that IA's functions are performed in a proper, efficient and effective manner.
<i>Subject to FOI</i>	Yes
<i>Membership</i>	<p>Chair: Ms Julieanne Alroe</p> <p>CEO: (appointed by the IA Board) Ms Romilly Madew AO</p> <p>Members: Mr Peter Corish AM, Mr Andrew Ethell, Mr Peter Harris AO, Mr Rod Hook, Ms Samantha Hogg, Ms Dianne Leeson, Ms Nicole Lockwood, Ms Deena Shiff, Ms Gabrielle Trainor AO, Mr Reece Waldock AM and Dr Peter Wood</p>
<i>Contact</i>	<p>Ms Romilly Madew AO</p> <p>CEO</p> <p>Infrastructure Australia</p> <p>GPO Box 5417</p> <p>SYDNEY NSW 2001</p> <p>(02) 8114 1900</p>
<i>Website</i>	<div style="background-color: #cccccc; width: 350px; height: 15px; margin-bottom: 5px;"></div> www.infrastructureaustralia.gov.au

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Infrastructure and Project Financing Agency

<i>Description</i>	The Infrastructure and Project Financing Agency (IPFA) advises the Australian Government on innovative approaches to funding and financing of nationally significant infrastructure across all sectors, including transport, energy and water.
<i>Established by</i>	PGPA Rule (Schedule 1)
<i>Legal status</i>	Executive Agency (PS Act); Non Corporate Commonwealth Entity (PGPA Act).
<i>ABN/ACN</i>	ABN: 89 186 115 755
<i>Ministerial role/ responsibilities</i>	The responsible portfolio Minister appoints the agency head, the CEO. The Minister for Finance has responsibility for the PGPA Act
<i>Departmental role/ responsibilities</i>	The department plays a role in overseeing the governance of IPFA. The department is responsible for being aware at a broad level about the operations of IPFA in order to provide policy advice to the responsible portfolio Minister on aspects of IPFA's operations relevant to the portfolio.
<i>Reporting</i>	Annual Report (section 46 of the PGPA Act).; Corporate Plan (section 35 of the PGPA Act). A Performance Based Framework is used to monitor the operation of IPFA.
<i>Governance</i>	Governance structure is in accordance with that for a prescribed entity under the PGPA Act and overseen by the department. It comprises the agency head, CEO and APS staff to support the agency's operations.
<i>Subject to FOI</i>	Yes
<i>Membership</i>	CEO/Commissioner: Ms Leilani Frew
<i>Contact</i>	Sydney office: Ms Leilani Frew Chief Executive Officer Level 5, 100 Market Street SYDNEY NSW 2000 s.47F [REDACTED] Canberra office: Ms Nichole Hanlon IPFA Departmental Contact 4 National Circuit, Barton CANBERRA ACT 2600 [REDACTED] [REDACTED] s47F
<i>Website</i>	www.ipfa.gov.au

National Transport Commission

<i>Description</i>	The National Transport Commission (NTC) performs the role of an expert adviser to the Transport and Infrastructure Council on national regulatory reform development, implementation and evaluation in the Australian land transport sector, principally in respect of the national regulators for heavy vehicles and rail safety.
<i>Established by</i>	Section 5 of the National Transport Commission Act 2003 (NTC Act)
<i>Legal status</i>	Statutory Authority; Statutory Agency (PS Act); Corporate Commonwealth entity (PGPA Act).
<i>ABN/ACN</i>	ABN: 67 890 861 578
<i>Ministerial role/responsibilities</i>	The responsible portfolio Minister appoints the NTC Chair, Deputy Chair and commissioners (other than the CEO).
<i>Departmental role/responsibilities</i>	<p>The department is responsible for advising the NTC of government policy, administrative arrangements and budget matters. The department may seek assistance from the NTC in the preparation of replies to ministerial correspondence, submissions to Senate committees and other parliamentary inquiries.</p> <p>The department provides policy advice to the responsible portfolio Minister on all aspects of NTC's operations.</p> <p>The department is responsible for supporting the responsible portfolio Minister in appointing the NTC Chair, Deputy Chair and commissioners.</p> <p>The Secretary is a Commissioner in his capacity as the Chair of the Transport and Infrastructure Senior Officials' Committee.</p>
<i>Reporting</i>	<p>Annual Report (section 46 of the PGPA Act and section 38 of the NTC Act)</p> <p>Corporate Plan (sections 23–25 of the NTC Act)</p> <p>A Performance Based Framework is used by the Council to monitor the operation of the NTC and as the basis for issuing a Statement of Expectations to the NTC. The NTC Act requires that the Council review the operations of the NTC every six years.</p>
<i>Governance</i>	<p>The Council is responsible for the NTC, as an inter-jurisdictional transport body covered by the Inter-Governmental Agreement for Regulatory and Operational Reform in Road, Rail and Intermodal Transport. The Australian Government is the host jurisdiction responsible for the NTC as a statutory body established under Commonwealth law.</p> <p>The NTC comprises six commissioners. A quorum for a meeting is three commissioners. Commissioners are appointed for a maximum term of three years (with no limitation on the number of terms). The CEO is a non-voting member of the Commission appointed by the Chair. The commissioners meet approximately six times per year.</p>
<i>Subject to FOI</i>	Yes
<i>Membership</i>	<p>Chair: Ms Carolyn Walsh MP</p> <p>CEO/Commissioner: (appointed by the Chair in consultation with the Commission)</p> <p>Dr Gillian Miles</p> <p>Deputy Chair: Ms Nola Bransgrove OAM</p> <p>Ordinary Members: Ms Carolyn Walsh MP, Ms Nola Bransgrove OAM, Mr Neil Scales OBE, Mr Reece Waldock and Dr Steven Kennedy PSM (as Chair of the Transport and Infrastructure Senior Officials' Committee (TISOC))</p>
<i>Contact</i>	<p>Dr Gillian Miles</p> <p>CEO/Commissioner</p> <p>National Transport Commission</p> <p>Level 15, 628 Bourke Street</p> <p>MELBOURNE VIC 3000</p> <p>(03) 9236 5000</p>
<i>Website</i>	<div></div> <p>www.ntc.gov.au</p>

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Australian Rail Track Corporation Limited

<i>Description</i>	The Australian Rail Track Corporation Limited (ARTC) operates and manages over 8,500 kilometres of standard gauge rail track in South Australia, Victoria, Western Australia, New South Wales and Queensland, including the Hunter Valley coal rail network, and the North-South and East-West interstate rail lines. ARTC has been tasked by the Australian Government to deliver the Inland Rail project.
<i>Established by</i>	ARTC was established in 1998 under the <i>Corporations Act 2001</i> . It was created as a result of the Commonwealth and mainland state governments Inter-Government Agreement in 1997 for the establishment of a 'one-stop shop' for rail operators seeking access to the interstate standard gauge rail network between Brisbane and Perth.
<i>Legal status</i>	Commonwealth Company (PGPA Act) limited by shares under the Corporations Act 2001; Government Business Enterprise (PGPA Rule); Public Non-financial Corporation (PGPA Act). The responsible portfolio Minister and the Minister for Finance are shareholder ministers of ARTC on behalf of the Australian Government.
<i>ABN/ACN</i>	ABN: 75 081 455 754; ACN: 081 455 754
<i>Ministerial role/ responsibilities</i>	The Minister has portfolio responsibilities for the development of the Australian Government's policy about rail infrastructure. The Minister for Finance is responsible for the PGPA Act and the Resource Management Guide No. 126: Commonwealth Government Business Enterprise Governance and Oversight Guidelines (GBE Guidelines). Shareholder Ministers appoint the Chair and directors to the ARTC Board. Subject to the approval of shareholder ministers, the Directors may appoint a CEO for any period in accordance with the ARTC Constitution.
<i>Departmental role/ responsibilities</i>	The Department provides an oversight role, ensuring the ARTC meets its governance obligations. The department and the Department of Finance advise their ministers on statutory obligations, including PGPA Act obligations. Shareholder Ministers or their proxies attend the annual general meeting of ARTC. Formal meetings between ARTC and the two departments are convened to discuss the Annual Report, Corporate Plan, quarterly reports and other current issues. Formal meetings on Inland Rail occur on a monthly basis. The Department provides advice to the ministers about ARTC's performance, ARTC projects, including projects funded by the Australian Government. The Department and the Department of Finance are responsible for supporting the Shareholder Ministers in appointing the Chair and directors and considering the appointment of the CEO. The Department and the Department of Finance provide Australian Government with clear visibility of ARTC's delivery of Inland Rail and risk management, and are responsible for monitoring the Government's policy objectives for Inland Rail.
<i>Reporting</i>	Statements of Corporate Intent and Corporate Plan are prepared by ARTC in consultation with the department and the Department of Finance and approved by the ARTC Board for presentation to the shareholder ministers. Annual reports are prepared by ARTC and approved by the ARTC Board. The GBE Guidelines specify that ARTC provide an annual financial report to the shareholder ministers in accordance with the requirements of the PGPA Act. In addition, ARTC is to provide quarterly reports to shareholder ministers by the dates specified in the Guidelines and provides monthly updates on Inland Rail.
<i>Governance</i>	ARTC acts in accordance with the GBE Guidelines, its Commercial Freedoms Framework, Statement of Expectations and the relevant agreements for the delivery of Australian Government funded projects, including Inland Rail.
<i>Subject to FOI</i>	No

Membership	Chair: The Hon Warren Truss AC CEO and Managing Director: Mr John Fullerton Directors: Mr Chris Barlow, Ms Gillian Brown, Mr Vincent Graham, Mr David Saxelby, Ms Jennifer Seabrook and Ms Rosheen Garnon.
Contact	Mr John Fullerton CEO PO Box 10343, Gouger Street ADELAIDE SA 5000 <div></div> <div>s47F</div>
Website	www.artc.com.au

Moorebank Intermodal Company Limited

<i>Description</i>	<p>The Moorebank Intermodal Company Limited (MIC) was established to facilitate the development of an intermodal terminal at Moorebank in Sydney's south-west. MIC is wholly owned by the Australian Government, which is represented by the relevant portfolio Minister and the Minister for Finance as MIC's two Shareholder Ministers.</p> <p>MIC will oversee the development of the Moorebank Intermodal Terminal. MIC aims to optimise private sector expertise and investment, through a competitive process, to develop and operate the intermodal terminal and meet the project's objectives.</p> <p>MIC's objectives for the project are to:</p> <ul style="list-style-type: none"> • boost national productivity over the long-term through improved freight network capacity and rail utilisation • create a flexible and commercially viable common user facility for rail operators and other terminal users • attract employment and investment to south-western Sydney • achieve sound environmental and social outcomes that are considerate of community views <p>optimise value for money for MIC having regard to the other stated project objectives</p>
<i>Established by</i>	Commonwealth Company under the Corporations Act 2001
<i>Legal status</i>	<p>Commonwealth Company (PGPA Act) limited by shares under the Corporations Act 2001; Government Business Enterprise (PGPA Rule); Public Non-financial Corporation (PGPA Act).</p> <p>The responsible portfolio Minister, together with the Minister for Finance, are Shareholder Ministers of MIC on behalf of the Australian Government.</p>
<i>ABN/ACN</i>	ABN: 64 161 635 105; ACN: 161 635 105
<i>Ministerial role/responsibilities</i>	<p>The Minister has portfolio responsibilities for the development of the Australian Government's policy about freight and rail. The Minister for Finance is responsible for the PGPA Act and the GBE Guidelines.</p> <p>Shareholder Ministers appoint the Chair and Directors to the MIC Board. Subject to the approval of Shareholder Ministers, the Directors may appoint a CEO for any period in accordance with the MIC Constitution. Shareholder Ministers do not hold a directions power over the activities of the Company</p>
<i>Departmental role/responsibilities</i>	<p>The Department provides an oversight role, ensuring the MIC meets its governance obligations. The Department and the Department of Finance advise their Ministers on statutory obligations, including PGPA Act obligations.</p> <p>The department provides advice to the Minister about MIC's progress in facilitating the implementation of the intermodal terminal.</p> <p>The Department is responsible for supporting the Shareholder Ministers in appointing the Chair, Director and CEO.</p>
<i>Reporting</i>	<p>Statements of Corporate Intent and Corporate Plan are prepared by MIC in consultation with the department and the Department of Finance and approved by the Board for presentation to the Shareholder Ministers.</p> <p>Annual Reports are prepared by MIC and approved by the Board.</p> <p>The GBE Guidelines specify that MIC provide an annual financial report to the Shareholder Ministers in accordance with the requirements of the PGPA Act. In addition, MIC is required to provide quarterly reports to Shareholder Ministers by the dates specified in the GBE Guidelines.</p> <p>Formal meetings between MIC and shareholder departments are convened as required to discuss the Annual Report, Corporate Plan, quarterly reports and other current issues.</p>
<i>Governance</i>	The key roles and responsibilities are guided by the GBE Guidelines.
<i>Subject to FOI</i>	No

<i>Membership</i>	Chair: Dr Kerry Schott AO CEO: Mr Peter Hicks Directors: Mr Lucio di Bartolomeo, the Hon Jamie Briggs, Ms Erin Flaherty, Mr Andrew Harrison, Ms Christine Holman, The Hon James Lloyd (term commences 1 June 2019), and Mr Ray Wilson.
<i>Contact</i>	Mr Peter Hicks CEO Suite 2, Level 9 1 O'Connell Street SYDNEY NSW 2000 (02) 8265 5600 admin@micl.com.au
<i>Website</i>	www.micl.com.au

WSA Co Limited

<i>Description</i>	<p>WSA Co Limited (WSA) was established by the Australian Government to develop and operate Western Sydney International (Nancy-Bird Walton) Airport (the Airport) at Badgerys Creek. WSA is required to execute its responsibilities in accordance with a Project Deed with the Government in order to open the Airport by 2026.</p> <p>In delivering the WSA Airport, WSA's Co's objectives are to:</p> <ul style="list-style-type: none"> • improve access to aviation services in Western Sydney • resolve the long term aviation capacity issue in the Sydney basin • maximise the value of the Airport as a national asset • optimise the benefit of the Airport on employment and investment in Western Sydney • effectively integrate with new and existing initiatives in the Western Sydney area • operate on commercially sound principles having regard to the Government's intention to preserve its options with respect to ownership and governance arrangements.
<i>Established by</i>	WSA Co was incorporated on 7 August 2017.
<i>Legal status</i>	Commonwealth Company (PGPA Act) limited by shares under the Corporations Act 2001; Government Business Enterprise (PGPA Rule); Public Non-financial Corporation (PGPA Act). The responsible portfolio Minister and the Minister for Finance and the Public Service are shareholder ministers.
<i>ABN/ACN</i>	ACN: 618 989 272
<i>Ministerial role/ responsibilities</i>	The Minister has portfolio responsibilities for the development of the Western Sydney Airport. The Minister for Finance is responsible for the PGPA Act and the GBE Guidelines. Shareholder ministers appoint the Chair and Directors, with a minimum of 3 and maximum of 7 directors. There are currently 7 Directors, with appointments currently in place until at least August 2020. Subject to consultation with the shareholder ministers, the directors may appoint a CEO for any period in accordance with the constitution.
<i>Departmental role/ responsibilities</i>	<p>The shareholder departments (the department and the Department of Finance) provide an oversight role, ensuring that WSA meets its governance obligations. They advise their ministers on statutory obligations, including PGPA Act obligations and WSA performance.</p> <p>The departments are responsible for supporting the shareholder ministers in executing their duties, such as approving WSA's annual equity cap and appointing the Chair and Directors.</p>
<i>Reporting</i>	WSA prepares an annual Corporate Plan in consultation with the departments for approval by the Board for presentation to the shareholder ministers. Annual reports are prepared by WSA and approved by the Board. The GBE Guidelines specify that WSA provide an annual financial report to the shareholder ministers in accordance with the requirements of the PGPA Act. In addition, WSA must adhere to all requirements in the Company's constitution and the PGPA Act and must notify shareholder ministers (and their departments) of any significant events, issues or decisions affecting the Company or any of its subsidiaries.
<i>Governance</i>	WSA acts in accordance with the GBE Guidelines, the PGPA Act, the Corporations Act, a Statement of Expectations, Commercial Freedoms Framework, Project Deed, Company Constitution and the Western Sydney Airport Plan...
<i>Subject to FOI</i>	No
<i>Membership</i>	<p>Chair: Mr Paul O'Sullivan</p> <p>CEO: Mr Graham Millett</p> <p>Directors: Mrs Fiona Balfour AO, Mr Timothy Eddy, Mr Vincent Graham, Ms Anthea Hammon, Ms Christine Spring and Mr John Weber</p>

Contact Mr Paul O'Sullivan
Chair, WSA Co Limited
PO Box 397
Liverpool NSW 1871
1800 972 972
info@wsaco.com.au

Website www.wsaco.com.au

Secondary Australian Government Entities

Body	Description	Established By/Under	Appointed By
Acting Administrator of Christmas Island and Cocos (Keeling) Islands	The responsible portfolio Minister may appoint a person to act as the Administrator of Christmas Island and Cocos (Keeling) Islands during any period, or during all periods, when the Administrator is absent from duty or is unable, for any reason, to exercise and perform the powers and functions of his or her office. The Administrator is the most senior Australian Government representative in the Indian Ocean Territories and is responsible for the law, order and good governance of the Indian Ocean Territories.	Administration Ordinance 1968 (CI), section 7 Administration Ordinance 1975 (CKI), subsection 6(1)	Minister
Administrator of Christmas Island and Cocos (Keeling) Islands	The Administrator is the most senior Australian Government representative in the Indian Ocean Territories and is responsible for the law, order and good governance of the Indian Ocean Territories.	Christmas Island Act 1958 Administration Ordinance 1968 (CI) Cocos (Keeling) Act 1955; Administration Ordinance 1975 (CKI)	Governor-General
Administrator of Norfolk Island	The Administrator is appointed by the Governor-General under the Norfolk Island Administrator Ordinance 2016 and is the most senior Australian Government representative on Norfolk Island.	Norfolk Island Act 1979	Governor-General
Administrator of the Northern Territory	The role of the Administrator is similar to that of a state governor and includes statutory duties (for example, providing assent to Bills passed by the Legislative Assembly of the NT) and ceremonial and community duties (for example hosting dignitaries and attending functions).	Northern Territory (Self-Government) Act 1978, section 32	Governor-General
Administrator of Vehicle Standards	The Administrator of Vehicle Standards acts on behalf of the Minister, making decisions under various provisions of the Motor Vehicle Standards Act 1989 and the Motor Vehicle Standards Regulations 1989.	Motor Vehicle Standards Act 1989, section 22(2)	Secretary
Aircraft Noise Ombudsman	The Aircraft Noise Ombudsman conducts independent reviews of Airservices Australia's and Defence's management of aircraft noise-related activities.	Air Services Act 1995	Minister
Airport Building Controllers	Airport Building Controllers are appointed and authorised by the Secretary of the Department of Infrastructure, Regional Development and Cities to administer Part 5, Division 5 of the Airports Act 1996 and the Airports (Building Control) Regulations 1996 across the 20 leased federal airports.	Airports Act 1996	Secretary or his/her delegate(s)

Portfolio entities		PPV-OVERVIEW-005	
Airport Environment Officers	Airport Environment Officers (AEOs) are appointed by the Secretary of the Department of Infrastructure, Regional Development and Cities to assist with the administration of the Airports (Environment Protection) Regulations 1997 (the Regulations). AEOs have a number of specific statutory functions under the Airports Act 1996 and the Regulations across the 20 leased federal airports.	Airports Act 1996	Secretary or his/her delegate(s)
Associate Administrators of Vehicle Standards	Associate Administrators are able to make specified decisions under the Motor Vehicle Standards Act 1989 and Motor Vehicle Standards Regulations 1989.	Motor Vehicle Standards Act 1989, section 22(3)	Secretary
Australian Motor Vehicle Certification Board	The Australian Motor Vehicle Certification Board (AMVCB) members discuss issues relating to the Motor Vehicle Standards Act 1989, pertaining to the approval of new vehicles, and the interaction with the State and Territory function of vehicle registration. Prior to 1989 the States and Territories were responsible for both approval of new vehicles and the registration of new and used vehicles. The Administrator of Motor Vehicle Standards is responsible for administering the Act.	Commonwealth, state and territory road transport departments	Members are executives of the relevant Federal and state departments
Australian Road Research Board Group Limited	Australian Road Research Board Group Limited (ARRB) provides research, consulting to road authorities and the road transport industry primarily on a fee for service basis. ARRB also undertakes public interest research into roads and road transport and operates Australia's largest land transport reference library providing information services on a cost recovery basis.	Not-for-profit company subject to the provisions under the Corporations Act 2001.	The ARRB Board is appointed by ARRB members, including state and territory road authorities and the Commonwealth
Austroads	Austroads is the association of Australian and New Zealand road transport and traffic authorities. Austroads promotes improved Australian and New Zealand transport outcomes by providing expert technical input to national policy development on road and road transport issues.	Australian and New Zealand road transport and traffic authorities	Representatives from member organisations
Aviation Access Forum	The Aviation Access Forum provides advice to the Australian Government (through the department) on policy, operational and administrative issues associated with disability access to airline and airport services.	Minister	Forum can adjust AAF membership

Portfolio entities		PPV-OVERVIEW-005	
Aviation Strategic Leaders Forum	The Aviation Strategic Leaders Forum is a mechanism to raise high-level strategic issues relevant to the aviation industry and to provide advice to the Minister on these issues.	Minister	Minister
Black Spot Consultative Panels	The Black Spot Consultative Panels are managed by the relevant state/territory road authority who assess nominations for Black Spot projects and arrange meetings. Each Panel agrees on a list of projects each year to be submitted for the consideration and approval of the Minister, through the Department of Infrastructure, Regional Development and Cities (the Department). The Department then prepares the formal approval documentation and submits it to the Minister on behalf of the Panel. Panels for each jurisdiction are chaired by one Federal parliamentary representative. Membership consists of representatives from state/territory and local government, police, and road user interest groups.	Minister	Each Panel Chair is appointed by the Minister
Canberra National Memorials Committee	The Canberra National Memorials Committee (CNMC) approves the location and character of national memorials, and nomenclature of divisions of, and public places in, the ACT.	National Memorials Ordinance 1928, section 3	As set out in the National Memorials Ordinance 1928
Chief Justice of the Supreme Court of Norfolk Island	Chief Justice of the Supreme Court of Norfolk Island under subsection 53(1A) of the Norfolk Island Act 1979	Norfolk Island Act 1979	Governor-General
Child Welfare Officer	The Child Welfare Officer, appointed under s24 (1) of the Child Welfare Act 2009 (NI), as an individual who holds a position in a body that specialises in providing, or facilitating the provisions of child welfare services and is sufficiently senior to perform the functions of the CWO.	Norfolk Island Act 1979	Delegate of the Minister
Christmas Island Health Advisory Group	The Christmas Island Health Advisory Group is a consultative forum established by the department and chaired by the Administrator of Christmas Island.	Minister	Minister
Cities Reference Group	The Cities Reference Group provides a forum for the Australian Government to seek advice from key stakeholders about issues affecting Australia's cities. The Cities Reference Group draws representatives from across academia, industry, the research community and non-government groups.	Minister	Minister

Portfolio entities		PPV-OVERVIEW-005	
COAG Transport and Infrastructure Council	The Transport and Infrastructure Council brings together Commonwealth, state, territory and New Zealand ministers with responsibility for transport and infrastructure issues, as well as the Australian Local Government Association. The Council is advised and assisted by the Transport and Infrastructure Senior Officials' Committee (TISOC) on all non-infrastructure priorities, and the Infrastructure Working Group providing advice and guidance on the coordination of infrastructure planning and investment, across governments and the private sector.	COAG	Representatives of relevant Commonwealth, state, territory and New Zealand ministers
Cocos (Keeling) Islands Health Advisory Group	The Cocos (Keeling) Islands Health Advisory Group is a consultative forum established by the department and chaired by the Administrator of Cocos (Keeling) Islands.	Minister	Minister
Deputy Administrator of Christmas Island and Cocos (Keeling) Islands	The Deputy Administrator has, and may exercise and perform, all the powers and functions of the Administrator of the Indian Ocean Territories. The Administrator is the most senior Australian Government representative in the Territories and is responsible for the law, order and good governance of the Territories.	Administration Ordinance 1968 (CI), subsection 8(1) Administration Ordinance 1975 (CKI), subsection 7(1)	Minister
First Dormant Commission Holder; Acting Administrator of the NT	The Governor-General, may appoint one or more persons to act in the office of the Administrator of the NT, to administer the territory whenever the Administrator is absent from duty.	Northern Territory (Self-Government) Act 1978, section 40	Governor-General

Portfolio entities		PPV-OVERVIEW-005	
Forum on Western Sydney Airport	<p>The Forum on Western Sydney Airport (FOWSA), currently chaired by Professor Peter Shergold AC, has been established to enable the views of the communities of Western Sydney and the Blue Mountains to be heard and taken into account in the planning and development of Western Sydney International (Nancy-Bird Walton) Airport. It also provides the opportunity for industry, local government and other stakeholder groups to be informed and provide feedback on the opportunities and challenges presented by the introduction of a new major airport in the Sydney basin.</p> <p>A key objective of FOWSA is to promote informed and responsive engagement between community and stakeholder representatives and an Aviation Expert Steering Group on issues relating to airspace management and flight path options, noise abatement and other aircraft operating procedures, and potential noise and amenity impacts from aircraft overflights. This is the statutory role of FOWSA under the Airport Plan Conditions. FOWSA also provides a mechanism for the Department of Infrastructure, Regional Development and Cities and WSA Co Limited to update residents affected by airport operations, local authorities, airport users and other interested parties on a range of issues relating to the broader planning and development of the airport and their associated impacts. This includes identifying and discussing local employment and business opportunities and seeking ways to ensure the expected benefits are maximised for Western Sydney and surrounding communities.</p>	Western Sydney Airport — Airport Plan	Minister
Full Time Judge of the Supreme Court of Norfolk Island	Judge appointed to the Supreme Court of Norfolk Island under subsection 53(1) of the Norfolk Island Act 1979.	Norfolk Island Act 1979	Governor-General
General Aviation Advisory Network	The General Aviation Advisory Network is to operate as a forum where industry representatives can identify opportunities to work collaboratively to respond to pressures facing the GA sector; provide advice to the Minister on matters impacting on GA particularly where existing consultative processes are not addressing the issue; and act as a reference group for the General Aviation Study, conducted by the Bureau of Infrastructure, Transport and Regional Economics.	General Aviation Advisory Group – Terms of Reference	Minister

Portfolio entities		PPV-OVERVIEW-005	
International Air Services Commission	The International Air Services Commission's (IASC) role is to determine the outcomes of applications by existing and prospective Australian airlines for capacity and route entitlements available under air services arrangements.	International Air Services Commission Act 1992, section 6	Governor-General
Jervis Bay Territory Emergency Management Committee	The Committee consists of representatives of bodies involved in emergency management in the Jervis Bay Territory, including organisations from NSW which provide emergency services to the Jervis Bay Territory. The Committee must prepare an emergency management plan for the Territory which must be approved by the Minister or his or her delegate. The Committee must also give effect to emergency management policy and practice in the JBT, co-ordinate training, and report to the Minister in writing each year about the Committee's activities.	Jervis Bay Territory Emergency Management Ordinance 2015	Minister or his/her delegate
Jervis Bay Territory Fire Management Committee	The Committee consists of representatives of the organisations involved in fire management and control in the Jervis Bay Territory. The Committee must prepare a draft bush fire management plan, and must report to the Minister each year on the implementation of that plan.	Jervis Bay Territory Rural Fires Ordinance 2014	Minister or his/her delegate
Joint Commonwealth and Tasmanian Economic Council	The Joint Commonwealth and Tasmanian Economic Council aims to drive reforms to improve the performance of the Tasmanian economy.	Prime Minister	Minister
Kingston and Arthur's Vale Historic Area Advisory Committee	<p>The KAVHA Advisory Committee provide expert and independent advice to the Department of Infrastructure, Regional Development and Cities on:</p> <ol style="list-style-type: none"> 1. best practice techniques to conserve the existing fabric and heritage objects present on the site 2. actions that will protect and present with authenticity the rich and interwoven natural and cultural landscape of KAVHA 3. strategies to achieve effective governance and good management 4. opportunities to improve the financial sustainability of the site 5. approaches for facilitating enduring community partnerships <p>The Committee consists of at least two Norfolk Island community members and two expert members with skills and experience in heritage, public land management and/or cultural tourism. The Committee is chaired by the Administrator of Norfolk Island.</p>	The Committee was established in 2016. The Advisory Committee supersedes the former KAVHA Board which was discontinued in September 2015.	Senior government officials

Portfolio entities		PPV-OVERVIEW-005	
Moorebank Intermodal Development Investment Nominees Pty Ltd	Moorebank Intermodal Development Investment Nominees Pty Ltd in its capacity as trustee of the Moorebank Intermodal Development Investment Trust (MIDIT) – was established as a 100% owned MIC subsidiary to enter into the Commonwealth Head Lease and in turn sub-lease the Commonwealth land into the precinct's Land Trust vehicle. MIDIT to receive MIC's share of the distributions from Land Trust generated from the ground rent received. MIDIT was also established to facilitate the Commonwealth's divestment of its financial interest in the precinct.	Moorebank Intermodal Company Board with agreement from the shareholder departments; the Department of Infrastructure, Regional Development and Cities the Department of Finance (and noted by the Shareholder Ministers)	Moorebank Intermodal Company Board
Moorebank Intermodal Development Rail Nominees Pty Ltd	Moorebank Intermodal Development Rail Nominees Pty Ltd in its capacity as trustee of the Moorebank Intermodal Development Rail Trust (Rail Trust) was established as a 100% owned MIC subsidiary to own the rail assets through which MIC will facilitate the operation of a flexible and commercially viable common use facility which will be available on reasonably comparable terms to all rail operators and other terminal users. Rail Trust was also established to facilitate the Commonwealth's divestment of its financial interest in the rail assets.	Moorebank Intermodal Company Board with agreement from the shareholders' departments; the Department of Infrastructure, Regional Development and Cities and the Department of Finance (and noted by the Shareholder Ministers)	Moorebank Intermodal Company Board
Moorebank Precinct Nominees Pty Ltd	Precinct Land Trust has been formed to hold all the Commonwealth land and the SIMTA land that form the precinct, including land to be used for biodiversity offsets, and required for the delivery and operation of the Moorebank intermodal precinct as a whole. With all the land contributed to Precinct Land Trust via 99-year leases, the structure is designed to remain in place for the duration of the 99 years. The unit holders are Moorebank Intermodal Development Investment Nominees Pty Ltd in its capacity as trustee of the Moorebank Intermodal Development Investment Trust (MIDIT) and Qube RE Services Pty Limited in its capacity as trustee of the Moorebank Industrial Investment Trust.	Moorebank Intermodal Company Board as part of a transaction structure, with Shareholder Ministers' approval	Unit holders
Motor Vehicle Standards Review Panel	The Motor Vehicle Standards Review Panel (MVS RP) is convened on an as-needs basis to receive and consider any applications for reviews of ministerial decisions to refuse to enter a road vehicle on the Register of Specialist and Enthusiast Vehicles. The Panel then makes recommendations to the Minister about the application. A review panel has not been convened for a number of years.	Motor Vehicle Standards Regulations 1989, Regulation 30	

Portfolio entities	PPV-OVERVIEW-005		
National Accessible Public Transport Advisory Committee	<p>The National Accessible Public Transport Advisory Committee (NAPTAC) provides a mechanism for governments, the public transport industry, the disability sector, and other relevant organisations, to discuss accessible public transport issues affecting people with disability. The committee has a particular focus on the Disability Standards for Accessible Public Transport 2002 (Transport Standards).</p> <p>The previous Accessible Public Transport Jurisdictional Committee (APTJC) will continue as a sub-group to provide specific legislative functions.</p>	NAPTAC established by the Department as associate body under Transport and Infrastructure Council.	Relevant transport agency at state levels, relevant Federal Government agencies, public transport peak bodies, disability sector peak bodies and other associated peak bodies
National Heavy Vehicle Regulator	<p>The National Heavy Vehicle Regulator (NHVR) is Australia's first national, independent Regulator for all vehicles over 4.5 tonnes gross vehicle mass. The NHVR currently manages National Heavy Vehicle Accreditation Scheme accreditations and Performance-Based Standards Scheme design and vehicle approvals nationally. From 10 February 2014, the NHVR commenced administering a single set of laws for heavy vehicles under the Heavy Vehicle National Law (HVNL), delivering a comprehensive range of services under a consistent regulatory framework in participating jurisdictions (all states and territories except WA and NT).</p>	Heavy Vehicle National Law Act 2012	Transport and Infrastructure Council ministers
National Marine Safety Regulator	<p>The Australian Maritime Safety Authority (AMSA), is the National Maritime Safety Regulator and is responsible for the National System for Domestic Commercial Vessel Safety (National System). The National System is designed to provide a single national regulatory framework ensuring the safe operation, design, construction and equipping of domestic commercial vessels in Australian waters. It provides for a national approach allowing operators, seafarers and vessels to move seamlessly between jurisdictions under a reduced regulatory burden and a single national jurisdiction.</p> <p>The National System commenced on 1 July 2013 under the Marine Safety (Domestic Commercial Vessel) National Law Act 2012, with states and the Northern Territory delivering services as AMSA delegates.</p> <p>On 1 July 2018, AMSA became the sole service provider under the National System, replacing previous state-based service delivery arrangements.</p>	<p>Marine Safety (Domestic Commercial Vessel) National Law Act 2012</p> <p>Marine Safety (Domestic Commercial Vessel) National Law (Consequential Amendments) Act 2012</p>	Transport and Infrastructure Council ministers

Portfolio entities		PPV-OVERVIEW-005	
Office of the National Rail Safety Regulator	<p>The Office of the National Rail Safety Regulator (ONRSR) is an independent body corporate established under the Rail Safety National Law (South Australia) Act 2012.</p> <p>The primary objectives of the ONRSR are to encourage and enforce safe operations and to promote and improve national rail safety. The ONRSR was established in July 2012 and commenced operations on 20 January 2013, and now has responsibility for regulatory oversight of rail safety law in the jurisdictions of New South Wales, Victoria, South Australia, Tasmania, the Northern Territory, the Australian Capital Territory, and Western Australia.</p>	Rail Safety National Law 2012	Transport and Infrastructure Council ministers
Regional Development Australia (RDA) Committees	<p>Regional Development Australia (RDA) is an established national network (of 52 Committees) made up of local leaders who work with all levels of government, business and community groups to support the economic development of their regions.</p> <p>One of 52 Regional Development Australia (RDA) committees established Australia-wide. RDA is a national network of Committees made up of local leaders who work with all levels of government, business and community groups to support the economic development of their regions.</p> <p>RDA Committees are governed under an established charter and contract with the Commonwealth which requires them to have an active and facilitative role in their communities and a clear focus on growing strong and confident regional economies that harness their competitive advantages, seize on economic opportunity and attract investment.</p>	Government program decision	Responsible Minister appoints chairs and deputy chairs. Regional Directors and other committee members appointed by Committee Chair
Registrar of Liner Shipping	The Registrar of Liner Shipping registers liner cargo shipping conference agreements and variations of agreements, designated shipper bodies and persons as shipping line agents.	Competition and Consumer Act 2010, Part X	Minister
Second Dormant Commission Holder; Acting Administrator of the NT	The Governor-General, may appoint one or more persons to act in the office of the Administrator of the NT, to administer the territory whenever the Administrator is absent from duty.	Northern Territory (Self-Government) Act 1978, section 40	Administrator
Slot Compliance Committee	The Slot Compliance Committee oversees the compliance scheme for Sydney Airport consistent with section 49 of the Sydney Airport Demand Management Act 1997.	Sydney Airport Demand Management Act 1997 and associated Regulations	Minister

Portfolio entities		PPV-OVERVIEW-005	
Special Magistrate of the Jervis Bay Territory	<p>In the ACT, Special Magistrates are appointed under the Magistrates Court Act 1930. Although the Jervis Bay Territory (JBT) is not geographically a part of the ACT, the laws of the ACT apply to JBT by virtue of the Jervis Bay Territory Acceptance Act 1915. Each court of the ACT has jurisdiction in and in relation to JBT as if it formed part of the ACT.</p> <p>The Commanding Officer of HMAS Creswell has traditionally been appointed as a Special Magistrate for the JBT.</p>	Magistrates Court Act 1930, section 8 Coroners Act 1997, section 5	Minister
Strategic Vehicle Safety and Environment Group	The Strategic Vehicle Safety and Environment Group (SVSEG) has two principal roles: to advise the Australian Government on issues relating to the implementation and development of the Australian Design Rules for vehicles; and to consider regulatory and non-regulatory approaches to improving vehicle safety and environmental performance.	Motor Vehicle Standards Act 1989	Representatives from Australian Government, state, territory and New Zealand transport agencies, the NTC, the NHVR and from automotive industry and road user bodies
Sydney Airport Community Forum	The Sydney Airport Community Forum (SACF) provides advice to the Minister for Infrastructure, Transport and Regional Development on the Long Term Operating Plan for the Airport.	Australian Government ministers in the region surrounding Sydney Airport	Minister
Sydney Airport Slot Manager	The Sydney Airport Slot Manager has responsibility for the administration of slot management at Sydney Airport, including slot allocation, reporting and monitoring, compliance and financial management. Slots are airline rights to terminal gates for departure and arrival times.	Sydney Airport Demand Management Act 1997	Minister
Technical Liaison Group	<p>The Technical Liaison Group (TLG) has two principal roles: to advise the Strategic Vehicle Safety and Environment Group (SVSEG) on detailed technical issues relating to the implementation and development of the Australian Design Rules for vehicles, and to advise SVSEG on detailed technical issues relating to regulatory and non-regulatory approaches to improving vehicle safety and environmental performance.</p> <p>The state and territory road or transport agency members are in common with the Australian Motor Vehicle Certification Board members.</p>	Motor Vehicle Standards Act 1989	Representatives from Australian Government, state, territory and New Zealand transport agencies, the NTC, the NHVR and from automotive industry and road user bodies

Portfolio entities

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Transport and Infrastructure Senior Officials' Committee	The key function of the Transport and Infrastructure Senior Officials' Committee (TISOC) is to develop, coordinate and progress the strategic agenda of the Transport and Infrastructure Council.	Transport and Infrastructure Council	Representatives of relevant governments and organisations
Transport Certification Australia Limited	The Transport Certification Australia Limited (TCA) is a public company established by Australian and state and territory governments providing assurance in the use of telematics and related technologies, to support the current and emerging needs of Australian Governments.	Australian governments	Member organisations
Vehicle Certification Discussion Forum	The Forum is initiated by the Department to engage with industry that has an interest in the administration of vehicle certification in Australia.	Motor Vehicle Standards Act 1989	Secretary

**Australian Government****Department of Infrastructure, Regional Development and Cities****Portfolio Brief****PPV-OVERVIEW-006**

Portfolio entity contacts and stakeholders

Portfolio entity contacts

[Airservices Australia](#)
[Australian Maritime Safety Authority](#)
[Australian Rail Track Corporation Limited](#)
[Australian Transport Safety Bureau](#)
[Civil Aviation Safety Authority](#)
[Infrastructure Australia](#)
[Infrastructure and Project Financing Agency](#)
[Moorebank Intermodal Company Limited](#)
[National Capital Authority](#)
[National Transport Commission](#)
[WSA Co Limited](#)

Portfolio stakeholders

State and Territory Government Ministers

[Australian Capital Territory](#)
[New South Wales](#)
[Northern Territory Government](#)
[Queensland Government](#)
[South Australian Government](#)
[Tasmanian Government](#)
[Victorian Government](#)
[Western Australian Government](#)

Infrastructure and Transport

[Aviation / Airports / Airlines](#)
[Infrastructure](#)
[Road / Rail Transport](#)
[Maritime / Shipping](#)

International

Regional Development and Territories

[Regional Development](#)
[Regional Development Australia Committees](#)
[Territories](#)

*Portfolio entity contacts***Organisation Airservices Australia**

Name Mr Jason Harfield
 Position Chief Executive Officer
 Telephone s.47F
 s.47F
 Location CANBERRA ACT
 Email [REDACTED]

Name Mr John Weber
 Position Chair
 Telephone 02 6268 4111
 Location CANBERRA ACT

Organisation Australian Maritime Safety Authority (AMSA)

Name Mr Mick Kinley
 Position Chief Executive Officer
 Telephone s.47F
 [REDACTED]
 Location CANBERRA ACT
 Email [REDACTED]

Name Mr Stuart Richey AM
 Position Chair
 Telephone s.47F
 [REDACTED]
 Location HAWLEY BEACH TAS
 Email s.47F [REDACTED]

Organisation Australian Rail Track Corporation Limited (ARTC)

Name Mr John Fullerton
 Position Chief Executive Officer and Managing Director
 Telephone s.47F
 [REDACTED]
 Location ADELAIDE SA
 Email [REDACTED]

Name The Hon Warren Truss
 Position Chair
 Telephone s.47F
 [REDACTED]
 Location HERVEY BAY QLD
 Email [REDACTED]

Organisation Australian Transport Safety Bureau (ATSB)

Name Mr Gregory Hood
 Position Chief Commissioner and Chief Executive Officer
 Telephone s.47F
 Location CANBERRA ACT
 Email

Organisation Civil Aviation Safety Authority (CASA)

Name Mr Shane Carmody
 Position Chief Executive Officer and Director of Aviation Safety
 Telephone 02 6217 1001
 Location CANBERRA ACT
 Email

Name Mr Anthony Mathews
 Position Chair
 Telephone 02 6217 1111
 Location CANBERRA ACT

Organisation Infrastructure Australia (IA)

Name Ms Romilly Madew AO
 Position Chief Executive Officer
 Telephone 02 8114 1900
 Location SYDNEY NSW
 Email

Name Ms Julieanne Alroe
 Position Chair
 Telephone s.47F
 Location SYDNEY NSW
 Email

Organisation Infrastructure and Project Financing Agency (IPFA)

Name Ms Leilani Frew
 Position Chief Executive Officer
 Telephone s.47F
 Location SYDNEY NSW
 Email

Organisation **Moorebank Intermodal Company Limited (MIC)**

Name Mr Peter Hicks
 Position Chief Executive Officer
 Telephone 02 8265 5600
 s.47F
 Location SYDNEY NSW

Email

Name Dr Kerry Schott AO
 Position Chair
 Telephone s.47F
 Location SYDNEY NSW
 Email

Organisation **National Capital Authority (NCA)**

Name Ms Sally Barnes
 Position Chief Executive
 Telephone 02 6271 2888
 s.47F
 Location CANBERRA ACT

Email

Name Mr Terry Weber
 Position Chair
 Telephone s.47F
 Location CANBERRA ACT
 Email

Organisation **National Transport Commission (NTC)**

Name Dr Gillian Miles
 Position Chief Executive Officer and Commissioner
 Telephone 03 9236 5000
 s.47F
 Location MELBOURNE VIC

Email

Name Ms Carolyn Walsh
 Position Chair
 Telephone 03 9236 5000
 s.47F
 Location SYDNEY NSW

Email

Organisation **WSA Co Limited**
Name Mr Graham Millett
Position Chief Executive Officer
Telephone s.47F
Location LIVERPOOL NSW
Email [REDACTED]

Name Mr Paul O'Sullivan
Position Chair
Telephone s.47F
Location LIVERPOOL NSW
Email [REDACTED]

Portfolio stakeholders

State and Territory Government Ministers

Australian Capital Territory Government

Name: Mr Andrew Barr MLA

Position: Chief Minister
Treasurer
Minister for Social Inclusion and Equality
Minister for Tourism and Special Events
Minister for Trade, Industry and Investment

Telephone: 02 6205 0011

Location: CANBERRA ACT

Email: barr@act.gov.au

Name: Mr Mick Gentleman, MLA

Position: Manager of Government Business
Minister for the Environment and Heritage
Minister for Planning and Land Management
Minister for Police and Emergency Services
Minister assisting the Chief Minister on Advanced Technology and Space Industries

Telephone: 02 6205 0218

Location: CANBERRA ACT

Email: gentleman@act.gov.au

Name: Mr Shane Rattenbury MLA

Position: Minister for Climate Change and Sustainability
Minister for Corrections and Justice Health
Minister for Justice, Consumer Affairs and Road Safety
Minister for Mental Health

Telephone: 02 6205 0005

Location: CANBERRA ACT

Email: rattenbury@act.gov.au

Name: Ms Yvette Berry, MLA

Position: Deputy Chief Minister
Minister for Education and Early Childhood Development
Minister for Housing and Suburban Development
Minister for the Prevention of Domestic and Family Violence
Minister for Sport and Recreation
Minister for Women

Telephone: 02 6205 0233

Location: CANBERRA ACT

Email: berry@act.gov.au

Name: Ms Meegan Fitzharris MLA
 Position: Minister for Health and Wellbeing
 Minister for Higher Education
 Minister for Medical and Health Research
 Minister for Transport
 Minister for Vocational Education and Skills

Telephone: 02 6205 0051

Location: CANBERRA ACT

Email: fitzharris@act.gov.au

Name: Mr Chris Steel MLA
 Position: Minister for City Services
 Minister for Community Services and Facilities
 Minister for Multicultural Affairs
 Minister for Roads

Telephone: 02 6205 1470

Location: CANBERRA ACT

Email: steel@act.gov.au

Name: Mr Gordon Ramsay MLA
 Position: Attorney-General
 Minister for the Arts and Cultural Events
 Minister for Building Quality Improvement
 Minister for Business and Regulatory Services
 Minister for Seniors and Veterans

Telephone: 02 6205 2615

Location: CANBERRA ACT

Email: ramsay@act.gov.au

Name: Ms Rachel Stephen-Smith, MLA
 Position: Minister for Aboriginal and Torres Strait Islander Affairs
 Minister for Disability
 Minister for Children, Youth and Families
 Minister for Employment and Workplace Safety
 Minister for Government Services and Procurement
 Minister for Urban Renewal

Telephone: 02 6205 2661

Location: CANBERRA ACT

Email: stephen-smith@act.gov.au

New South Wales Government

Name: The Hon Gladys Berejiklian, MP
 Position: Premier
 Telephone: (02) 8574 5000
 Location: SYDNEY NSW
 Email: willoughby@parliament.nsw.gov.au

Name: The Hon John Barilaro MP
 Position: Deputy Premier
 Minister for Regional New South Wales, Industry and Trade
 Telephone: 02 8574 5150
 Location: SYDNEY NSW
 Email: monaro@parliament.nsw.gov.au

Name: The Hon Dominic Perrottet MP
 Position: Treasurer
 Telephone: (02) 8574 6900
 Location: SYDNEY NSW
 Email: epping@parliament.nsw.gov.au

Name: The Hon Paul Toole MP
 Position: Minister for Regional Transport and Roads
 Telephone: 02 8574 7000
 Location: SYDNEY NSW
 Email: bathurst@parliament.nsw.gov.au

Name: The Hon Andrew Constance MP
 Position: Minister for Transport and Roads
 Telephone: 02 8574 5807
 Location: SYDNEY NSW
 Email: bega@parliament.nsw.gov.au

Name: The Hon Don Harwin MLC
 Position: Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts
 Telephone: (02) 8574 7200
 Location: SYDNEY NSW
 Email: office@harwin.minister.nsw.gov.au

Name: The Hon Brad Hazzard MP
 Position: Minister for Health and Medical Research
 Telephone: (02) 8574 6000
 Location: SYDNEY NSW
 Email: wakehurst@parliament.nsw.gov.au

Name: The Hon Rob Stokes MP
 Position: Minister for Planning and Public Spaces
 Telephone: (02) 8574 6707
 Location: SYDNEY NSW
 Email: pittwater@parliament.nsw.gov.au

Name: The Hon Mark Speakman MP
 Position: Attorney General, and Minister for the Prevention of Domestic Violence
 Telephone: (02) 8574 6390
 Location: SYDNEY NSW
 Email: cronulla@parliament.nsw.gov.au

Name: The Hon Sarah Mitchell MLC
 Position: Minister for Education and Early Childhood Learning
 Telephone: (02) 8574 5950
 Location: SYDNEY NSW
 Email: office@mitchell.minister.nsw.gov.au

Name: The Hon David Elliott MP
 Position: Minister for Police and Emergency Services
 Telephone: (02) 8574 6290
 Location: SYDNEY NSW
 Email: baulkhamhills@parliament.nsw.gov.au

Name: The Hon Melinda Pavey MP
 Position: Minister for Water, Property and Housing
 Telephone: 02 8574 7300
 Location: SYDNEY NSW
 Email: oxley@parliament.nsw.gov.au

Name: The Hon Stuart Ayres MP
 Position: Minister for Jobs, Investment, Tourism and Western Sydney
 Telephone: (02) 8574 6500
 Location: SYDNEY, NSW
 Email: penrith@parliament.nsw.gov.au

Name: The Hon Matt Kean MP
 Position: Minister for Energy and Environment
 Telephone: (02) 8574 6150
 Location: SYDNEY NSW
 Email: hornsbey@parliament.nsw.gov.au

Name: The Hon Adam Marshall MP
 Position: Minister for Agriculture and Western New South Wales
 Telephone: (02) 8574 5450
 Location: SYDNEY NSW
 Email: northerntablelands@parliament.nsw.gov.au

Name: The Hon Shelley Hancock MP
 Position: Minister for Local Government
 Telephone: (02) 8574 5400
 Location: SYDNEY NSW
 Email: southcoast@parliament.nsw.gov.au

Name: The Hon Kevin Anderson MP
 Position: Minister for Better Regulation and Innovation
 Telephone: (02) 8574 5550
 Location: SYDNEY NSW
 Email: tamworth@parliament.nsw.gov.au

Name: The Hon Geoff Lee MP
 Position: Minister for Skills and Tertiary Education
 Telephone: (02) 8574 5650
 Location: SYDNEY NSW
 Email: parramatta@parliament.nsw.gov.au

Name: The Hon John Sidoti MP
 Position: Minister for Sport, Multiculturalism, Seniors and Veterans
 Telephone: (02) 8574 5750
 Location: SYDNEY NSW
 Email: drummoyne@parliament.nsw.gov.au

Name: The Hon Bronnie Taylor MLC
 Position: Minister for Mental Health, Regional Youth and Women
 Telephone: (02) 8574 5850
 Location: SYDNEY NSW

Name: The Hon Gareth Ward MP
 Position: Minister for Families, Communities and Disability Services
 Telephone: (02) 8574 6050
 Location: SYDNEY NSW
 Email: kiama@parliament.nsw.gov.au

Name: The Hon Damien Tudehope MLC
 Position: Minister for Finance and Small Business
 Telephone: (02) 8574 6450
 Location: SYDNEY NSW
 Email: office@tudehope.minister.nsw.gov.au

Name: The Hon Anthony Roberts MP
 Position: Minister for Counter Terrorism and Corrections
 Telephone: 02 8574 5600
 Location: SYDNEY NSW
 Email: lanecove@parliament.nsw.gov.au

Name: The Hon Victor Dominello MP
 Position: Minister for Customer Service
 Telephone: (02) 8574 6607
 Location: SYDNEY NSW
 Email: ryde@parliament.nsw.gov.au

Northern Territory Government

Name: The Hon Michael Patrick Francis Gunner MLA
 Position: Chief Minister;
 Minister for Children;
 Minister for Treaty;
 Minister for Trade and Major Projects;
 Minister for Northern Australia;
 Minister for Business and Innovation;
 Minister for Defence Jobs and Veterans' Affairs
 Telephone: 08 8936 5500
 Location: DARWIN NT
 Email: chief.minister@nt.gov.au

Name: The Hon Nicole Manison MLA
 Position: Deputy Chief Minister;
 Treasurer;
 Minister for Police, Fire and Emergency Services;
 Minister for Multicultural Affairs
 Telephone: 08 8936 5547
 Location: DARWIN NT
 Email: minister.manison@nt.gov.au

Name: The Hon Gerald McCarthy MLA
 Position: Minister for Local Government, Housing and Community Development;
 Minister for Public Employment
 Telephone: 08 8936 5553
 Location: DARWIN NT
 Email: minister.mccarthy@nt.gov.au

Name The Hon Dale Wakefield MLA
 Position Minister for Territory Families
 Minister for Renewables and Essential Services
 Telephone 08 8936 5685
 Location DARWIN NT
 Email minister.wakefield@nt.gov.au

Name The Hon Eva Lawler MLA
 Position Minister for Infrastructure, Planning and Logistics
 Minister for Environment and Natural Resources
 Minister for Climate Change
 Telephone 08 8936 5566
 Location DARWIN NT
 Email minister.lawler@nt.gov.au

Queensland Government

Name The Hon Anastacia Palaszczuk MP
 Position Premier and Minister for Trade
 Telephone 07 3719 7000
 Location BRISBANE QLD
 Email thepremier@premiers.qld.gov.au

Name The Hon Jackie Trad MP
 Position Deputy Premier;
 Treasurer;
 Minister for Aboriginal and Torres Strait Islander Partnerships
 Telephone 07 3719 7100
 Location BRISBANE QLD
 Email deputy.premier@ministerial.qld.gov.au
treasurer@ministerial.qld.gov.au

Name The Hon Mark Bailey MP
 Position Minister for Transport and Main Roads
 Telephone 07 3719 7300
 Location BRISBANE QLD
 Email transportandmainroads@ministerial.qld.gov.au

Name The Hon Mark Furner MP
 Position Minister for Agricultural Industry Development and Fisheries
 Telephone 07 3719 7420
 Location BRISBANE QLD
 Email agriculture@ministerial.qld.gov.au

Name The Hon Dr Anthony Lynham MP
 Position Minister for Natural Resources, Mines and Energy
 Telephone 07 3719 7360
 Location BRISBANE QLD
 Email nrm@ministerial.qld.gov.au

Name The Hon Stirling Hinchliffe MP
 Position Minister for Local Government;
 Minister for Racing and Minister for Multicultural Affairs
 Telephone 07 3719 7560
 Location BRISBANE QLD
 Email LGRMA@ministerial.qld.gov.au

Name The Hon Mark Ryan MP
 Position Minister for Police
 Minister for Corrective Services
 Telephone 07 3035 8300
 Location BRISBANE QLD
 Email police@ministerial.qld.gov.au

Name The Hon Cameron Dick MP
 Position Minister for State Development, Manufacturing, Infrastructure and Planning
 Telephone 07 3035 7200
 Location BRISBANE QLD
 Email statedevelopment@ministerial.qld.gov.au

South Australian Government

Name The Hon Steven Marshall MP
 Position Premier
 Telephone 08 8429 3232
 Location ADELAIDE SA
 Email DPCofficeofthepremier@sa.gov.au
premier@sa.gov.au

Name The Hon Stephan Knoll MP
 Position Minister for Transport, Infrastructure and Local Government
 Minister for Planning
 Telephone 08 7109 8430
 Location ADELAIDE SA
 Email ministerknoll@sa.gov.au

Name	The Hon David Ridgway MP
Position	Minister for Trade, Tourism and Investment
Telephone	08 8237 9100
Location	ADELAIDE SA
Email	OfficeofMinisterRidgway@sa.gov.au
Name	The Hon Tim Whetstone MP
Position	Minister for Primary Industries and Regional Development
Telephone	08 8226 2931
Location	ADELAIDE SA
Email	minister.whetstone@sa.gov.au

Tasmanian Government

Name	The Hon Will Hodgman MP
Position	Premier; Minister for Tourism, Hospitality and Events; Minster for Trade Minister for Parks Minister for Heritage
Telephone	03 6165 7650
Location	HOBART TAS
Email	will.hodgman@parliament.tas.gov.au
Name	The Hon Jeremy Rockliff
Position	Deputy Premier; Minister for Education and Training; Minister for Infrastructure; Minister for Advanced Manufacturing and Defence Industries
Telephone	03 6165 7754
Location	HOBART TAS
Email	jeremy.rockliff@parliament.tas.gov.au
Name	The Hon Peter Gutwein MP
Position	Treasurer; Minister for State Growth; Minister for Local Government
Telephone	03 6165 7670
Location	HOBART TAS
Email	peter.gutwein@parliament.tas.gov.au

Victorian Government

Name	The Hon Daniel Andrews MP
Position	Premier Leader of the Labor Party
Telephone	03 9651 5000
Location	MELBOURNE VIC
Email	daniel.andrews@parliament.vic.gov.au
Name	The Hon Melissa Horne MP
Position	Minister for Public Transport; Minister for Ports and Freight
Telephone	03 8392 8020
Location	MELBOURNE VIC
Email	melissa.horne@parliament.vic.gov.au
Name	The Hon Jacinta Allan MP
Position	Leader of the House (Assembly) Minister for Transport Infrastructure
Telephone	03 5443 2144
Location	MELBOURNE VIC
Email	jacinta.allan@parliament.vic.gov.au
Name	The Hon Jaala Pulford MLC
Position	Minister for Roads Minister for Road Safety and the TAC Minister for Fishing and Boating
Telephone	03 8392 6000
Location	MELBOURNE VIC
Email	jaala.pulford@parliament.vic.gov.au
Name	The Hon Lily D'Ambrosio MP
Position	Minister for Energy, Environment and Climate Change Minister for Solar Homes
Telephone	03 9637 9504
Location	MELBOURNE VIC
Email	lily.d'ambrosio@parliament.vic.gov.au
Name	The Hon Jaclyn Symes MLC
Position	Minister for Agriculture Minister for Regional Development Minister for Resources Deputy Leader of the Government in the Legislative Council
Telephone	03 8392 2261
Location	MELBOURNE VIC
Email	jaclyn.symes@parliament.vic.gov.au

Name The Hon Adem Somyurek MLC
 Position Minister for Local Government
 Minister for Small Business
 Telephone 03 8392 2202
 Location MELBOURNE VIC
 Email adem.somyurek@parliament.vic.gov.au

Name The Hon Tim Pallas MP
 Position Treasurer
 Minister for Economic Development
 Minister for Industrial Relations
 Telephone 03 9651 5201
 Location MELBOURNE VIC
 Email tim.pallas@parliament.vic.gov.au

Western Australian Government

Name The Hon Mark McGowan MLA
 Position Premier;
 Minister for Public Sector Management;
 Minister for State Development, Job and Trade;
 Minister for Federal–State Relations
 Telephone 08 6552 5000
 Location PERTH WA
 Email wa-government@dpc.wa.gov.au

Name The Hon Roger Hugh Cook MLA
 Position Deputy Premier;
 Minister for Health;
 Minister for Mental Health
 Telephone 08 6552 6500
 Location WEST PERTH WA
 Email Minister.Cook@dpc.wa.gov.au

Name The Hon Rita Saffioti MLA
 Position Minister for Planning
 Telephone 08 6552 5500
 Location PERTH WA
 Email Minister.Saffioti@dpc.wa.gov.au

Name The Hon Michelle Roberts MLA
 Position Minister for Police;
 Minister for Road Safety
 Telephone 08 6552 6900
 Location WEST PERTH WA
 Email Minister.Roberts@dpc.wa.gov.au

Name The Hon Alannah MacTiernan MLC
 Position Minister for Regional Development;
 Minister for Agriculture and Food;
 Minister for Ports
 Minister Assisting the Minister for State Development, Jobs and Trade
 Telephone 08 6552 6200
 Location WEST PERTH WA
 Email Minister.MacTiernan@dpc.wa.gov.au

Name The Hon David Alan Templeman MLA
 Position Minister for Local Government;
 Minister for Heritage;
 Minister for Culture and the Arts
 Telephone 08 6552 5400
 Location WEST PERTH WA
 Email Minister.Templeman@dpc.wa.gov.au

Infrastructure and Transport — Aviation / Airports / Airlines

Organisation **Adelaide Airport Limited/Parafield Airport Limited**
 Name Mr Mark Young
 Position Managing Director
 Telephone [REDACTED]
 Location ADELAIDE AIRPORT SA
 Email [REDACTED]

Organisation **Australian Airports Association**
 Name Ms Caroline Wilkie
 Position Chief Executive Officer
 Telephone [REDACTED]
 Location CANBERRA ACT
 Email [REDACTED]

Organisation **Australian Pacific Airports Corporation**
 Name Mr Lyell Strambi
 Position Chief Executive Officer and Managing Director
 Telephone s.47F
 Location TULLAMARINE VIC
 Email s.47F

Organisation **Brisbane Airport Corporation**
 Name Mr Gert-Jan de Graaff
 Position Chief Executive Officer and Managing Director
 Telephone
 Location HAMILTON CENTRAL QLD
 Email s.47F

Organisation **Forum on Western Sydney Airport (FOWSA)**
 Name Professor Peter Shergold
 Position Chair
 Telephone
 Location SYDNEY NSW
 Email s.47F

Organisation **Northern Territory Airports Pty Ltd**
 Name Mr Ian Kew
 Position Chief Executive Officer
 Telephone
 Location CAUSARINA NT
 Email s.47F

Organisation **Perth Airport Corporation Limited**
 Name Mr Kevin Brown
 Position Chief Executive Officer
 Telephone
 Location PERTH AIRPORT WA
 Email s.47F

Organisation **Qantas Airways Limited**
 Name Mr Alan Joyce AC
 Position Chief Executive Officer
 Telephone
 Location MASCOT NSW
 Email s.47F

Organisation Queensland Airports Limited

Name Mr Chris Mills
 Position Chief Executive Officer
 Telephone [REDACTED]
 Location COOLANGATTA QLD
 Email s.47F@qldairports.com.au

Organisation Regional Aviation Association of Australia

Name Mr Jim Davis
 Position Chairman
 Telephone [REDACTED]
 Location MITCHELL ACT
 Email [REDACTED]

Organisation Sydney Airport Corporation Limited

Name Mr Geoff Culbert
 Position Chief Executive Officer and Managing Director
 Telephone [REDACTED]
 Location SYDNEY INTERNATIONAL AIRPORT NSW
 Email s.47F [REDACTED]

Organisation Virgin Australia

Name Mr Paul Scurrah
 Position Chief Executive Officer and Managing Director
 Telephone [REDACTED]
 Location SPRING HILL QLD
 Email s.47F [REDACTED]

Infrastructure and Transport — Infrastructure**Organisation Australian Tourism and Transport Forum**

Name Ms Margy Osmond
 Position Chief Executive Officer
 Telephone [REDACTED]
 Location SYDNEY NSW
 Email [REDACTED]

Organisation Cities Reference Group

Name Mr Richard Wood
 Position Executive Director
 Telephone [REDACTED]
 Location CANBERRA ACT
 Email s.47F@infrastructure.gov.au

Organisation Western City and Aerotropolis Authority

Name Dr Jennifer Westacott

Position Chair

Location SYDNEY NSW

Email

Organisation Infrastructure Partnerships Australia

Name Mr Adrian Dwyer

Position Chief Executive Officer

Telephone

Location SYDNEY NSW

Email s.47F [@infrastructure.org.au](mailto:s.47F@infrastructure.org.au)**Infrastructure and Transport — Road / Rail Transport****Organisation ANCAP**

Name Mr James Goodwin

Position Chief Executive Officer

Telephone s.47F

Location CANBERRA ACT

Email s.47F [@ancap.com.au](mailto:s.47F@ancap.com.au)**Organisation Australian Automobile Association**

Name Mr Michael Bradley

Position Chief Executive

Telephone

Location CANBERRA ACT

Email

Organisation Australian Automotive Aftermarket Association

Name Mr Stuart Charity

Position Executive Director

Telephone

Location CLAYTON VIC

Email

Organisation Australian Automotive Dealer Association

Name Mr David Blackhall

Position Chief Executive Officer

Telephone s.47F

Location BRISBANE QLD

Email s.47F [@aada.asn.au](mailto:s.47F@aada.asn.au)

Organisation Australasian College of Road Safety

Name Mr Lauchlan McIntosh AM

Position President

Telephone s.47F

Location DEAKIN ACT

Email s.47F

Organisation Australian Federation of Disability Organisations

Name Mr Ross Joyce

Position Chief Executive Officer

Telephone s.47F

Location KINGSTON ACT

Email s.47F [@afdo.org.au](mailto:s.47F@afdo.org.au)

Organisation Australian Finance Industry Association

Name Helen Gordon

Position Executive Officer

Telephone [REDACTED]

Location SYDNEY NSW

Email [REDACTED]

Organisation Australian Imported Motor Vehicle Industry Association

Name Mr Jack Sandher

Position President

Telephone s.47F

Location SYDNEY NSW

Email s.47F [REDACTED]

Organisation Australian Institute of Petroleum

Name Mr Paul Barrett

Position Chief Executive Officer

Telephone [REDACTED]

Location CANBERRA ACT

Email [REDACTED]

Organisation Australian Livestock and Rural Transporters Association

Name Mr Mathew Munro

Position Executive Director

Telephone [REDACTED]

Location MANUKA ACT

Email s.47F [REDACTED]

Organisation	Australian Logistics Council
Name	Mr Kirk Coningham AO
Position	Chief Executive Officer
Telephone	[REDACTED]
Location	BARTON ACT
Email	s.47F [REDACTED]
Organisation	Australasian Railway Association
Name	Mr Danny Broad
Position	Chief Executive Officer
Telephone	[REDACTED]
Location	CANBERRA AIRPORT ACT
Email	s.47F [REDACTED]
Organisation	Australian Taxi Industry Association
Name	Mr Blair Davies
Position	Chief Executive Officer
Telephone	s.47F [REDACTED]
Location	NORTH LAKES QLD
Email	s.47F [REDACTED]
Organisation	Australian Trucking Association
Name	Mr Geoff Crouch
Position	Chair
Telephone	[REDACTED]
Location	FORREST ACT
Email	[REDACTED]
Organisation	Austroads
Name	Mr Nick Koukoulas
Position	Chief Executive Officer
Telephone	[REDACTED]
Location	SYDNEY NSW
Email	s.47F [REDACTED]
Organisation	ARRB Transport Research Limited
Name	Mr Michael Caltabiano
Position	Chief Executive Officer
Telephone	[REDACTED]
Location	PORT MELBOURNE VIC
Email	s.47F [REDACTED]

Organisation Bus Industry Confederation

Name Mr Michael Apps
 Position Executive Director
 Telephone [REDACTED]
 Location KINGSTON ACT
 Email [REDACTED]

Organisation Caravan Industry Association of Australia

Name Mr Stuart Lamont
 Position Chief Executive Officer
 Telephone [REDACTED]
 Location BRISBANE QLD
 Email s.47F [REDACTED]

Organisation Centre for Automotive Safety Research

Name Associate Professor Jeremy Woolley
 Position Director
 Telephone [REDACTED]
 Location ADELAIDE SA
 Email [REDACTED]

Organisation Federal Chamber of Automotive Industries

Name Mr Tony Weber
 Position Chief Executive
 Telephone [REDACTED]
 Location KINGSTON ACT
 Email s.47F [REDACTED]

Organisation Freight on Rail Group

Name Mr Adrian Teaha
 Position Manager, Industry Policy and Strategy (ARTC)
 Telephone [REDACTED]
 Location ADELAIDE SA
 Email [REDACTED] ARTC.com.au

Organisation Heavy Vehicle Industry Australia

Name Mr Todd Hacking
 Position Chief Executive
 Telephone [REDACTED]
 Location SEVEN MILE ROCKS QLD
 Email [REDACTED]

Organisation **Grattan Institute**

Name Mr John Daley
 Position Chief Executive Officer
 Telephone [REDACTED]
 Location CARLTON VIC
 Email s.47F [REDACTED]

Organisation **International Association of Public Transport (UITP)**

Name Mr Robert Pearce
 Position Executive Director
 Telephone [REDACTED]
 Location CLAYTON VIC
 Email s.47F [REDACTED]

Organisation **ITS Australia**

Name Ms Susan Harris
 Position Chief Executive Officer
 Telephone [REDACTED]
 Location PORT MELBOURNE VIC
 Email s.47F [REDACTED]

Organisation **National Heavy Vehicle Regulator**

Name Mr Duncan Gay
 Position Chairman
 Telephone [REDACTED]
 Location FORTITUDE VALLEY QLD
 Email [REDACTED]

Organisation **National Rail Safety Regulator**

Name Ms Susan McCarrey
 Position Chief Executive
 Telephone [REDACTED]
 Location RUNDLE MALL SA
 Email s.47F [REDACTED]

Organisation **NatRoad**

Name Mr Warren Clark
 Position Chief Executive Officer
 Telephone [REDACTED]
 Location MANUKA ACT
 Email [REDACTED]

Organisation National Farmers Federation

Name Ms Fiona Simson
 Position President
 Telephone [REDACTED]
 Location KINGSTON ACT
 Email s.47F [REDACTED]

Organisation Northern Territory Cattlemen's Association

Name Mr Chris Nott
 Position President
 Telephone [REDACTED]
 Location DARWIN NT
 Email [REDACTED]

Organisation Queensland Trucking Association

Name Mr Gary Mahon
 Position Chief Executive Officer
 Telephone s.47F [REDACTED]
 Location BRISBANE QLD
 Email s.47F [REDACTED]

Organisation Rail Industry Safety and Standards Board

Name Mr Paul Daly
 Position Chief Executive Officer
 Telephone s.47F [REDACTED]
 Location BRISBANE QLD
 Email s.47F [REDACTED]

Organisation RAWs Association

Name Mr Rob Ogilvie
 Position President
 Telephone s.47F [REDACTED]
 Location CANBERRA ACT
 Email [REDACTED]

Organisation Royal Australasian College of Surgeons

Name Dr John Crozier
 Position Chair of the Trauma Committee
 Telephone [REDACTED]
 Location SYDNEY NSW
 Email [REDACTED]

Organisation Transport Certification Australia

Name Mr Stuart Ballingall
 Position Executive General Manager
 Telephone [REDACTED]
 Location MELBOURNE VIC
 Email s.47F [REDACTED]

Organisation Transport Workers Union of Australia

Name Mr Michael Kaine
 Position National Secretary
 Telephone [REDACTED]
 Location SYDNEY NSW
 Email [REDACTED]

Organisation Transurban

Name Mr Scott Charlton
 Position Chief Executive Officer
 Telephone [REDACTED]
 Location DOCKLANDS VIC
 Email s.47F [REDACTED]

Organisation Truck Industry Council

Name Mr Tony McMullan
 Position Chief Executive Officer
 Telephone [REDACTED]
 Location KINGSTON ACT
 Email [REDACTED]

Infrastructure and Transport — Maritime / Shipping**Organisation Australian Institute of Marine and Power Engineers**

Name Mr Martin Byrne
 Position Federal President
 Telephone s.47F [REDACTED]
 Location SURRY HILLS NSW
 Email s.47F [REDACTED]

Organisation Australian Maritime Officers Union

Name Mr Tim Higgs
 Position President
 Telephone [REDACTED]
 Location HAYMARKET NSW
 Email [REDACTED]

Organisation Maritime Industry Australia Limited

Name Ms Teresa Lloyd
 Position Chief Executive Officer
 Telephone [REDACTED]
 Location MELBOURNE VIC
 Email s.47F [REDACTED]

Organisation Maritime Union of Australia

Name Mr Paddy Crumlin
 Position National Secretary
 Telephone [REDACTED]
 Location SYDNEY NSW
 Email s.47F [REDACTED]

Organisation Ports Australia

Name Mr Michael Gallacher
 Position Chief Executive Officer
 Telephone [REDACTED]
 Location SYDNEY NSW
 Email [REDACTED]

Organisation Shipping Australia Limited

Name Commodore Rod Nairn AM
 Position Chief Executive Officer
 Telephone [REDACTED]
 Location SYDNEY NSW
 Email [REDACTED]

International**Organisation International Civil Aviation Organization (ICAO)**

Name Dr Fang Liu
 Position Secretary General
 Location MONTREAL CANADA
 Email [REDACTED]

Organisation International Maritime Organization UK

Name Mr Kitack Lim
 Position Secretary General
 Telephone [REDACTED]
 Location LONDON UNITED KINGDOM
 Email [REDACTED]

Organisation International Transport Forum

Name Mr Young Tae Kim
 Position Secretary General
 Telephone [REDACTED]
 Location PARIS CEDEX FRANCE
 Email [REDACTED]

Organisation International Air Transport Association

Name Mr Alexandre de Juniac
 Position Director General and Chief Executive Officer
 Location MONTREAL CANADA
 Email [REDACTED]

Organisation Transport Canada

Name Mr Michael Keenan
 Position Deputy Minister
 Location CANADA
 Email [REDACTED]

Regional Development and Territories – Regional Development**Organisation Australian Local Government Association**

Name Mayor David O'Loughlin
 Position President
 Telephone [REDACTED]
 Location DEAKIN ACT
 Email [REDACTED]

Organisation Australian Rural Leadership Foundation

Name Mr Matt Linnegar
 Position Chief Executive Officer
 Telephone [REDACTED]
 Location CANBERRA ACT
 Email s.47F [REDACTED]

Organisation Foundation for Rural and Regional Renewal

Name Ms Natalie Egleton
 Position Chief Executive Officer
 Telephone [REDACTED]
 Location BENDIGO VIC
 Email [REDACTED]

Organisation Local Government Professionals Association

Name Mr Tony De Fazio

Position President

Telephone [REDACTED]

Location CANBERRA ACT

Email [REDACTED]

Organisation Regional Australia Institute

Name Dr Kim Houghton & Ms Liz Ritchie

Position Co-Chief Executive Officers

Telephone [REDACTED]

Location BARTON ACT

Email s.47F [REDACTED]
s.47F [REDACTED]**Organisation Regional Universities Network**

Name Dr Caroline Perkins

Position Executive Director

Telephone [REDACTED]

Location CANBERRA ACT

Email [REDACTED]

Regional Development and Territories – Regional Development Australia Committees**Organisation Regional Development Australia ACT**

Name Mr Ross MacDiarmid

Position Chair

Telephone [REDACTED]

Location DICKSON ACT

Email [REDACTED]

Organisation Regional Development Australia Central Coast NSW

Name Mr Philip Walker

Position Chair

Telephone s.47F [REDACTED]

Location OURIMBAH NSW

Email [REDACTED]

Organisation Regional Development Australia Central West NSW

Name Ms Christine Weston

Position Chairman

Telephone [REDACTED]

Location ORANGE NSW

Email s.47F [REDACTED]

Organisation Regional Development Australia Far South Coast NSW

Name Cr Rob Pollock OAM

Position Chair

Telephone [REDACTED]

Location NOWRA NSW

Email s.47F [REDACTED]

Organisation Regional Development Australia Far West NSW

Name Cr David Gallagher APM

Position Chair

Telephone [REDACTED]

Location BROKEN HILL NSW

Email s.47F [REDACTED]

Organisation Regional Development Australia Hunter NSW

Name Mr John Turner

Position Chair

Telephone [REDACTED]

Location HAMILTON NSW

Email s.47F [REDACTED]

Organisation Regional Development Australia Illawarra NSW

Name Mr Edward De Gabriele

Position Chair

Telephone [REDACTED]

Location WOLLONGONG NSW

Email s.47F [REDACTED]

Organisation Regional Development Australia Mid North Coast NSW

Name Mr John O'Neill

Position Chair

Telephone [REDACTED]

Location PORT MACQUARIE NSW

Email [REDACTED]

Organisation Regional Development Australia Murray NSW

Name Ms Brian Millar

Position Acting Chair

Telephone [REDACTED]

Location ALBURY NSW

Email s.47F [REDACTED]

Organisation Regional Development Australia Northern Inland NSW

Name Mr Russell Stewart

Position Chair

Telephone [REDACTED]

Location ARMIDALE NSW

Email s.47F [REDACTED]

Organisation Regional Development Australia Northern Rivers NSW

Name The Hon Donald Page

Position Chair

Telephone [REDACTED]

Location LISMORE NSW

Email [REDACTED]

Organisation Regional Development Australia Orana NSW

Name Cr John Walkom

Position Chair

Telephone [REDACTED]

Location DUBBO NSW

Email s.47F [REDACTED]

Organisation Regional Development Australia Riverina NSW

Name Mr Richard Allsop

Position Chair

Telephone [REDACTED]

Location WAGGA WAGGA NSW

Email s.47F [REDACTED]

Organisation Regional Development Australia Southern Inland NSW

Name Mr Hugh Cooke

Position Chair

Telephone [REDACTED]

Location GOULBURN NSW

Email [REDACTED]

Organisation Regional Development Australia Sydney NSW

Name Dr Robert Lang

Position Chair

Telephone s.47F [REDACTED]

Location NORTH PARRAMATTA NSW

Email s.47F [REDACTED]

Organisation Regional Development Australia Northern Territory

Name Steve Edgington

Position Chair

Telephone [REDACTED]

Location DARWIN NT

Email [REDACTED]

Organisation Regional Development Australia Brisbane QLD

Name Dr Patricia Rowe

Position Chair

Telephone s.47F [REDACTED]

Location STONES CORNER QLD

Email s.47F [REDACTED]

Organisation Regional Development Australia Darling Downs and South West QLD

Name Professor Jim Cavaye

Position Chair

Telephone [REDACTED]

Location TOOWOOMBA QLD

Email s.47F [REDACTED] [@rda-ddsw.org.au](mailto:s.47F@rda-ddsw.org.au)**Organisation Regional Development Australia Far North Queensland and Torres Strait QLD**

Name Mr David Kempton

Position Chair

Telephone [REDACTED]

Location CAIRNS QLD

Email [REDACTED]

Organisation Regional Development Australia Fitzroy and Central West QLD

Name Mr Grant Cassidy

Position Chair

Telephone [REDACTED]

Location ROCKHAMPTON QLD

Email [REDACTED]

Organisation Regional Development Australia Gold Coast QLD

Name Mr Nick Scott

Position Chair

Telephone s.47F [REDACTED]

Location SOUTHPORT QLD

Email s.47F [REDACTED]

Organisation Regional Development Australia Ipswich and West Moreton QLD

Name Cr Janice Holstein

Position Chair

Telephone [REDACTED]

Location NORTH IPSWICH QLD

Email [REDACTED]

Organisation Regional Development Australia Logan and Redlands QLD

Name The Hon Gary Hardgrave

Position Chair

Telephone s.47F [REDACTED]

Location BEENLEIGH QLD

Email [REDACTED]

Organisation Regional Development Australia Mackay-Isaac-Whitsunday QLD

Name Mr Darryl Camilleri

Position Acting Chair

Telephone [REDACTED]

Location MACKAY QLD

Email [REDACTED]

Organisation Regional Development Australia Moreton Bay QLD

Name Mr Shane Newcombe

Position Chair

Telephone [REDACTED]

Location REDCLIFFE QLD

Email s.47F [REDACTED]

Organisation Regional Development Australia Sunshine Coast QLD

Name Ms Carol Cashman

Position Chair

Telephone [REDACTED]

Location MAROOCHYDORE QLD

Email [REDACTED]

Organisation Regional Development Australia Townsville and North West QLD

Name Mr David Donohue

Position Acting Chair

Telephone [REDACTED]

Location TOWNSVILLE QLD

Email [REDACTED]

Organisation Regional Development Australia Wide Bay Burnett QLD

Name Mr William Trevor OAM

Position Chair

Telephone [REDACTED]

Location PIALBA QLD

Email s.47F [REDACTED]

Organisation Regional Development Australia Adelaide Hills, Fleurieu and Kangaroo Island SA

Name Mr James Sexton

Position Chair

Telephone [REDACTED]

Location STRATHALBYN SA

Email [REDACTED]

Organisation Regional Development Australia Adelaide Metropolitan SA

Name Ms Kathryn Anderson

Position Chair

Telephone [REDACTED]

Location ADELAIDE SA

Email s.47F [REDACTED]

Organisation Regional Development Australia Barossa SA

Name Mr Ivan Venning

Position Chair

Telephone [REDACTED]

Location TANUNDA SA

Email s.47F [REDACTED]

Organisation Regional Development Australia Far North SA

Name Mr Mark Sutton

Position Chair

Telephone [REDACTED]

Location PORT AUGUSTA SA

Email [REDACTED]

Organisation Regional Development Australia Limestone Coast SA

Name Mr Peter Gandolfi

Position Chair

Telephone [REDACTED]

Location MOUNT GAMBIER SA

Email [REDACTED]

Organisation Regional Development Australia Murraylands and Riverland SA

Name Mayor Neil Martinson

Position Chair

Telephone [REDACTED]

Location MURRAY BRIDGE SA

Email [REDACTED]

Organisation Regional Development Australia Whyalla and Eyre Peninsula SA

Name Mr Bryan Trigg AFSM JP

Position Chair

Telephone [REDACTED]

Location PORT LINCOLN SA

Email s.47F [REDACTED]

Organisation Regional Development Australia Yorke and Mid-North SA

Name Mr William (Bill) Vandeppeer

Position Chair

Telephone [REDACTED]

Location PORT PIRIE SA

Email [REDACTED]

Organisation Regional Development Australia Tasmania TAS

Name Professor Susan Kilpatrick

Position Chair

Telephone [REDACTED]

Location LAUNCESTON TAS

Email s.47F [REDACTED]

Organisation Regional Development Australia Barwon South West VIC

Name Mr Bruce Anson

Position Chair

Telephone [REDACTED]

Location GEELONG VIC

Email s.47F [REDACTED]

Organisation Regional Development Australia Gippsland VIC

Name Mr Richard Elkington

Position Chair

Telephone [REDACTED]

Location TARALGON VIC

Email s.47F [REDACTED]

Organisation Regional Development Australia Grampians VIC

Name Mr Stuart Benjamin

Position Chair

Telephone [REDACTED]

Location BALLARAT VIC

Email s.47F [REDACTED]

Organisation Regional Development Australia Hume VIC

Name Ms Susan Benedyka

Position Chair

Telephone [REDACTED]

Location WANGARATTA VIC

Email s.47F [REDACTED]

Organisation Regional Development Australia Loddon Mallee VIC

Name Ms Linda Beilharz OAM

Position Chair

Telephone [REDACTED]

Location BENDIGO VIC

Email s.47F [REDACTED]

Organisation Regional Development Australia Melbourne VIC

Name Mr Stephen Kozlowski

Position Chair

Telephone [REDACTED]

Location MELBOURNEVIC

Email s.47F [REDACTED]

Organisation Regional Development Australia Goldfields Esperance WA

Name Ms Lee Jacobsen

Position Chair

Telephone [REDACTED]

Location KALGOORLIE WA

Email [REDACTED]

Organisation Regional Development Australia Great Southern WA

Name Mr Andrus Budrikis

Position Chair

Telephone [REDACTED]

Location ALBANY WA

Email [REDACTED]

Organisation **Regional Development Australia Kimberley WA**

Name Ms Elsa Archer

Position Chair

Telephone [REDACTED]

Location BROOME WA

Email [REDACTED]

Organisation **Regional Development Australia Mid West Gascoyne WA**

Name Ms Yvonne Messina

Position Chair

Telephone [REDACTED]

Location GERALDTON WA

Email [REDACTED]

Organisation **Regional Development Australia Peel WA**

Name Mr John Erren

Position Chair

Telephone [REDACTED]

Location MANDURAH WA

Email s.47F [REDACTED]

Organisation **Regional Development Australia Perth WA**

Name Cr Keith Ellis

Position Chair

Telephone [REDACTED]

Location MAYLANDS WA

Email eo@rdaperth.org**Organisation** **Regional Development Australia Pilbara WA**

Name Cr Fiona White-Hartig

Position Chair

Telephone [REDACTED]

Location KARRATHA WA

Email [REDACTED]

Organisation **Regional Development Australia South West WA**

Name Mr Duncan Anderson

Position Chair

Telephone [REDACTED]

Location BUNBURY WA

Email s.47F [REDACTED]

Organisation Regional Development Australia Wheatbelt WA

Name The Hon Terrence Waldron

Position Chair

Telephone 08 9575 1888

Location GINGIN WA

Email admin@rdawheatbelt.com.au

Regional Development and Territories – Territories**Position Administrator of Indian Ocean Territories**

Name Ms Natasha Griggs

Telephone [REDACTED]

Location CHRISTMAS ISLAND

Email s.47F [REDACTED]

Position Administrator of Norfolk Island

Name Mr Eric Hutchinson

Telephone [REDACTED]

Location KINGSTON NORFOLK ISLAND

Email s.47F [REDACTED]

Position Administrator of the Northern Territory

Name The Hon Vicki O'Halloran AM

Telephone [REDACTED]

Location DARWIN NT

Email [REDACTED]



Transport and Infrastructure Council

The Transport and Infrastructure Council (Council) under the direction of the Council of Australian Governments (COAG), brings together Commonwealth (Chair), state, territory and New Zealand ministers with portfolio responsibilities for transport and infrastructure, as well as the Australian Local Government Association (ALGA).

The key role of Council is to develop and deliver national reforms to improve the efficiency and productivity of Australia's infrastructure and transport systems. Council's priorities are outlined in its strategic work program and are based on the following broad themes:

- Improving safety for all transport users;
- Sustainable funding for transport and transport infrastructure;
- Embracing innovation and technology in transport and transport infrastructure;
- Ensure our transport systems support productive and liveable cities and regions; and
- Maximising freight productivity.

The Council is advised and assisted by jurisdictional agency chief executives under the auspices of the Transport and Infrastructure Senior Officials' Committee (TISOC). The Council also oversees the National Transport Commission (NTC), the National Heavy Vehicle Regulator (NHVR), Office of the National Rail Safety Regulator (ONRSR), and the national regulator function of the Australian Maritime Safety Authority (AMSA). The Council is also supported in the delivery of its work program by a number of organisations including Austroads and the Australian Road Research Board (ARRB).

Meetings are held bi-annually with venues rotating among the participating governments. The next meeting is planned for the first half of 2019 in Adelaide, South Australia.

The Council Secretariat is funded by, and located within, the Commonwealth Department with portfolio responsibilities for transport and infrastructure.

Industry are invited to participate in a discussion session with Ministers ahead of Council meetings. At the conclusion of each Council meeting. The Council has a website that can be accessed at <www.transportinfrastructurecouncil.gov.au>.

Transport and Infrastructure Council Membership

Commonwealth

Name: The Hon Michael McCormack MP
 Position: Chairperson
 Commonwealth Minister responsible for transport

New South Wales

Name: The Hon Andrew Constance MP
 Position: Minister for Transport and Roads

Victoria

Name: The Hon Jacinta Allan MP
 Position: Minister for Transport Infrastructure

Name: The Hon Jaala Pulford MP
 Position: Minister for Roads; Road Safety and TAC; Fishing and Boating

Queensland

Name: The Hon Cameron Dick MP
Position: Minister for State Development, Manufacturing, Infrastructure and Planning

Name: The Hon Mark Bailey MP
Position: Minister for Transport and Main Roads

Western Australia

Name: The Hon Rita Saffioti MLA
Position: Minister for Transport; Planning

South Australia

Name: The Hon Stephan Knoll MP
Position: Minister for Transport, Infrastructure and Local Government; Planning

Tasmania

Name: The Hon Jeremy Rockliff MP
Position: Deputy Premier; Minister for Infrastructure; Education and Training; Advanced Manufacturing and Defence Industries

Northern Territory

Name: The Hon Eva Lawler MLA
Position: Minister for Infrastructure, Planning and Logistics; Environment and Natural Resources; Climate Change

Australian Capital Territory

Name: The Hon Meegan Fitzharris MLA
Position: Minister for Transport Canberra and City Services; Higher Education, Training and Research; Assistant Minister for Health

Name: The Hon Shane Rattenbury MLA
Position: Minister for Climate Change and Sustainability; Corrections and Justice Health; Justice, Consumer Affairs and Road Safety; Mental Health

New Zealand

Name: The Hon Phil Twyford MP
Position: Minister for Housing and Urban Development and Transport

Australian Local Government Association

Name: Mayor David O'Loughlin
Position: President

Contacts

Pip Spence PSM
Deputy Secretary, Transport
Pip.Spence@infrastructure.gov.au
02 6274 7029 | s.47F

Shona Rosengren
General Manager, Porfolio Coordination Branch,
Portfolio Coordination and Research Division
Shona.rosengren@infrastructure.gov.au
02 6274 8219 | s.47F



Parliamentary inquiries involving the portfolio

Committee	Report	Date report presented/tabled	Division responsible	Current Status
National Capital and External Territories (Joint, Standing)	Etched in stone? Inquiry into the administration of the National Memorials Ordinance 1928	23/11/11	Regional Development & Local Government	Government Response tabled — 3/4/19
Rural and Regional Affairs and Transport References (Senate)	Qantas' future as a strong national carrier supporting jobs in Australia	27/03/14	Aviation & Airports	Government Response is being considered
Infrastructure, Transport and Cities (House, Standing)	Smart ICT: Report on the inquiry into the role of smart ICT in the design and planning of infrastructure	15/03/16	Portfolio Coordination & Research	Government Response is being considered
Scrutiny of Government Budget Measures (Senate Select)	Second interim report	29/04/16	Infrastructure Investment	Government Response is being considered
Rural and Regional Affairs and Transport References (Senate)	Aspects of road safety in Australia – Interim report	03/05/16	Surface Transport Policy	Government Response is being considered
Rural and Regional Affairs and Transport References (Senate)	Future role and contribution of regional capitals to Australia	24/11/16	Regional Development & Local Government	Government Response is being considered
Industry, Innovation, Science and Resources (House, Standing)	Social issues relating to land-based automated vehicles in Australia	11/09/17	Portfolio Coordination & Research	Government Response tabled - 28/6/18
Economics References (Senate)	Toll roads: issues of building, financing and charging	14/09/17	Portfolio Coordination & Research	Government Response is being considered
Rural and Regional Affairs and Transport References (Senate)	Australia's rail industry	18/10/17	Inland Rail & Rail Policy	Government Response tabled — 19/12/18
Rural and Regional Affairs and Transport References (Senate)	Aspects of road safety in Australia	26/10/17	Surface Transport Policy	Government Response is being considered

Regional Development and Decentralisation (House, Select)	Regions at the Ready: Investing in Australia's Future	28/06/18	Regional Development & Local Government	Government Response tabled — 13/2/19
Rural and Regional Affairs and Transport References (Senate)	Current and future regulatory requirements that impact on the safe commercial and recreational use of Remotely Piloted Aircraft Systems (RPAS), Unmanned Aerial Systems (UAS) and associated systems	31/07/18	Aviation & Airports	Government Response tabled — 27 /11/18
Infrastructure, Transport and Cities (House, Standing)	Building Up & Moving Out	17/09/18	Cities	Government Response is being considered
Rural and Regional Affairs and Transport References (Senate)	Need for regulation of mobility scooters, also known as motorised wheelchairs	20/09/18	Surface Transport Policy	Government Response tabled — 10/4/19
National Capital and External Territories (Joint, Standing)	Commonwealth approvals for ACT light rail.	22/10/18	Regional Development & Local Government	Government Response tabled — 6/3/19
Committee on Electric Vehicles (Senate Select)	Report	30/01/19	Surface Transport Policy	Government Response is being considered
Infrastructure, Transport and Cities (House, Standing)	Innovating Transport across Australia: Inquiry into automated mass transit	02/04/19	Portfolio Coordination & Research	Government Response is being considered



Australian Government

Department of Infrastructure, Regional Development and Cities

Portfolio Brief

PPV-OVERVIEW-009

Departmental functions and contacts

Secretary

Dr Steven Kennedy PSM

(02) 6274 7573, s.47F



Deputy Secretary, Transport

Ms Pip Spence PSM

(02) 6274 7029, s.47F

- Aviation and Airports Division
- Surface Transport Policy Division
- Portfolio Coordination and Research Division



Deputy Secretary, Infrastructure

Mr Luke Yeaman

(02) 6274 7302, s.47F

- Infrastructure Investment Division
- Western Sydney Unit
- Inland Rail and Rail Policy Division
- Cities Division



Deputy Secretary, Regional and Territories

Dr Rachel Bacon

(02) 6274 6181, s.47F

- Regional Development and Local Government Division
- Drought Taskforce
- Territories Division
- Corporate Services Division



Aviation and Airports Division

s.47F

Executive Director: Brendan McRandle

Phone: (02) 6274 7086

The Aviation and Airports Division fosters a competitive, sustainable and safe aviation sector through appropriate regulation, program delivery and policy development. The division has 4 branches covering different aspects of aviation. The Australian representatives on the Council and Air Navigation Commission of the International Civil Aviation Organization also report to the Division. The secretariat of the International Air Services Commission, which is an independent statutory authority, reports to the Executive Director in relation to the administrative aspects of the commission's work.

Aviation Industry Policy Branch

s.47F

General Manager: Stephen Borthwick

Phone: (02) 6274 7739

The branch is responsible for providing advice to the Government on aviation industry policy, trade policy for the transport sector, international aviation/bilateral agreements, and administering legislation and regulations relating to aspects of the aviation industry. The branch also administers a range of funding programs for regional and remote aviation, and for the delivery of international transport safety assistance in our surrounding region.

Airports Branch

s.47F

General Manager: Ann Redmond

Phone: (02) 6274 7760

The branch is responsible for administering the Government's ongoing interests in the operation and management of the 21 federal leased airports, under both the statutory regulatory framework of the Airports Act 1996, and the contractual arrangements entered into as part of the sales processes.

Aviation Environment Branch

s.47F

General Manager: Jim Wolfe

Phone: (02) 6274 7611

The branch is responsible for administering legislation and regulations relating to the management of aircraft noise and airspace protection. It provides policy advice on measures to minimise the aviation industry's impact on the environment, including aircraft noise and greenhouse gas emissions. The branch is also leading a Commonwealth and state process to improve planning in the vicinity of airports, to safeguard airport operations and better manage the community impact of aircraft noise. The branch also coordinates Australia's interaction with the International Civil Aviation Organization, including supporting Australia's representative on the Council and Air Navigation Commission.

Air Traffic Policy Branch

General Manager: Simon Moore
Phone: (02) 6274 7892

s.47F

The branch provides policy and governance advice in relation to Airservices Australia, Civil Aviation Safety Authority, aviation safety, air traffic management and airspace issues. The branch is also responsible for providing advice and coordinating consultation with stakeholder groups on aviation disability access issues.

Surface Transport Policy Division

s.47F

Executive Director: Alex Foulds
 Phone: (02) 6274 8222

The Surface Transport Policy Division contributes to the wellbeing of all Australians by developing and implementing national reforms in surface transport policy and regulation (maritime, shipping, rail and road transport reforms) to achieve efficient, productive, safe, and sustainable outcomes which are environmentally friendly and enhance Australia's international competitiveness. It is responsible for Government engagement with the states, territories, local government, industry and international engagement in relation to shipping policy and maritime regulation, road and rail policy and regulation, road safety and vehicle standards.

Land Transport Policy and Safety Branch

s.47F

General Manager: Nicole Spencer
 Phone: (02) 6274 7652

The branch is responsible for the Australian Government's engagement in the national reform frameworks for heavy vehicle and rail safety regulation and management of the National Road Safety Strategy. The branch also oversees a number of national land transport bodies, namely the National Transport Commission, Transport Certification Australia, the Office of the National Rail Safety Regulator, the National Heavy Vehicle Regulator, austroads and Australian Roads Research Board. It administers the keys2drive national learner driver program, Federal Interstate Registration Scheme for heavy vehicles and Disability Standards for Accessible Public Transport. The branch is also the departmental lead for the Australian Transport and Planning Guidelines work program.

Maritime and Shipping Branch

s.47F

General Manager: Andrew Johnson
 Phone: (02) 6274 6881

The branch has responsibility for providing policy advice to government on maritime related safety and environmental and economic regulatory frameworks. The branch administers a range of Commonwealth legislation giving effect to Australia's obligations under various international treaties and conventions; including the Navigation Act 2012 and the Pollution of the Sea Act 1983 and actively engages in the work of the International Maritime Organization. It is responsible for developing a strong maritime policy agenda and supporting the Australian Maritime Safety Authority to meet its obligations under the Australian Maritime Safety Authority Act 1990.

It also administers the legislative framework for coastal trading regulation (Coastal Trading (Revitalising Australian Shipping) Act 2012) which includes regulatory arrangements for access to the Australian coastal trade, taxation and fiscal incentives to promote investment in Australian shipping assets. In addition, the branch administers Part X of the Competition and Consumer Act 2010 and the Tax Incentives (Shipping Reform) Act 2012. The branch also manages the Tasmanian Freight Equalisation Scheme and the Bass Strait Passenger Vehicle Equalisation Scheme, which deliver specific assistance to Tasmanian businesses and travellers. These schemes are administered by the Department of Human Services on behalf of the department.

Vehicle Safety Standards Branch

s.47F

General Manager: Sharon Nyakuengama

Phone: (02) 6274 7266

The branch is responsible for the administration of the Motor Vehicle Standards Act 1989, under which national vehicle standards – Australian Design Rules (ADR) – are set for all new vehicles entering the Australian market and vehicle imports are regulated (including through a number of arrangements for used vehicles). The branch's primary focus is vehicle safety and environmental performance. It participates in the development of international vehicle regulations (through United Nations Working Party 29) and the department's involvement in the Australasian New Car Assessment Program.

The branch conducts a number of major national consultative forums. These include the Strategic Vehicle Safety and Environment Group, which includes senior state and territory, industry and community group representatives and is the forum responsible for managing delivery of the safe vehicles component of the National Road Safety Strategy, the Australian Motor Vehicle Certification Board and the Technical Liaison Group.

Road Safety Taskforce

s.47F

Acting General Manager: Sue Tucker

Phone: (02) 6274 6492

Note: Acting General Manager arrangements to cease pending finalisation of taskforce

The Road Safety Taskforce is responsible for leading negotiations with the states and territories and for coordinating across the Australian Government to identify actions that could be implemented to address recommendations in the National Road Safety Strategy Inquiry report. More specifically the Taskforce will lead the development of the National Road Safety Governance Review as recommended in the Inquiry report.

Portfolio Coordination and Research Division

Executive Director: Gayle Milnes
 Phone: (02) 6274 6643

s.47F

The Portfolio Coordination and Research Division strives to strengthen the department's research, evidence and analytical capacity in order to inform, influence and shape policy thinking and decision making, and undertakes coordination functions across the portfolio.

Bureau of Infrastructure, Transport and Regional Economics (BITRE)

General Manager: Gary Dolman
 Phone: (02) 6274 7791

s.47F

BITRE provides economic and statistical analysis and applied research on infrastructure, transport and regional development issues to underpin the department's delivery of the Government's key priorities. BITRE holds unique aviation, maritime and rail transport data collections which are made available in a number of publications series. BITRE also publishes the results of individual research projects. Most BITRE publications are made available on the department's website.

Portfolio Coordination Branch

General Manager: Shona Rosengren
 Phone: (02) 6274 8219

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The branch is also responsible for the department's contribution to broader government regulatory reform processes and building innovation capability, as well as ensuring portfolio Ministers are well-briefed for Cabinet and Cabinet committees. The branch includes the Transport and Infrastructure Council Secretariat which supports the work of Transport and Infrastructure Council to deliver national reforms for improved efficiency and productivity of Australia's infrastructure and transport systems.

Strategic Policy Branch

General Manager: Oliver Richards
 Phone: (02) 6274 6431

s.47F

The branch provides a capacity to undertake analysis on policy issues and key long term trends that will shape or influence Australia's future productivity and economic opportunities, as they relate to the portfolio's responsibilities. The branch provides advice on key cross-government initiatives and priorities, such as innovation, taxation, competition, employment and climate change. The branch is also responsible for the department's contribution to broader government regulatory reform processes and building innovation capability.

Transport Technology Futures Taskforce

s.47F

General Manager: Roland Pittar

Phone: (02) 6274 6424

Note: Acting General Manager, Sally Todd (*acting period ends 24/05/2019*)

The taskforce is tasked with ensuring that Australia is prepared for the impacts of increasingly automated transport, particularly automated vehicles. The taskforce is responsible for working across all modes of transport technology and acts as a central point to coordinate transport automation activities across the Commonwealth and between governments. One of its most important roles is to actively communicate the benefits of automation. The taskforce leads work on developing regulatory and productivity focussed policy reform agendas for surface transport to support the COAG Transport and Infrastructure Council. The taskforce is currently working with states and territories and others to: develop the forward work program for the Council; develop a nationally coordinated and harmonised approach to transport technology, including connected and automated (driverless) vehicles; and develop and implement further initiatives to increase the productivity of ports and land freight movements (road and rail).

The taskforce is currently leading legislative reform of the Motor Vehicle Standards Act 1989 as well as policy reforms to reduce vehicle emissions and improve vehicle fuel efficiency. It is also responsible for maintaining the Green Vehicle Guide website. The taskforce works with branches across the department to improve regulatory and program management, including supporting the department's Regulatory Practitioners' Forum. It has governance oversight responsibility for the National Transport Commission.

Freight and Supply Chain Inquiry Taskforce

s.47F

General Manager: Naa Opoku

Phone: (02) 6274 6609

The taskforce is responsible for leading the development of the National Freight and Supply Chain Review and the subsequent National Strategy, to drive freight productivity improvements and lower costs of transporting goods through our major national container ports, airports and intermodal terminals and along the routes connecting to them, in conjunction with all states and territories.

Infrastructure Investment Division

s.47F

Executive Director: Jessica Hall
 Phone: (02) 6274 6778

The Infrastructure Investment Division plays a key role in the management and delivery of major road, rail, port and regional infrastructure projects including projects funded through the Infrastructure Investment Program (IIP). The IIP key objectives are to increase the efficiency and safety of the Australian land transport infrastructure by supporting productivity, increasing local capital and strengthening the national economy.

The division plays a key role in advising the Government on infrastructure investment and planning policy for future infrastructure investment programs. The Business and Investment Coordination Section administers the infrastructure investment projects Budget for the Division and undertakes business management functions.

Infrastructure Policy Branch

s.47F

General Manager: Daniel Caruso
 Phone: (02) 6274 6522

The branch provides policy advice to the Australian Government on future infrastructure investment priorities and the implementation of the Infrastructure Investment Program. This includes continuing work on infrastructure planning and prioritisation, funding and financing and, managing the budget of the IIP.

The branch has a lead role in working with other Commonwealth departments and the states and territories in delivering the Government's infrastructure investment reform agenda, and the oversight of the National Infrastructure Committee and its supporting Senior Officials' Group.

Land Transport Mark Reform Branch

s.47F

General Manager: Cathryn Geiger
 Phone: (02) 6274 7127

The branch is working with the states and territories to change the way road services are provided in Australia. This reform would see more direct charging arrangements for road users, and a series of governance, institutional and investment reforms to ensure closer links between the needs of users, the charges they pay and the services they receive. The reforms are starting with the heavy vehicle road use, looking at independent pricing regulation, community service obligations, service level standards and mechanisms to invest in maintenance and capital directly. The branch is also supporting investigations of reforms applying to light vehicles, in particular establishing the Government's eminent person study into how we fund and pay for our roads.

North West Branch

s.47F

General Manager: Christina Garbin
 Phone: (02) 6274 6287

The branch is responsible for the administration of road and rail projects within Queensland, Western Australia, South Australia, Northern Territory and Northern Australia. This includes participation in development of business cases for new projects and oversight in the efficient delivery of projects.

South East Branch

s.47F

General Manager: Oliver Holm
 Phone: (02) 6274 7670

The branch is responsible for the administration of road, rail, bridges and heavy vehicles projects in New South Wales, Victoria, Tasmania and the Australian Capital Territory. It evaluates new project proposals under the Infrastructure Investment Program and advises Government on future priorities for each state. The branch is also responsible for managing, across all jurisdictions, maintenance funding on the National Network and local road funding – encompassing the Black Spot Program, the Roads to Recovery Program, the Bridges Renewal Program and the Heavy Vehicle Safety and Productivity Program.

Investment Advisory Branch

s.47F

General Manager: Phil McClure
 Phone: (02) 6274 6289

The Major Infrastructure Projects Office is the department's key advice and support area for major project funding and financing solutions, and project cost estimation. It also provides a role in minimising the department's risk through major project assurance and compliance activities, and cost estimate policy, guidance and reviews.

Infrastructure Investment Information Systems Taskforce

s.47F

Acting General Manager: Mitch Pirie
 Phone: (02) 6274 6114
 Substantive General Manager to commence pending finalisation of recruitment activity

The Taskforce is responsible for the delivery of a new information management system and business reform program over a period of 18 months. The implementation of the program is a departmental priority and will deliver a sophisticated system to meet IID's evolving business needs and mitigate business continuity and stakeholder risks.

The new platform will provide a central hub for business area processes, including project administration, project payments, custom reports and records management. The Taskforce will drive change management and engage stakeholders to successfully rollout the new system.

Western Sydney Unit

s.47F

Executive Director: Kerry Vine-Camp
 Phone: (02) 6274 7664

The Western Sydney Unit (WSU) was established following the Australian Government's announcement on 15 April 2014 that it had selected the Australian Government owned land at Badgerys Creek as the site of an airport for Western Sydney. WSU's principal task is to develop a detailed investment and infrastructure plan to engage the market that would establish a Western Sydney Airport by the mid-2020s. To implement the Western Sydney Airport the WSU is conducting several streams of work to support further advice to the Australian Government and the consultation process under the Right of First Refusal obligations to the Sydney Airport Group.

Program and Shareholder Management Branch

s.47F

General Manager: Greg Whalen
 Phone: (02) 6274 7341

The branch is responsible for the delivery of the airport concept. The branch's focus is on two interrelated streams of work, the first focuses on a range of commercial drivers and financing and delivery strategies, and the other involves development of design concepts that will maximise the utilisation of the land at Badgerys Creek for aviation and related purposes. Work includes developing a formal proposal and business case for the development of the airport, an Airport Plan for the development of the airport infrastructure and working with the NSW Government to develop a strategy to connect the airport with roads and rail.

Communications, Environment and Legal Branch

s.47F

General Manager: Sarah Leeming
 Phone: (02) 6274 6510

The branch is responsible for communications services to the WSU, facilitating engagement with stakeholders, legal advice and coordination on issues including the Right of First Refusal and regulatory reform requirements, and the environmental requirements associated with the development of the Badgerys Creek site.

Rail and City Deal Implementation

s.47F

General Manager: Malcolm Southwell
 Phone: (02) 6274 6833

The branch is responsible for rail, planning and land development around the Badgerys Creek site.

Inland Rail and Rail Policy Division

s.47F

Executive Director: Phillip Smith
 Phone: (02) 6274 7402

Inland Rail will improve the productivity of the national land freight network and provide significant employment and investment opportunities in Regional Australia and will provide a new freight corridor between Brisbane and Melbourne via Toowoomba, Parkes and Albury, which links to the other mainland state capitals through the existing Australian Rail Track Corporation (ARTC) network. It will offer a transit time of less than 24 hours between Brisbane and Melbourne, and provide a competitive offering to road freight on this corridor. In turn, this will deliver significant national and regional outcomes, including: network connectivity; GDP growth; improved road safety; and, potentially, an improved road network. The division is responsible for ensuring that broader opportunities emerging from Inland Rail are identified and acted upon, ensuring maximum impact and benefit realisation from the Government's investment is being achieved. The division delivers these outputs by actively managing a broad range of stakeholders, including: the ARTC; landowners; interest and political groups; members of Parliament; ministers; other governments; and other Australian Government departments.

Communications, Social Value and Regional Delivery

s.47F

General Manager: Garth Taylor
 Phone: (02) 6274 6510

The branch is responsible for the Communications, Regional (Queensland, New South Wales and Victoria) and Stakeholder Engagement sections.

Operations Branch

s.47F

Acting General Manager: Simon Quarrell
 Phone: (02) 6274 6056

The branch is responsible for communications services to the WSU, stakeholder engagement, legal advice and coordination on issues including the Right of First Refusal and regulatory reform requirements, and the environmental requirements associated with the development of the Badgerys Creek site.

Rail Policy and Planning Branch

s.47F

General Manager: Andrew Hyles
Phone: (02) 6274 7885

The branch has principal responsibility for rail policy within the department, delivery of Urban Rail Plans for Australia’s largest cities, delivery of the Faster Rail Prospectus and the National Rail Vision and Work Program. The branch is also responsible for oversight and liaison with two Government Business Enterprises, the Australian Rail Track Corporation and the Moorebank Intermodal Terminal Company. The branch is responsible for rail, planning and land development around the Badgerys Creek site.

Cities Division

s.47F

Executive Director: Richard Wood
 Phone: (02) 6274 6062

The Cities Division has responsibility for delivering the Smart Cities Plan – a framework to guide action to position our cities for the future through smart investment, smart policy and smart technology. The division is pioneering a new approach to cities policy at the federal level, through the coordination and deepening of collaboration across government, business and community. The division's principal responsibilities include brokering and delivering City Deals with other levels of government, monitoring progress of Australia's largest cities through the National Performance Framework, and implementing the \$50 million Smart Cities and Suburbs Program.

City Deals (VIC, SA and WA) and Programs Branch

s.47F

General Manager: Janet Quigley
 Phone: (02) 6274 6061

The branch has responsibility for engagement with NSW and Victorian Governments on City Deals and to broker and negotiate the Western Sydney City Deal, the Geelong City Deal and prepare for a potential Perth City Deal.

City Deals (QLD) and Strategic Policy Branch

s.47F

Acting General Manager: Kim Forbes
 Phone: (02) 6274 7212

The branch has responsibility for developing a strategy for Future City Deals and for leading engagement with the Queensland Government on City Deals – including implementation of the Townsville City Deal and the development of a South-East Queensland City Deal Strategy.

City Deals (NT, TAS and Regional) and Engagement Branch

s.47F

General Manager: Adam Stankevicius
 Phone: (02) 6274 6062

The branch is responsible for engagement with the Northern Territory and Tasmanian Governments on City Deals, implementation of the Launceston City Deal and brokering and negotiating new City Deals for Darwin and Hobart. The branch leads external stakeholder engagement on cities policy, including the Cities Reference Group. It also provides advice on regional deals and the 'Your City or Region' data portal, providing information to governments, industries and communities on how to develop collective plans for growth.

Regional Development and Local Government Division

s.47F

Executive Director: Marie Taylor
 Phone: (02) 6274 8125

A key role for the department is to strengthen communities and regions by fostering local economic growth and implementing good governance.

The division is responsible for delivering the Australian Government's regional development, water security, Financial Assistance Grants, Regional Development Australia program and the National Awards for Local Government.

The division is also responsible for developing options and providing policy advice on: developing regional Australia, progressing regional centre deals (including the developments of the Barkly Regional Deal), migration and regional settlement and the role of Regional Development Australia committees; regional development funding programs, based on best practice and evaluation of current and past programs; water infrastructure to provide secure and affordable water to support regional growth; structural adjustment and industry transition; decentralisation of government functions outside of Canberra, Sydney and Melbourne; and local government and the self-government legislative framework for the Australian Capital Territory and the Northern Territory.

Regional Policy Branch

s.47F

General Manager: Maxine Loynd
 Phone: (02) 6274 6426

The branch informs regional investment and major Australian Government initiatives through analysis and policy development. It also provides policy advice and coordination across the department on whole of government processes that have regional impacts (including developing regional Australia progressing regional centre deals, regional settlement).

Regional Programs Branch

s.47F

General Manager: Donna Wieland
 Phone: (02) 6274 7446

The branch is responsible for the delivery of a number of regional programs including the Building Better Regions Fund; National Stronger Regions Fund; Community Development Grants Programme; Stronger Communities Programme; Tasmanian Jobs and Growth Package; Murray-Darling Basin Regional Economic Diversification Programme; Regional Jobs and Investment Packages; Regional Growth Fund; and Drought Communities Programme.

Local Government, RDA and Barkly Regional Deal Taskforce

s.47F

General Manager: Chris Faris
Phone: (02) 6274 7745

The branch administers the Regional Development Australia (RDA) program, consisting of a national network of 52 RDA committees of local leaders who work with all levels of government, business and community groups to support the development of their regions.

The branch administers the \$2.3 billion per annum Financial Assistance Grants program for Local Government and is responsible for policy advice and program support in respect of local government, including the National Awards for Local Government.

The branch provides advice on self-governing territory matters in the ACT and NT as well as the National Capital Authority.

The branch also leads the implementation of the Government's decentralisation agenda.

The branch is also responsible for the development of the Barkly Regional Deal.

Drought Taskforce

Executive Director: Diana Hallam
 Phone: (02) 6274 6460

Note: The Drought Taskforce ends 30 June 2019.

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The Department of Infrastructure, Regional Development and Cities Drought Taskforce was established following the National Drought Summit on 26 October 2018 to coordinate drought-related policy, programs and stakeholders. The Taskforce is responsible for liaising with the Department of Prime Minister and Cabinet Joint Agency Drought Taskforce; promoting the extension of the Drought Communities Programme to an additional 81 eligible Local Government Areas; developing the grant guidelines and grant agreements for the \$30m Drought Community Support (Charities) Initiative; managing the \$15m grant to the Foundation for Rural and Regional Renewal to deliver small grants under its 'Tackling Tough Times Together' programme and administering the Government's water infrastructure commitments, including the special \$72m drought round under the National Water Infrastructure Development Fund (NWIDF).

Territories Division

Executive Director: Christine Dacey
 Phone: (02) 6274 7209

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The division administers the territories of Christmas Island, the Cocos (Keeling) Islands, Jervis Bay and Norfolk Island; and manages national interests in the ACT and the NT.

The division employs departmental staff based in Canberra and some regional offices around Australia. In addition, there are over 100 administered staff located in the Indian Ocean Territories.

Indian Ocean Territories Branch

General Manager: Claire Howlett
 Phone: (02) 6274 7988

s.47F

The branch administers the non-self-governing territories of Christmas Island, the Cocos (Keeling) Islands, Ashmore and Cartier Islands and the Coral Sea Islands. The branch oversees the legal frameworks, administration, governance, infrastructure and state-type services in these locations. In ensuring state-type service delivery, the branch manages 45 service delivery arrangements with the WA Government, a range of commercial contracts (for example, air services, airports and ports management) or direct service provision (for example, health services, power services, emergency management and public housing). The branch provides funding support to state-types functions such as tourism and vocational training, and undertakes capital works with the objective of ensuring that territory communities have access to similar services as equivalent mainland communities. The branch also provides support to the Administrator of Christmas and Cocos (Keeling) Islands. The Indian Ocean Territories Administration, operating under the direction of the branch, has a workforce of approximately 100 employees.

Norfolk Island and Jervis Bay Territory Branch

General Manager: Nicole Pearson
 Phone: (02) 6274 7102

s.47F

The branch administers the Territory of Norfolk Island and maintains funding agreements with both the NSW Government and the Norfolk Island Regional Council for the delivery of state-type services in the Territory. The branch is responsible for overseeing the legal frameworks, administration, governance, infrastructure and state-type services on Norfolk Island. The branch is part way through implementing a significant program of reforms for Norfolk Island. This ongoing reform work includes a phased extension of laws based on NSW laws to Norfolk Island and negotiations with the NSW Government for the delivery of additional state-type services to Norfolk Island. The branch also manages the world heritage listed Kingston and Arthurs Vale Historic site, and supports the Norfolk Island Administrator.

State Services Transition Team

s.47F

General Manager: Ruth Wall
Phone: (02) 6274 7326

The team is responsible for transiting Norfolk Island service delivery to a new service partner when New South Wales ceases service delivery (from June 2021).

Corporate Services Division

s.47F

Chief Operating Officer: Justine Potter

Phone: (02) 6274 6439

The division is responsible for the provision of high quality business services, systems, support and advice to the department and ministerial offices. The division is structured into one unit and five branches which are responsible for the delivery of specific professional disciplines.

Financial Services Branch

s.47F

Acting Chief Financial Officer: Cheryl-Anne Navarro

Phone: (02) 6274 7154

Note: Substantive Chief Financial Officer (Brad Medland) commences on 27/05/2019.

The branch is responsible for financial management, financial systems, budgeting and reporting for the department, portfolio budget coordination and advice to the ministerial offices and Parliament to enable the department to meet statutory, accounting and reporting requirements.

People and Performance Branch

s.47F

General Manager: Michelle Wicks

Phone: (02) 6274 7077

The branch is responsible for the human resource management policy framework, recruitment and retention strategies, the development and delivery of targeted learning and development programs and activities, providing advice and support to managers and staff on performance management, work health and safety and workers' compensation issues. In addition, the branch provides payroll services, advice on conditions of employment and workforce management, analysis and reporting.

Legal Services Branch

s.47F

General Counsel: Hilary Manson

Phone: (02) 6274 7211

The branch provides legal advice on a wide range of issues, including on the meaning and operation of legislation administered by the department and other generally applicable Commonwealth legislation, on contractual issues and other commercial issues and on the preparation of statutory instruments. The branch manages litigation involving the department and the procurement of legal services from external sources.

Communications, Parliamentary and Governance Branch

s.47F

General Manager: Scott Mashford

Phone: (02) 6274 7624

The branch provides strategic advice and communication services to the departmental executive and ministerial offices. The branch facilitates engagement with the department's key stakeholders in order to promote the portfolio's policies, programs and to disseminate information. Key services include media management and monitoring, online communication, strategic communications, ministerial event coordination and speechwriting. It also includes activities such as internal and stakeholder engagement, print and design management and ministerial/executive international travel planning.

The branch is also the administrative interface between the department and ministerial offices providing support services to the ministerial offices; coordination of ministerial correspondence, briefings and minutes; responses to parliamentary and Senate Estimates questions on notice and tabling of documents; and providing a central contact for Cabinet and legislation matters.

The branch is also responsible for departmental governance arrangements. Key functions include planning and reporting activities (both internal and external) including business planning and associated reviews and the Annual Report. It provides a central contact for and coordinates the activities relating to Freedom of Information, complaints management, privacy, the Commonwealth Ombudsman, ministerial appointments and reporting, and whole of Government activities such as related native title applications, treaties reporting and foreign investment proposals. The branch also maintains governance policies such as the Accountable Authority Instructions, decision-making delegations, probity, ethics and conflict of interest.

Information Services Branch

s.47F

Chief Information Officer: Chris Dale

Phone: (02) 6274 8080

The branch is responsible for information technology and communications policy and services. Several service delivery teams provide information management, records management, business applications, geospatial information systems, information technology infrastructure and operational services. The branch is also responsible for the delivery of security, office machines and print room services to the department and ministerial offices.



Australian Government

Department of Infrastructure, Regional Development and Cities

Acronyms

AAA	Australian Automobile Association
AAOs	Administrative Arrangements Order
ABN	Australian Business Number
ABS	Australian Bureau of Statistics
ABCs	Airport Building Controllers
ACCC	Australian Competition and Consumer Commission
ACN	Australian Company Number
ACT	Australian Capital Territory
ACN	Australian Company Number
ADRs	Australian Design Rules
AEOs	Airport Environment Officers
AFIF	Australian Federation of International Forwarders
AFP	Australian Federal Police
ALCs	Airport Lessee Companies
AMSA	Australian Maritime Safety Authority
AMSA Act	Australian Maritime Safety Authority Act 1990
AMVCB	Australian Motor Vehicle Certification Board
ANAO	Australian National Audit Office
APAM	Australia Pacific Airports (Melbourne) Pty Ltd
APEC	Asia-Pacific Economic Cooperation
APS	Australian Public Service
APSA	Australian Peak Shippers Association
ARTC	Australian Rail Track Corporation Limited
ARRB	Australian Road Research Board
ATSB	Australian Transport Safety Bureau
ATO	Australian Tax Office
BBRF	Building Better Regions Fund

BBSW	Bank Bill Swap Rate
BITRE	Bureau of Infrastructure, Transport and Regional Economics
BODP	Biodiversity Offset Delivery Plan
BRP	Bridges Renewal Program
BSPVES	Bass Strait Passenger Vehicle Equalisation Scheme
Business Case Fund	Major Project Business Case Fund
CA Act	Civil Aviation Act 1988
CASA	Civil Aviation Safety Authority
CCPF	Commuter Car Park Fund
CI	Community Investments Stream
CIMFR	Christmas Island Mine site to Forest Rehabilitation
CNMC	Canberra National Memorials Committee
COAG	Council of Australian Governments
CPAs	Commonwealth Preparatory Activities
CRIS	Cost Recovery Implementation Statement
CSIRO	Commonwealth Scientific and Industrial Research Organisation
DCSI	Drought Community Support Initiative
DFAT	Department of Foreign Affairs and Trade
DIIS	Department of Industry, Innovation and Science
FBC	Full Business Case
FFR	Federal Financial Relations
FOWSA	Forum on Western Sydney Airport
FRRR	Foundation for Rural and Regional Renewal's
GBE	Enterprise Governance and Oversight Guidelines
Grants Hub	Business Grants Hub
HVSPP	Heavy Vehicle Safety and Productivity Program
IA	Infrastructure Australia
ICAO	International Civil Aviation Organization
ICT	Information and Communications Technology
IIP	Infrastructure Investment Program

IMO	International Maritime Organization
Inland Rail	Inland Rail Project
IOT	Indian Ocean Territories
IP	Infrastructure Projects Stream
IPFA	Infrastructure and Project Financing Agency
IRIIP	Inland Rail Interface Improvement Program
ITF	International Transport Forum
JAH	Jandakot Airport Holdings
JBT	Jervis Bay Territory
JRCC	Joint Rescue Coordination Centre
KAVHA	Kingston and Arthur's Vale Historic Area
Keeling	Cocos (Keeling) Islands
LGAs	Local Government Areas
MARPOL	International Convention for the Prevention of Pollution from Ships
MDBREDP	Murray-Darling Basin Regional Diversification Program
MDs	Ministerial Directions
MIC	Moorebank Intermodal Company Limited
MITP	Moorebank Intermodal Terminal Precinct
MVSA	Motor Vehicle Standards Act 1989
MVSRP	Motor Vehicle Standards Review Panel
MYEFO	Mid-Year Economic and Fiscal Outlook
NAPTAC	National Accessible Public Transport Advisory Committee
NARP	Northern Australia Roads Program
NAWRA	Northern Australia Water Resource Assessments
NCA	National Capital Authority
NCF	National Capital Functions
NHVR	National Heavy Vehicle Regulator
NIHRACS	Norfolk Island Health and Residential Aged Care Service
NIRC	Norfolk Island Regional Council
NLT Act	National Land Transport Act 2014
NPA	National Partnership Agreement

NPAT	Net Profit After Tax
NPPs	New Policy Proposals
NRSS	National Road Safety Strategy
NSRF	National Stronger Regions Fund
NT	Northern Territory
NTC	National Transport Commission
OECD	Organisation for Economic Co-operation and Development
OSOM	Oversize and/or Overmass
PFAS	Per- and poly-fluoroalkyl substances
PGPA Act	Public Governance, Performance and Accountability Act 2013
PM&C	Department of the Prime Minister and Cabinet
PN	Pacific National
PPP	Public-Private Partnership
PRL	Phosphate Resources Limited
QLD	Queensland
RAAP	Regional Aviation Access Program
RAI	Remote Aerodrome Inspection Program
RAID	Residents Against Intermodal Development
RASS	Remote Air Services Subsidy Scheme
RAU	Remote Aerodrome Upgrade Program
RAWS	Registered Automotive Workshop Scheme
RDA	Regional Development Australia
RGF	Regional Growth Fund
RIC	Regional Investment Corporation
RJIP	Regional Jobs and Investment Packages
ROSI	Roads of Strategic Importance initiative
RPT	Regular Public Transport
R2R	Roads to Recovery Program
SA	South Australia
SCP	Stronger Communities Programme
SDA	Service Delivery Agreement

SDGs	Sustainable Development Goals
SES	Senior Executive Service
SIMTA	Sydney Intermodal Terminal Alliance
SMC	Sydney Motorway Corporation
SOLAS	International Convention for the Safety of Life at Sea
TISOC	Transport and Infrastructure Senior Officials' Committee
TFES	Tasmanian Freight Equalisation Scheme
TJGP	Tasmanian Jobs and Growth Plan
TraNSIT	Transport Network Strategic Investment Tool
TTTT	Tackling Tough Times Together program
UCF	Urban Congestion Fund
UN	United Nations
USC	University of Sunshine Coast
VIC	Victoria
WA	Western Australia
WCAA	Western City and Aerotropolis Authority
WHS	Work Health and Safety
White Paper	White Paper on Developing Northern Australia
WSA	Western Sydney Airport
WSA Co	WSA Co Limited
WSU	Western Sydney unit



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O1-001

Infrastructure Investment Program — Summary

Snapshot

The Infrastructure Investment Program (IIP) provides funding for planning and delivery of land transport infrastructure to build a stronger future for Australia's urban, regional and remote areas. The IIP is tackling congestion in cities, reducing travel times for commuters, increasing capacity on key freight routes, providing better connectivity to domestic and international export markets and improving safety for all road users in accordance with the National Land Transport Act 2014.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Investment — Road	3,664,381	3,117,332	3,376,815	3,720,295	4,774,791
Investment — Rail	554,922	547,243	391,315	610,346	338,050
National Rail Program	146,000	231,000	386,393	644,672	1,364,857
Black Spot Program	85,000	120,000	110,000	110,000	110,000
Roads to Recovery Program	364,793	500,000	500,000	500,000	500,000
Heavy Vehicle Safety and Productivity	60,000	95,000	70,000	87,160	65,000
Bridges Renewal Program	85,000	121,343	105,000	108,500	85,000
Research and Evaluation	21,131	18,500	10,000	10,000	10,000
Major Project Business Case Fund	10,000	40,000	50,000	15,000	25,000
Infrastructure Growth Package	301,248	538,125	432,797	220,108	270,000
Northern Australia Beef Roads Program	42,579	51,109	710	-	-
Northern Australia Roads Program	155,720	210,544	115,978	19,308	-
Untied local roads grants (including SA additional funding)	829,608	391,866	816,253	849,638	886,087
Roads of Strategic Importance Initiative	12,300	70,750	292,750	400,500	780,500
Urban Congestion Fund	40,000	720,000	720,000	720,000	400,000
ARTC and Faster Rail	143,602	165,696	156,086	180,000	110,000
Total	6,516,284	6,938,508	7,534,097	8,195,527	9,719,285

Contacts

Luke Yeaman

Deputy Secretary, Infrastructure

Luke.Yeaman@infrastructure.gov.au

02 6274 7302 | s.47F

Jessica Hall

Executive Director, Infrastructure Investment Division

Jessica.Hall@infrastructure.gov.au

02 6274 6778 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O1-002

Infrastructure Investment Program — Investment

Key message

The rolling 10 year Infrastructure Investment Program (IIP) is the Australian Government's predominant funding envelope for land transport infrastructure.

Snapshot

The IIP provides funding for major road and rail projects in Australia. The IIP also provides funding for transport development and innovation projects relating to the national network and grants to land transport research entities, along with ongoing maintenance for roads.

Stakeholders

- Road and rail users
- State and territory governments
- Local governments
- Road and rail construction industries
- Freight industries

Impact

The 10 year rolling infrastructure pipeline provides certainty on the level of future investment to industry and aims to improve long term infrastructure planning. The pipeline supports improved reliability, travel times, connectivity and safety.

For example:

- NorthConnex in New South Wales will save motorists up to 15 minutes and remove up to 5,000 trucks per day off Pennant Hills Road.
- Since the broader Bruce Highway Upgrade Program commenced, there has been a 31 per cent reduction in crashes, a 32 per cent reduction in fatalities and a 28 per cent reduction in injuries on the Bruce Highway.

The program also assists with job creation:

- In Melbourne, the upgrade and widening of the M80 Ring Road is expected to support around 1,350 jobs over the life of the project.
- The Midland Highway upgrade in Tasmania is expected to support approximately 933 direct and 135 indirect jobs during the construction phase.

Program status

Start date: 1 July 2005 (ongoing).

The IIP is a long standing land transport investment program that has predominantly enjoyed bi-partisan support since its inception in 2005. It is currently administered under the National Land Transport Act 2014 the (NLT Act).

In 2018, the IIP moved to a 10 year rolling program to provide greater funding certainty to proponents and industry.

Eligibility and application process

To be eligible for funding the project must meet the requirements of the NLT Act. While the NLT Act allows for the Australian Government to call for submissions and state and territory governments and local governments continue to seek funding from the Commonwealth for their own transport priorities, the 10 year rolling program approach puts the Australian Government at the forefront of setting out commitments that support a longer-term plan to progressively build projects which deliver nationally significant projects over a rolling 10 year period.

Under this approach, project selection focuses on addressing critical transport network deficiencies that currently constrain commuter and freight movements, across both urban and regional Australia, as well as improving safety and productivity outcomes.

More broadly, in recommending projects to government for funding, projects are assessed by the department against a range of criteria, including whether:

- the project has been identified as a priority on Infrastructure Australia's Infrastructure Priority List
- the project has been identified as a state or transport user priority
- the project demonstrates strong economic benefits, generally based on its cost benefit ratio
- the project proposal has considered, and where appropriate applied alternatives to construction, including enhanced use of existing infrastructure and/or technological solutions
- a proposal has evaluated and, where appropriate and efficient, considered alternative funding and financing, applied cost recovery such as user charging and/or delivery options which encourage innovation and greater private sector involvement in the development and delivery of public infrastructure
- the project delivers other strategic benefits such as safety, regional development and improved connectivity between communities and employment centres.

The department also provides advice to the Australian Government on its assessment of infrastructure priorities and implementation issues, including aligning recommendations to available funding allocations. This includes, where appropriate, recommending the Australian Government provide funding for early involvement through business case development for major transformational projects which are assessed as likely to deliver significant strategic benefits and meet the objectives of a 10 year rolling program.

As state and territory governments or local governments own and manage the transport networks, and will be responsible for contracting, delivering and maintaining the infrastructure, all decisions should be made in consultation with jurisdictions.

Once the Australian Government has decided to commit funding to a project, it is added to the National Partnership Agreement (NPA) schedule. However, to become effective the terms and conditions of the funding must be agreed between the Australian Government and relevant state or territory government.

Where state and territory governments are seeking \$100 million or more from the Australian Government, they must also submit proposals to Infrastructure Australia. Infrastructure Australia conducts an independent evaluation, focusing on a project's cost benefit analysis, and provides advice to the Australian Government on a project's merit, including through the regular updating of its Infrastructure Priority List. Infrastructure Australia does not approve business cases but its assessment is a key factor in the Australian Government's final investment decision.

Funds available to individual recipients

Eligible funding recipients are outlined in the NLT Act and include state and territory governments and local governments or an authority of those bodies. Due to previous High Court decisions, funding for local governments is usually paid through the relevant state.

The National Partnership Agreement (NPA), under the Federal Financial Relations (FFR) framework, is the primary payment mechanism for delivering funding to the states and territories.

As stated above, once the Australian Government has agreed to commit funding to a project, it is added to the NPA schedule and terms and conditions of the funding must be agreed between the Australian Government and relevant state or territory government. Updated schedules are usually provided to jurisdictions twice a year (at Mid-Year Economic and Fiscal Outlook and Budget). Once agreed they are published on the FFR website.

Funding commitments are then refined as detailed planning is undertaken, with state and territory governments required to provide a final cost estimate as part of a Project Proposal Report, based on the fully developed scope and design, before formal funding approval is considered under the NLT Act.

The department releases funding on the achievement of agreed project milestones to state and territory governments. The released funding is sufficient to enable the achievement of the next milestone, with an element of cash flow to ensure works continue to progress.

Limited funding is also available for transport development and innovation projects relating to the national land transport network and grants to land transport research entities.

Expense funding

All figures are as at 2019–20 Budget	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Investment — Road	3,664,381	3,117,332	3,376,815	3,720,295	4,774,791
Investment — Rail	554,922	547,243	391,315	610,346	338,050
National Rail Program	146,000	231,000	386,393	644,672	1,364,857
Research and Evaluation	21,131	18,500	10,000	10,000	10,000
Roads of Strategic Importance	12,300	70,750	292,750	400,500	780,500
Urban Congestion Fund	40,000	720,000	720,000	720,000	400,000
Major Project Business Case Fund	10,000	40,000	50,000	15,000	25,000
Total	4,448,734	4,744,825	5,227,273	6,120,813	7,693,198

Note: Includes grants for on and off-network investment programs and road maintenance, as well as funding under the National Highway Program, Western Sydney Infrastructure Package, and Contestable Projects allocations.

Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 1.1 — Infrastructure Investment; Annual Appropriations Acts 1/3; Annual Appropriation Acts 2/4; Special Appropriation (Treasury) — Federal Financial Relations Act 2009
- **Relevant legislation:** NLT Act

Background and other issues

The current NPA expires on 30 June 2019. The new NPA comes into effect on 1 July 2019. Currently, South Australia and Tasmania have signed the new NPA.

Contacts

Luke Yeaman
Deputy Secretary, Infrastructure
Luke.Yeaman@infrastructure.gov.au
02 6274 7302 | s.47F

Jessica Hall
Executive Director, Infrastructure Investment Division
Jessica.Hall@infrastructure.gov.au
02 6274 6778 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O1-003

Infrastructure Investment Program — Black Spot Program

Key message

Road crashes are a major cost to Australians every year. Black Spot projects target road locations where crashes are occurring.

Snapshot

The Black Spot Program (the program) is targeted at reducing crashes on Australian roads. By funding measures such as traffic signals and roundabouts at dangerous locations, the program reduces the risk of crashes. Programs of this sort are very effective, saving the community many times the cost of the relatively minor road improvements that are implemented. Additionally, the program makes an important contribution to reducing the national road toll under the National Road Safety Strategy and Action Plan.

Stakeholders

- Road users
- State and territory road authorities
- Local government project proponents

Impact

The program is estimated to be reducing fatal and casualty crashes in total at treated sites by 30 per cent and property damage only crashes by 26 per cent.

Program status

Start date: 1 July 1996 (ongoing).

The program has operated continuously since 1 July 1996 and has been renewed on seven occasions. In 2016, funding was provided on an ongoing basis.

Eligibility and application process

Funding is mainly available for the treatment of Black Spot sites (such as intersections or short road sections), or lengths of road of three kilometres or more, with a proven history of crashes. Project proposals should be able to demonstrate a benefit to cost ratio of at least 2:1.

For individual sites such as intersections, mid-block or short road sections, there should be a history of at least three casualty crashes over a five-year period. For lengths of road, there should be an average of 0.2 casualty crashes per kilometre per year over the length in question, over five years.

The program also recognises that there are road locations that could be considered as 'accidents waiting to happen'. Therefore, up to 30 per cent of program funds may be used to treat sites where road traffic engineers have completed a road safety audit and found that remedial work is necessary. This provides an opportunity for proactive safety works to be undertaken before casualties occur.

Funds cannot be used for the purchase of road building plant or equipment, or for operational or maintenance costs.

More than 60 per cent of road deaths and a significant proportion of serious injuries occur outside metropolitan areas. In line with national road safety policy objectives, approximately 50 per cent of Black Spot funds in each state (other than Tasmania, Australian Capital Territory and the Northern Territory) are reserved for projects in non-metropolitan areas.

Nominations for Black Spot locations are invited from state and territory governments, local councils, community groups and associations, road user groups, industry and individuals. On receipt of a completed Black Spot nomination form, the relevant state and territory transport agency will examine the nominated site's eligibility, and may undertake an economic assessment of a treatment proposal.

A Black Spot consultative panel, chaired by a Member of Parliament or Senator appointed by the responsible Minister, has been established in each state and territory. Consultative panels consist of representatives drawn from community and road user groups, industry, Australian and local government, and state road and transport agencies. All nominations are referred to the appropriate consultative panel, which generally meets annually to recommend projects for consideration and approval by the responsible Minister.

Funds available to individual recipients

Under the Local and State Government Road Safety Package in the 2019–20 Budget, base funding for the program will increase by \$50.0 million per annum (from \$60.0 million to \$110.0 million) from 2019–20.

The Australian Government's maximum funding contribution to an individual Black Spot project is currently \$2 million.

Payments are made to state and territory governments under the National Partnership Agreement (NPA). State allocations from 2019–20 onwards have been determined based on population, the number of fatal crashes and vehicle kilometres travelled per jurisdiction.

The NPA lists the Australian Government contribution to the Black Spot projects approved for funding.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	85,000	120,000	110,000	110,000	110,000
Less: actual expenditure YTD at 31 March 2019	45,264	-	-	-	-
Total balance of funds	39,736	120,000	110,000	110,000	110,000

Note: 2019–20 includes \$10.0 million moved from previous years.

Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 1.1 — Infrastructure Investment; Special Appropriation (Treasury) — Federal Financial Relations Act 2009
- **Relevant legislation:** National Land Transport Act 2014

Contacts

Luke Yeaman
Deputy Secretary, Infrastructure
Luke.Yeaman@infrastructure.gov.au
02 6274 7302 | s.47F

Jessica Hall
Executive Director, Infrastructure Investment Division
Jessica.Hall@infrastructure.gov.au
02 6274 6778 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O1-004

Infrastructure Investment Program — Roads to Recovery Program

Key message

The Roads to Recovery Program (R2R) aims to improve local roads by funding construction and maintenance projects identified at the local level.

Snapshot

R2R operates uniformly across Australia. Under current arrangements, each council is guaranteed a share of the total available funding.

Money provided under R2R is not intended to replace council spending on roads or state and territory government assistance to councils for local road construction or maintenance.

Stakeholders

- Road users
- Local government authorities
- State and territory road authorities responsible for roads in unincorporated areas

Impact

R2R has funded more than 19,500 projects from 2014–15 to 2018–19.

Program status

Start date: 1 January 2001 (ongoing).

Eligibility and application process

All local councils in Australia are eligible for funding under R2R. However, there are large parts of Australia, mainly in remote areas, where there are no councils and where state governments provide council services to small communities. These areas are known as 'unincorporated areas'. Funding for unincorporated areas is provided to the relevant state government, the shires of Christmas Island, Cocos (Keeling) Islands and Norfolk Island and the Lord Howe Island Board.

The Northern Territory (NT) Government also receives funding for roads in areas which until 2008 were unincorporated. Responsibility for these roads is yet to be transferred to the new councils.

Councils choose the road projects on which to spend their R2R funding. Payments are made quarterly on the basis of expenditure and progress reports. Councils are required to submit an audited annual report acquitting funds received under R2R. They are also required to maintain the level of expenditure on roads from each council's own sources in addition to their R2R spending.

Funds available to individual recipients

Funding shares are determined by a formula, based on population and road length, which is set by the local government grants commission in each state and the NT.

In order to provide certainty, each council's period of program allocation is listed in a legislative instrument. The National Land Transport Act 2014 (NLT Act) states that the instrument cannot be revoked and that allocations cannot be changed except in limited circumstances; for example, council amalgamations.

Under the Local and State Government Road Safety Package announced by the Australian Government in the 2019–20 Budget, base funding for the program will increase by \$100.0 million per annum (from \$400.0 million to \$500.0 million) from 2019–20.

Funding is paid in 5 year programs and the next program period runs from 2019–20 to 2023–24. Councils were advised of their increased allocation on 3 April 2019, following the 2019–20 Budget announcement. The legislative instrument to determine council allocations for the 2019–20 to 2023–24 period will need to be amended prior to 1 July 2019 to formally give effect to the increased allocations.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	364,793	500,000	500,000	500,000	500,000
Less: actual expenditure YTD at 31 March 2019	297,966	-	-	-	-
Total balance of funds	66,827	500,000	500,000	500,000	500,000

Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 1.1 — Infrastructure Investment; Annual administered expenses
- **Relevant legislation:** NLT Act

Background and other issues

R2R began on 1 January 2001 with funding to 2004–05, and has subsequently been extended four times: 2005–06 to 2008–09; 2009–10 to 2013–14; 2014–15 to 2018–19; and 2019–20 onwards.

Under the previous legislation, there was a sunset clause for R2R; however, this was removed from the NLT Act, meaning no new legislation is required for the continuation of R2R.

Contacts

Luke Yeaman
Deputy Secretary, Infrastructure
Luke.Yeaman@infrastructure.gov.au
02 6274 7302 | s.47F

Jessica Hall
Executive Director, Infrastructure Investment Division
Jessica.Hall@infrastructure.gov.au
02 6274 6778 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O1-005

Infrastructure Investment Program — Northern Australia Roads Program

Key message

The Northern Australia Roads Program (NARP) will help improve the North's transport network and as a result support economic development and improve safety for all road users.

Snapshot

The NARP was announced as part of the White Paper on Developing Northern Australia (White Paper) in 2015. The objective of the NARP is to fund high priority projects in northern Australia essential to the movement of people and freight, in order to support northern Australia's economic development.

Stakeholders

- Road users
- State and territory governments
- Local governments
- Indigenous communities
- Community and commercial road users
- Freight and logistics operators

Impact

Promote economic development, including increased opportunities for indigenous employment and business engagement, and improved connectivity and access for road users.

Program status

The NARP is currently a one-off funding envelope of \$600 million provided from 2016–17 for roads north of the Tropic of Capricorn across Queensland (QLD) and Western Australia (WA), and the whole of the Northern Territory.

There are currently 19 projects being delivered under NARP — 10 in QLD, four in WA and five in the Northern Territory (NT).

Construction is complete on the Kennedy Developmental Road project in Queensland and the Great Northern Highway — Bow River Bridge and Approaches in WA. Construction is underway on a further 11 projects (five in QLD, three in WA, and three in the NT). All 19 projects are expected to complete construction by late 2021.

Eligibility and application process

Roads identified in Infrastructure Australia's Northern Australia Infrastructure Audit (2015), along with other roads identified as priorities by the northern jurisdictions, such as those connecting communities, or regional towns to ports were eligible for funding. Jurisdictions were asked to submit proposals on this basis.

Funds available to individual recipients

Funding allocations and the number of approved projects under the program are as per the table below. Note \$12.2 million remains to be allocated.

Jurisdiction	AG committed funds (\$m)	Number of Projects
QLD	223.80	10
NT	192.19	5
WA	171.81	4

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	155,720	210,544	115,978	19,308	-
Less: actual expenditure YTD at 31 March 2019	70,030	-	-	-	-
Total balance of funds	85,690	210,544	115,978	19,308	-

Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 1.1 — Infrastructure Investment; Special Appropriation (Treasury) — Federal Financial Relations Act 2009
- **Relevant legislation:** National Land Transport Act 2014

Background and other issues

Projects funded under NARP are required to establish Indigenous employment and supplier-use targets. As a result, the department has worked with the northern jurisdictions and the Department of the Prime Minister and Cabinet to develop a framework to maximise Indigenous employment and business opportunities in northern Australia (the Framework), to be implemented through the delivery of both the NARP and the Northern Australia Beef Roads Program.

The Framework establishes targets for Indigenous employment and training that are reflective of the local Indigenous working-age population, and targets for Indigenous supplier use that take into account the capacity and capabilities of relevant Indigenous businesses.

Contacts

Luke Yeaman

Deputy Secretary, Infrastructure

Luke.Yeaman@infrastructure.gov.au

02 6274 7302 | s.47F

Jessica Hall

Executive Director, Infrastructure Investment Division

Jessica.Hall@infrastructure.gov.au

02 6274 6778 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O1-006

Infrastructure Investment Program — Northern Australia Beef Roads Program

Key message

The Northern Australia Beef Roads Program (Beef Roads Program) will improve the reliability, productivity and resilience of cattle supply chains in northern Australia by making targeted road upgrades across Queensland (QLD), the Northern Territory (NT) and Western Australia (WA).

Snapshot

The Beef Roads Program, announced by the Australian Government in the 2015–16 Budget, formed part of the White Paper on Developing Northern Australia (White Paper).

The Beef Roads Program makes targeted upgrades to key roads necessary for transporting cattle, with the objective of improving the reliability, productivity and resilience of cattle supply chains in northern Australia and thereby reducing freight costs and strengthening links to markets.

Stakeholders

- Road users
- State and territory governments
- Local governments
- Indigenous communities
- Agricultural industries
- Freight and logistics operators

Impact

Reduce freight costs and strengthen links to markets by improving travel times and reducing seasonal road closures. Will also provide increased opportunities for indigenous employment and business engagement.

Program status

The Beef Roads Program is a one-off \$100 million program focussing on improving roads that support the movement of cattle north of the Tropic of Capricorn in QLD and WA, and the whole of the NT.

There are currently 18 projects under the Beef Roads Program. As of April 2019, 17 projects — 15 in QLD and two in the NT, have been approved. One remaining project in WA is currently being assessed by the department and is expected to commence by mid 2019 (pending approval). Construction is completed on five projects in QLD. Construction is underway on a further seven projects (five in QLD and two in the NT). All projects are expected to complete construction by mid-2021.

Eligibility and application process

Eligible roads were identified through consultation with the northern jurisdictions, local governments, transport and beef industry experts, and modelled by the Commonwealth Scientific and Industrial Research Organisation's (CSIRO) Transport Network Strategic Investment Tool (TraNSIT).

Funds available to individual recipients

Funding allocations and the number of approved projects and the program are:

Jurisdiction	AG committed funds (\$m)	Number of Projects
QLD	56.87	15
NT	30.00	2
WA	12.51	1

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	42,579	51,109	710	-	-
Less: actual expenditure YTD at 31 March 2019	12,695	-	-	-	-
Total balance of funds	29,884	51,109	710	-	-

Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 1.1 — Infrastructure Investment; Special Appropriation (Treasury) — Federal Financial Relations Act 2009
- **Relevant legislation:** National Land Transport Act 2014

Background and other issues

Projects funded under the Beef Roads Program are required to establish Indigenous employment and supplier-use targets. As a result, the department has worked with the northern jurisdictions and the Department of the Prime Minister and Cabinet to develop a framework to maximise Indigenous employment and business opportunities in northern Australia (the Framework).

The Framework establishes targets for Indigenous employment and training that are reflective of the local Indigenous working-age population, and targets for Indigenous supplier use that take into account the capacity and capabilities of relevant Indigenous businesses.

Contacts

Luke Yeaman
Deputy Secretary, Infrastructure
Luke.Yeaman@infrastructure.gov.au
02 6274 7302 | s.47F

Jessica Hall
Executive Director, Infrastructure Investment Division
Jessica.Hall@infrastructure.gov.au
02 6274 6778 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O1-007

Infrastructure Investment Program — Bridges Renewal Program

Key message

The Bridges Renewal Program (BRP) provides funding to upgrade and repair bridges to enhance access for local communities and facilitate higher productivity vehicle access.

Snapshot

BRP projects are assessed as part of a competitive, merit-based process, with the Australian Government contributing up to 50 per cent of total project costs. The BRP provides funding to states and territory governments and local governments.

Stakeholders

- Road users
- State and territory road authorities
- Local government project proponents

Impact

A total of 511 projects have been approved for funding under the BRP.

Program status

Start date: 18 June 2014 (ongoing).

There have been four funding rounds to date.

Eligibility and application process

When the Australian Government announces a round of the BRP, state and territory governments and local governments are invited to submit proposals for funding. Rounds are usually held every 12–18 months and take 4–6 months to complete. The Australian Government determines the eligibility and assessment criteria prior to each round such as the improvement of productivity and access, as well as economic and social benefits and construction readiness.

Projects eligible for funding may include one-off bridge projects, or a series of bridgeworks that provide benefits along a key route.

Funds available to individual recipients

Funding for the BRP is currently \$85.0 million per year ongoing. Funding not allocated in any given year is rolled over to the next financial year.

Payments are made to the state and territory governments under the National Partnership Agreement (NPA) or to local governments, through the relevant state. The NPA lists the Australian Government contribution to the BRP projects approved for funding.

Funding allocations and the number of approved projects under the BRP are:

All figures are as at 31 Jan 2019	Round 1 (2015)	Round 2 (2016)	Round 3 (2017)	Round 4 (2019)
Number of Projects	64	137	184	126
Australian Government Contribution	\$84.5 million	\$94.7 million	\$160.9 million	\$58.0 million
Number of Projects Completed	59	123	49	-
Number of Projects Under Construction	2	10	57	-
Number of Projects In Planning	3	4	78	126
Cancelled/Withdrawn	10 (a)	4 (a)	2 (a)	-

(a) Since the respective announcements, 16 projects to a value of \$11.4 million have been cancelled or withdrawn by proponents. There have also been variations to projects that have reduced their funding.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	85,000	121,343	105,000	108,500	85,000
Less: actual expenditure YTD at 31 March 2019	41,460	-	-	-	-
Total balance of funds	43,540	121,343	105,000	108,500	85,000

Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 1.1 — Infrastructure Investment; Special Appropriation (Treasury) — Federal Financial Relations Act 2009
- **Relevant legislation:** National Land Transport Act 2014

Contacts

Luke Yeaman
Deputy Secretary, Infrastructure
Luke.Yeaman@infrastructure.gov.au
02 6274 7302 | s.47F

Jessica Hall
Executive Director, Infrastructure Investment Division
Jessica.Hall@infrastructure.gov.au
02 6274 6778 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O1-008

Infrastructure Investment Program — Heavy Vehicle Safety and Productivity Program

Key message

The Heavy Vehicle Safety and Productivity Program (HVSPP) aims to deliver improved safety and productivity outcomes for the heavy vehicle industry, and the community more generally.

Snapshot

Specific objectives of the HVSPP are to:

- reduce the proportion of road accidents involving heavy vehicles by targeting heavy vehicle driver fatigue
- increase productivity by enhancing the capacity of existing roads.

Stakeholders

- Road users
- State and territory road authorities
- Local government project proponents

Impact

A total of 559 projects have been approved for funding under the HVSPP.

Program status

Start date: 1 July 2008 (ongoing).

There have been six funding rounds to date.

Eligibility and application process

When the Australian Government announces a round of the HVSPP, state and territory governments and local governments are invited to submit proposals for funding. Rounds are usually held every 12–18 months and take 4–6 months to complete.

Projects are assessed as part of a competitive, merit-based process, with the Australian Government contributing up to 50 per cent of total project costs. The Australian Government determines the eligibility and assessment criteria prior to each round.

Projects eligible for funding include; rest areas, parking/decoupling bays, technology trials and road enhancements.

Funds available to individual recipients

Funding for the HVSPP is currently \$65 million per year ongoing. Funding not allocated in any given year is rolled over to the next financial year.

Payments are made to the state and territory governments under the National Partnership Agreement (NPA) or to local governments, through the relevant state. The NPA lists the Australian Government contribution to the HVSPP projects approved for funding.

Payments are made to the state and territory governments under the National Partnership Agreement (NPA) or to local governments, through the relevant state. The NPA lists the Australian Government contribution to the HVSP projects approved for funding.

Funding allocations and the number of approved projects under recent program rounds are:

All figures are as at 30 Apr 2019	Round 4 (2015)	Round 5 (2016)	Round 6 (2018)
Number of Projects	49	84	92
Australian Government Contribution	\$86.9 million	\$98.8 million	\$131.9 million
Number of Projects Completed	47	66	0
Number of Projects Under Construction	1	12	15
Number of Projects In Planning	1 (a)	6 (a)	77 (a)
Not funded/Cancelled/Withdrawn	4 (b)	3 (b)	1 (b)

- a) Projects with a status of In Planning have completed funding agreements in place between the Australian Government and the project proponent.
- b) Since the respective announcements, eight projects to a value of \$10.1 million have been cancelled or withdrawn.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	60,000	95,000	70,000	87,160	65,000
Less: actual expenditure YTD at 31 March 2019	29,683	-	-	-	-
Total balance of funds	30,317	95,000	70,000	87,160	65,000

Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 1.1 — Infrastructure Investment; Special Appropriation (Treasury) — Federal Financial Relations Act 2009
- **Relevant legislation:** National Land Transport Act 2014

Contacts

Luke Yeaman
Deputy Secretary, Infrastructure
Luke.Yeaman@infrastructure.gov.au
02 6274 7302 | s.47F

Jessica Hall
Executive Director, Infrastructure Investment Division
Jessica.Hall@infrastructure.gov.au
02 6274 6778 | s.47F



Infrastructure Investment Program — Funding and Financing

Key message

The Australian Government is providing support for specific, nationally significant infrastructure projects through alternative financing opportunities, to achieve maximum benefit for taxpayer funds.

Snapshot

In addition to grant funding provided through the Infrastructure Investment Program, successive Australian Governments have provided support for several major infrastructure projects through alternative funding and financing arrangements. Over recent years, an increasing proportion of Commonwealth infrastructure investment has been provided through debt and equity for projects where a revenue stream is identified to provide a return on the investment.

The Infrastructure and Project Financing Agency (IPFA) provides advice to the Australian Government on financing opportunities for major infrastructure projects.

Current alternative funding and financing arrangements managed by the department include:

- Concessional loans for four projects – WestConnex, the Sunshine Coast Airport Expansion Project, the University of the Sunshine Coast's Moreton Bay Campus Precinct Project and the Myalup Wellington Water Infrastructure Project. Details on these projects are provided below.
- Equity funding is being used for significant commitments to the Western Sydney Airport (see PPV-O2-025) and Inland Rail (see PPV-O1-014).

Stakeholders

- Road, rail, airport and water users
- State governments and local governments (as project proponents)
- Government Business Enterprises (as project proponents)
- Private Sector Financiers

Impact

Alternative funding and financing provides key support for high priority projects where the private sector is unwilling to invest or where a project involves risks that the Government is better positioned to manage than the private sector. Government support allows these projects to be delivered in more optimal timeframes, accelerating the benefits of the new infrastructure.

Program status

Ongoing. In some cases, concessional loan terms extend to 2034.

WestConnex Stage 2 concessional loan

Loan description

The WestConnex concessional loan is a \$2 billion subordinated loan facility (i.e. supports commercial "senior" debt) provided to the Sydney Motorway Corporation (SMC) to deliver the new M5 component (Stage 2) of the WestConnex project in New South Wales (NSW).

The provision of the concessional loan enabled Stage 2 to be fully financed at contractual close, allowing Stages 1 and 2 to proceed in parallel. This resulted in significant time savings, compared to if the two stages had progressed in sequence.

The NSW Government has sold a 51 per cent stake in SMC to help fund the M4-M5 Link Tunnels that will connect the new M4 at Haberfield and the new M5 at St Peters.

Funding — WestConnex concessional loan

The \$2 billion amount was appropriated in 2015–16 and is the maximum amount committed under the terms of the loan agreement.

Drawdown schedule — WestConnex concessional loan

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Sunshine Coast Airport Expansion Project

Loan description

A concessional loan is being provided to the Sunshine Coast Regional Council to facilitate the delivery of the Sunshine Coast Airport Expansion Project (the project). The project involves constructing a new 2,450 metre long and 45 metre wide runway aligned to the north-west/south-east, expanding the passenger transport apron and upgrading terminal facilities. Construction commenced in 2018, with completion expected in late 2020.

The Australian Government's loan at a concessional interest rate will reduce the Council's costs of delivering the project, supporting the delivery of a runway capable of accommodating larger passenger and freight aircraft operating on longer, international routes.

Funding — Sunshine Coast Airport Expansion Project

The Australian Government's concessional loan provides financing up to \$181 million.

Drawdown schedule — Sunshine Coast airport extension

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University of the Sunshine Coast — Moreton Bay Campus Precinct Project

Loan description

A concessional loan is being provided to the University of the Sunshine Coast (USC) for construction of foundation facilities to establish a new Moreton Bay Campus. The project involves constructing and fitting out a multi-level building, attached car park, and smaller ancillary premises and establishments as necessary to support operations. The core building will house teaching and office spaces, student support areas and an innovation hub. The project includes a USC and Moreton Bay Regional Council shared library. A sod-turning ceremony was held in July 2018, with major construction commencing in late 2018. The campus is scheduled to open in 2020.

The Australian Government's loan at a concessional interest rate will reduce USC's costs of delivering the Project to establish the Moreton Bay campus. The establishment of the Moreton Bay Campus will address significant demand for a new tertiary education precinct in a growth area around Petrie, to the north of Brisbane.

Funding — Moreton Bay Campus Precinct Project

The Australian Government's concessional loan provides financing up to \$121 million.

Drawdown schedule — Sunshine Coast University

s47G

Myalup Wellington Water Infrastructure Project

Loan description

A \$50 million concessional loan, through the \$2 billion National Water Infrastructure Loan Facility, has been offered to the Government of Western Australia as part of a \$190 million loan and grant funding package to co-fund the construction of the \$398 million Myalup Wellington Water Infrastructure Project.

The funding package is structured to provide capital funding to support the construction of infrastructure, including water diversion and treatment facilities to protect and improve water quality of Wellington Dam and modernise water storage and distribution systems in the Collie and Mylaup irrigation areas and a managed aquifer recharge scheme to increase water supply.

Funding — Myalup Wellington concessional loan

The \$50 million amount was committed in 2017–18 and may have a maximum term of 30 years from execution of the loan agreement.

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IPFA on request of the relevant department works with stakeholders and agencies, state and territory counterparts and industry partners to enable commercial consolidation of infrastructure investments.

The department utilises IPFA to advise on opportunities for innovative project financing and issues requiring commercial advice

IPFA

IPFA was established on 1 July 2017 and was transferred from the Prime Minister and Cabinet Portfolio to the Infrastructure, Regional Development and Cities Portfolio with the Machinery of Government changes in December 2017.

As the Australian Government's independent infrastructure and project finance executive agency, IPFA provides advice on infrastructure investments to Portfolio Ministers and all agencies across government.

IPFA's role is to assist the Australian Government in achieving the maximum benefit for taxpayer funds applied to nationally significant infrastructure projects, by assessing opportunities to provide Commonwealth support by mechanisms other than traditional grant funding.

Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 1.1 — Infrastructure Investment
 - WestConnex Concessional Loan: Appropriation Bill (No.2) 2015–16
 - Sunshine Coast Airport Expansion Project: Appropriation Bill (No.2) 2015–16
 - Moreton Bay Campus Precinct Project: Appropriation Bill (No.4) 2017–18
 - Myalup Wellington Water Infrastructure Project: Appropriation Bill (No.2) 2015–16
 - IPFA: Appropriation Bill (No.2) 2015–16
- **Relevant legislation:** Financial Framework (Supplementary Powers) Act 1997; Schedule 1AB of the Financial Framework (Supplementary Powers) Regulations 1997

Contacts

Luke Yeaman

Deputy Secretary, Infrastructure

Luke.Yeaman@infrastructure.gov.au

02 6274 7302 | s.47F

Jessica Hall

Executive Director, Infrastructure Investment Division

Jessica.Hall@infrastructure.gov.au

02 6274 6778 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O1-010

Infrastructure Investment Program — Major Project Business Case Fund

Key message

The Major Project Business Case Fund (the Business Case Fund) is a \$250 million initiative to support the early planning for major new infrastructure projects, which would drive economic productivity growth and liveability in cities and regions, once delivered.

Snapshot

The \$250 million ten year Business Case Fund provides for road, rail and intermodal projects that have strategic merit, where earlier engagement will ensure the Commonwealth's objectives are considered as projects are developed.

To date, 20 business cases have been announced, with funding totalling \$194 million.

Stakeholders

- Road and rail users
- State and territory governments
- Local governments

Impact

The Business Case Fund ensures the next phase of major projects are ready to commence construction.

Program status

Start date: 2018.

The following business cases have been announced since the creation of the Major Project Business Case Fund:

- seven business cases relating to Rail Initiatives worth \$59 million
- seven business cases relating to Road Initiatives worth \$65 million
- six business cases relating to Inter-modal or mode neutral Initiatives worth \$70 million

As of 1 April 2019, none of these projects have commenced.

Eligibility and application process

The Business Case Fund targets major projects that are likely to require Commonwealth funding support of \$100 million or more, and/or are identified through Infrastructure Australia's Infrastructure Priority List. Currently, \$194 million of the \$250 million fund has been allocated, leaving \$56 million unallocated over the ten year program.

Projects are identified by Infrastructure Ministers following advice from the department, and will be informed by Infrastructure Australia processes, as well as consideration of wider network analysis. Ministers bring forward proposed projects for funding consideration by the Australian Government.

Projects are expected to be delivered by the department, in partnership with state and territory governments and where appropriate, in consultation with the Infrastructure and Project Financing Agency.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	10,000	40,000	50,000	15,000	25,000
Less: actual expenditure YTD at 31 March 2019	-	-	-	-	-
Total balance of funds	10,000	40,000	50,000	15,000	25,000

Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 1.1 — Infrastructure Investment; Special Appropriation (Treasury) — Federal Financial Relations Act 2009
- **Relevant legislation:** National Land Transport Act 2014

Background and other issues

It is expected that, as part of the conditions of funding under the Business Case Fund, state and territory agencies will need to establish joint project teams with Commonwealth agencies to deliver the business cases.

Contacts

Luke Yeaman

Deputy Secretary, Infrastructure

Luke.Yeaman@infrastructure.gov.au

02 6274 7302 | s.47F

Jessica Hall

Executive Director, Infrastructure Investment Division

Jessica.Hall@infrastructure.gov.au

02 6274 6778 | s.47F



Attachment A — Funded Business Cases (Major Project Business Case Fund)

New South Wales

- Sydney to Wollongong Fast Rail Business Case (\$8m)
- Sydney to Parkes Fast Rail Business Case (\$8m)
- New Line Road (\$10m)
- Port Botany to Kingsford Smith Airport Mascot (\$10m)

Victoria

- Business Case for Melbourne Inland Rail Intermodal Terminal (\$10m)
- Melbourne to Albury-Wodonga Fast Rail Business Case (\$8m)
- Melbourne to Traralgon Fast Rail (\$8m)
- South Geelong to Waurin Ponds – Stage 3 Business Case (\$4m)
- Outer Metropolitan / E6 Corridor Preservation (\$5m)

Queensland

- Toowoomba to Brisbane Passenger Rail Business Case (\$10m)
- Business Case for Melbourne Inland Rail Intermodal Terminal (\$10m)
- Brisbane to Gold Coast Fast Rail Business Case (\$8m)
- Second M1 (Coomera Connector) (\$10m)
- Centenary Motorway Upgrade (\$10m)
- North Brisbane Bruce Highway Western Alternative (\$10m)
- Caloundra Road Network Planning Study (\$5m)
- Brisbane North-West Transport Corridor (\$10m)

Western Australia

- EastLink WA (Orange Route) (\$15m)
- Future Road and Rail Connections for Perth (\$25m)
- Westport Project (\$10m)



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O1-011

Infrastructure Investment Program — Urban Congestion Fund

Key message

The Urban Congestion Fund (UCF) is a \$4 billion program to support upgrades to the urban road network and reduce congestion. The UCF includes a dedicated \$500 million Commuter Car Park Fund (CCPF).

Snapshot

The UCF is a \$4 billion initiative being delivered under the Infrastructure Investment Program (IIP). This includes an additional \$3 billion in funding from the 2019–20 Budget, including a \$500 million CC PF.

The UCF was designed to support projects that target congestion through the remediation of pinch points, improving traffic safety and increasing network efficiency for commuter and freight movements in urban areas.

As at the 2019–20 Budget, \$1.5 billion worth of projects had been announced under the UCF.

Stakeholders

- Road users
- State and territory governments

Impact

The UCF aims to tackle pinch points on urban road networks that contribute to congestion, costing motorists and businesses time and money.

Program status

Start date: 2018 with funding allocated over an 11 year period.

As at the 2019–20 Budget, over \$1.5 billion worth of funding has been committed to specific projects to address congestion hot spots in Victoria (\$396.3 million), Queensland (\$378.8 million), South Australia (\$341 million), New South Wales (\$253.5 million), Western Australia (\$121.8 million) and Tasmania (\$35 million).

As of 1 April 2019 none of these projects have commenced or been endorsed by relevant state governments.

Eligibility and application process

The UCF aims to fund small, high value urban transport network projects, targeting both freight and commuter congestion challenges. Projects can be in either cities or major regional centres.

As with all projects funded under the IIP, projects must be eligible under the National Land Transport Act 2014 (NLT Act), and so may include activities such as physical construction, technology projects, intermodal freight transport facilitates as well as urban planning of transport networks.

The government has not called for applications under the UCF. To date projects have been determined by the responsible Minister, with the department providing advice on the whether the projects meet the overarching criteria of:

- target high-priority growth areas and corridors
- support broader urban development

- prioritise links to economically critical destinations such as ports and employment centres, and
- utilise technology such as intelligent transport systems where possible.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	40,000	720,000	720,000	720,000	400,000
Less: actual expenditure YTD at 31 March 2019	-	-	-	-	-
Total balance of funds	40,000	720,000	720,000	720,000	400,000

Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 1.1 — Infrastructure Investment; Special Appropriation (Treasury) — Federal Financial Relations Act 2009
- **Relevant legislation:** NLT Act

Contacts

Luke Yeaman

Deputy Secretary, Infrastructure
Luke.Yeaman@infrastructure.gov.au
 02 6274 7302 | s.47F

Jessica Hall

Executive Director, Infrastructure Investment Division
Jessica.Hall@infrastructure.gov.au
 02 6274 6778 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O1-012

Infrastructure Investment Program — Roads of Strategic Importance Initiative

Key message

Roads of Strategic Importance (ROSI) is a \$4.5 billion initiative to support the upgrade of key regional freight roads to efficiently connect agricultural and mining regions to ports, airports and other transport hubs.

Snapshot

ROSI is a \$4.5 billion initiative delivered under the Infrastructure Investment Program (IIP). This includes \$1 billion in additional funding in the 2019–20 Budget. \$1.5 billion has been specifically allocated to northern Australia.

Stakeholders

- Road users
- State and territory governments
- Local governments
- Agriculture, mining and other industries

Impact

ROSI will improve productivity and efficiency on Australia's key freight roads.

Program status

Start date: 2018 — with funding allocated over an 11 year period.

To date, 26 significant freight and tourist routes have had \$3.3 billion of funding allocated to them across Australia, with a further \$183.3 million allocated to specific projects in Queensland, New South Wales and Western Australia.

A full list of funded initiatives is at Attachment A.

Principles for the ROSI program were released in 2018 and are at Attachment B.

The department is in the process of working with jurisdictions on the project investment strategies to deliver upgrades along ROSI corridors in accordance with the Principles. Projects already commenced as at 1 April 2019 are: \$60 million towards an upgrade of the Bass Highway west of Wynyard and \$10 million towards a strategic upgrade of the Murchison Highway corridor, which have been funded through the \$400 million Tasmanian Roads Package.

Eligibility and application process

ROSI is focused on upgrading regional freight corridors, including feeder roads, as well as corridors that support wider regional economic growth, including through supporting tourism and improved access between communities. ROSI has been well received by jurisdictions and industry.

Corridor selection is informed by the Commonwealth Scientific and Industrial Research Organisation's (CSIRO) Transit model to identify current freight movements and the potential benefits of infrastructure investments on the agricultural supply chain, and network data on heavy vehicle movements available from the Bureau of Infrastructure, Transport and Regional Economics to identify strategic regional road corridors.

Consultation is also undertaken with targeted stakeholders, including state and territory governments and industry. A number of stakeholder roundtables were held in late 2018 specifically for the \$1.5 billion northern Australia allocation.

Once funding is allocated to a corridor, it is expected that the department will work with state and territory agencies, local government and industry to determine the desired service standard for the corridor and to advise on a package of works to upgrade the corridor. The Infrastructure Minister will be responsible for approving this package in accordance with the National Land Transport Act 2014 (NLT Act).

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget*	12,300	70,500	292,750	400,500	780,500
Less: actual expenditure YTD at 31 March 2019	1,428	-	-	-	-
Total balance of funds	10,872	70,500	292,750	400,500	780,500

* The Australian Government has allocated a total \$3.5 billion to this initiative through to 2027–28, including \$2.97 billion beyond the forward estimates.

Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 1.1 — Infrastructure Investment; Special Appropriation (Treasury) — Federal Financial Relations Act 2009
- **Relevant legislation:** NLT Act

Background and other issues

It is anticipated that ROSI projects will also support the heavy vehicle road reform agenda, including supporting trials and transition processes. This may include cases where ROSI funds the upgrade of a corridor or network to a minimal effective standard, with heavy vehicle operators paying to further improve the corridor or to fund ongoing maintenance.

Contacts

Luke Yeaman

Deputy Secretary, Infrastructure
Luke.Yeaman@infrastructure.gov.au
 02 6274 7302 | s.47F

Jessica Hall

Executive Director, Infrastructure Investment Division
Jessica.Hall@infrastructure.gov.au
 02 6274 6778 | s.47F



Attachment A — Funded Initiatives (Roads of Strategic Importance Initiative)

Queensland

- Tennant Creek to Townsville (\$70m)
- Mount Isa to Rockhampton (\$254m)
 - Yeppoon Road Duplication (\$64m)
- Townsville to Roma (\$100m)
- Cooktown to Weipa (\$190m)
- Cairns to NT Border (\$50m)
- Toowoomba to Ipswich (\$60m)
- Toowoomba to Seymour (\$50m)

Western Australia

- Newman to Katherine (\$70m)
- Alice Springs to Hall Creek (\$75m)
- Karratha to Tom Price (\$248m)
- Wheatbelt Secondary Freight Network (\$70m)
- Great Northern Highway (Bindoon Bypass) (\$220m)
- Port Augusta to Perth (\$50m)

Northern Territory

- Tennant Creek to Townsville (\$200m)
- Alice Springs to Darwin (\$162.3m)
- Newman to Katherine (\$40m)
- Alice Springs to Hall Creek (\$160m)
- Adelaide River to Wadeye (\$60m)

New South Wales

- Toowoomba to Seymour (\$300m)
- Tenterfield to Newcastle (\$140m)
- Barton Highway (\$100m)

Victoria

- Toowoomba to Seymour (\$160m)
- Echuca to Robinvale (\$80m)
 - Swan Hill Bridge (\$60m)
- Melbourne to Mildura (\$60m)
- Ballarat to Ouyen (\$10m)
- Stawell to the SA Border (\$60m)

- Green Triangle (\$80m)
 - South West Victoria (\$80m)

South Australia

- Renmark to Gawler (\$70m)
- Cockburn to Burra (\$50m)
- Port Augusta to Perth (\$100m)

Tasmania

- Tasmanian Roads Package (\$400m)
 - Bass Highway Upgrade – Marrawah to Wynyard (\$60m)
 - Murchison Highway Upgrade (\$35m)
 - Birrallee Road – Upgrade from Westbury to Frankford (\$24m)
 - Old Surrey Road/Massy-Greene Drive Upgrade (\$16m)
 - Lyell Highway Upgrade – Queenstown to Strahan (\$15m)
- Hobart to Sorell (\$130m)

Other ROSI Initiatives

Queensland

- Shute Harbour Road Upgrades (\$29.6m)
- Quay St Upgrade, Bundaberg (\$32m)
- Torbanlea Pialba Road Upgrade (\$24m)
- Bargara Road Upgrade, Bundaberg (\$8m)
- Urraween/Boundary Road Extension (\$7.7m)
- Isis Overtaking Lanes (\$4m)

New South Wales

- Bucketts Way (\$20m)
- Clarence Town Road – Raymond Terrace to Dungog (\$20m)
- Dixons Long Point Crossing (\$16m)

Western Australia

- Pinjarra Heavy Haulage Deviation (Stage 1) (\$22m)



Australian Government

Department of Infrastructure,
Regional Development and Cities



Roads of Strategic Importance Initiative

The Australian Government will invest \$3.5 billion through its new Roads of Strategic Importance (ROSI) initiative, to improve productivity and efficiency on Australia's key freight roads, providing better connections between agricultural regions and ports, airports and other transport hubs and better access for tourism, mining and other sectors.

ROSI will deliver works such as road sealing, flood immunity, strengthening and widening, pavement rehabilitation, bridge and culvert upgrades and road realignments—opening up corridors to provide a more reliable and safe road network, improve access for higher capacity vehicles, better connect regional communities, and facilitate tourism opportunities. Improved access provided through ROSI will deliver substantial social and economic benefits, including opportunities for greater regional employment and business growth.

ROSI reserves \$1.5 billion for projects in Northern Australia (Northern Australia ROSI), acknowledging the importance of this region, building on the benefits being delivered through the Australian Government's Northern Australia Roads Program and Northern Australia Beef Roads Program. The projects are to be jointly funded, with the Commonwealth to contribute up to 80 per cent and the remainder being provided by state and territory governments, local government and/or the private sector.

Principles

The ROSI will be delivered against the following objectives:

- **Delivering via a corridor approach** to support network improvements, as opposed to upgrades to individual elements that do not address capacity issues along the selected route. That is, works would involve rolling packages of upgrades to raise the standard of the full corridor, as opposed to just upgrading a single bridge or other bottleneck.
- **Funding for corridors should primarily deliver improvements to freight movements**, based on a solid evidence base. Funding for projects on the corridor should be identified through analysis of data such as the CSIRO's Transport Network Strategic Investment Tool' (TraNSIT) model, the Bureau of Infrastructure, Transport and Regional Economics modelling, and strategic network assessments by states.
- **The corridors should also support regional economic growth** by helping support the expansion of key local industries and improve connectivity and access, including better access to support tourism growth.
- The upgraded corridors will also **improve safety for all users** through improved road conditions.
- **The initiative should support partnerships between Commonwealth and state governments with local government and industry**, including shared funding responsibilities, appropriate recognition and improve data sharing.
- **Where appropriate, projects should support targeted freight road reforms**. This could involve trials of incremental heavy vehicle user charging where industry have indicated a willingness to contribute an additional charge for a higher level of service (e.g. upgrades, improved access) on a corridor, route or network, including on upgraded local government roads or greater access to the corridor. It should also involve greater consultation with industry on project identification, selection and prioritisation.
- **Projects should support wider national reforms**, such as Indigenous employment and supplier-use participation.



Roads of Strategic Importance Initiative

Two-stage approach

To inform the development of the ROSI, the Australian Government is undertaking a two-stage process, with Stage One involving a high-level desktop analysis, and Stage Two focused on developing the scope of works along the corridors. Both Stage One and Two will include targeted stakeholder engagement.

Stage 1 – Corridor Analysis

The Department of Infrastructure, Regional Development and Cities (the Department) is undertaking an analysis of relevant data and evidence to further understand the challenges and opportunities across Australia's road network. This includes:

- modelling from the CSIRO's TraNSIT model to assess freight movements by commodity on key arterials, and pinch points within key corridors; and
- analysis on traffic and freight volumes across key corridors.

The Department is also considering other relevant sources, including:

- Infrastructure Australia's (IA) Infrastructure Priority List and relevant audits;
- strategic network analysis/assessments undertaken by the jurisdictions and state infrastructure plans; and
- reports or plans by other government bodies.

Stage 1 – Initial stakeholder engagement – Northern Australia ROSI

As part of its commitment to developing northern Australia, the Australian Government will be consulting with key northern Australia stakeholders via a series of roundtable events. This process will build on the engagement undertaken for the Northern Australia Beef Roads Program across 2015 and 2016, and will ensure that the Government's commitment to develop northern Australia is informed by current perspectives and experience.

A key objective of the roundtables will be to hear from stakeholders on the challenges and opportunities regarding freight movements and connectivity across northern Australia. Stakeholders will be invited to share their perspectives and other relevant information to inform discussions with the Australian Government. Contributions at the roundtable discussions will be considered as part of the Department's advice to the Australian Government in recommending key corridors to be funded under the Northern Australia ROSI.

Stage 2 – Developing the scope of works for ROSI corridors

Once the Australian Government has identified corridors for the ROSI, the Department will work with state and territory governments to identify specific packages of work within each corridor to deliver a higher level of service. Through this stage, there will also be targeted stakeholder engagement, including with freight operators, in determining the final works packages. Agreed projects will be delivered as per the National Partnership Agreement on Land Transport Infrastructure.

Initial Corridors

ROSI will deliver rolling packages of upgrades over a 10-year period to raise the standard of the corridor. Initial commitments under ROSI include:

- \$400 million for roads in Tasmania, with priority on the Bass Highway;
- \$100 million to improve access from regional New South Wales to the Australian Capital Territory via the Barton Highway; and
- \$220 million for the Bindoon Bypass in Western Australia.



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O1-013

Infrastructure Investment Program — Business Case Program for Location-Specific Heavy Vehicle Charging Trials

Key message

The Business Case Program for Location-Specific Heavy Vehicle Charging Trials (the program) aims to develop industry-driven solutions that will improve local freight access. The department will brief the Infrastructure Minister on the future of the program.

Snapshot

The program assists heavy vehicle industry and local governments to examine if increased heavy vehicle access on local freight routes can benefit them, and test the willingness of the heavy vehicle industry to pay an additional charge to reap benefits.

Stakeholders

- Freight industry
- State and territory governments
- Local governments

Impact

The program helps industry and local governments examine projects that can reduce heavy vehicle operating costs.

Program status

Funding for business cases have not yet been committed under the program.

There are two live proposals. A proposal from Toowoomba Regional Council which will be subject to ministerial decision once industry support is received; and a proposal from the Livestock & Rural Transporters Association South Australia which is subject to Western Australian and South Australian ministerial support.

The department is reviewing the program and, following review, will brief the Infrastructure Minister on the recommended way forward for the program.

Eligibility and application process

Business case proposals are sought from industry members connected with heavy vehicles, including heavy vehicle industry peak bodies, and local governments. The department assesses proposals against project eligibility and assessment criteria, and in consultation with relevant state and territory transport departments.

The Infrastructure Minister decides which proposals progress to business case development, following advice from the department. The Infrastructure Minister also seeks support from the relevant state and territory government Ministers for business cases.

Following the ministerial decision, the department procures a third party supplier to deliver the business cases using program funding. Each business case is overseen by a project steering committee comprising representatives from the department, relevant state or territory transport departments and the proponent.

The outcome of business cases will assist the Australian Government to determine whether to implement the location-specific charging trial.

Industry participation in any trials will be voluntary. Operators can choose to opt-in to a trial or continue to run existing heavy vehicle combinations.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	200	1,800	-	-	-
Less: actual expenditure YTD at 31 March 2019	-	-	-	-	-
Total balance of funds	200	1,800	-	-	-

Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 1.1 — Infrastructure Investment
- **Relevant legislation:** National Land Transport Act 2014

Background and other issues

The program's first intake opened on 21 August 2018 and closed on 12 October 2018. The second intake opened on 4 January 2019 and closed on 15 February 2019.

Contacts

Luke Yeaman

Deputy Secretary, Infrastructure
Luke.Yeaman@infrastructure.gov.au
 02 6274 7302 | s.47F

Jessica Hall

Executive Director, Infrastructure Investment Division
Jessica.Hall@infrastructure.gov.au
 02 6274 6778 | s.47F



Delivery of Inland Rail

Key message

The Australian Government is investing \$9.3 billion in equity financing and grant funding to the Australian Rail Track Corporation Limited (ARTC) to deliver Inland Rail.

Snapshot

The Inland Rail project (Inland Rail) will provide a new strategic rail corridor running approximately 1,700 kilometres between Melbourne and Brisbane via regional Victoria (VIC), New South Wales (NSW) and Queensland (QLD). It will improve connections within the national freight network and provide better and more direct access to and from regional markets.

Construction commenced in December 2018 on the first section of track between Parkes and Narromine and the first train is expected to operate in 2025. Inland Rail is estimated to support around 16,000 direct and indirect jobs during its construction phase and around 700 jobs per year once the railway is operational.

Stakeholders

- Rail users
- ARTC
- QLD, NSW and VIC state governments
- Relevant local governments and the community
- Farmers
- Rail industry
- Relevant private sector

Impact

Inland Rail will deliver transit times of less than 24 hours between Brisbane and Melbourne, a saving of 10 hours on the current coastal rail route, 98 per cent reliability and competitive pricing with road.

Program status

Start of construction on Inland Rail began on 13 December 2018 in Parkes, NSW.

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The procurement Public-Private Partnership (PPP) to deliver the Gowrie (Toowoomba) to Kagaru (Brisbane) section of the project is proceeding. The Registration of Interest and market sounding processes were completed in late 2018 and the Invitation of the Expressions of Interest was released on 29 March 2019,

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The Commonwealth has negotiated Bilateral Agreements with the Victorian (16 March 2018) and NSW (4 May 2018) governments in order to facilitate delivery of the project. A Bilateral Agreement with the Queensland Government is yet to be signed.

Eligibility and application process

Under the Public Governance, Performance and Accountability Act 2013, ARTC Shareholder Ministers approve equity payments.

In the case of Inland Rail, which is being delivered by the ARTC, the relevant Shareholder Ministers are the Minister responsible for rail transport and the Minister responsible for finance. Oversight, authorisation and the release of equity funds to ARTC are governed by the Inland Rail Equity Financing Agreement between the Commonwealth and ARTC. To the end of March 2019, \$181.8 million in equity payments have been made to ARTC for the delivery of Inland Rail.

Grant payments to ARTC for the Inland Rail pre-construction works are subject to ARTC's achievement of agreed milestones. To the end of March 2019, \$252.7 million in grant payments have been provided to ARTC for the Inland Rail pre-construction works.

Funds approach

The Australian Government has committed \$9.0 billion in equity and \$300 million in grant for ARTC's delivery of Inland Rail. In addition to Australian Government equity financing, ARTC will seek additional private debt funding and enter into a PPP to deliver the Gowrie (Toowoomba) to Kagaru (Brisbane) section of the project, which is the most technically complex section of Inland Rail, including 8.5 km of tunnelling works and major viaducts.

Grant funding and equity financing

Inland Rail Preconstruction Works — grant

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
1. Delivery of Inland Rail Preconstruction works	61,395	-	18,934	-	-
Less:	-	-	-	-	-
2. Actual expenditure YTD at 31 March 2019	42,749	-	-	-	-
Total balance of funds	18,646	-	18,934	-	-

Inland Rail — equity

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
1. Delivery of Inland Rail*					
Less:	-	-	-	-	-
2. Actual expenditure YTD at 31 March 2019	98,402	-	-	-	-
Total balance of funds					

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Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 1.1 — Infrastructure Investment; Appropriation Bill No.2 — Administered Assets and Liabilities Investment
- **Relevant legislation:** Appropriation Bill No.2 — Administered Assets and Liabilities Investment

Background and other issues

Inland Rail financing and delivery model

The chosen approach to the funding and delivery of Inland Rail was determined following a market testing process undertaken by the Department of Finance in consultation with the department.

The accounting classification of capital contributions as equity is based on Commonwealth expectations to earn a real return from ARTC over the life of the investment.

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The market testing process also recommended the use of a PPP to deliver the Gowrie to Kagaru section of the project due to its technical complexity and the opportunity to reduce risk to the Commonwealth and facilitate greater private sector innovation and competition.

Inland Rail complementary infrastructure

The development of new intermodal terminals in Melbourne and Brisbane, which are capable of meeting the Inland Rail service offering, will help to realise the full benefits of Inland Rail. The department is currently engaging with VIC and QLD state government officials to determine the preferred location of new intermodal terminals and consider options for their potential development.

In the 2019–20 Budget, the Australian Government committed \$20.0 million for joint business cases to consider the development of intermodal terminals in Melbourne and Brisbane to support Inland Rail. \$10.0 million will be provided to the Victorian Government and \$10.0 million to the Queensland Government for joint business cases, with funding to be matched by the states. The states have yet to agree to this.

Inland Rail Project Risks

Some communities are querying ARTC's corridor selection process. Other communities are challenging ARTC's ability to provide engineering solutions to flooding.

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QLD is yet to provide constitutional consent for the project, which is required so construction can commence.

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Contacts

Luke Yeaman

Deputy Secretary, Infrastructure

Luke.Yeaman@infrastructure.gov.au

02 6274 7302 | s.47F

Philip Smith

Executive Director, Inland Rail and Rail Policy Division

Philip.Smith2@infrastructure.gov.au

02 6274 7402 | s.47F



Inland Rail Interface Improvement Program

Key message

Inland Rail is a major driver of National Freight and Supply Chain priorities. For regional Australia to capitalise on the national capability of Inland Rail, targeted investment in the complementary country rail network and supply chain interfaces is needed.

Snapshot

Inland Rail will provide a new strategic rail corridor running approximately 1,700 kilometres between Melbourne and Brisbane via regional Victoria (VIC), New South Wales (NSW) and Queensland (QLD). It will deliver a step change in rail productivity in eastern Australia by providing faster, more efficient and more reliable rail freight services. For regional Australia to capitalise upon this higher level of service, targeted investment to raise the standard of country freight rail services is needed.

The Inland Rail Interface Improvement Program (IRIIP) will enhance the evidence base for targeted investment in country rail lines and supply chain interfaces to better connect the national freight rail network with regional Australia and maximise the national benefits of Inland Rail.

Stakeholders

- Australian Rail Track Corporation Limited (ARTC)
- Rail users
- QLD, NSW and VIC state governments and their country rail network managers
- Relevant local governments and the community
- Farmers
- Rail industry
- Relevant private sector

Impact

Over two years, IRIIP will deliver pre-feasibility studies and strategic business cases to identify opportunities to support more productive rail-based supply chains at major regional centres along the Inland Rail corridor, and to build capacity on key country rail lines enabling heavier, faster and longer regional freight rail services.

The IRIIP will unlock the next phase of national freight rail productivity reform and generate goodwill with regional producers and supply chain stakeholders.

Program status

In the 2019–20 Budget, \$44.0 million was committed over two years commencing 2019-20, to IRIIP.

Under IRIIP:

- A \$20.0 million Inland Rail Productivity Enhancement Program (PEP) will develop pre-feasibility studies and strategic business cases to target the interface between industry and Inland Rail, through the removal of logistical bottlenecks at major regional centres along the Inland Rail corridor.
- A \$24.0 million Inland Rail Country Lines Improvement Program (CLIP) will develop pre-feasibility studies and strategic business cases related to country rail lines that intersect with Inland Rail to better align their performance standards with the national capability of Inland Rail.

Development of the strategic business cases will require support from the relevant state governments, and strong local industry expertise and community input. With the support of the department's existing network of Inland Rail Regional Offices, IRIIP will enhance the capacity of regional communities to identify, plan and capture the long-term benefits of Inland Rail.

Expense funding

Inland Rail Interface Improvement Program	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
1. Delivery of PEP*	-	10,000	10,000	-	-
Less:					
2. Actual expenditure YTD at 31 March 2019	-	-	-	-	-
Total balance of funds	-	10,000	10,000	-	-

* Funding contributions from State Governments will be sought consistent with funding arrangements for major land transport infrastructure projects.

Inland Rail Interface Improvement Program	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
1. Delivery of CLIP*	-	12,000	12,000	-	-
Less:					
2. Actual expenditure YTD at 31 March 2019	-	-	-	-	-
Total balance of funds	-	12,000	12,000	-	-

* Funding contributions from State Governments will be sought consistent with funding arrangements for major land transport infrastructure projects.

Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 1.1 — Infrastructure Investment; Appropriation Bill No.2 — Administered Assets and Liabilities Investment
- **Relevant legislation:** Appropriation Bill No.2 — Administered Assets and Liabilities Investment

Background and other issues

Inland Rail is being constructed to a standard that will deliver superior rail services in terms of time, cost, reliability and frequency. For regional supply chains to capture the maximum benefit of Inland Rail, bottlenecks at regional centres will need to be removed and the standards of complementary country rail lines will need to be better aligned with the national standard of Inland Rail.

The IRIP will deliver pre-feasibility studies and strategic business cases that assess the relative merits of, and prioritise potential investment in:

- PEPs that will improve the competitiveness of regional supply chains by targeting the removal of logistics bottlenecks at regional centres situated along the Inland Rail corridor. These bottlenecks may include weight-restricted bridges, speed-restricted track, and the length of sidings at handling and storage facilities, or other supply chain matters.
- CLIPs that will further encourage local supply chain development through upgrading regional rail networks to accommodate longer, heavier and faster trains (targeting at least 1,300m length, 23-tonne axle loads, and 80km/h).

The identification of suitable projects and the development of strategic business cases for assessment will require consultation and support from the relevant State Governments and their track managers, ARTC, local industry expertise and community input:

- This work will also draw on the department's network modelling, data available from the Bureau of Infrastructure, Transport and Regional Economics, assessments commissioned from the Commonwealth Scientific and Industrial Research Organisation's Transport Network Strategic Investment Tool (TraNSIT) model and existing cross-jurisdictional work on key freight routes through the National Freight and Supply Chain Strategy, among other data sources.
- Based on an initial assessment of the feasibility and suitability of potential projects, the Minister for Infrastructure, Transport and Regional Development will select a set of projects for each program for which strategic business cases will be commissioned.

The IRIIP will improve the evidence base for future complementary investments to deliver a more integrated, cost effective and flexible regional freight rail network, providing three main benefits:

- Productivity improvements in line with National Freight and Supply Chain Priorities: above-rail operators will be able to standardise train fleets, below-rail maintenance initiatives will be better harmonised, local lines will accommodate faster, longer and heavier trains
- Local infrastructure improvements: local line and interface improvements will stimulate new regional industrial activity, increasing rail freight volumes in regional areas and sustaining regional economies.
- Inland Rail throughput: better connected regional centres and increased country line rail use will increase demand on Inland Rail and result in higher long-term revenue for the Australian Government-owned ARTC, and increased mode shift from road to rail.

Contacts

Luke Yeaman

Deputy Secretary, Infrastructure

Luke.Yeaman@infrastructure.gov.au

02 6274 7302 | s.47F

Philip Smith

Executive Director, Inland Rail and Rail Policy
Division

Philip.Smith2@infrastructure.gov.au

02 6274 7402 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O1-016

Moorebank Intermodal Company Limited — Overview

Key message

Moorebank Intermodal Terminal Precinct (MITP) is a significant infrastructure development that will transform the way containerised freight moves through Port Botany and deliver a faster, simpler and more cost-effective service for business and consumers. It will promote road to rail uptake, supporting supply chain efficiencies as Australia's freight task grows. MITP is being developed on a precinct comprising land owned by the Commonwealth of Australia and adjacent land owned by Qube Holdings.

Snapshot

The Moorebank Intermodal Company Limited (MIC) is a company limited by shares and wholly owned by the Australian Government. When MITP (currently under construction) is operational, MIC is expected to generate a profit and pay dividends to the Australian Government in accordance with its annual Corporate Plan, which is agreed by the Shareholder Ministers, the Minister responsible for infrastructure and the Minister responsible for finance.

Stakeholders

- MIC
- Qube
- New South Wales Government
- Liverpool City Council
- Department of Defence
- Freight movers
- Adjacent Community and Residents

Impact

MITP will provide substantial economic and environmental benefits in moving container freight by rail rather than road. It will create over \$11 billion in economic benefits over 30 years, including \$120 million a year for the economy of south-west Sydney.

MITP will create over 1,300 jobs during construction and employ approximately 6,800 people once running at full capacity.

By reducing the growth in road freight traffic on Sydney's road network by an estimated 3,000 truck journeys a day, MITP will deliver a net saving of 110,000 tonnes of carbon emissions per year.

Program status

MIC is a Government Business Enterprise and Commonwealth Company established in 2012 under the Corporations Act 2001 to oversee the development and operation of an intermodal facility in south-west Sydney including an Import-Export Terminal, a separate Interstate Terminal, and warehousing that will support the movement of freight into and out of Sydney. MIC is delivering MITP in partnership with the private sector.

Land preparation and construction works have commenced on the Import-Export Terminal and rail connection, the Interstate Terminal, and warehousing for Moorebank Precinct East (Attachment A).

The Import-Export Terminal is currently expected to be operational in late-2019; while the Interstate Terminal is expected to commence operations in late-2020.

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Nature of revenue — dividends

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. MIC's share of the (public/private) precinct land trust distributions is approximately 65 per cent, broadly reflecting the proportion of developable land area contributed by the Commonwealth to MITP.

Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Administered revenue
- **Relevant legislation:** Corporations Act 2001; Public Governance, Performance and Accountability Act 2013

Background and other issues

Development partner

The Sydney Intermodal Terminal Alliance (SIMTA), wholly owned by Qube Holdings, was contracted in June 2015 by MIC to construct and operate MITP. MIC and SIMTA reached financial close in January 2017 and construction of MITP formally commenced in April 2017. MITP will be 241 ha comprising ≈65 per cent Commonwealth owned land (158 ha developable area) and ≈35 per cent SIMTA land (83 ha developable area).

The intermodal terminals will be operational on an open and non-discriminatory basis, with ultimate capacity for up to 1.05 million import-export freight containers and 500,000 interstate freight containers per year. It will have an initial import-export terminal capacity of 250,000 containers per year commencing in 2019, and initial Interstate Terminal capacity of 250,000 containers per year commencing in late-2020.

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Audit findings

On 19 December 2017, the Australian National Audit Office (ANAO) published a performance audit report on the delivery of MITP. The report concluded that value for money progressively eroded during the negotiation of the contractual arrangements; but that contractual arrangements support the achievement of all or part of each Australian Government policy objectives for the project.

On 11 October 2018, the ANAO published a performance audit report on MIC's achievement of value for money and management of probity in its operations and procurement activities. The report found failings in MIC's ability to show value for money and management of probity in procurement activities.

MIC is currently working to address the ANAO findings.

Project risks

Despite some delays associated with time taken to receive regulatory approvals, critical path activities for MITP are progressing. The Import-Export Terminal is expected to commence operations in late-2019, while the Interstate Terminal is expected to commence operations in late-2020.

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MITP is situated on a former Defence site, on which legacy firefighting foams containing PFAS were used. MIC and Qube have commissioned environmental investigations and risk assessments into PFAS contamination at the site. While the investigation and assessment process is not yet complete, two primary source areas of PFAS contamination have been identified on the site, both located within a proposed conservation zone. Actions to manage PFAS will be determined once the investigations and risk assessments are considered complete, including review by an independent NSW Environmental Protection Agency-accredited site auditor.

Residents Against Intermodal Development (RAID) Moorebank Inc is an action group that has been active in the context of MITP. RAID opposes the development on planning, environmental, and social grounds. On 6 March 2018, the NSW Land and Environment Court delivered a judgement on a case brought before it in relation to MITP's development (RAID Moorebank Inc v NSW Minister for Planning and Qube Holdings Ltd). The judgement set a number of conditions relating to biodiversity (including a species recently rediscovered in the area), noise management, air-quality monitoring and a rail bridge over the Georges River.

Contacts

Luke Yeaman

Deputy Secretary, Infrastructure

Luke.Yeaman@infrastructure.gov.au

02 6274 7302 | s.47F

Philip Smith

Executive Director, Inland Rail and Rail Policy Division

Philip.Smith2@infrastructure.gov.au

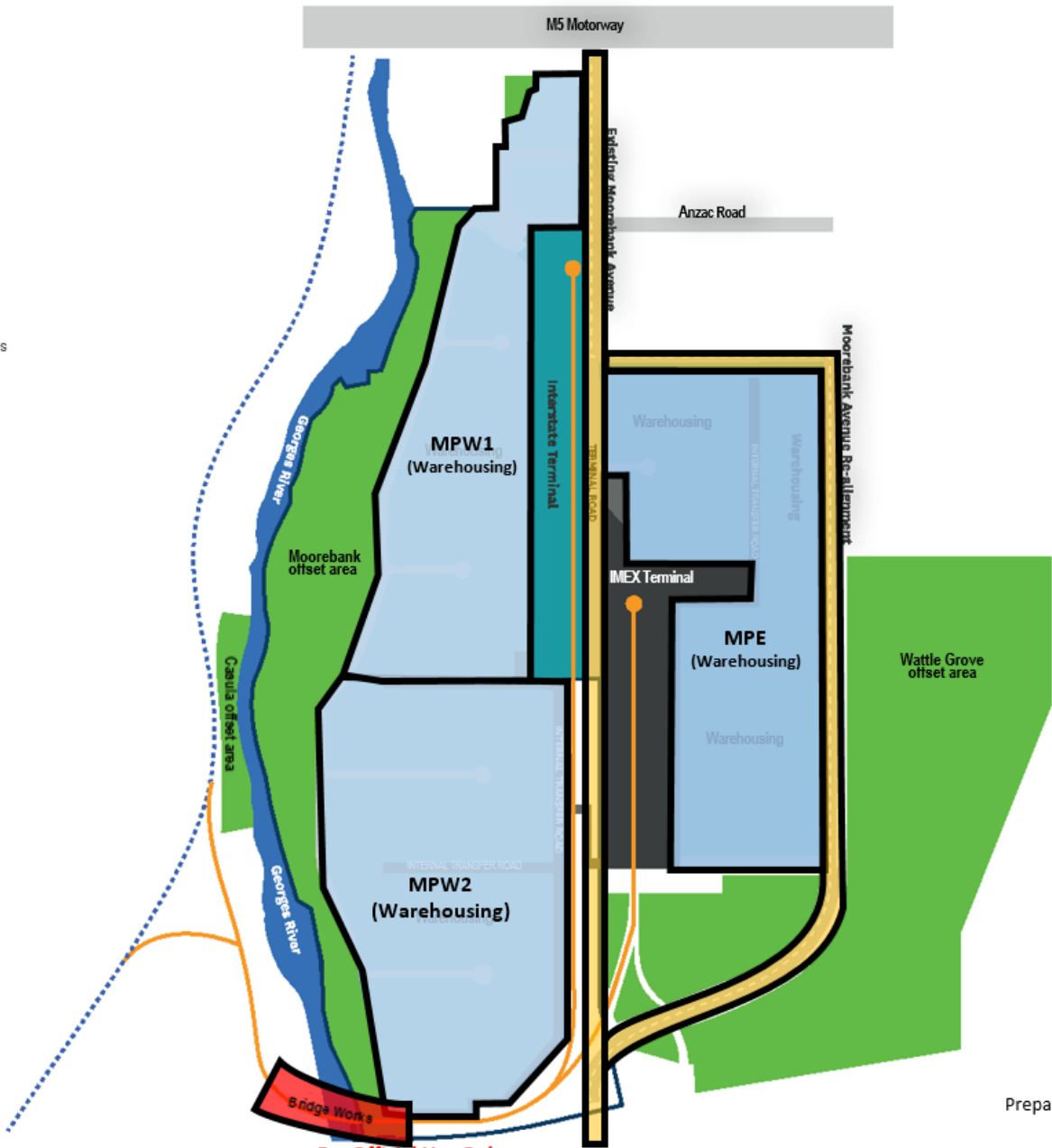
02 6274 7402 | s.47F

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MOOREBANK INTERMODAL TERMINAL – PRECINCT MASTER PLAN MAP (ZONED) (2019)



- Interstate Terminal
- IMEX Terminal
- Warehousing
- George River
- Moorebank Avenue
- Bridge Works
- Offset Areas
- Terminal Rail Access
- Southern Sydney Freight Line



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Australian Rail Track Corporation Limited — Overview

Key message

The Australian Rail Track Corporation Limited (ARTC) is a wholly-owned Commonwealth Company incorporated under the Corporations Act 2001 that operates and manages over 8,500 kilometres of standard gauge rail track in Australia. ARTC has also been tasked by the Australian Government to deliver the Inland Rail project.

Snapshot

The ARTC is a company limited by shares and wholly owned by the Australian Government. It pays dividends to the Australian Government in accordance with its annual Corporate Plan, which is agreed annually by the Shareholder Ministers, the Minister responsible for rail transport and the Minister responsible for finance.

Stakeholders

- Rail users
- ARTC
- Communities
- Australian Competition and Consumer Commission
- Passenger and freight train operators and coal producers in the Hunter Valley
- Other associated logistic industry, including freight forwarders
- Relevant state governments
- Local governments
- Rail, Tram and Bus Union, Electrical Trades Union, Professionals Australia and Australian Services Union

Impact

The Australian Government has received \$375.4 million in dividends from ARTC since 2013–14.

Program status

ARTC is a Government Business Enterprise and Commonwealth Company established under the Corporations Act 2001. ARTC operates and manages over 8,500 kilometres of standard gauge rail track in South Australia, Victoria, Western Australia, New South Wales and Queensland, including the Hunter Valley coal rail network, and the North-South and East-West interstate rail lines. ARTC has been tasked by the Australian Government to deliver the Inland Rail project (refer to Delivery of Inland Rail Program Brief).

The Australian Government has entered into agreements with ARTC to provide equity financing of up to \$9.0 billion for ARTC's delivery of Inland Rail and \$252.0 million for the Adelaide to Tarcoola Rail Upgrade project; of which \$181.8 million has been provided to Inland Rail and \$237.0 million to the Adelaide to Tarcoola Rail Upgrade by the end of March 2019.

The Australian Government is also providing \$1,050.3 million in grant funding to ARTC to deliver five projects, including:

- 50 million toward the Implementation of the Advanced Train Management System project
- \$75 million for the Port Botany Rail Line Upgrade Stage 3 project
- \$400 million for the Port Botany Freight Line Duplication project
- \$235 million for the North East Rail Line Upgrade
- \$290.3 million for the Inland Rail Pre-construction work

ARTC generated \$720.1 million in operational revenue in 2017–18 (\$719.2 million in 2016-17), with a net assets value of \$3.7 billion as at the end of June 2018. Since 2013–14 when ARTC recommenced paying dividends, it has provided dividends totalling \$375.4 million to the Australian Government.

Dividend forecast

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Revenue Budget					
Less: actual revenue YTD at 31 March 2019	42,497	-	-	-	-
Total balance of funds					

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Nature of revenue — dividends

In accordance with the Resource Management Guide No. 126: Commonwealth Government Business Enterprise Governance and Oversight Guidelines (GBE Guidelines), and as agreed in ARTC's current Corporate Plan, ARTC's dividend payable is calculated by 60 per cent of the adjusted Net Profit After Tax (NPAT) for the financial year. The actual dividend payable is subject to ARTC's actual financial performance in the relevant financial year.

Program governance

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Appropriation Bill No.2 — Administered Assets and Liabilities Investment
- **Relevant legislation:** Corporations Act 2001; Public Governance, Performance and Accountability Act 2013, Public Governance, Performance and Accountability Rule 2014

Background and other issues

ARTC was established in 1998 under the Corporations Act 2001. It was created as a result of the 1997 Commonwealth and mainland state governments' inter-governmental agreement for the establishment of a 'one-stop shop' for rail operators seeking access to the interstate standard gauge rail network between Brisbane and Perth.

ARTC Interstate Access Undertaking

On 28 February 2019, the Australian Competition and Consumer Commission consented to ARTC's variation application that sought to extend the term of 2008 Interstate Access Undertaking by 12 months until 29 February 2020.

Risks

ARTC is required to manage and negotiate with a wide range stakeholders, ranging from employees and rail users, through to customers, community groups and regulators.

ARTC’s financial performance, as well as dividend payments to the Australian Government, are dependent upon the rail freight volumes and broader economic conditions. In particular:

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Contacts

Luke Yeaman
Deputy Secretary, Infrastructure
Luke.Yeaman@infrastructure.gov.au
02 6274 7302 | s.47F

Philip Smith
Executive Director, Inland Rail and Rail Policy Division
Philip.Smith2@infrastructure.gov.au
02 6274 7402 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-001

Australian Maritime Safety Authority Act 1990

Key message

The Australian Maritime Safety Authority (AMSA) is Australia's national maritime regulatory body responsible for ensuring safe vessel operations, combating marine pollution and rescuing people in distress.

Snapshot

AMSA is an independent statutory authority established under the Australian Maritime Safety Authority Act 1990 (AMSA Act) to:

- promote maritime safety and protection of the marine environment
- prevent and combat ship-sourced pollution in the marine environment
- provide infrastructure to support safety of navigation in Australian waters
- provide a national search and rescue service to the maritime and aviation sectors
- provide, on request, services to the maritime industry on a commercial basis
- provide, on request, services of a maritime nature on a commercial basis to the Australian Government and/or states and territories.

AMSA has regulatory responsibilities for international shipping in Australian waters and the safety of domestic commercial vessels (vessels used in connection with a government, commercial or research purpose in Australia's Exclusive Economic Zone).

Stakeholders

- International shipping
- Domestic maritime industries
- People involved in maritime and aviation incidents

Impact

AMSA maintained and enforced standards for safety and environmental protection, and response capability that enabled ships and seafarers to operate safely in Australian waters, with few serious incidents.

Program status

Start date: AMSA was established as an independent statutory authority under the AMSA Act on 1 January 1991.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	123,860	125,750	127,600	140,530	143,964
Less: actual expenditure YTD at 31 March 2019	92,956	-	-	-	-
Total balance of funds	30,904	125,750	127,600	140,530	143,964

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
 - **AMSA Outcome 1:** Minimise the risk of shipping incidents and pollution in Australian waters through ship safety and environment protection regulation and services and maximize people saved from maritime and aviation incidents through search and rescue
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.1 — Surface Transport; Special appropriation expenses — AMSA Act
- **Relevant legislation:** AMSA Act; Public Governance, Performance and Accountability Act 2013; Marine Navigation Levy Act 1989; Marine Navigation (Regulatory Functions) Levy Act 1991; Protection of the Sea (Shipping Levy) Act 1981

Background and other issues

Portfolio departments are responsible for managing payments to corporate Commonwealth entities and ensuring the payments are consistent with the relevant statutory framework. AMSA is a corporate Commonwealth entity and as such, payments from annual appropriations are made to AMSA by the department. AMSA's services are mainly provided on a cost recovery basis from fee and levy revenue sources, and it does not receive appropriations directly from the Consolidated Revenue Fund. Levies collected under the following Acts are paid to the Consolidated Revenue Fund and appropriated under section 48 of the AMSA Act through the department as special appropriations:

- Marine Navigation Levy Act 1989
- Marine Navigation (Regulatory Functions) Levy Act 1991
- Protection of the Sea (Shipping Levy) Act 1981

AMSA is funded separately to provide a national search and rescue service to the maritime and aviation sectors and for the delivery of services for the National System for Domestic Commercial Vessels Safety (see Payments to Corporate Entities — Australian Maritime Safety Authority — PPV-O2-003).

Levies collected relating to the AMSA Act enable AMSA to deliver maritime safety and environmental protection regulations for international shipping, including the requirements under the International Convention for the Safety of Life at Sea (SOLAS) and International Convention for the Prevention of Pollution from Ships (MARPOL).

See Payments to Corporate Entities — Australian Maritime Safety Authority — PPV-O2-003 for other associated program expense details and see Marine Navigation Levy — PPV-O2-032, Marine Navigation (Regulatory Functions) Levy — PPV-O2-033 and Protection of the Sea Levy — PPV-O2-036 for the associated program revenue details.

Contacts

Pip Spence PSM

Deputy Secretary, Transport
Pip.Spence@infrastructure.gov.au
 02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy Division
Alex.Foulds@infrastructure.gov.au
 02 6274 8222 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-002

Protection of the Sea (Oil Pollution Compensation Funds) Act 1993

Key message

Major Australian oil importing companies pay annual contributions to the International Oil Pollution Compensation Funds.

Snapshot

Compensation for pollution damage caused by spills from oil tankers is governed by an international regime established under the auspices of the International Maritime Organization (IMO). The International Oil Pollution Compensation Funds provide financial compensation for oil pollution damage resulting from spills of persistent oil from tankers.

Stakeholders

- Australian Maritime Safety Authority
- Australian oil importing companies
- IMO

Impact

In 2018, Australian oil importing companies contributed \$676,000 towards the funds.

Program status

Start date: 1993 (ongoing).

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	1,000	1,000	1,000	1,000	1,000
Less: actual expenditure YTD at 31 March 2019	-	-	-	-	-
Total balance of funds	1,000	1,000	1,000	1,000	1,000

Nature of funding — industry levy

The Assembly of the International Oil Pollution Compensation Fund decides at its annual October meeting the total amount of contributions to be levied in each calendar year. The Director of the Fund decides the amount of the annual contribution payable by each receiver in proportion to the amount of oil received in the preceding calendar year.

All major Australian oil companies pay a levy to the Fund. This is usually on an annual basis, but in some years the Fund has sufficient accumulated funds to remove the need to impose a levy. The expense (and associated revenue) is recorded in June each year. As the contributions are paid directly by the oil companies, there is a nil net effect on the Australian Government budget.

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.1 — Surface Transport; Special appropriation expenses — Protection of the Sea (Oil Pollution Compensation Funds) Act 1993
- **Relevant legislation:** Protection of the Sea (Oil Pollution Compensation Funds) Act 1993

Background and other issues

The International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage 1992 (1992 Fund Convention) is financed by contributions levied on any entity or person who has received by sea transport more than 150,000 tonnes of contributing oil (heavy and/or crude oil) per calendar year in countries that are a party to the 1992 Fund Convention.

The Protocol of 2003 to the 1992 Fund Convention (2003 Supplementary Fund Protocol) is financed in the same manner as for the 1992 Fund Convention, except that for the purpose of paying contributions, at least 1 million tonnes of contributing oil are deemed to have been received each year in each member country. Contributions to the 2003 Supplementary Fund are usually waived where there have been no incidents involving that Fund during the relevant calendar year.

Australia's contributions to the Funds are paid by Australian oil companies directly to the IMO, as an agent of the Australian Government.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy
Division

Alex.Foulds@infrastructure.gov.au

02 6274 8222 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-003

Payments to Corporate Entities — Australian Maritime Safety Authority

Key message

The Australian Government provides appropriations to the Australian Maritime Safety Authority (AMSA) to provide ship safety and environmental protection regulation and services and coordinate search and rescue.

Snapshot

Portfolio departments are responsible for managing payments to corporate Commonwealth entities and ensuring the payments are consistent with the relevant statutory framework. AMSA is a corporate Commonwealth entity and as such, payments from annual appropriations are made to AMSA by the department.

AMSA's services are mainly provided on a cost recovery basis from fee and levy revenue sources as set out in Australian Maritime Safety Authority Act 1990 — PPV-O2-001. The Payments to Corporate Entities funding provides the appropriation revenue to AMSA for their Community Service Obligation funding for search and rescue services and transitional funding from the Australian Government to support service delivery under the National System for Domestic Commercial Vessel Safety.

Stakeholders

- AMSA
- International shipping
- Domestic maritime industries
- People involved in maritime and aviation incidents

Impact

Enables AMSA to deliver a national search and rescue service to the maritime and aviation sectors and deliver the National System for Domestic Commercial Vessel Safety.

Program status

Start date: 1997 (ongoing).

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	76,533	81,919	86,149	79,419	81,661
Less: actual expenditure YTD at 31 March 2019	58,204	-	-	-	-
Total balance of funds	18,329	81,919	86,149	79,419	81,661

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.1 — Surface Transport; Annual administered expenses
- **Relevant legislation:** Public Governance, Performance and Accountability Act 2013; AMSA Act; Appropriation Bill No.1 for each Budget

Background and other issues

AMSA is an independent statutory authority established under the AMSA Act on 1 January 1991 to:

- promote maritime safety and protection of the marine environment
- prevent and combat ship-sourced pollution in the marine environment
- provide infrastructure to support safety of navigation in Australian waters
- provide a national search and rescue service to the maritime and aviation sectors
- provide, on request, services to the maritime industry on a commercial basis
- provide, on request, services of a maritime nature on a commercial basis to the Australian Government and/or states and territories

Payments from Annual Appropriations are made to AMSA by the department. AMSA also receives other payments from the department through special appropriations under the AMSA Act for levy funding from international ships for safety and maritime environmental protection (see Australian Maritime Safety Authority Act 1990 — PPV-O2-001).

Since 1 July 2018, AMSA has been solely responsible for delivering the National System for Domestic Commercial Vessel Safety. Delivery of the National System is funded in two parts, direct cost recovery for services (revenue directly collected by AMSA) and funding from the Commonwealth, states and Northern Territory as part of a transitional funding arrangement agreed by COAG's Transport and Infrastructure Council for general services (e.g. domestic vessel call centre, compliance and enforcement, maintenance of standards). In 2019–20, this comprises the Commonwealth contribution of \$10.485 million (included in the Payments to Corporate Entities), the state and Northern Territory contribution of \$10.515 million (paid directly to AMSA by the states), and estimated \$5.531 million in fees revenue for services (e.g. safety certification) paid to AMSA by individuals.

AMSA is the Australian Government agency responsible for search and rescue coordination services for persons in aviation or maritime distress in Australia's internationally designated search and rescue region. This region covers a vast area of the Indian, Pacific and Southern oceans, comprising 53 million square kilometres or more than one tenth of the Earth's surface.

Annual funding of \$71.4 million in 2019–20 for AMSA's search and rescue function is provided through the Budget process under Appropriation Bill No. 1 and has two components:

1. The search and rescue function (also known as the community service obligation) funds AMSA's ability to provide search and rescue support services. This ongoing funding provides for the Joint Rescue Coordination Centre, the operation of AMSA's emergency distress beacon detection system and the dedicated AMSA search and rescue aircraft service. This funding is subject to indexation and the non-dedicated search and rescue aircraft service component is subject to the efficiency dividend.
2. The search and rescue response (also known as live search and rescue) funds costs involved in actual search and rescue activity. This uncapped, demand driven appropriation is specifically used for AMSA coordinated costs, such as the hire of aircraft and the use of personnel and maritime assets and resources. As this funding is demand driven, there is no indexation or efficiency dividend applied.

Under the AMSA Act, search and rescue services must be provided in a manner consistent with Australia's obligations under:

- Convention on International Civil Aviation (the Chicago Convention)

- International Convention for the Safety of Life at Sea (SOLAS)
- International Convention on Maritime Search and Rescue 1979

Before 1997, Airservices Australia had the responsibility for coordinating aviation search and rescue. In 1997, the responsibilities of Airservices Australia and AMSA merged to form the Joint Rescue Coordination Centre (JRCC) to provide search and rescue coordination services for both maritime and aviation incidents. The JRCC is located within the AMSA office in Canberra, Australian Capital Territory.

See Australian Maritime Safety Authority Act 1990 — PPV-O2-001 for other associated program expense details and see Marine Navigation Levy — PPV-O2-032, Marine Navigation (Regulatory Functions) Levy — PPV-O2-033 and Protection of the Sea Levy — PPV-O2-036 for the associated program revenue details.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy

Division

Alex.Foulds@infrastructure.gov.au

02 6274 8222 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-004

Payments to Corporate Entities — National Transport Commission

Key message

The Australian Government will contribute \$3.476 million to the National Transport Commission (NTC) in 2018–19 to develop reforms that improve national land transport outcomes.

Snapshot

Portfolio departments are responsible for managing payments to corporate Commonwealth entities and ensuring the payments are consistent with the relevant statutory framework. The NTC is a corporate Commonwealth entity and as such, payments from annual appropriations are made to NTC by the department. The NTC does not receive appropriations directly from the Consolidated Revenue Fund.

The NTC is an inter-jurisdictional transport body responsible for developing, monitoring and maintaining uniform or nationally consistent regulatory operational reforms relating to transport. The roles and functions of the NTC, and jurisdictional funding shares are defined in the Inter-Governmental Agreement for Regulatory and Operational Reform in Road, Rail and Intermodal Transport 2003.

Stakeholders

- State and territory transport agencies
- Road and rail users
- Transport industry

Impact

During 2018–19 the NTC will progress 26 projects on behalf of the Transport and Infrastructure Council.

Program status

Start date: the NTC was established as an agency under the Commonwealth Authorities and Companies Act 1997 (replaced by the Public Governance, Performance and Accountability Act 2013 (PGPA Act) on 1 July 2014) on 1 July 2011. Prior to that, the Australian Government contribution was paid as a grant to the NTC.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	3,476	3,535	3,618	3,700	3,793
Less: actual expenditure YTD at 31 March 2019	2,607	-	-	-	-
Total balance of funds	869	3,535	3,618	3,700	3,793

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.1 — Surface Transport; Annual administered expenses
- **Relevant legislation:** PGPA Act; National Transport Commission Act 2003; Appropriation Bill No.1 for each Budget

Background and other issues

Funding calculations

Payments made to the NTC by the department are fixed at 35 per cent of the running costs of the agency. The remaining 65 per cent is funded by other jurisdictions in accordance with the funding formula outlined in the inter-governmental agreement for the NTC, which also includes annual indexation of jurisdiction contributions.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Alex FouldsExecutive Director, Surface Transport Policy
DivisionAlex.Foulds@infrastructure.gov.au

02 6274 8222 | s.47F



Bass Strait Passenger Vehicle Equalisation Scheme

Key message

In 2017-18, the Australian Government spent \$49.7 million on the Bass Strait Passenger Vehicle Equalisation Scheme (BSPVES).

Snapshot

The BSPVES commenced in 1996. The BSPVES aims to reduce the cost of sea travel between the mainland and Tasmania by providing a rebate for the transportation of an eligible passenger vehicle across the Bass Strait. Despite its name, the BSPVES is not an equalisation scheme, the scheme provides an approximate subsidy not an exact equalisation, relative to an equivalent road or rail journey on the mainland. The BSPVES is uncapped and demand-driven. The BSPVES operates under Ministerial Directions (MDs), last updated on 1 February 2019.

Stakeholders

- The Tasmanian community
- Department of Human Services
- Service provider — TT-Line
- Service provider — Bass Island Line
- The Tasmanian tourism industry

Impact

\$42.3 million in assistance has been paid under the BSPVES for the period from 1 July 2018 to 31 March 2019.

Program status

Start date: September 1996 (ongoing).

Eligibility and application process

An eligible passenger vehicle is one which accompanies an eligible passenger on a Bass Strait passenger service, or is transported by an eligible person on a Bass Strait vehicle service, and includes:

- a motor car
- a bus
- a motorhome
- an eligible passenger vehicle towing a caravan
- a motorcycle
- a bicycle

The rebate for an eligible passenger vehicle is paid to the ferry or service operator who passes on the rebate in the form of a lower vehicle fare to the eligible passenger accompanied by or the eligible person transporting an eligible passenger vehicle on a Bass Strait service under the scheme.

The BSPVES is also available to eligible persons who must fly between mainland Australia and King Island or the islands of the Furneaux Group in the absence of a ferry service between these islands and mainland Australia.

Funds available to individual recipients

The rebates for eligible passenger vehicles are reviewed annually. The rebates provided for eligible passenger vehicles from 1 July 2018 are:

- up to \$229 each way for a motor car
- up to \$229 each way for a bus
- up to \$459 each way for a motor home
- up to \$459 each way for an eligible passenger vehicle towing a caravan
- up to \$117 each way for a motorcycle
- up to \$34 each way for a bicycle

The two service operators under the BSPVES currently are TT-Line Pty Ltd and Bass Island Line.

Expense funding

	2018-19 (\$'000)	2019-20 (\$'000)	2020-21 (\$'000)	2021-22 (\$'000)	2022-23 (\$'000)
Appropriation Budget	49,752	50,846	52,016	53,212	54,543
Less: actual expenditure YTD at 31 March 2019	42,286	-	-	-	-
Total balance of funds	7,466	50,846	52,016	53,212	54,543

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.1 — Surface Transport; Annual administered expenses
- **Relevant legislation:** MDs for the operation of the BSPVES; Financial Framework (Supplementary Powers) Regulations 1997

Background and other issues

National Sea Highway Coalition

On 12 September 2018, Mr Peter Brohier, convenor of the National Sea Highway Coalition, submitted a petition to the Senate. The petition calls upon the Senate and the Prime Minister to bring the BSPVES ferry fares into line with the cost of land-based national highway travel. The petition appeared in the Senate Hansard on 12 September 2018 where the Clerk of the Senate spoke to it.

The petition was referred to the Senate Standing Committees on Rural and Regional Affairs and Transport (the committee) for consideration. In November 2018, the Committee advised the Petitioner that the Minister does not intend to provide a response to the petition. The Petition was presented to the House of Representatives by Mrs Lucy Wicks MP, Chair of Standing Committee on Petitions on 3 December 2018.

Mr Brohier has a long and extensive history of engagement in relation to the BSPVES. Mr Brohier has submitted numerous petitions on the same issue and received replies on 1 December 2016, 13 February 2017, 18 June 2018 and 5 August 2018. The petitions were signed by only one person, Mr Brohier.

Contacts

Pip Spence PSM
Deputy Secretary, Transport
Pip.Spence@infrastructure.gov.au
02 6274 7029 | s.47F

Alex Foulds
Executive Director, Surface Transport Policy
Division
Alex.Foulds@infrastructure.gov.au
02 6274 8222 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-006

Freight and Supply Chain Strategy — Freight Data Hub

Key message

The Australian Government has committed \$8.5 million to lay the foundations for a National Freight Data Hub to deliver improved day-to-day operations, better investment decisions and performance evaluation for the freight system.

Snapshot

- \$5.2 million administered funding over two years (\$2.6 million in new funding and \$2.6 million in existing funding) to settle the design of a National Freight Data Hub, including arrangements for data collection, protection, dissemination and hosting.
- \$1.4 million departmental funding over four years for a freight data exchange pilot. It involves an industry partnership to build an aggregate picture of real-time freight movements. Initial participants include One-Steel, Nestle, Toll, K&S and CISCO.
- \$1.9 million departmental funding over two years for the Australian Bureau of Statistics to survey national motor vehicle use, including the size of the road freight task. The survey has been carried out every two years to-date, and is the basis for determining heavy vehicle charges.

Stakeholders

- Freight industry: a 12-month industry-led Inquiry found that better freight data is a key industry priority — including for producers, exporters, importers, freight and logistics companies, and infrastructure managers
- State and territory governments
- Local governments
- Businesses and consumers

Impact

This funding will improve the level of information available about freight movements in Australia, performance of the freight system as a whole, and help business and governments plan and make better operational and investment decisions.

Program status

Expected start date: 1 July 2019. This program was announced in the 2019–20 Budget.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	-	918	1,682	-	-
Less: actual expenditure YTD at 31 March 2019	-	-	-	-	-
Total balance of funds	-	918	1,682	-	-

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.1 — Surface Transport

Background and other issues

Establishing better freight data was a key priority for industry identified by a 12-month, industry-led Inquiry into National Freight and Supply Chain Priorities (report released in May 2018).

The department commissioned the iMove Cooperative Research Centre to further understand the needs for freight data in government and industry and identify current gaps and approaches to address them. The iMove CRC's Freight Data Requirements Study (released on 6 April 2019) found that industry and government want more freight data made available and shared to improve day-to-day operations of the freight system, to help business and governments plan and make better investment decisions, and to monitor and evaluate the performance of the freight system. The iMove CRC surveyed international best practice approaches and proposed the Commonwealth establishing a National Freight Data Hub.

The National Freight Data Hub will be an electronic platform, streamlining the collection and dissemination of data to all freight supply chain parties. This will include producers, exporters, importers, freight and logistics companies, infrastructure managers, government and consumers.

The National Freight Data Hub will initially build on existing government data collections in the Bureau of Infrastructure, Transport and Regional Economics plus states and territories, as well drawing on industry data voluntarily provided. It will develop common standards to network existing databases (ie without duplication) and focus on building a scalable model to address priority data gaps identified by the iMove CRC Study, including the lack of real time freight movement data, poor information on values of freight movements and performance of supply chains in general.

The creation of the Hub will bring Australia in line with international practice, for example:

- Canada created the 'Centre on Transportation Data', to improve access to high-quality, timely and accessible information on the Canadian transportation system in 2017;
- France established a Freight Data Hub that presents key national indicators and counts, and annual reports on the performance of freight transportation in 2000.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Gayle Milnes

Executive Director, Portfolio Coordination and Research Division

Gayle.Milnes@infrastructure.gov.au

02 6274 6643 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-007

International Maritime Organization — Contribution

Key message

Australia continues to maintain its good reputation for reliably honouring its financial obligations to the International Maritime Organization (IMO).

Snapshot

The IMO, a specialised agency of the United Nations, is responsible for measures to improve the safety and security of international shipping and to prevent pollution from ships. It is also involved in legal matters, including liability and compensation issues, and the facilitation of international maritime traffic.

Australia is one of 174 Member States of the IMO, and one of 40 Member States elected to the IMO Council. Australia was elected to Category B of the IMO Council for the 2018/19 biennium. Membership of the IMO promotes Australia's interests by our representation at the highest level of international maritime policy-making and our participation in the development of international standards for shipping. The global nature of the shipping industry means Australia relies on international standards to protect our marine environment.

Stakeholders

- IMO
- Industry

Impact

Membership of the IMO and ratification of its Conventions helps ensure that international shipping is subject to appropriate safety and environmental requirements. In 2019, Australia met its financial obligation to the IMO through the timely payment of its membership contributions.

Program status

Start date: 1958 (ongoing).

Eligibility and application process

All IMO Member States are required to make financial contributions to the IMO. Contributions are proportionate to the size of each Member State's fleet of merchant ships. Payments are generally made around January each year.

Funds available to individual recipients

In accordance with Article 55 of the Convention on the International Maritime Organization, the Assembly of the IMO approves budget estimates and apportions expenses among its members on an annual basis.

The department administers the payment of Australia's contribution to the IMO. Payment of Australia's contribution allows Australian Government officials to participate and vote in the IMO Assembly, the IMO Council and various IMO committees. Australia's assessed membership contribution for 2018 was £183,128 (approximately \$A330,000).

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	321	344	362	392	426
Less: actual expenditure YTD at 31 March 2019	321	-	-	-	-
Total balance of funds	0	344	362	392	426

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.1 — Surface Transport; Annual administered expenses

Background and other issues

All Member States are required to make financial contributions to the IMO.

Article 61 of the IMO Convention provides that 'Any Member which fails to discharge its financial obligation to the Organization within one year from the date on which it is due, shall have no vote in the Assembly, the Council or the Maritime Safety Committee unless the Assembly, at its discretion, waives this provision'.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy Division

Alex.Foulds@infrastructure.gov.au

02 6274 8222 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-008

National Freight Access Improvements

Key message

The Australian Government is improving road freight movements in regional and remote Australia for restricted access heavy vehicles.

Snapshot

- The Australian Government is providing \$8.0 million over two years to the National Heavy Vehicle Regulator (NHVR) to improve road access for restricted vehicles.
- \$6.0 million will fund engineering assessments for local government owned road network infrastructure.
- \$2.0 million will be used for the NHVR to build an IT system to enable data collection and mapping of local and state road infrastructure capability.
- The funding will improve road access for restricted access heavy vehicles, including oversize overmass vehicles.

Stakeholders

- Transport industry operators
- Local governments
- NHVR
- State and territory regulators

Impact

This funding will increase the level of information captured about road infrastructure assets which will allow for faster permit approvals, leading to a more efficient and productive transport system.

Program status

The program was announced in the 2019–20 Budget.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	-	3,980	3,980	-	-
Less: actual expenditure YTD at 31 March 2019	-	-	-	-	-
Total balance of funds	-	3,980	3,980	-	-

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.1 — Surface Transport

Background and other issues

A main source of delays in providing permission for heavy vehicles to access certain roads is a lack of reliable and accessible data about road infrastructure assets. Local governments often do not have sufficient resources and skills to appropriately assess their infrastructure. This can cause significant delays for heavy vehicle operators and businesses relying on on-schedule deliveries.

An independent review of the road access arrangements for oversize and/or overmass (OSOM) vehicles (the OSOM Review) was commissioned by the Australian Government in June 2018 and released in November 2018, following endorsement by the Council of Australian Government's Transport and Infrastructure Council. The OSOM Review Report makes 38 recommendations to improve road access, and recommends greater resourcing toward:

- Infrastructure assessments by qualified engineers for bridges, roads, tunnels, culverts and other relevant road infrastructure, for local government road managers lacking the resources to undertake their own assessments.
- A database using state and local government road manager infrastructure data with mapping tool capabilities to enable rigorous route planning for heavy vehicle operators.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy Division

Alex.Foulds@infrastructure.gov.au

02 6274 8222 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-009

National Heavy Vehicle Safety Initiative

Key message

The Commonwealth provides approximately \$5.5 million per year to the National Heavy Vehicle Regulator (NHVR) to undertake heavy vehicle safety initiatives. Funding was committed in the 2019–20 Budget.

Snapshot

The NHVR is an independent national body under the direction of transport ministers through the Council of Australian Governments (COAG) Transport and Infrastructure Council (the Council). The NHVR was established to provide cross-border consistency and clarity for heavy vehicle operators and regulates a range of safety and productivity related matters including driver fatigue management, vehicle safety standards, road access, extension of obligations to others in the supply chain, and mass, dimension and loading requirements. NHVR administers the initiatives to support industry-led proposals targeting safety and productivity.

Stakeholders

- Transport industry operators
- State and territory regulators
- Transport industry associations

Impact

In 2018–19 funding provided to the NHVR will support 14 heavy vehicle safety projects.

Program status

Start date: the NHVR formally commenced operations in 2013. The heavy vehicle safety initiatives commenced in 2016.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	3,894	5,417	5,484	5,552	5,621
Less: actual expenditure YTD at 31 March 2019	3,894	-	-	-	-
Total balance of funds	0	5,417	5,484	5,552	5,621

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.1 — Surface Transport; Annual administered expenses
- **Relevant legislation:** Heavy Vehicle National Law Act 2012

Background and other issues

In the 2016–17 Budget, the Australian Government committed \$15.592 million over four years to the NHVR to undertake a work program of initiatives to improve the safety of the heavy vehicle industry. This funding is redirected from the former Road Safety Remuneration Tribunal. In the 2019–20 Budget, the Australian Government committed another \$6.0 million over four years for the Heavy Vehicle Safety Initiative to fund projects that identify opportunities to improve heavy vehicle safety.

The 2019–20 Budget also committed \$8.0 million over two years to the NHVR for National Freight Access Improvements (see PPV-O2-008 National Freight Access Improvements). Apart from those programs, the Australian Government does not provide any other funding to the NHVR, although it did provide \$23.1 million for establishment costs.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy Division

Alex.Foulds@infrastructure.gov.au

02 6274 8222 | s.47F



Organisation for Economic Co-operation and Development Road Transport – Contribution

Key message

The Australian Government is a founding and active member of the Organisation for Economic Co-operation and Development (OECD) and its International Transport Forum (the Forum). The Forum delivers transport research and policy analysis and organises a Transport Ministers' Summit each year in May in Germany to share and profile this work and developments in members' transport sectors.

Snapshot

The program funds part of Australia's membership in the Forum.

The Forum acts as a think tank for all modes of transport policy for its 59 member countries, and provides opportunities for government officials, research and industry to collaborate. The Forum organises an annual Summit in May in Germany. The Summit is an opportunity for Australian portfolio Ministers to engage with counterparts through the Council of Ministers of Transport (the Council), promote Australia's transport competence and contribute to Australia's broader foreign policy objectives.

The Forum is governed by the Council, supported by a senior-officials Transport Management Board, which meets twice per year, and is supported by a secretariat in Paris. The Secretary General is Mr Young Tae KIM of Korea.

Stakeholders

- Federal, state and territory government transport policy advisors and regulators
- Australian industry and transport researchers

Impact

The Forum enables collaboration and promotion of research, policy analysis and transport developments amongst member countries, through projects and the annual Summit.

Program status

Start date: 2004 (ongoing).

Eligibility and application process

Australia's annual contribution to the Forum is about \$100,000 (AU\$114,000 in 2018–19), based on a Forum specific formula agreed by the Council. This is funded in two parts: part from program and the balance from departmental expenses.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	73	77	77	79	82
Less: actual expenditure YTD at 31 March 2019	0	-	-	-	-
Total balance of funds	73	77	77	79	82

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.1 – Surface Transport; Annual administered expenses

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Gayle MilnesExecutive Director, Portfolio Coordination and
Research DivisionGayle.Milnes@infrastructure.gov.au

02 6274 6643 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-011

Tasmanian Freight Equalisation Scheme

Key message

The Tasmanian Freight Equalisation Scheme (TFES) supports the Tasmanian economy by subsidising the cost of transporting freight across the Bass Strait.

Snapshot

The TFES assists in alleviating the sea freight cost disadvantage incurred by shippers of eligible non-bulk goods carried between Tasmania and mainland Australia by sea. Its objective is to provide Tasmanian industries with equal opportunities to compete, recognising that, unlike their mainland counterparts, Tasmanian shippers do not have the option of transporting goods interstate by road or rail. The TFES is uncapped and demand-driven.

Stakeholders

- The Department of Human Services
- Tasmanian businesses who transport goods between mainland Australia and Tasmania, between King Island and the main island of Tasmania, and between any island in the Furneaux Group and the main island of Tasmania

Impact

A total of \$147.3 million in assistance was provided under the TFES in 2017-18; this represents an increase of approximately \$9.7 million from the previous year — this reflects the strong growth of the Tasmanian economy and subsequent shipment of goods to the mainland.

Program status

Start date: 1 July 1976 (ongoing).

Eligibility and application process

The northbound component of the TFES applies to goods produced or manufactured in Tasmania for permanent use or sale on the mainland of Australia, or shipped to the mainland for transshipment. Assistance for goods shipped to the mainland for transshipment has been available for eligible shipments since 1 January 2016 following the Australian Government's March 2015 decision to expand the TFES.

The southbound component applies to eligible non-consumer raw materials and equipment for use in the mining and manufacturing industries in Tasmania; and material inputs to, or machinery, implements and equipment for use in the agricultural, fishing and forestry industries in Tasmania.

Claims for assistance are lodged by shippers of eligible non-bulk goods with the Department of Human Services, which manages the day-to-day operation of the TFES on behalf of this department.

Funds available to individual recipients

Assistance of up to \$855 per twenty foot equivalent unit (standard shipping container) is available to individual claimants for shipments for permanent use or sale on the mainland of Australia. The assistance paid cannot exceed the actual freight bill paid by the claimant. To be eligible for assistance under the scheme, the claimant must have incurred and paid the freight cost before submitting a claim. A flat rate of assistance of \$700 per twenty foot equivalent unit is available to claimants for goods shipped to the mainland for transshipment.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	172,640	173,690	174,759	175,847	176,955
Less: actual expenditure YTD at 31 March 2019	92,956	-	-	-	-
Total balance of funds	79,684	173,690	174,759	175,847	176,955

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.1 — Surface Transport; Annual administered expenses
- **Relevant legislation:** Ministerial Directions for the Operation of the Tasmanian Freight Equalisation Scheme; Financial Framework (Supplementary Powers) Regulations 1997

Background and other issues

The 1 January 2016 TFES expansion has attracted scrutiny from other World Trade Organization members, including New Zealand, South Africa, the United States of America and Qatar, with concerns that it was an export subsidy. The expansion is not an export subsidy, it enables Tasmanian businesses to land product in Melbourne for export at a cost that is competitive with Australian producers on the mainland.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy Division

Alex.Foulds@infrastructure.gov.au

02 6274 8222 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-012

Shipping Reform (Tax Incentives) Act 2012

Key message

In calendar year 2018, one Income Tax Exemption Notice, one Accelerated Depreciation Notice, and 22 Certificates were issued for Income Tax Exemption, Accelerated Depreciation and Refundable Tax Offset under the Shipping Reform (Tax Incentives) Act 2012 (the Act). Out of the 22 Certificates issued, four covered both Income Tax Exemption and Refundable Tax Offset.

Snapshot

There are a range of tax incentives that may be available in respect of operations associated with the Australian shipping industry. The incentives are designed to encourage investment in the Australian shipping industry and to encourage the development of sustainable employment and skills opportunities for Australian seafarers.

Stakeholders

- The Australian Taxation Office (ATO)
- Australian shipping industry

Impact

The Act provides four tax incentives for businesses to encourage investment in the Australian shipping industry. A number of Australian businesses are claiming the incentives, particularly businesses operating freight and passenger vessels across Bass Strait.

Program status

Start date: 1 July 2012 (ongoing).

Eligibility and application process

To be eligible for a shipping tax incentive an applicant must first satisfy the requirements under the Income Tax Assessment Act 1997 and the Shipping Reform (Tax Incentives) Act 2012 — refer section 8 for certificates and section 14 for notices. The vessel must not be an excluded vessel. An applicant must be a company, incorporated in Australia, or a non-resident company operating a permanent establishment here. The vessel must be registered in Australia under the Shipping Registration Act 1981. The applicant must provide either their Australian Company Number or their Australian Registered Body Number or their Australian Business Number.

All new entrants wishing to seek access to the tax concessions have to apply for a Notice. Failure to apply for a Notice will result in any subsequent certificate only being valid for the last three months of the income year.

The management requirements to qualify for the Income Tax Exemption include:

- the applicant must conduct crew management in Australia
- the applicant must conduct at least one of the following activities in Australia:
 - strategic management
 - commercial management
 - technical management

The applicant must also demonstrate that it has in place during the relevant period a training plan which maintains a minimum of one person per ship during that year (or the part of the year during which the exemption is claimed) undertaking training in each of the following three categories:

- engineer officer training — trainee to be a person who is responsible for the propulsion and operating systems of the vessel
- deck officer training — trainee to be a person who carries out duties in relation to the navigation and operation of a vessel and is responsible for receiving, discharging and caring for cargo or passengers during a voyage
- integrated rating and steward training — trainee to be a person who carries out duties to support the navigation and operation of a vessel.

Some flexibility is provided to operators of multiple vessels in that trainees can be spread across a number of vessels.

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.1 — Surface Transport; No revenue is raised from this scheme; the ATO is responsible for administering the tax exemption and concessions
- **Relevant legislation:** Shipping Reform (Tax Incentives) Act 2012

Background and other issues

Tax incentives in respect of operations associated with the Australian shipping industry include:

- Income Tax Exemption for Australian operators of Australian registered eligible vessels on qualifying shipping income
- Accelerated Depreciation and rollover relief for Australian corporate owners of Australian registered eligible vessels
- Refundable Tax Offset for Australian corporate employers who employ eligible Australian seafarers on overseas voyages performed by Australian registered eligible vessels
- Exemption from Royalty Withholding Tax for foreign owners of eligible vessels leased under a bareboat or demise charter to an Australian resident company.

The department is responsible for the issuing of notices to vessels as a first step in meeting the eligibility criteria for access to the tax incentives. Certificates are required annually for subsequent years and these are also issued by the department. The ATO is responsible for administering the tax incentives through the tax return process, after the notices and certificates have been issued by this department.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy

Division

Alex.Foulds@infrastructure.gov.au

02 6274 8222 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-013

Keys2drive

Key message

The Keys2drive program (the program) provides \$4 million per year to improve the safety of young drivers aged 17–25.

Snapshot

The program aims to improve the safety of young drivers by helping them gain appropriate driving experience before they graduate to a 'P-plate' licence. It provides access to a website that provides driver resources, including information and interactive games, as well as free theory and practical lessons for learner drivers accompanied by their driving practice supervisors. The program was developed, and is delivered, by the Australian Automobile Association (AAA) and state motoring clubs.

Stakeholders

- Learner drivers and their supervisors
- Accredited driving instructors
- AAA and its motoring clubs

Impact

In 2017–18 the program provided 39,831 drivers with free lessons and resources.

In 2018–19 (as at end of March 2019) 30,685 drivers have received a free Keys2drive lesson.

Program status

Start date: 1 July 2008.

The Australian Government provides \$4 million per year for the program. In the 2019–20 Budget the Government allocated an additional \$8 million to the program, extending it to 2022–23. The current funding agreement has the AAA contributing up to \$4 million in financial and in-kind support and includes measures aimed at increasing the number of lessons delivered in underserved and regional areas of Australia. This funding agreement expires in 2021 and will need to be renegotiated on a similar basis.

Eligibility and application process

Learner drivers are eligible to receive a free one hour session (consisting of two half hour lessons) delivered by a Keys2drive accredited professional driving instructor to learner drivers when they are accompanied by their supervising driver. Learners can register their interest through the Keys2drive website which is maintained by the AAA.

Funds available to individual recipients

Not applicable. The Australian Government provides funding via a funding agreement to the AAA to cover the overall cost of program delivery. The majority of the funding is used for the direct provision of free lessons to eligible learner drivers, through payments to accredited instructors.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	4,000	4,000	4,000	4,000	4,000
Less: actual expenditure YTD at 31 March 2019	4,000	-	-	-	-
Total balance of funds	-	4,000	4,000	4,000	4,000

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.2 — Road Safety; Annual Appropriation Acts 1/3
- **Relevant legislation:** Financial Framework (Supplementary Powers) Regulations 1997

Background and other issues

In the 2008 Budget, the Australian Government committed \$17 million to fund the development and delivery of Keys2drive over five years until 2013.

The program was publicly launched in Tasmania in 2009 and then progressively rolled out to the other states and territories. Two independent reviews of the program have been undertaken (in 2010 and 2012) and various refinements to the program were made to improve the rate of lesson delivery and program effectiveness.

In December 2013, the program was extended until 30 June 2016 with a further \$10 million.

In the 2016–17 Budget, the Australian Government agreed to provide \$4 million to continue operation for one year, and has asked the AAA to consult with the department and the states and territories on ways to improve the program's structure and operation prior to any future funding request.

In its pre-Budget submission, the AAA sought ongoing funding of \$5 million per year over four years.

In the 2017–18 Budget the Australian Government agreed to provide \$16 million over four years contingent on AAA contributing \$1 million per year. The AAA contribution is being made both through cash and through in-kind means, such as increased marketing and program enhancements.

In the 2019–20 Budget the Australian Government agreed to continue supporting the program, committing an additional \$8 million to ensure funding until 2022–23.

Contacts

Pip Spence PSM

Deputy Secretary, Transport
Pip.Spence@infrastructure.gov.au
 02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy Division
Alex.Foulds@infrastructure.gov.au
 02 6274 8222 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-014

Road Safety Awareness and Enablers Fund

Key message

The Road Safety Awareness and Enablers Fund (the program) will provide targeted and competitive grants to road safety awareness, education and collaboration initiatives. The value of the fund is \$4 million over four years.

Snapshot

The program will address recommendations made by the National Road Safety Strategy (NRSS) Inquiry that key road safety enablers be better resourced to assist with their road safety work. The program will fund road safety awareness, education and collaboration initiatives undertaken by road safety enabling organisations, subject to agreement on details to be settled by Government.

Stakeholders

- Road safety enabling organisations
- State and territory governments
- Local governments

Impact

The program will deliver significant benefits to the Australian community by funding initiatives aimed at reducing road trauma and serious injuries.

Program status

The program was announced in the 2019–20 Budget. Advice on guidelines and program arrangements will be provided in June 2019.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	-	1,000	1,000	1,000	1,000
Less: actual expenditure YTD at 31 March 2019	-	-	-	-	-
Total balance of funds	-	1,000	1,000	1,000	1,000

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.2 — Road Safety

Background and other issues

In September 2018 the Australian Government received the report of an independent Inquiry into the effectiveness of the NRSS 2011–2020.

The NRSS Inquiry report made a wide range of recommendations, one of which was that key road safety enablers be better resourced to assist with their road safety work.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy Division

Alex.Foulds@infrastructure.gov.au

02 6274 8222 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-015

Road Safety Innovation Fund

Key message

The Road Safety Innovation Fund (the program) will provide targeted and competitive grants for innovative projects aimed at reducing deaths and serious injuries on our roads. The value of the fund is \$12 million over four years.

Snapshot

The program will address recommendations made by the National Road Safety Strategy (NRSS) Inquiry that innovation initiatives should be better resourced. The program will fund innovative projects aimed at reducing deaths and serious injuries on our roads, subject to agreement on details to be settled by Government.

Stakeholders

- Road safety researchers
- Technology developers
- State and territory governments
- Local governments

Impact

The program will deliver significant benefits to the Australian community by funding innovation initiatives aimed at reducing road trauma and serious injuries.

Program status

The program was announced in the 2019–20 Budget. Advice on guidelines and program arrangements will be provided in June 2019.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	-	500	4,500	3,500	3,500
Less: actual expenditure YTD at 31 March 2019	-	-	-	-	-
Total balance of funds	-	500	4,500	3,500	3,500

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.2 — Road Safety

Background and other issues

In September 2018 the Australian Government received the report of an independent Inquiry into the effectiveness of the NRSS 2011–2020.

The NRSS Inquiry report made a wide range of recommendations, one of which was that key road safety innovation initiatives should be better resourced.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy Division

Alex.Foulds@infrastructure.gov.au

02 6274 8222 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-016

Aviation Fuel Revenues (Special Appropriation) Act 1988

Key message

The Civil Aviation Safety Authority (CASA) is Australia's independent aviation safety regulator.

Snapshot

CASA is an independent statutory authority established in 1995 under the Civil Aviation Act 1988 and is subject to the Public Governance, Performance and Accountability Act 2013 (PGPA Act). CASA is a corporate Commonwealth entity under the PGPA Act and does not receive appropriations directly from the Consolidated Revenue Fund. Portfolio departments are responsible for managing payments, including appropriations, to corporate Commonwealth entities and for ensuring the payments are consistent with the relevant statutory framework.

Payments from special appropriations under the Aviation Fuel Revenues (Special Appropriation) Act 1988 (the Act) are made to CASA by the department. The payments are ongoing.

Section 4 of the Act, provides that CASA is entitled to be paid a share of the amount paid to the Australian Government as a duty of excise or a duty of customs in relation to eligible aviation fuel. A ministerial determination, dated 24 June 2010, sets the statutory rate of duty and provides that CASA is entitled to the whole of the amount paid. The duties are collected by the Australian Taxation Office, remitted to consolidated revenue and appropriated to the department for payment to CASA.

Stakeholders

- Aviation industry
- General public

Impact

CASA maintained and enhanced a fair, effective and efficient aviation safety regulation system.

Program status

Start date: November 2005 (ongoing).

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	124,100	130,500	131,900	135,900	135,900
Less: actual expenditure YTD at 31 March 2019	91,991	-	-	-	-
Total balance of funds	32,109	130,500	131,900	135,900	135,900

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.3 — Air Transport; Special appropriation expenses
- **Relevant legislation:** Aviation Fuel Revenues (Special Appropriation) Act 1988; Civil Aviation Act 1988; PGPA Act

Background and other issues

Since November 2005, all aviation fuel excise and customs duty equivalent revenue has been provided to CASA.

In the 2010–11 Budget, excise and customs duties applying to aviation fuel were each increased by 0.702 cents per litre from \$0.02854 per litre to \$0.03556 per litre. This increase was intended to provide long term funding stability for the performance of key ongoing regulatory and governance functions including audit and surveillance previously subject to ad hoc annual adjustments.

Due to increased demand for aviation safety regulatory functions, an additional \$5.3 million appropriation was provided in 2019–20.

CASA receives other payments from the department through annual appropriations (see Payments to Corporate Entities — Civil Aviation Safety Authority — PPV-O2-018).

Contacts

Pip Spence PSM

Deputy Secretary, Transport
Pip.Spence@infrastructure.gov.au
 02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division
Brendan.McRandle@infrastructure.gov.au
 02 6274 7086 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-017

Melbourne Airport New Runway Land Acquisition — Expense

Key message

In support of a proposed third runway at Melbourne Airport, the Commonwealth has acquired land to expand the airport site.

Snapshot

The program involves the acquisition, by agreement or by compulsory acquisition if necessary, of interests in land adjacent to Melbourne Airport to enable the construction of the new runway to meet projected aviation demand.

Stakeholders

- Australia Pacific Airports (Melbourne) Pty Ltd (APAM)
- Victorian Government
- Owners of land to be acquired

Impact

Nil — expenses are offset by equivalent revenues. Program costs are to be covered by under a Memorandum of Understanding with the Commonwealth.

Program status

Start date: The Australian Government approved the acquisition of land for the expansion of Melbourne Airport in early March 2015.

In April 2019 the last of the land required for the expansion of the airport site, comprising of road parcels, was acquired through compulsory acquisition and leased to APAM. Affected parties can make a claim for compensation through the Department of Finance.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	1,000	700	-	-	-
Less: actual expenditure YTD at 31 March 2019	211	-	-	-	-
Total balance of funds	789	700	-	-	-

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.3 — Air Transport; Special Account expenses
- **Relevant legislation:** Airports Act 1996

Background and other issues

A special account (Melbourne Airport New Runway Land Acquisition Special Account) was established on 8 September 2015 and will be used to collect receipts from APAM which will be used to pay out third party landowners after acquisition of their land. The amounts which could be credited to the special account include (i) receipts relating to the third party acquisition of land parcels, (ii) cost of the land, (iii) stamp duty, and (iv) any compensation that may need to be paid to the landowners and any acquisition costs.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division

Brendan.McRandle@infrastructure.gov.au

02 6274 7086 | s.47F



Payments to Corporate Entities — Civil Aviation Safety Authority

Key message

The Civil Aviation Safety Authority (CASA) is Australia's independent aviation safety regulator.

Snapshot

CASA is an independent statutory authority established in 1995 under the Civil Aviation Act 1988 (CA Act) and is subject to the Public Governance, Performance and Accountability Act 2013 (PGPA Act).

CASA is a corporate Commonwealth entity under the PGPA Act and does not receive appropriations directly from the Consolidated Revenue Fund. Portfolio departments are responsible for managing payments, including appropriations, to corporate Commonwealth entities and ensuring payments are consistent with the relevant statutory framework.

Payments from annual appropriations are made to CASA by the department. CASA also receives other payments from the department through special appropriations under the Aviation Fuel Revenues (Special Appropriation) Act 1988 (see Aviation Fuel Revenues (Special Appropriation) Act 1988 — PPV-O2-016).

Stakeholders

- Aviation industry
- General public

Impact

CASA maintained and enhanced a fair, effective and efficient aviation safety regulation system.

Program status

Start date: 6 July 1995 (ongoing).

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	43,936	46,172	41,226	41,426	41,668
Less: actual expenditure YTD at 31 March 2019	32,952	-	-	-	-
Total balance of funds	10,984	46,172	41,226	41,426	41,668

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.3 — Air Transport; Annual administered expenses
- **Relevant legislation:** CA Act; PGPA Act

Background and other issues

See also to Aviation Fuel Revenues (Special Appropriation) Act 1988 — PPV-O2-016 regarding another payment provided to CASA from the department through special appropriations under the Aviation Fuel Revenues (Special Appropriation) Act 1988.

Due to increased demand for aviation safety regulatory functions, an additional \$5.3 million appropriation for one year was provided in 2019–20.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division

Brendan.McRandle@infrastructure.gov.au

02 6274 7086 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-019

Airport Lessee Companies — Reimbursement of Parking Fines

Key message

The Parking Infringement Notices Scheme (the Scheme) provides a mechanism for eight federally leased airport operators to ensure safe and efficient ground transport access.

Snapshot

The Scheme provides partial reimbursement to participating airport lessee companies for the costs incurred in controlling landside vehicle movement at eight of the leased Federal airports.

Stakeholders

- The eight airports which participate in the Scheme are Brisbane, Gold Coast, Hobart, Launceston, Melbourne (Tullamarine), Perth, Sydney (Kingsford-Smith) and Townsville

Impact

The Scheme contributes to the efficient operation of eight federally leased airports.

Program status

Start date: 2001 (ongoing).

Eligibility and application process

Eligibility is limited to the eight federally leased airports (see above) listed in the Airports (Control of On-Airport Activities) Regulations 1997.

Funds available to individual recipients

Each airport has a separate services agreement with the department which sets a maximum reimbursement amount that the airport may receive. The agreements are identical, except the agreed price and administration fee, which differs for each of the eight airports. The agreed price is calculated as the percentage of \$1 million equal to the percentage contribution made to total revenue received from infringement notices in the last 12 months. The reimbursement amount is capped at 80 per cent of the infringement notice revenue collected for the quarter (minus the administration fee), up to but not exceeding the agreed price for an airport.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	1,000	1,000	1,000	1,000	1,000
Less: actual expenditure YTD at 31 March 2019	544	-	-	-	-
Total balance of funds	456	1,000	1,000	1,000	1,000

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.3 — Air Transport; annual administered expenses
- **Relevant legislation:** Airports Act 1996; Airports (Control of On-Airport Activities) Regulations 1997; Public Governance, Performance and Accountability Act 2013

Background and other issues

The airport lessee companies control landside vehicle movement under the Airports (Control of On-Airport Activities) Regulations 1997. Infringement notices are issued for contraventions of the Regulations, and monetary penalties apply. The revenue received from infringement notice penalties is relevant money for the purposes of the Public Governance, Performance and Accountability Act 2013 and is therefore remitted to the Commonwealth (see Parking Fines at Leased Federal Airports — PPV-O2-040).

The Scheme was set up at the time of airport privatisation to offset some of the costs incurred by airport lessee companies in enforcing the Regulations. The eight participating airports have been unable to reach agreement for state-based parking legislation to apply at these Commonwealth sites.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division

Brendan.McRandle@infrastructure.gov.au

02 6274 7086 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-020

Avalon Airport — Contribution to the Establishment of International Air Services

Key message

The funding assistance is assisting Avalon Airport to have the facilities in place for international air services.

Snapshot

The Australian Government is providing a one-off grant to Avalon Airport to assist in the establishment of International Air Services, including the construction of a new terminal building.

Stakeholders

- Avalon Airport
- Victorian Government
- The Greater Geelong City Council
- Australian Government agencies providing border services
- Travelling public

Impact

Direct international air services to Avalon will benefit the tourism economy of the region, and create opportunities.

Program status

Support for the project is provided under the terms of a funding agreement and is based on the achievement of milestones. The project is substantially completed, except for an upgrade of the smart gates which is being managed by the Department of Home Affairs and which has experienced delays. This issue has not affected the commencement and continuation of air services. The department is working with the Avalon Airport to finalise the reporting under the funding agreement by 30 June 2019.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	20,000	-	-	-	-
Less: actual expenditure YTD at 31 March 2019	13,000	-	-	-	-
Total balance of funds	7,000	-	-	-	-

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.3 — Air Transport; Annual administered expenses

Background and other issues

In the 2018–19 Budget, the Australian Government announced a funding allocation of \$20 million (GST exclusive, with GST payable) in the 2018–19 financial year to support the establishment of international services at Avalon Airport. A funding agreement has been executed to govern the administration of the grant.

The total cost of the project, including fit out of the terminal to accommodate Border Services arrangements, is some \$37 million. The Victorian State Government is expected to contribute \$1 million during the construction phase, with the balance of funding being provided by the Avalon Airport.

The facility was officially opened on 2 December 2018 and AirAsiaX commenced international flights to the Avalon Airport on 5 December 2018.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division

Brendan.McRandle@infrastructure.gov.au

02 6274 7086 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-021

International Civil Aviation Organization — Contribution

Key message

Ongoing participation in the International Civil Aviation Organization (ICAO) remains a vital strategic component of Australia's international engagement on aviation safety, air navigation and security standards as well as economic development and environmental policies.

Snapshot

Australia is a signatory to the Convention on International Civil Aviation (the Chicago Convention), signed 7 December 1944. The Chicago Convention established the ICAO and the principles and arrangements for international civil aviation to develop in a safe and orderly manner. Article 61 of the Chicago Convention includes provisions for the apportionment of the expenses of running ICAO as an annual assessment payable by Member States. Contributions are based on a formula established in 1959 centred on the level of aviation traffic and their capacity to pay under a United Nations wide assessment.

Stakeholders

- ICAO
- Industry

Impact

Australian engagement in the ICAO shapes the international agenda on aviation safety, air navigation and security standards as well as economic development and environmental policies.

Program status

The program remains ongoing as all Member States to the ICAO make an annual contribution to fund the operations of the organisation.

The ICAO work program includes the development of strategies and priorities to guide the operations and activities of the organisation to enable States to attain safe, secure, efficient, economically viable and environmentally responsible air transport.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	2,314	2,589	2,691	2,919	3,166
Less: actual expenditure YTD at 31 March 2019	2,314	-	-	-	-
Total balance of funds	0	2,589	2,691	2,919	3,166

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.3 — Air Transport; annual administered expenses; Annual Appropriations Acts 1 and 3
- **Relevant legislation:** Air Navigation Act 1920

Background and other issues

The ICAO triennial budget adopted at the ICAO Assembly was \$302.1 Canadian million for the period 1 January 2017 to 31 December 2019. It has been capped at zero nominal growth with the baseline year being 2016. The next triennial budget will be reviewed at the ICAO Assembly in September 2019.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division

Brendan.McRandle@infrastructure.gov.au

02 6274 7086 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-022

Payment Scheme for Airservices Australia's Enroute Charges

Key message

The Payment Scheme for Airservices Australia's Enroute Charges (the Scheme) helps regional communities stay connected by assisting airlines providing services to regional areas.

Snapshot

The Scheme provides assistance to airlines operating aeromedical services in regional and remote areas as well as commercial airlines operating low volume and new routes to small and remote communities.

Stakeholders

- Regional and remote communities and businesses
- Regional airlines

Impact

Promotes air transport links to regional communities.

Program status

Start date: January 2002 (ongoing).

Eligibility for the aeromedical services component

The following are the requirements for an operator of aeromedical services to be eligible for assistance under the Scheme:

- the airline must demonstrate it is contracted as an aeromedical provider
- the airline has an air operator's certificate which authorises these services
- the aeromedical services are conducted using aircraft listed on the airline's certificate as being for this purpose
- the aircraft used has a maximum take-off weight of 15,000 kilograms or less (this includes aircraft up to the size of the SAAB 340)
- services operated by the airline are anticipated to include services to/from a regional or remote location, as defined by the Australian Bureau of Statistics (ABS).

Eligibility for the commercial passenger services component

The following are the requirements for an operator of commercial passenger services to be eligible for assistance under the Scheme:

- the airline must have a current regular public transport air operator's certificate issued by the Civil Aviation Safety Authority (CASA) that authorises the operation of Regular Public Transport (RPT) services on the route applied for and authorises the proposed aircraft for RPT service
- services are to be operated as regular public transport services (charter services are not eligible)
- the route is to/from a regional and/or remote location, as defined by the ABS
- the route is, or is proposed to be, serviced by a single operator

- has (or, for new routes, is projected to have) no more than 15,000 passenger movements per year
- the proposed route is shown to have an economic and/or social impact on the community
- the aircraft used on the route have a maximum take-off weight of 15,000 kilograms or less

From 15 September 2014, all airlines receiving assistance under the Scheme are required to submit an application and execute a funding agreement.

Funds available to individual recipients

The Scheme provides assistance based on a reimbursement of the applicable enroute navigation charges levied on eligible flights by Airservices Australia. Assistance equates to 60 per cent of the applicable enroute charge for an eligible flight. For new routes, assistance of 100 per cent of the applicable enroute charge is provided for up to three years. Airlines lodge periodic claims for payment which are assessed and paid progressively.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	2,000	2,000	2,000	2,000	2,000
Less: actual expenditure YTD at 31 March 2019	427	-	-	-	-
Total balance of funds	1,573	2,000	2,000	2,000	2,000

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.3 — Air Transport; Annual administered expenses

Background and other issues

From 30 June 2012, the Scheme estimates reduced by \$5 million as the component of the Scheme providing payments for commercial passenger services ceased.

From 15 September 2014, the commercial services component of the Scheme was re-introduced with \$1 million per annum targeting low volume passenger routes.

Contacts

Pip Spence PSM
Deputy Secretary, Transport
Pip.Spence@infrastructure.gov.au
02 6274 7029 | s.47F

Brendan McRandle PSM
Executive Director, Aviation and Airports Division
Brendan.McRandle@infrastructure.gov.au
02 6274 7086 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-023

Regional Airports Program

Key message

The Regional Airports Program (the program) provides assistance to the owners of regional airports to undertake essential works, promoting aviation safety and access for communities.

Snapshot

The Australian Government is allocating \$100 million over the four years from 2019–20 to 2022–23. This additional investment will ensure regional communities have the air access they need to access services and job opportunities. The works will range from runway and taxiway works to animal fencing and safety equipment. Processes for funding applications and assessments will be released later in 2019, with funding available from 1 July 2019.

Stakeholders

- Regional communities
- Local government and equivalent service providers
- State and territory governments
- Air service providers
- Travelling public

Impact

The program ensures that regional airports have safe and more practical infrastructure to meet the need of communities and local industry now and into the future.

Program status

The program was announced in the 2019–20 Budget. Advice on guidelines and program arrangements will be provided in June 2019.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	-	10,000	35,000	35,000	20,000
Less: actual expenditure YTD at 31 March 2019	-	-	-	-	-
Total balance of funds	-	10,000	35,000	35,000	20,000

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.3 — Air Transport

Background and other issues

Previously, there was no specific Australian Government funding for regional aerodromes. The Australian Airports Association identified a significant operational funding gap at many regional airports, excluding the cost of necessary capital works for safety compliance. Regional Airports Program will provide one-off assistance to ensure aerodromes continue to comply with aviation safety regulations. Funding will also leverage other investment in projects to support tourism, freight and other local industries.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division

Brendan.McRandle@infrastructure.gov.au

02 6274 7086 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-024

Regional Aviation Access Program

Key message

The Regional Aviation Access Program (RAAP) provides remote communities with improved access to regional centres by supporting flights and airstrip works.

Snapshot

The Australian Government provides targeted support for aerodrome infrastructure and air services to remote areas where they are not commercially viable through the RAAP, which provides funding assistance for access and safety upgrades to remote aerodromes as well as subsidised flights to ensure residents of remote communities have access to regional service centres. The three funding components of the RAAP are:

- the Remote Air Services Subsidy (RASS) scheme;
- the Remote Aerodrome Upgrade (RAU) program; and
- the Remote Aerodrome Inspection (RAI) program

RASS scheme

The RASS scheme's objective is to provide communities in remote and isolated areas of Australia with improved access through the subsidy of a regular air transport service, typically weekly, for the carriage of passengers and goods including fresh food, mail, educational materials, medicines and other urgent supplies. Because of the distances involved and the fact that road access into many of these communities is cut off for several months during the wet season, a regular air service can be the only reliable means of transport. Several communities typically share capacity on a seven to nine seat aircraft.

The RASS scheme currently subsidises a regular air service to 266 remote communities. 86 of these locations are Indigenous communities with the balance primarily cattle stations.

RAU program

RAU provides funding assistance for access and safety upgrade projects at remote aerodromes. RAU is a competitive, merit-based grants program. The Australian Government generally contributes up to 50 per cent of the cost of an approved project, with some flexibility to relax the co-funding requirement for projects at priority indigenous communities.

RAI program

To assist in maintaining essential air access to identified Indigenous communities, funding is allocated from departmental funds each year to fund the cost of technical safety inspections at designated aerodromes.

Stakeholders

- Remote communities including cattle stations
- Local government and equivalent service providers
- State and Northern Territory governments
- Australian Government and State/Northern Territory government agencies providing remote health and other services

Impact

The RAAP provides remote and isolated communities with improved access to health and other essential services.

Program status

Start date: The RASS scheme has existed in various forms since 1982.

RAU program: RAU Round 6 was conducted in 2018.

RAI program: The RAI program commenced in 1999.

Eligibility for the aeromedical services component

RASS scheme

Air operators for each of the 10 geographic areas under the scheme are engaged through competitive tender processes. The RASS subsidy is paid directly to the air operator to deliver the negotiated schedule of flights.

To gain admission to the RASS scheme, communities must meet certain eligibility criteria. The capacity to admit communities is limited by the scheme's budget in any year. Communities can apply for admission to the scheme at any time. To be considered for inclusion on the RASS scheme, a community must meet two fundamental requirements:

- there must be a demonstrated need for a weekly air service
- the community must be sufficiently remote in terms of surface travel time to a population centre or neighbouring community receiving a weekly transport service

RAU program

Following a periodic public call for applications, project applications are assessed by a panel consisting of representatives from the Department of the Prime Minister and Cabinet, and the Royal Flying Doctor Service. The department chairs the panel.

On 22 March 2019, the Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development announced funding of some \$10.1 million for 34 projects under Round 6 of the RAU program. This is the first round under the tranche of funding announced by the Australian Government in the 2018–19 Budget. A further round of the RAU program is anticipated to be announced in the second half of 2019.

RAI program

Inspection services are provided to a designated list of communities.

Funds available to individual recipients

RASS scheme

Funding is provided directly to the air operators delivering the negotiated schedule of air services.

RAU program

Funding is provided to aerodrome owners or operators for approved projects. Funding provided to an individual organisation is limited to the amount approved by the Minister for Infrastructure, Transport and Regional Development and is subject to confirmation of project co-funding and the achievement of negotiated milestones.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	23,850	21,146	21,396	18,650	13,910
Less: actual expenditure YTD at 31 March 2019	10,405	-	-	-	-
Total balance of funds	13,445	21,146	21,396	18,650	13,910

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.3 — Air Transport; Annual administered expenses

Background and other issues

In the 2018–19 Budget, the Australian Government announced that it would extend the RAU by providing \$28.3 million from 2018–19 to 2021–22. This will enable further competitive grants rounds to be undertaken.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division

Brendan.McRandle@infrastructure.gov.au

02 6274 7086 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-025

Western Sydney Airport

Key message

Scheduled to open in 2026, Western Sydney International (Nancy-Bird Walton) Airport (Western Sydney Airport) is a transformational infrastructure project that will generate economic activity, provide employment opportunities closer to home for people in the Western Sydney region and meet Sydney's and NSW's growing aviation needs

Snapshot

The Western Sydney Airport will be one of the most significant infrastructure projects to be delivered in Australia's recent history and the first major airport to be built in Australia for several decades.

The Australian Government has established a government-owned company, WSA Co Limited (WSA Co), and is investing up to \$5.3 billion in equity to deliver the Western Sydney Airport. While WSA Co is responsible for the construction and operation of the airport, the department has a significant role in working with WSA Co to ensure the Western Sydney Airport is delivered.

The Department is also responsible for discharging a range of Commonwealth obligations under the Project Deed with WSA Co for the airport, known as Commonwealth Preparatory Activities (CPAs). The CPAs include procuring biodiversity offsets, land acquisition, airspace design, noise amelioration, the Greening Australia Seeds Program and obstacle limitation surface intrusions.

Stakeholders

- Western Sydney community and stakeholder groups
- Airport users
- Sydney basin airspace users
- WSA Co

Impact

Sydney (Kingsford Smith) Airport cannot meet the future aviation requirements of Sydney alone. With demand for aviation services in Sydney set to double over the next 20 years, a new airport is required to cater for this growth.

Demand for aviation services in the Sydney region is forecast to double over the next 20 years. Even if operational restrictions were removed at Kingsford Smith, it could not meet Sydney's long-term aviation needs.

The Western Sydney Airport will support almost 28,000 direct and indirect jobs by 2031 and connect businesses to national and international markets. It will deliver world-class transport systems, improve business links and provide economic benefits.

Program status

Early earthworks at Western Sydney Airport commenced on 24 September 2018 and significant progress has been made. The Western Sydney Airport is on track to open in 2026.

A total of 1.8 million cubic metres of earth will be moved in 2019 as part of the early earthworks stage, with a total 22 million cubic metres of earth to be moved over the construction period.

Work has commenced on the on-site Visitor Centre, which is expected to open around the middle of this year. The Visitor Centre will provide an opportunity for the community to learn about the Western Sydney Airport and view its construction.

The transmission line that crosses the site will be relocated underground by mid-2019.

Terminal construction is expected to commence in 2022.

The department is leading the flight path design process, working closely with Airservices Australia and the Civil Aviation Safety Authority (CASA) in accordance with relevant regulations and policies. Formal consultation on the proposed flight path design is expected to take place in 2021, as part of the environmental assessment process.

The department is also responsible for implementation of the Biodiversity Offset Delivery Plan (BODP), which sets the framework for a biodiversity offsets package of around \$200 million. The BODP was approved in August 2018 and implementation is underway. To date, the department has purchased biodiversity credits totalling \$44.15 million (excl. GST), through the NSW Biodiversity Offsets Scheme.

Expense funding

Figures in tables below are in \$millions, GST exclusive and rounded to 1 decimal place.

Departmental Funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)
Western Sydney Unit allocation	20.9	19.8	14.2	0.6
Less: actual expenditure YTD at 31 March 2019	15.2	-	-	-
Total balance of funds	5.7	19.8	14.2	0.6

Administered Funding

This administered funding is for expenses related to the CPA's of biodiversity offsets, airspace design, noise amelioration, obstacle limitation surfaces intrusions and seeds program.

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)
Appropriation Budget	60.3	67.4	37.7	14.4
Less: actual expenditure YTD at 31 March 2019	45.0	-	-	-
Total balance of funds	15.3	67.4	37.7	14.4

Capital Funding

This capital funding is for land and building acquisition related to CPA's.

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)
Appropriation Budget	33.0	5.8	2.5	-
Less: actual expenditure YTD at 31 March 2019	29.8	-	-	-
Total balance of funds	3.2	5.8	2.5	-

Equity Funding

\$5.322 billion of equity has been approved for WSA Co to construct Stage 1 of the Airport. WSA Co's drawdown of this equity, to date and forecast for the period 2018–19 to 2021–22, is outlined below.

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)
Appropriation Budget				
Less: actual expenditure YTD at 31 March 2019	210.4			
Total balance of funds				

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Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.3 — Air Transport

Background and other issues

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Contacts

Luke Yeaman

Deputy Secretary, Infrastructure

Luke.Yeaman@infrastructure.gov.au

02 6274 7302 | s.47F

Kerryn Vine-Camp

Executive Director, Western Sydney Unit

Kerryn.Vine-Camp@infrastructure.gov.au

02 6274 7664 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-026

Women in the Aviation Industry

Key message

The Women in the Aviation Industry initiative (the initiative) will invest in activities to encourage women to pursue careers across all aspects of the aviation sector.

Snapshot

The initiative will complement and support the work already undertaken by the aviation industry and the education sector to encourage women to consider aviation as a career option. Activities include outreach events for students promoting themes around careers in aviation, communication strategies, promotional packages at key conferences promoting career opportunities, event management and industry stakeholder roundtables.

Stakeholders

- Aviation Sector
- Education Sector
- Airlines
- Airports
- Job-seekers
- Students

Impact

Attraction and retention of a greater number of gender diverse aviation professionals to meet the aviation industry's future skills demand.

Program status

The initiative was announced in the 2019–20 Budget.

The procurement of key stakeholder organisations to assist in delivering the initiative has commenced. Events to attract and communicate with key student and industry groups are being negotiated across July to December 2019 in the first instance.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	1,000	1,000	1,000	1,000	-
Less: actual expenditure YTD at 31 March 2019	-	-	-	-	-
Total balance of funds	1,000	1,000	1,000	1,000	-

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of appropriation:** Budget Program 2.3 — Air Transport

Background and other issues

The Expert Panel Report on Aviation Skills and Training (the Report) noted that only three per cent of commercial pilots and less than one per cent of aircraft engineers worldwide are women. The Report suggested that the “aviation sector had lost some of its ‘gloss’ as a preferred and well-paid career choice” and recommended that a “concentrated strategy to encourage diversity be developed as part of the implementation of revised aviation training schemes”.

In the face of an increased global demand for aviation professionals, the industry needs to attract, train and retain a greater number of gender diverse aviation professionals. This will assist the aviation industry meet its future skills demand by expanding the available pipeline for potential aviation professionals.

On 1 March 2019, the Deputy Prime Minister held an industry roundtable at the Avalon Airshow. The roundtable provided key industry and educator stakeholders with the opportunity to share experiences, observations and contribute to the policy discussion more broadly.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division

Brendan.McRandle@infrastructure.gov.au

02 6274 7086 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-027

Airport Land Tax Equivalents

Key message

Airport Lessee Companies (ALCs) make annual payments to the Commonwealth in lieu of state based land tax.

Snapshot

Following the sale of long-term leases for the federally leased airports, the department collects a fee from most leased federal airports in lieu of land tax. The payment is a requirement of the airport head lease and is required for land that is subleased to tenants or on which trading or financial operations are undertaken, although there are some specific exceptions. It is not required in relation to land used for aviation operations such as runways, taxiways and roads, vacant land or land that is subleased to Australian Government agencies, such as the Australian Border Force.

Stakeholders

- ALCs
- Airport tenants
- Australian Airports Association

Impact

Payments in lieu of land tax promotes competitive neutrality between business operating on and off airport.

Program status

Start date: 1 July 1997 (ongoing).

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Revenue Budget	37,773	40,058	42,881	45,051	47,776
Less: actual revenue YTD at 31 March 2019	37,471	-	-	-	-
Total balance of funds	302	40,058	42,881	45,051	47,776

Nature of revenue — taxes

Airport operators provide annual assessments to the department prior to making the payment. The department does not calculate payments. However, the department does conduct a review of airport annual assessments to ensure ALCs are compliant with the relevant requirements, including that they have used an acceptable methodology in calculating payment amounts.

The payment is made by 17 of the federally leased airports and is calculated at the relevant state rate. Land tax is not levied in the Northern Territory and Canberra Airport makes a land tax payment directly to the Australian Capital Territory Government. Western Sydney Airport does not currently make payments in lieu of land tax as the land is not yet developed or subleased, however it will be liable once developments are complete.

In September 2017, the Commonwealth commenced legal action in the Federal Court of Australia against Essendon Fields Airport for applying incorrect methodologies in calculating land tax, which significantly reduced the amount of land tax paid. The Federal Court of Australia held hearings in March 2019 and is expected to make its findings in the coming months.

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Administered own-source revenue:** Taxation revenue — other
- **Relevant legislation/authority:** Airport leases

Contacts

Pip Spence PSM

Deputy Secretary, Transport
Pip.Spence@infrastructure.gov.au
 02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division
Brendan.McRandle@infrastructure.gov.au
 02 6274 7086 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-028

International Oil Pollution Compensation Fund

Key message

Major Australian oil importing companies pay annual contributions to the International Oil Pollution Compensation Fund.

Snapshot

Compensation for pollution damage caused by spills from oil tankers is governed by an international regime established under the auspices of the International Maritime Organization (IMO). The International Oil Pollution Compensation Fund provides financial compensation for oil pollution damage resulting from spills of persistent oil from tankers.

Stakeholders

- Australian Maritime Safety Authority
- Australian oil importing companies
- IMO

Impact

In 2018, Australian oil importing companies contributed \$676,000 towards these funds.

Program status

Start date: 1993 (ongoing).

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Revenue Budget	1,000	1,000	1,000	1,000	1,000
Less: actual expenditure YTD at 31 March 2019	-	-	-	-	-
Total balance of funds	1,000	1,000	1,000	1,000	1,000

Nature of revenue — industry levy

The Assembly of the International Oil Pollution Compensation Fund decides at its annual October meeting the total amount of contributions to be levied in each calendar year. The Director of the Fund decides the amount of the annual contribution payable by each receiver in proportion to the amount of oil received in the preceding calendar year.

All major Australian oil companies pay a levy to the Fund. This is usually on an annual basis but in some years the Fund has sufficient accumulated funds to remove the need to impose a levy. The revenue (and associated expense) is recorded in June each year. As the contributions are paid directly by the oil companies, there is a nil net impact on the Australian Government budget.

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Administered own-source revenue:** Taxation revenue
- **Relevant legislation:** Protection of the Sea (Oil Pollution Compensation Funds) Act 1993

Background and other issues

The International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (1992 Fund Convention) is financed by contributions levied on any entity or person who has received by sea transport more than 150,000 tonnes of contributing oil (heavy and/or crude oil) per calendar year in countries that are a party to the 1992 Fund Convention.

The Protocol of 2003 to the 1992 Fund Convention (2003 Supplementary Fund Protocol) is financed in the same manner as for the 1992 Fund Convention, except that for the purpose of paying contributions, at least 1 million tonnes of contributing oil are deemed to have been received each year in each member country. Contributions to the 2003 Supplementary Fund are usually waived where there have been no incidents involving that Fund during the relevant calendar year. Australia's contributions to the Funds are paid by Australian oil companies directly to the IMO, as an agent of the Australian Government.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy Division

Alex.Foulds@infrastructure.gov.au

02 6274 8222 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-029

Sale of Sand from Jandakot Airport in Western Australia

Key message

Sand at Jandakot Airport is being removed to facilitate development of aeronautical and non-aeronautical projects for the airport.

Snapshot

Extraction of sand from Jandakot Airport is necessary in order to establish usable contour levels to enable Jandakot Airport Holdings (JAH) to develop the land for commercial purposes.

As Jandakot Airport is a leased federal airport, the sand is the property of the Australian Government and proceeds from the sale of the sand is returned to the Australian Government. Authorisation to extract the sand and the terms for the disposal of this asset are subject to an agreement between the Australian Government and JAH, and is considered on a case-by-case basis.

Stakeholders

- JAH
- Jandakot Airport users
- General aviation sector

Impact

Facilitation of ongoing development at Jandakot Airport.

Program status

Start date: A 12 month agreement, with an option to apply for an extension, commenced on 5 November 2015 when the initial survey was completed.

A new Sale of Goods Agreement was signed on 18 January 2017 for an initial period of 24 months, and subsequently extended for a further 24 months in October 2018. The agreement now expires on 21 January 2021.

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Revenue Budget	966	1,241	536	-	-
Less: actual revenue YTD at 31 March 2019	790	-	-	-	-
Total balance of funds	176	1,241	536	-	-

Nature of revenue

The current agreement stipulates JAH may extract up to 1,900,000m³ of sand at the market rate of \$3.19 per m³. Independent surveys are conducted on a monthly basis to determine the volume of sand extracted during the preceding month and revenue is remitted based on those calculations.

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Administered own-source revenue:** Non-taxation revenue — sale of goods and rendering of services
- **Relevant legislation:** Airports Act 1996; Airports (Building Control) Regulations 1996; Airports (Environmental Protection) Regulations 1997; Lands Acquisition Act 1955; Environment Protection and Biodiversity Conservation Act 1999

Background and other issues

The revenue from sand sales fluctuates from month to month based on the demand for sand in the Perth metropolitan area and the Western Australian economy.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division

Brendan.McRandle@infrastructure.gov.au

02 6274 7086 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-030

Coastal Trading (Revitalising Australian Shipping) Act 2012

Key message

The object of the Coastal Trading (Revitalising Australian Shipping) Act 2012 (the Act) is to provide a regulatory framework for coastal trading in Australia that promotes a viable shipping industry which contributes to the broader Australian economy; facilitates the long-term growth of the Australian shipping industry; enhances the efficiency and reliability of Australian shipping; and maximises the use of Australian vessels registered under the Australian General Shipping Register.

Snapshot

The Act establishes a licencing framework to regulate coastal trading with the primary objective of revitalising the Australian shipping industry.

Stakeholders

- Shippers
- Manufacturers
- Peak industry bodies
- Unions
- Shipping companies

Impact

The Australian shipping industry has continued to decline. The number of Australian registered trading ships over 2,000 deadweight tonnes operating with a Coastal Trading General Licence fell from 30 vessels in 2006–07 to 13 in 2018.

Program status

Start date: the Act commenced 1 July 2012 and the licencing scheme established by the Act is ongoing.

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Revenue Budget	400	400	400	400	400
Less: actual expenditure YTD at 31 March 2019	307	-	-	-	-
Total balance of funds	93	400	400	400	400

Nature of revenue — fees

Fees are associated with lodging applications:

- application for a general licence is \$110
- application for a temporary licence is \$400
- application to vary voyages authorised by a temporary licence is \$200
- application to vary temporary licence to add new voyages is \$400
- application for an emergency licence is \$400

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Administered own-source revenue:** Fees and fines
- **Relevant legislation:** Coastal Trading (Revitalising Australian Shipping) Act 2012; Coastal Trading (Revitalising Australian Shipping) Regulation 2012; Coastal Trading (Revitalising Australian Shipping) (Consequential Amendments and Transitional Provisions) Act 2012

Background and other issues

Applicants can apply for one or more of three types of licence:

1. **General** — This licence is for ships on the Australian General Shipping Register. It allows unrestricted access to the coast and provides the ability for holders to challenge applications for, and variations to, temporary licences.
2. **Temporary** — This licence is for foreign flagged ships and ships on the Australian International Shipping Register. It allows restricted access to coastal trading. Applications are subject to challenge by general licence holders who may compete for voyages proposed to be covered by temporary licences.
3. **Emergency** — This licence is for foreign flagged ships and ships on the Australian International Shipping Register. It allows restricted access to the coastal trades in certain emergency situations.

Holders of temporary licences can apply to vary licences to add new voyages or to change existing voyages.

Both shippers and the shipping industry consider the current licencing framework that regulates Australian and foreign ships participating in coastal trading to be burdensome. Concerns have also been raised about the Act's effectiveness in achieving the policy objective of strengthening the Australian shipping industry.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy Division

Alex.Foulds@infrastructure.gov.au

02 6274 8222 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-031

Airport Building Control Services at Federally Leased Airports

Key message

The department's regulatory oversight promotes safe air transport and supports investment in safe airport infrastructure.

Snapshot

Airport Building Controllers (ABCs) administer division 5 of part 5 of the Airports Act 1996 and the Airports (Building Control) Regulations 1996 on behalf of the department for ongoing building activity across 19 federally leased airports. This does not currently include Western Sydney Airport which is funded and managed separately. Airport building controllers are contracted by the department to ensure that an appropriate standard of building work is achieved at each airport.

Stakeholders

- Airport lessee companies
- Wider community

Impact

Infrastructure developed on airports is safe and compliant with National Construction Codes.

Program status

Start date: 1 July 1996 (ongoing).

There are currently services agreements with five providers across 19 federally leased airports.

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Budget forecast revenue	7,000	7,420	7,865	8,337	8,837
Less: actual revenue YTD at 31 March 2019	5,330	-	-	-	
Total balance of funds	1,670	7,420	7,865	8,337	8,837

Nature of revenue — application fees

Airport building control application fees are bracketed according to the estimated construction costs of the proposed building activities. The fees payable for building activity applications are specified in Schedule 1 of the Airports (Building Control) Regulations 1996. The fees vary depending on location and are set at a level that is broadly comparable with state and local council equivalents.

A revised funding model is being developed for consistency with the Australian Government Charging Framework.

The cost to the Government of engaging ABCs is fully recovered from the airports, with the fees going into consolidated revenue. Due to a sustained rise in airport infrastructure construction activity, the complexity of projects, and increasing marketplace costs for these specialist services, the cost of Airport Environment Officer services has steadily increased.

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Administered own-source revenue:** Non-taxation revenue — fees and fines
- **Relevant legislation:** Airports Act 1996; Airports (Building Control) Regulations 1996

Background and other issues

Mount Isa and Tennant Creek airports are not subject to the land use, planning and building control requirements under the Airports Act 1996 and subordinate legislation.

The Western Sydney Unit of the department has oversight of the Western Sydney Airport and the airport infrastructure works, including building control activities. Revenue funding data above does not include activities associated with the Western Sydney Airport (see Western Sydney Airport — PPV-O2-025).

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division

Brendan.McRandle@infrastructure.gov.au

02 6274 7086 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-032

Marine Navigation Levy

Key message

The Marine Navigation Levy (the levy) is a cost recovery charge on commercial shipping to fund safe navigation in Australian waters and related functions.

Snapshot

The Australian Maritime Safety Authority (AMSA) is responsible for the operation and maintenance of the Australian Government's coastal marine aids to the navigation network. The levy is a charge on the commercial shipping industry to recover all costs of performing this function, including for heritage assets. It is also used to maintain relevant standards and regulations and for related vessel management and monitoring.

Stakeholders

- Commercial shipping

Impact

AMSA maintains hundreds of visual and electronic aids to navigation around the Australian coastline.

Program status

Start date: 1 July 1991 (ongoing).

The levy replaced dues which had been imposed on commercial ships since 1915 under the Lighthouses Act 1911 (no longer in force).

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Revenue Budget	35,282	35,812	36,349	36,894	37,447
Less: actual expenditure YTD at 31 March 2019	26,481	-	-	-	-
Total balance of funds	8,801	35,812	36,349	36,894	37,447

Nature of revenue – fees

The levy is payable in respect of a ship at a rate determined by the ship's net tonnage. It is payable each quarter in the case of coastal trading vessels and upon arrival at an Australian port in the case of overseas trading vessels. A receipt, valid for three months, is issued on the occasion of each payment.

Only commercial vessels with a tonnage length of 24 metres or greater are obliged to pay the levy. Although commercial shipping vessels are not the sole users of aids to navigation, the Regulations exempt a range of ships including fishing vessels, pleasure craft and most defence vessels. The levy is payable in respect of the same ships as the Regulatory Functions levy (see Marine Navigation Levy — PPV-O2-032).

Levies collected under the Marine Navigation Levy Collection Act 1989 are paid to the Consolidated Revenue Fund, then appropriated through the department and paid to AMSA as a special appropriation under section 48 of the Australian Maritime Safety Authority Act 1990.

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Administered own-source revenue:** Cost recovery levy
- **Relevant legislation:** Marine Navigation Levy 1989; Marine Navigation Levy Collection Act 1989; Marine Navigation Levy Regulations 1991; Marine Navigation Levy Collection Regulations 1990; Australian Maritime Safety Authority Act 1990

Background and other issues

See Australian Maritime Safety Authority Act 1190 — PPV-O2-001 and Payments to Corporate Entities — Australian Maritime Safety Authority — PPV-O2-003 for other associated program expense details and see, Marine Navigation (Regulatory Functions) Levy — PPV-O2-033 and Protection of the Sea Levy — PPV-O2-036 for the associated program revenue details.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy Division

Alex.Foulds@infrastructure.gov.au

02 6274 8222 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-033

Marine Navigation (Regulatory Functions) Levy

Key message

The Marine Navigation (Regulatory Functions) Levy (the levy) is a cost recovery charge on commercial shipping for safety services such as ship inspections, and related functions.

Snapshot

The Australian Maritime Safety Authority (AMSA) is responsible for establishing the seaworthiness of Australian vessels. The levy is used to fund the AMSA maritime safety regulation activities. This includes compliance inspection of ships and cargo, international obligations, and maintaining information and legislation relating to shipping registration, qualifications, manning and standards, as well as for related vessel management and monitoring and general regulatory oversight.

Stakeholders

- Commercial shipping

Impact

AMSA inspects Australian and foreign ships under Australia's flag and port State control regimes.

Program status

Start date: 1 July 1991 (ongoing).

The levy recovers costs of maritime safety and regulatory functions for the commercial shipping industry conferred on AMSA upon its creation on 1 January 1991.

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Revenue Budget	53,157	53,986	54,760	55,568	56,359
Less: actual expenditure YTD at 31 March 2019	39,924	-	-	-	-
Total balance of funds	13,233	53,986	54,760	55,568	56,359

Nature of revenue — industry levy

The levy is payable in respect of a ship at a rate determined by the ship's net tonnage. The levy is payable in the same manner and in respect of the same ships as the Marine Navigation Levy (see Marine Navigation Levy — PPV-O2-032).

The levy supports functions such as inspection of ships. Australian ships are periodically inspected to make sure that everyone on board an Australian ship is appropriately qualified and that effective measures for navigational and onboard safety-related procedures are in place. Foreign vessels calling at Australian ports are also subject to random inspections to make sure they comply with international regulations. This is part of Australia's port state control program. Ships with serious deficiencies can be detained until the problems are fixed. Marine surveyors perform the inspections of Australian and foreign vessels and are located at all major Australian ports.

The levy also supports AMSA's role representing Australia at the International Maritime Organization (IMO), which is the international forum for development of maritime standards. This allows Australia to keep pace with and have direct input into new international maritime safety regulations.

Levies collected under the Marine Navigation (Regulatory Functions) Levy Collection Act 1991 are paid to the Consolidated Revenue Fund, then appropriated through the department and paid to AMSA as a special appropriation under section 48 of the Australian Maritime Safety Authority Act 1990.

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Administered own-source revenue:** Cost recovery levy
- **Relevant legislation:** Marine Navigation Levy 1989; Marine Navigation Levy Collection Act 1989; Marine Navigation Levy Regulations 1991; Marine Navigation Levy Collection Regulations 1990; Australian Maritime Safety Authority Act 1990

Background and other issues

See Australian Maritime Safety Authority Act 1190 — PPV-O2-001 and Payments to Corporate Entities — Australian Maritime Safety Authority — PPV-O2-003 for other associated program expense details and see, Marine Navigation Levy — PPV-O2-032 and Protection of the Sea Levy — PPV-O2-036 for the associated program revenue details.

Contacts

Pip Spence PSM

Deputy Secretary, Transport
Pip.Spence@infrastructure.gov.au
 02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy Division
Alex.Foulds@infrastructure.gov.au
 02 6274 8222 | s.47F



Motor Vehicle Standards Regulations Fees

Key message

Approximately \$10 million is collected per year, which funds the activities of Vehicle Safety Standards Branch, including regulatory, compliance and enforcement activities, and development of national road standards.

Snapshot

The Motor Vehicle Standards Act 1989 (the Act) and the Motor Vehicle Standards Regulations 1989 make it an offence to supply vehicles (including both new Australian manufactured and new or used imported vehicles) to the Australian market for the first time unless they meet the national standards, except in prescribed circumstances or where an exemption has been granted by the Minister or, under delegation, the Administrator or Associate Administrator of Vehicle Standards.

Stakeholders

- Vehicle manufacturers
- Registered Automotive Workshops (RAWs)
- Vehicle importers

Impact

Approximately 1.3 million vehicles are supplied to market in Australia per annum.

Program status

Start date: 1989.

Amendments: 1998 (broaden vehicle standards); 2001 (introduction of the Registered Automotive Workshop Scheme (RAWS)); 2005 (changes to fees).

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Revenue Budget	10,200	10,200	10,200	10,200	10,200
Less: actual expenditure YTD at 31 March 2019	7,138	-	-	-	-
Total balance of funds	3,062	10,200	10,200	10,200	10,200

Nature of revenue — fees

The majority of revenue is collected from three main sources.

1. Identification plate (type approval) — The bulk of revenue is collected from application fees for the placement of Identification Plates under full-volume type approval certification. The assessment of eligibility for manufacturers to affix identification plates and supply new road vehicles to the market in Australia include administrative processes (applications), and inspections of test and manufacturing facilities to ensure compliance with Australian Design Rules (ADRs).

2. Used import plate — RAWs are licensed to fit used import plates to vehicles compliant with the ADRs. The RAWs compliance process is a vehicle-by-vehicle type approval system where RAWs obtain and provide evidence to cover modifications required to makes/models compliant with ADRs. Fees are charged for each application to fit a used import plate approval.
3. Import applications — Fees are charged in respect of applications for the importation and supply to the market, and in respect of the operation of the RAWs. Applications for supply to the market involve assessment of compliance with applicable ADRs.
Fees are levied on a cost recovery basis, with revenue paid to the Consolidated Revenue Fund.

Schedule 2 of the Regulations contains a detailed listing of the different fees collected and is available online.

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Administered own-source revenue:** Fees and fines
- **Relevant legislation:** Motor Vehicle Standards Act 1989; Motor Vehicle Standards Regulations 1989

Background and other issues

Generally, before a vehicle can be registered in Australia for the first time it must be fitted with an Identification Plate. The manufacturer, who is the person or company taking responsibility for the vehicle being manufactured or modified to meet the required ADRs, may affix an identification plate or a used import plate to a vehicle if an approval has been issued by the Minister or his delegate under the Act.

The main channel for vehicles entering the Australian market is through full-volume arrangements, whereby new vehicles — the subject of a type approval, complying with all relevant ADRs — are manufactured or imported into Australia (these vehicles represent the majority of makes and models, sold through car dealerships). The low volume scheme (for new vehicles) and the RAWs (for imported used vehicles) allow for the importation and supply of specialist or enthusiast vehicles to the market in Australia in limited numbers (generally, low volume suppliers and RAWs are small businesses that modify imported used vehicles to meet minimum acceptable standards. These vehicles are sold in low numbers through specialist car dealerships or agents).

The schemes are able to in certain circumstances provide major concessions by allowing alternative forms of evidence to be submitted against some of the ADRs. In the main, these concessions relate to ADRs which require destructive or prohibitively expensive testing. Commercial importation of used vehicles manufactured after 1 January 1989 is only permitted through the RAWs. Both schemes are restricted to vehicle models that are listed on the Register of Specialist and Enthusiast Vehicles following assessment against a set of criteria in the Regulations.

A range of other concessional arrangements exist for importation of vehicles including for personal vehicle imports and vehicles manufactured before 1 January 1989.

The Road Vehicle Standards Rules 2019 were made on 13 February 2019 (the Rules) and include a number of refinements that respond to feedback from stakeholders during the public consultation process.

A new cost recovery model was developed to support the revised regulatory arrangements under the reforms in accordance with the Australian Government's Cost Recovery Guidelines. The draft Cost Recovery Implementation Statement (CRIS) contained details of two proposed new charging framework options and charge amounts. An updated cost recovery model and CRIS are being developed that will reflect both stakeholder feedback on the draft CRIS and changes to the Rules.

Contacts

Pip Spence PSM
Deputy Secretary, Transport
Pip.Spence@infrastructure.gov.au
02 6274 7029 | s.47F

Alex Foulds
Executive Director, Surface Transport Policy Division
Alex.Foulds@infrastructure.gov.au
02 6274 8222 | s.47F



Part X of the Competition and Consumer Act 2010

Key message

Part X of the Competition and Consumer Act 2010 (Part X) contributes to ensuring that Australian exporters and importers have continued access to frequent and reliable liner cargo shipping services at internationally competitive freight rates.

Snapshot

Part X regulates international liner cargo shipping services to and from Australian ports. Liner cargo ships are those which regularly sail to predetermined and publicly advertised schedules between advertised ports of call.

Part X allows liner shipping operators to collaborate as 'conferences' by providing limited conditional exemptions from some provisions of the Competition and Consumer Act 2010 (the Act). The main objective of Part X is to ensure that exporters have access to liner cargo shipping services of adequate frequency, capacity and reliability at freight rates which are internationally competitive. Since amendments made in 2000, importers have also been covered by Part X but to a more limited extent than exporters. Part X provides that the parties to a conference agreement may apply to the Registrar of Liner Shipping for its registration upon which certain conditional exemptions from sections of Part IV (Restrictive Trade Practices) of the Act are granted.

Stakeholders

- Australian exporters and importers
- Australian Competition and Consumer Commission (ACCC)
- Liner shipping companies
- Shipping Australia Limited – industry body representing ship-owners and shipping agents
- Designated Shipper Bodies under Part X, including:
 - Australian Peak Shippers Association (APSA) — peak shipper body representing Australian exporters and importers
 - Australian Federation of International Forwarders (AFIF) — designated inwards secondary shipper body representing Australian importers

Impact

Consolidation within the liner shipping industry over the last two years has resulted in a decrease in the number of applications to register conference agreements under Part X, and therefore has led to a decrease in revenue received.

Program status

Start date: 1974 (ongoing).

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Revenue Budget	8	8	8	8	8
Less: actual expenditure YTD at 31 March 2019	4	-	-	-	-
Total balance of funds	4	8	8	8	8

Nature of revenue — fees

The current application fees are as follows:

- application for provisional registration of a conference agreement is \$360
- application for final registration of a conference agreement is \$210
- registration of an ocean carrier's agent is \$100
- copy of a full register entry or its whole file is \$60
- copy of part of a register or part of its file is \$30

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Administered own-source revenue:** Fees and fines
- **Relevant legislation:** Part X of the Competition and Consumer Act 2010

Background and other issues

On 24 November 2015, the Australian Government released its response to the recommendations of the final report of the competition policy review (Harper Review) led by Professor Ian Harper. In its response to recommendation 4 — liner shipping, that Part X of the Act be repealed — the Australian Government said it remained open to the recommendation, noting it supported measures for ensuring that liner shipping arrangements were competitive and efficient.

In November 2017, the Australian Government introduced a power to grant a class exemption under the Competition and Consumer Amendment (Competition Policy Review) Act 2017, allowing the ACCC to authorise broad classes of conduct. The ACCC has commenced consultation with the department on how a class exemption can be applied to the liner shipping industry. The ACCC has also held informal preliminary discussion with some industry stakeholders to inform the scope of a possible class exemption for shipping. The ACCC intends to commence more in-depth discussion with industry and other stakeholders shortly. Transition arrangements for existing agreements will be established if Part X is to be repealed, noting there is no time frame for repeal of Part X at this stage.

Contacts

Pip Spence PSM
Deputy Secretary, Transport
Pip.Spence@infrastructure.gov.au
02 6274 7029 | 0409 316 152

Alex Foulds
Executive Director, Surface Transport Policy Division
Alex.Foulds@infrastructure.gov.au
02 6274 8222 | 0422 221 363



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-036

Protection of the Sea Levy

Key message

The Protection of the Sea Levy (the levy) is a cost recovery charge on commercial shipping for response arrangements for ship-sourced marine environmental incidents

Snapshot

The Australian Maritime Safety Authority (AMSA) is responsible for managing the National Plan for Maritime Environmental Emergencies (National Plan), which sets out national arrangements, policies and principles for managing maritime environmental emergencies. Since 1 July 2007, the levy has also been used to fund the National Maritime Emergency Response Arrangements. The levy is a charge against ships based on the 'potential polluter pays' principle. It is primarily used to fund emergency towage capability, pollution response capability, and the National Plan including clean-up costs which cannot be attributed to a known polluter, as well as related standards, regulations, vessel management and monitoring.

Stakeholders

- Commercial shipping
- International shipping
- Domestic maritime industries
- Industries reliant on the sea, including tourism and fishing

Impact

The levy funds the National Plan for Maritime Environmental Emergencies and clean-up costs which cannot be attributed to a known polluter.

Program status

Start date: 1 October 1982 (ongoing).

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Revenue Budget	35,421	35,952	36,491	37,038	37,594
Less: actual expenditure YTD at 31 March 2019	26,551	-	-	-	-
Total balance of funds	8,870	35,952	36,491	37,038	37,594

Nature of revenue — industry levy

The levy is payable in respect of any ship with a tonnage length of 24 metres or more in length and with 10 tonnes or more of oil on board at any time during a calendar quarter. Vessels liable to pay the Marine Navigation Levy and the Marine Navigation (Regulatory Functions) Levy (see PPV-O2-032 and PPV-O2-033) are also liable to pay the Protection of the Sea Levy. Vessels exempt from the Marine Navigation and Marine Navigation (Regulatory Functions) levies, such as some fishing vessels, may still be liable to pay the levy.

The levy is currently 11.25 cents per net registered tonne per quarter, with a minimum of \$10 per quarter. The rate of levy has varied over time, including in response to marine incidents.

Levies collected under the Protection of the Sea (Shipping Levy) Act 1981 are paid to the Consolidated Revenue Fund, then appropriated through the department and paid to AMSA as a special appropriation under section 48 of the Australian Maritime Safety Authority Act 1990.

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
 - **AMSA Outcome 1:** Minimise the risk of shipping incidents and pollution in Australian waters through ship safety and environment protection regulation and services and maximize people saved from maritime and aviation incidents through search and rescue
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Administered own-source revenue:** Cost recovery levy
- **Relevant legislation:** Protection of the Sea (Shipping Levy) Act 1981; Protection of the Sea (Shipping Levy Collection) Act 1981; Protection of the Sea (Shipping Levy) Regulation 2014; Australian Maritime Safety Authority Act 1990

Background and other issues

The 1981 Acts repealed and replaced the Pollution of the Sea by Oil Act 1972 and Pollution of the Sea by Oil (Shipping Levy Collection) Act 1972. The levy was introduced to ensure minimum levy collections are maintained at a level that makes the collection an economic proposition and to incorporate a wider definition of 'oil' consistent with the broader Protection of the Sea legislative reform package.

The current levy of 11.25 cents has been in place since 1 April 2014. Prior to this, the levy was increased by three cents per ton from 1 April 2010 in response to National Plan costs incurred as a result of the fuel oil spill from the Pacific Adventurer off Queensland in March 2009. The levy was increased to fund the shortfall in the actual clean-up costs that were not able to be recovered from the shipowner. Once the costs were fully recovered, the levy was decreased to its former rate of 11.25 cents per ton.

While the levy can be raised in the event of an incident, the total claims figure is unknown in the early stages and settlement of those claims can involve considerable time. For example, the total cost of claims arising from the Pacific Adventurer incident (2009) was approximately \$38.34 million. The owners of the Pacific Adventurer contributed \$27.1 million, leaving almost \$11.2 million to be recovered by AMSA. The claim was not finalised by the Federal Court until 21 June 2012. Following resolution of the Pacific Adventurer claim, the Australian Government agreed excess levy funds be used to create a \$10 million pollution response reserve to be managed by AMSA, which has been in place since June 2013.

The pollution response reserve exists to meet the immediate costs incurred by responders in the aftermath of a marine incident which must be met before long running claims against shipowners and their insurers can be quantified or settled. The reserve earns sufficient interest to maintain a commercial line of credit for a further \$40 million to meet pollution response costs.

Excess levy funds were also used to improve storage and maintenance of pollution response stockpiles.

See Australian Maritime Safety Authority Act 1190 — PPV-O2-001 and Payments to Corporate Entities — Australian Maritime Safety Authority — PPV-O2-003 for other associated program expense details and see, Marine Navigation Levy — PPV-O2-032 and Marine Navigation (Regulatory Functions) Levy — PPV-O2-033 for the associated program revenue details.

Contacts

Pip Spence PSM

Deputy Secretary, Transport
Pip.Spence@infrastructure.gov.au
 02 6274 7029 | s.47F

Alex Foulds

Executive Director, Surface Transport Policy Division
Alex.Foulds@infrastructure.gov.au
 02 6274 8222 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-037

Airservices Australia — Dividend

Key message

Airservices Australia (Airservices) was established under the Air Services Act 1995 (the Act) to provide air navigation and aerodrome rescue and fire fighting services.

Snapshot

Airservices is a corporate Commonwealth Entity funded by industry charges on services delivered and does not receive any Australian Government funding. Each year, the Airservices Board recommends a dividend to the Minister. In response, the Minister can either approve the recommendation or direct Airservices to pay a dividend of a different specified amount.

Under section 46 of the Act, in making a decision to approve or vary the Airservices Board's recommendations, the Minister must have regard to aviation safety, maintaining a reasonable level of reserves, future infrastructure requirements, and a number of financial considerations.

The Airservices Corporate Plan 2018–19 provides annual forecasts of dividends as outlined below.

Stakeholders

- Airservices

Impact

Airservices is fully funded by industry and works closely with airlines and airports to deliver services.

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Budget	9,700	10,000	20,600	20,200	19,500
Less: actual revenue YTD at 31 March 2019	5000	-	-	-	-
Total balance of funds	4,700	10,000	20,600	20,200	19,500

Note: See background for explanation of lower dividend in FY 2018–19 and 2019–20.

Nature of revenue — dividends

Each financial year, the Airservices Board makes two recommendations to the Minister regarding instalments for the proposed dividend to the Australian Government. By 31 October each year the Board makes a recommendation on the final dividend with payment due by the end of February in the following year. Prior to 1 March each year the Board makes a recommendation on an interim dividend with payment due by 15 June each year. In February 2019 the Airservices Board recommended an interim dividend of \$4.8 million for FY 2018–19 which the Minister approved. Airservices will recommend a final 2018–19 dividend in October 2019.

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Administered own-source revenue:** Non-taxation revenue — dividends
- **Relevant legislation:** Air Services Act 1995

Background and other issues

Airservices is normally expected to return dividend payments on 30 per cent net profit after tax. For the 2018–19 and 2019–20 financial years, Airservices has recommended that the dividend amount is reduced to 15 per cent net profit after tax. This will allow Airservices to use the difference to cover the high point of the OneSKY capital expenditure profile, the introduction of new services and provide support to major airport infrastructure runway projects. The dividend is forecast to return to 30 per cent net profit after tax from FY 2020/21 onwards.

This approach was outlined in the Airservices 2018–19 Corporate Plan which was approved by the Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division

Brendan.McRandle@infrastructure.gov.au

02 6274 7086 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-038

Airport Environment Officers Service Provision at Federally Leased Airports

Key message

The environment management program ensures the avoidance of environmental harm to people and the environment arising from operations on federally-leased airports.

Snapshot

Airport Environment Officers (AEOs) oversee on-ground environmental management at 19 federally leased airports. This does not currently include Western Sydney Airport. The Airport Environment Officer for Western Sydney Airport is engaged and funded by the Western Sydney Unit. The officers have specific statutory functions under part six of the Airports Act 1996 (the Airports Act) and they administer the Airports (Environment Protection) Regulations 1997.

Stakeholders

- Airport lessee companies
- The broader community
- The Department of the Environment and Energy

Impact

Environmental and human health harm are minimised as a result of sound environmental management.

Program status

Start date: 1997 (ongoing).

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Budget	2,310	2,421	2,542	2,669	2,776
Less: actual revenue YTD at 31 March 2019	1,827	-	-	-	-
Total balance of funds	483	2,421	2,542	2,699	2,776

Nature of revenue — industry contributions

Under the terms of each airport head lease, airport-lessee companies reimburse the Australian Government for all reasonable costs of an AEO. These costs include salaries, office accommodation and other operating expenses. The exact amount paid by each airport differs depending on whether services are provided by an Australian Public Service (APS) officer or an external contractor, the agreed hours of the officer, the environmental work required at each airport, the cost of office accommodation located within the vicinity of the airport, and other operating expenses such as travel and personal protective equipment.

A revised funding model is being developed for consistency with the Australian Government Charging Framework.

The cost to the Australian Government of engaging AEOs is fully recovered from the airports, with the fees going into consolidated revenue. Due to a sustained rise in airport infrastructure construction activity, the complexity of projects, and increasing marketplace costs for these specialist services, the cost of AEO services has steadily increased.

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Administered own-source revenue:** Non-taxation revenue — other revenue
- **Relevant legislation:** Airports Act 1996; Airports (Environment Protection) Regulations 1997

Background and other issues

The department has used APS officers, external consultants, or a combination of both to act as AEOs at leased airports.

Mount Isa and Tennant Creek Airports are not subject to the land use, planning and building control requirements under the Airports Act and subordinate legislation.

The Western Sydney Unit of the department has oversight of the Western Sydney Airport, including environmental management activities. An AEO has been engaged for this project but is not managed by the Airports Branch. Revenue funding data above does not include activities associated with the Western Sydney Airport.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division

Brendan.McRandle@infrastructure.gov.au

02 6274 7086 | s.47F



Melbourne Airport New Runway Land Acquisition — Revenue

Key message

In support of a proposed third runway at Melbourne Airport, the Commonwealth has acquired land to expand the airport site.

Snapshot

The program relates to the acquisition, by agreement or by compulsory acquisition if necessary, of interests in land adjacent to Melbourne Airport to enable the construction of the new runway to meet projected aviation demand.

Stakeholders

- Australia Pacific Airports (Melbourne) Pty Ltd (APAM)
- Victorian Government
- Owners of land to be acquired

Impact

Nil — revenue is offset by equivalent expenses. Program costs are to be covered by APAM under a Memorandum of Understanding with the Australian Government.

Program status

Start date: The Australian Government approved the acquisition of land for the expansion of Melbourne Airport in early March 2015.

In April 2019 the last of the land required for the expansion of the airport site, comprising of road parcels, was acquired through compulsory acquisition and leased to APAM. Affected parties can make a claim for compensation through the Department of Finance.

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Budget	1,000	700	-	-	-
Less: actual revenue YTD at 31 March 2019	318	-	-	-	-
Total balance of funds	682	700	-	-	-

Nature of revenue — funding from airport lessee company

The funds for the program will be deposited by APAM into a special account and disposed of in accordance with the agreed terms and conditions of the Memorandum of Understanding between the Australian Government and APAM.

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Administered own-source revenue:** Non-taxation revenue — other revenue
- **Relevant legislation:** Airports Act 1996

Background and other issues

A special account (the Melbourne Airport New Runway Land Acquisition Special Account) was established on 8 September 2015 and will be used to collect receipts from APAM that will be used to pay out third party landowners after acquisition of their land. The amounts which could be credited to the special account include (i) receipts relating to the third party acquisition of land parcels, (ii) cost of the land, (iii) stamp duty, and (iv) any compensation that may need to be paid to the land owners and any acquisition costs. The amounts which could be debited from the special account are amounts to be paid to third party landowners and other costs associated with the land acquisition process.

Contacts

Pip Spence PSM

Deputy Secretary, Transport

Pip.Spence@infrastructure.gov.au

02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division

Brendan.McRandle@infrastructure.gov.au

02 6274 7086 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O2-040

Parking Fines at Leased Federal Airports

Key message

The Parking Infringement Notices Scheme provides a mechanism for eight federally leased airport operators to ensure safe and efficient ground transport access.

Snapshot

The Airports (Control of On-Airport Activities) Regulations 1997 (the Regulations) set out landside vehicle parking controls to be used at the eight leased federal airports (Brisbane, Gold Coast, Hobart, Launceston, Melbourne, Perth, Sydney (Kingsford-Smith) and Townsville). Infringement notices are issued for contraventions of the Regulations and monetary penalties apply. The revenue received by airport lessee companies from infringement notice penalties is relevant money for the purposes of the Public Governance, Performance and Accountability Act 2013 (PGPA Act) and is therefore remitted to the Australian Government.

Stakeholders

- Members of the public

Impact

The scheme contributes to the efficient operation of eight federally leased airports, and provides minimal revenue to the Australian Government.

Program status

Start date: 2001 (ongoing).

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Budget	1,000	1,000	1,000	1,000	1,000
Less: actual revenue YTD at 31 March 2019	462	-	-	-	-
Total balance of funds	538	1,000	1,000	1,000	1,000

Nature of revenue — parking infringement notices

Infringement notice revenue collected by these airports is relevant money and must be remitted to the Australian Government.

Program governance

- **Outcome:** An efficient, sustainable, competitive and safe transport system for all transport users through regulation, financial assistance and safety investigations
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
- **Nature of revenue:** Parking infringement notices
- **Relevant legislation:** Airports Act 1996; Airports (Control of On-Airport Activities) Regulations 1997; PGPA Act

Background and other issues

The Regulations were established to provide a mechanism through which eight of the leased federal airports are able to establish controls over landside vehicle parking within their leased area. Commonwealth legislation was necessary as the airport operators and their respective state and local governments had not been able to reach agreement for state-based parking legislation to apply at these Commonwealth sites.

Each participating airport designs and implements its own kerbside management strategy (that is, where kerbside collection and set-down are and are not permitted). This takes into account considerations such as security and traffic congestion.

The Regulations were drafted to mirror the Australian road rules and contain infringement notice offence provisions. Infringement notices are only issued to people who contravene traffic rules. Officers issuing the notices are engaged by the airports and appointed by the Secretary of the department as authorised persons.

Under services agreements with the department, these airports are reimbursed to partially offset the cost incurred in administering the scheme (see Airport Lessee Companies — Reimbursement of Parking Fines — PPV-O2-019).

Contacts

Pip Spence PSM

Deputy Secretary, Transport
Pip.Spence@infrastructure.gov.au
 02 6274 7029 | s.47F

Brendan McRandle PSM

Executive Director, Aviation and Airports Division
Brendan.McRandle@infrastructure.gov.au
 02 6274 7086 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O3-001

Building Better Regions Fund

Key message

The Building Better Regions Fund (BBRF) supports projects in regional and remote communities that create jobs, drive economic growth and build stronger regional and remote communities into the future.

Snapshot

The BBRF is a \$841.6 million program which invests in community projects that create jobs, drive economic growth and build stronger regional and remote communities into the future.

The first three rounds of the BBRF provided two grant funding streams:

- the Infrastructure Projects Stream (IP Stream) supports projects which involve the construction of new infrastructure, or the upgrade or extension of existing infrastructure that provide economic and social benefits to regional and remote areas
- the Community Investments Stream (CI Stream) funds community activities including new or expanded local events, strategic regional plans, and leadership and capability strengthening activities

These projects will deliver economic and social benefits to regional and remote communities.

Stakeholders

- Regional and remote communities
- Not for profit organisations
- Local government

Impact

The first three rounds of the BBRF approved 832 projects and are expected to create over 45,000 jobs. These projects are diverse and include the expansion of sports and event centres, the construction of community hubs and the expansion of regional airports.

Program status

Round Three of the BBRF opened on 27 September 2018 and closed on 15 November 2018. A total of 915 applications were received, 613 under the IP Stream and 302 under the CI Stream, seeking over \$1.4 billion of funding.

On 10 March 2019, 330 successful projects (166 under the IP stream and 164 under the CI stream) were announced under Round Three of the BBRF, with a total Australian Government contribution of \$204.3 million.

In the 2019–20 Budget, a further \$200 million was announced towards a fourth round of the BBRF, bringing the total commitment for this program to \$841.6 million from 2017–18 to 2022–23.

Eligibility and application process

Local government and incorporated not-for-profit organisations were eligible to apply under the first three rounds of the BBRF.

The BBRF has invested in projects located in or benefiting eligible areas, which are outside the major capital cities of Sydney, Melbourne, Brisbane, Perth, Adelaide, and Canberra.

Applications were assessed against the eligibility criteria in the relevant program guidelines. Only applications that met the eligibility criteria were considered against the merit criteria. Applications that did not meet all eligibility criteria did not progress to the merit assessment stage. Merit assessments were undertaken by the AusIndustry Business Grants Hub in the Department of Industry, Innovation and Science.

Decisions on projects to be funded were taken by the BBRF Ministerial Panel and endorsed by government.

Funds available to individual recipients

Under the first three rounds of the BBRF, local government and incorporated not-for-profit organisations were eligible to apply for grants of between \$20,000 and \$10 million under the IP Stream. A minimum grant of \$5,000 was available under the CI Stream with a maximum of \$10 million, although most grants were under \$100,000.

The co-funding requirement under BBRF varied depending on which stream applicants applied, how much funding was sought and where projects were located. Under exceptional circumstances, some organisations were eligible for a full or partial exemption to the co-funding requirement.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	150,175	307,633	254,213	97,951	9,893
Less: actual expenditure YTD at 31 March 2019	61,747	-	-	-	-
Total balance of funds	88,427	307,633	254,213	97,951	9,893

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance.
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.1 — Regional Development; Annual administered expenses
- **Relevant legislation:** Schedule 1AB of the Financial Framework (Supplementary Powers) Regulations 1997

Background and other issues

Previous funding rounds for BBRF

Round One

- IP Stream — opened for applications on 18 January 2017, and closed on 28 February 2017. The IP Stream was highly competitive, with 545 applications received. 110 projects were approved for funding, totaling \$219.5 million.
- CI Stream — opened for applications on 18 January 2017, and closed on 31 March 2017, and a total of 392 applications were received. 147 projects were approved for funding, totaling \$6.93 million.

Round Two

- IP Stream — opened for applications on 7 November 2017 and closed on 19 December 2017. The IP Stream was highly competitive, with 567 applications received. 136 projects were approved for funding, totaling \$208.2 million.
- CI Stream — opened for applications on 7 November 2017 and closed on 19 December 2017, and a total of 272 applications were received. 109 projects were approved for funding, totaling \$4.4 million.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories
Rachel.Bacon@infrastructure.gov.au
 02 6274 6181 | s. 7(2A)

Marie Taylor

Executive Director, Regional Development and Local
 Government Division
Marie.Taylor@infrastructure.gov.au
 02 6274 8125 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O3-002

Community Development Grants Programme

Key message

The outcome of the Community Development Grants Programme (the program) is to construct and upgrade facilities to provide long term improvements in social and economic viability of local communities.

Snapshot

The program provides grant funding to support needed infrastructure which promotes stable, secure and viable local and regional economies. The program funds projects identified by the Australian Government as well as some identified uncontracted projects from previous regional programs.

Stakeholders

- Local communities
- Schools and universities
- State and territory governments
- Local governments
- Not for profit organisations
- Private sector

Impact

Communities across Australia have benefited from funding ranging from \$2,000 to \$35 million towards projects such as men's sheds, medical centres, sporting and recreation infrastructure, aquatic centres and aged care facilities.

Program status

Funding commenced in 2013–14 and will cease on 30 June 2026. Projects must be scheduled for completion and final payment made on or before 30 June 2026.

As at 31 March 2019, there are currently 1,109 projects identified to receive grant funding.

- 754 projects have been contracted, with 219 underway and 535 completed
- 254 projects require information to be provided to the department
- 36 projects are in contract negotiations
- 63 projects are currently undergoing a value for relevant money assessment
- 2 projects have been terminated

Eligibility and application process

The program is a closed non-competitive grants program and only projects identified by the Australian Government are considered for funding. Funding proponents must be a legal entity and have an Australian Business Number (ABN) or an Australian Company Number (ACN) to receive funding under the program.

Funds available to individual recipients

Australian Government funding for projects ranges from \$2,000 to \$35 million.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	264,247	643,070	221,788	803,714	154,300
Less: actual expenditure YTD at 31 March 2019	159,809	-	-	-	-
Total balance of funds	104,438	643,070	221,788	803,714	154,300

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.1 — Regional Development; Annual administered expenses
- **Relevant legislation:** Schedule 1AB of the Financial Framework (Supplementary Powers) Regulations 1997

Background and other issues

The program was announced on 4 December 2013 with funding of \$342 million. At its commencement, Australian Government announced its intention to consider funding for identified projects that will construct and upgrade local community and sports infrastructure across Australia.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories
Rachel.Bacon@infrastructure.gov.au
 02 6274 6181 | s.47F

Marie Taylor

Executive Director, Regional Development and Local
 Government Division
Marie.Taylor@infrastructure.gov.au
 02 6274 6426 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O3-003

Community Sport Infrastructure — female facilities and water safety

Key message

The 2019–20 Budget provides \$150 million over four years to support communities to upgrade change room facilities for women at sporting grounds, and develop or upgrade community swimming facilities across Australia.

Snapshot

This initiative will remove barriers to participation in sport for women through the provision of better change rooms and access to community swimming facilities. This measure contributes to the implementation of the national sport plan, *Sport 2030*.

Stakeholders

- Regional and remote communities

Impact

Support for women's participation in sporting activities in our regions and strengthening regional sustainability, capacity and diversity.

Program status

The program was announced in the 2019–20 Budget. Advice on guidelines and program arrangements will be provided in June 2019.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	-	20,000	40,000	40,000	50,000
Less: actual expenditure YTD at 31 March 2019	-				
Total balance of funds	-	20,000	40,000	40,000	50,000

Program governance

- Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance.
- Purpose:**
 - Supporting regional development, local communities and cities
- Nature of appropriation:** Budget Program 3.1 — Regional Development

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories

Rachel.Bacon@infrastructure.gov.au

02 6274 6181 | s.47F

Marie Taylor

Executive Director, Regional Development and Local
Government Division

Marie.Taylor@infrastructure.gov.au

02 6274 8125 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O3-004

Drought Communities Programme

Key message

The Australian Government has committed \$148.5 million to support local governments and communities in the most drought-affected regions of Australia. The objective of the Drought Communities Programme (the program) is to deliver support for local community infrastructure and other drought relief projects which benefit the local communities and agricultural industries on which they depend.

Snapshot

The program is designed to provide employment for people whose work opportunities have been impacted by drought in eligible Local Government Areas (LGAs).

In 2015–16 the Australian Government committed \$34.5 million over four years to 23 LGAs. A further \$81 million has been provided in 2018–19 to extend the program to 96 LGAs. On 25 March 2019, an additional 15 councils became eligible for the program, with funding increasing to \$96 million over 2018–19 and 2019–20.

Funding is targeted at local infrastructure projects which offer the greatest potential to stimulate local community spending, use local resources, and provide a long-lasting benefit to communities and the agricultural industries on which they depend. The extension to the program enabled councils to also undertake drought relief projects.

An additional \$33 million has been provided for the program — Drought Community Support Initiative in 2018–19, to provide immediate assistance to eligible farmers, farm workers and farm suppliers/contractors who are facing hardship arising from the impact of drought within the eligible communities (see Drought Community Support Initiative — PPV-O3-005).

Stakeholders

- Drought affected communities
- Local governments

Impact

The program aims to increase employment; improve economic activity; increase productivity; and enable retention of business and services in the local area.

Program status

Start date: Funding commenced in 2015–16 and will cease on 31 December 2019.

Eligibility and application process

23 LGAs are eligible under the 2015–19 program. Project proposals are assessed by the department for eligibility against the guidelines. As at 31 March 2019, a total of 155 projects have been approved under the program. 96 LGAs are eligible under the extension. The extension is administered through the Department of Industry, Innovation and Science's (DIIS) Business Grants Hub (Grants Hub). Project proposals are assessed by the Grants Hub for eligibility against the guidelines. As at 31 March 2019, 293 applications have been approved and 281 grant agreements, totalling \$77.4 million, have been executed.

LGAs were selected based on the level of need, determined using rainfall deficiency data from the Bureau of Meteorology, in conjunction with population and industry data (reliance on agriculture) to assess the overall economic impact of drought in the region.

Funds available to individual recipients

Funding of up to \$1.5 million is made available to local government to support projects in LGAs under the 2015–19 program.

Funding of up to \$1 million is made available to local government to support projects in LGAs under the extension.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	93,216	15,000	-	-	-
Less: actual expenditure YTD at 31 March 2019	39,206	-	-	-	-
Total balance of funds	54,010	15,000	-	-	-

The Australian Government has agreed to provide \$130.5 million over five years from 2015–16 to 2019–20.

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.1 — Regional Development; Annual administered expenses
- **Relevant legislation:** Schedule 1AB of the Financial Framework (Supplementary Powers) Regulations 1997

Background and other issues

The program does not create an entitlement for all drought-affected councils to receive funding. Program funding is capped at \$130.5 million and no other councils can be approved, without a further consideration of the program's parameters by the Australian Government.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories
Rachel.Bacon@infrastructure.gov.au
 02 6274 6181 | s.47F

Marie Taylor

Executive Director, Regional Development and Local
 Government Division
Marie.Taylor@infrastructure.gov.au
 02 6274 8125 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O3-005

Drought Community Support Initiative

Key message

The Drought Community Support Initiative (DCSI) provides \$33 million to charities to deliver support to at least 10,000 households facing hardship due to one of the worst droughts on record.

Snapshot

The DCSI provides immediate assistance to eligible farmers, farm workers and farm suppliers/contractors living or working in an eligible Local Government Area (LGA) facing financial hardship as a result of the drought. Up to \$3,000 will be available per household, in a combination of cash and vouchers, to ensure practical assistance is available to help cover urgent bills such as food, petrol and utilities.

Stakeholders

- Drought-affected farmers, farm workers, suppliers and contractors
- Rotary Australia World Community Services
- The Salvation Army
- St Vincent de Paul Society

Impact

Immediate financial support to eligible recipients up to \$3,000 per household using a combination of up to \$2,000 in cash and up to \$1,000 in vouchers.

Program status

The DCSI commenced on 17 December 2018.

Eligibility and application process

On 28 November 2018, the following charity organisations were invited to apply to deliver DCSI and were subsequently selected, except for the Country Women's Association of Australia who did not apply:

- Country Women's Association of Australia
- Rotary Australia World Community Services
- St Vincent de Paul Society
- The Salvation Army

Other charities may be invited to apply for future tranches at the discretion of the Minister responsible for Local Government.

To be eligible to receive cash payments and/or vouchers the recipient of the benefit must be:

- 18 years of age or older and a farmer, farm worker or farm supplier/contractor who:
 - lives and/or works in an eligible LGA
 - is in need of financial assistance to pay for food, petrol, utility bills or another need, or is at imminent risk of not being able to pay for these goods and services
- the benefit provided is limited to one per household to a maximum of up to \$3,000 that can comprise a combination of up to \$2,000 cash payments and up to \$1,000 in vouchers (to be expended before 30 June 2019).

Eligible LGAs are those specified by the Minister responsible for Local Government and listed on business.gov.au and GrantConnect under the Drought Communities Programme.

Expense funding

\$33 million has been made available for drought support payments (vouchers and cash of up to \$3,000 per household), to support farmers, farm workers and suppliers who are facing hardship in drought. The payments are only available to recipients in the 96 eligible Drought Community Programme LGAs.

The first instalment of \$10 million was paid in 2018, with a further two instalments of \$10 million to be delivered in the first half of 2019.

The department's Drought Taskforce worked with the charities and the Business Grants Hub to generate grant guidelines published on 28 November 2018 and grant agreements executed in time so that payments were available to support drought-affected communities from 17 December 2018.

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	33,000	-	-	-	-
Less: actual expenditure YTD at 31 March 2019	16,267	-	-	-	-
Total balance of funds	16,733	-	-	-	-

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance.
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.1 — Regional Development; Appropriation Bill (No 3) 2018–19
- **Relevant legislation:** Schedule 1AB of the Financial Framework (Supplementary Powers) Regulations 1997

Background and other issues

Significant parts of Australia are currently impacted by drought, leading to negative impacts upon farmers, farming communities and flow-on economic effects throughout the regions.

While the severity and impact of the drought varies across regions, farms and communities, there are indications that its effects are worsening and spreading, particularly in South Australia and northern Victoria.

Current forecasts do not anticipate the drought easing before Autumn 2019 at the earliest.

The Australian Government has committed to significant investment in initiatives that provide drought relief and promote drought resilience immediately and into the future.

A Joint Agency Drought Taskforce was established in 2018 within the Department of the Prime Minister and Cabinet.

Following the National Drought Summit on 26 October 2018, Dr Steven Kennedy PSM established a Drought Taskforce within the department to coordinate drought-related policy, programs and stakeholders in this portfolio.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories

Rachel.Bacon@infrastructure.gov.au

02 6274 6181 | s.47F

Diana Hallam

Executive Director, Drought Taskforce

Diana.Hallam@infrastructure.gov.au

02 6274 6460 | s.47F



Foundation for Rural and Regional Renewal

Key message

The department is administering a \$15 million grant to the Foundation for Rural and Regional Renewal's (FRRR) Tackling Tough Times Together (TTTT) program. The TTTT program provides funding to community and not-for-profit groups for projects in drought-affected regions.

Snapshot

The \$15 million grant is being delivered in tranches from 2018–19 to 2020–21 to help regional communities combat the impact of drought through the FRRR's TTTT program. Australian Government funds are being used from Rounds 11 to 21 of the TTTT, with announcement opportunities available at the end of each grant round.

Stakeholders

- Community and not-for-profit groups in drought-affected regional communities
- FRRR
- TTTT Assessment Panel Members

Impact

Providing \$20,000, \$60,000 and \$150,000 grants to not-for-profit and community groups in drought-affected regional communities to build social cohesion, address disadvantage, support economic renewal and increase social and educational participation.

Program status

A grant agreement was signed on 19 October 2018. The final round of funding will be delivered in 2020–21.

Eligibility and application process

The Australian Government entered an agreement to deliver a one-off ad hoc grant to the FRRR in October 2018 due to the FRRR's experience in delivering drought assistance to regional communities and strong track record.

The TTTT is a rolling small grants program open to not-for-profit and community groups focusing on:

- reducing social isolation by facilitating strong social cohesion and connection
- supporting and engaging the community in leadership development and skills training
- supporting opportunities for social and educational participation and addressing disadvantage caused by the drought for children and young people
- reducing volunteer fatigue and building capacity, capability and sustainability of local non-profit organisations to provide support to their communities, particularly where they are playing an increased role during the drought
- supporting local economic renewal through projects that stimulate economic activity and cash-flow within communities

A departmental representative sits on the assessment panel to select successful grant applications.

Expense funding

\$15 million is available in tranches from 2018–19 to 2020–21. The second tranche of \$3 million was paid in April 2019.

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	6,000	4,500	4,500	-	-
Less: actual expenditure YTD at 31 March 2019	3,000				
Total balance of funds	3,000	4,500	4,500	-	-

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance.
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.1 — Regional Development
- **Relevant legislation:** Schedule 1AB of the Financial Framework (Supplementary Powers) Regulations 1997

Background and other issues

The FRRR is helping to distribute a \$1 million Storm Disaster Recovery Grant from the Australian Government following the weather events in the Fassifern Valley in October 2018. This was announced in the 2019–20 Budget.

The FRRR was established in 2000 through the provision of \$10 million by the Australian Government as Corpus funds (establishment and operating funds) along with some private funding. The FRRR is now requesting an additional \$15 million in Corpus funds. Combined with the original Corpus, this would generate an additional \$1.05 million annually to be used for discretionary grants and a disaster fund.

The FRRR also receives other Government funding, including \$120,000 to administer the Heywire Youth Innovation Grants annually from 2017–2019.

The Secretary of the department sits on the FRRR Board. Appropriate governance and conflict of interest processes have been established.

Contacts

Rachel Bacon
Deputy Secretary, Regional and Territories
Rachel.Bacon@infrastructure.gov.au
02 6274 6181 | s.47F

Diana Hallam
Executive Director, Drought Taskforce
Diana.Hallam@infrastructure.gov.au
02 6274 6460 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O3-007

National Stronger Regions Fund

Key message

The objective of the National Stronger Regions Fund (NSRF) is to fund investment ready infrastructure projects which support economic growth and sustainability in Australia's regions, particularly disadvantaged communities.

Snapshot

The NSRF was established to deliver a \$1 billion investment over the five years from 2015–16 to 2019–20 in infrastructure projects to drive economic growth, increase productivity, increase employment and skills, and improve partnerships across Australia's regions, particularly areas of disadvantage.

Three rounds of the NSRF were conducted, with funding totalling \$632.1 million approved for 229 projects across Australia. This was later reduced to 224 projects following the withdrawal or termination of five projects, resulting in an appropriation of \$611.2 million. The NSRF's appropriation ends on 30 June 2020.

Stakeholders

- Regional communities
- State and territory governments
- Local governments
- Not for profit organisations
- Private sector

Impact

Disadvantaged communities across Australia have benefited through improved economic activity, productivity and employment.

Program status

Funding commenced in 2015–16 and will cease on 30 June 2020. Projects must be scheduled for completion and final payments made on or before 30 June 2020.

Round One

- A total of 405 applications were submitted under Round One seeking funding of \$1.2 billion, for projects with a total value of \$3.8 billion.
- On 12 May 2015, the Australian Government announced funding of \$212.3 million for 51 successful projects, with a total value of \$642.0 million.

Round Two

- Applications under Round Two closed on 31 July 2015.
- A total of 514 applications were submitted under Round Two seeking funding of \$1.5 billion, for projects with a total value of \$4.2 billion.
- On 7 December 2015, the Australian Government announced funding of \$293.4 million for 111 successful projects, with a total value of \$841.9 million.

Round Three

- Applications under Round Three closed on 15 March 2016.
- A total of 479 applications were submitted under Round Three seeking funding of \$1.4 billion for projects with a total value of \$3.8 billion.
- On 16 September 2016, the Australian Government announced funding of \$126.5 million for 67 projects with a total value of \$456.7 million.

Eligibility and application process

The NSRF was run as a competitive grants program. Decisions on the projects funded were made by a Ministerial Panel, following advice from the department on the outcome of the assessment process, including a ranking of eligible projects by order of merit.

Funding was eligible for shovel-ready projects which involved the construction of new infrastructure, or the upgrade or an extension of existing infrastructure. Grant funding was required to be matched in cash on at least a dollar for dollar basis. Under Round Three, applicants classified as remote and very remote were only required to contribute at least one dollar for every three dollars of funding sought.

Funds available to individual recipients

Funding totalling \$611.2 million has been committed for 225 projects across Australia, under the three funding rounds of the NSRF.

Funding commenced in 2015–16 and will cease on 30 June 2020.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	179,805	57,061	-	-	-
Less: actual expenditure YTD at 31 March 2019	83,840	-	-	-	-
Total balance of funds	95,965	57,061	-	-	-

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.1 — Regional Development; Annual administered expenses
- **Relevant legislation:** Schedule 1AB of the Financial Framework (Supplementary Powers) Regulations 1997

Contacts

Rachel Bacon
Deputy Secretary, Regional and Territories
Rachel.Bacon@infrastructure.gov.au
02 6274 6181 | s.47F

Marie Taylor
Executive Director, Regional Development and Local
Government Division
Marie.Taylor@infrastructure.gov.au
02 6274 8125 | s.47F



National Water Infrastructure Development Fund

Key message

The Australian Government has put in place co-funding arrangements to assist state and territory governments expedite the identification and construction of water infrastructure projects that will increase water supply and security to grow the agriculture sector to support regional economic growth in rural communities and help the Australian economy reach its full potential.

Snapshot

The Australian Government is investing over \$1.3 billion through the National Water Infrastructure Development Fund (the Fund) to help identify and build water infrastructure that will deliver secure and affordable water for rural and regional Australia.

This includes:

- \$1.16 billion in capital funding to assist state and territory governments (states) to co-fund the construction of new water infrastructure that would not otherwise be economically viable; and
- \$150 million in feasibility funding to provide the information needed to identify and fast track the development of water resources and infrastructure projects.

Stakeholders

- Rural and regional communities
- State and territory governments
- Primary industries

Impact

The Australian Government's investments in water infrastructure projects are projected to create at least 7,000 direct and indirect jobs and increase water availability by more than 200 GL.

Program status

Water infrastructure — capital funding

Funding arrangements have been signed with states to build the:

- \$155.6 million Northern Adelaide Irrigation Scheme in South Australia (SA), including \$45.6 million from the Fund
- \$80.6 million South West Loddon Rural Water Supply in Victoria (VIC), including \$20 million from the Fund
- \$60 million Macalister Irrigation District Modernisation Phase 1B project in VIC, including \$20 million from the Fund
- \$6.1 million Sunraysia Modernisation Project Phase 2 in VIC, including \$3 million from the Fund
- \$51.4 million Scottsdale Irrigation Scheme in Tasmania, including \$25.3 million from the Fund
- \$28.1 million Mareeba-Dimbulah Water Supply Scheme Efficiency Project in northern Queensland (QLD), including \$11.6 million from the Fund, and
- \$11.8 million Nogoa-Mackenzie Water Supply Scheme Efficiency Project in northern QLD, including \$3 million from the Fund.

Subject to the co-funding arrangements being agreed with the states, construction is expected to commence in 2019–2020 on the:

- \$352 million Rookwood Weir in QLD, including \$176.1 million from the Fund
- \$394 million Myalup-Wellington Project in Western Australia, including \$140 million from the Fund
- \$62.6 million Macalister Irrigation District Modernisation Project Phase 2 in VIC, including \$31.3 million from the Fund
- \$1.5 million Warwick Recycled Water for Agriculture project in QLD, including \$0.8 million from the Fund
- \$1.4 million Coolanie Water Scheme in QLD, including \$0.7 million from the Fund, and
- \$5 million McLaren Vale Water Storage project in SA including \$2.5 million from the Fund.

Subject to regulatory approvals, costings and co-funding arrangements being settled by states co-funding has been committed to support the construction of the:

- Dungowan Dam in New South Wales (NSW) (\$75 million)
- Big Rocks Weir in QLD (\$30 million)
- Hughenden Irrigation Scheme in QLD (\$180 million)

These capital commitments are subject to states demonstrating projects are economically and environmentally sustainable and committing funding to at least match the Australian Government commitment.

Water infrastructure — feasibility funding

Funding arrangements have been signed committing \$59.5 million for 40 feasibility studies, including \$40.4 million for 17 studies in northern Australia. As at 30 April 2019, 34 of these feasibility studies have been completed with the remaining six studies to be completed by November 2019.

Subject to the funding arrangements being agreed with the states, work on the following feasibility studies and water resource assessments is expected to commence in 2019:

- \$24 million Hells Gates Dam and Big Rocks Weir project in QLD to develop the detailed business case, including the Environmental Impact Study, detailed geotechnical, cultural heritage assessments and regulatory approvals required to progress the project to an investment-construction ready status. The project will be managed by the North Queensland Water Infrastructure Authority.
- \$2 million North and South Burnett regions feasibility study in QLD to identify options to increase water supply and security for primary producers and regional communities.
- \$2 million Southern Forests Irrigation Scheme feasibility study in south-west Western Australia to finalise the detailed business case, project design and regulatory and environmental approvals required to progress the project to an investment-construction ready status. Co-funding of \$1 million from the Fund.
- \$500,000 Coldstream Recycled Water Pipeline Scheme in VIC to finalise the detailed business case, project design, regulatory approvals and operational arrangements required to progress the project to an investment-construction ready status. Co-funding of \$250,000 million from the Fund.
- \$3.5 million Roper River Catchment Soil and Water Resource Assessment in Northern Territory (NT). The assessment is to be undertaken by the Commonwealth Scientific and Industrial Research Organisation (CSIRO) in partnership with the NT Government.
- \$6.5 million Great Artesian Basin water resource model. To be undertaken by Geoscience Australia working in partnership with states.

Eligibility and application process

- Only the states are eligible to apply for and receive funding from the Fund.
- States are able to apply for funding through a competitive merit based Expression of Interest process.
- The capital co-funding contribution from the Fund cannot exceed 50 per cent of the capital cost of the project and takes into account all sources of Commonwealth funding.
- To be eligible for capital funding, water infrastructure projects must be 'shovel ready'. This comprises all regulatory and environmental approvals including, where appropriate, approval for the project under the Environmental Protection and Biodiversity Conservation Act 1999.

- The management and allocation of water resources associated with a project must be compliant with the Water Act 2007, local water resource plan, the principles of the National Water Initiative and where applicable, the Murray-Darling Basin Plan.
- Projects located within the Great Barrier Reef catchment must comply with the requirements of the Reef 2050 Long-Term Sustainability Plan and the Reef Water Quality Protection Plan 2013.
- Funding is provided through either the Project Agreement for the Fund — Feasibility Component or the National Partnership for the National Water Infrastructure Development Fund — Capital Component.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Department administered funding for water infrastructure*	-	1,500	1,500	500	-
Water Infrastructure Development Fund — Feasibility [#]	22,926	35,200	40,000	5,000	-
Water Infrastructure Development Fund — Capital [^]	90,100	108,209	120,000	185,000	230,000

* \$6.5 million for the Great Artesian Basin water balance modelling project is not reported as it was appropriated directly to Geoscience Australia

[#] Treasury administered appropriation only

[^] \$400 million is available beyond the forward estimates: \$205 million (2023–24), \$195 million (2024–25)

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:**
 - Department administered funding: Budget Program 3.1 — Regional Development
 - Water Infrastructure Development Fund — Feasibility: Special Appropriation (Treasury) Budget Program 1.9
 - Water Infrastructure Development Fund — Capital: Special Appropriation (Treasury) Budget Program 1.9
- **Relevant legislation:** Federal Financial Relations Act 2009, Water Act 2007, PGPA Act 2013

Background and other issues

The Fund is an initiative of the White Papers on Agricultural Competitiveness and Developing Northern Australia.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories
Rachel.Bacon@infrastructure.gov.au
 02 6274 6181 | s.47F

Diana Hallam

Executive Director, Drought Taskforce
Diana.Hallam@infrastructure.gov.au
 02 6274 6460 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O3-009

Regional Development Australia Committees

Key message

Regional Development Australia (RDA) Committees support the economic development of their regions and are active representatives of the Australian Government's regional development interests.

Snapshot

The RDA program funds a national network of 52 RDA Committees across Australia. The RDA program also funds one locally based regional development organisation, which delivers services in the Indian Ocean Territories (IOT). The network brings local leaders together across all levels of government, the private sector and local communities to enhance the development of Australia's regions.

Stakeholders

- Communities in the RDA regions
- State and territory governments
- Local governments
- Business and industry groups and peak bodies
- Educational institutions
- Business and not-for-profit organisations

Impact

Promote Australian Government programs and facilitate economic development via creating local jobs, attracting investment and promoting economic growth in their regions.

Program status

Start date: 2008 (ongoing).

Eligibility and application process

All RDA Committees and the IOT Regional Development Organisation are incorporated associations (except Victorian RDAs which are independent non-incorporated advisory bodies of the Victorian Government). As incorporated, not for profit bodies, they are responsible for their own corporate governance (consistent with relevant state legislation) and determining their own activities, in line with their funding agreement obligations.

RDA Committee Chair appointments are made by the Minister responsible for regional development (in conjunction with state, territory and/or local governments in jurisdictions where they are funding partners). Chairs lead the appointment processes for Deputy Chairs and Members. They are required to seek agreement for Deputy Chair appointments from the Minister (and from state, territory and/or local governments in jurisdictions where they are funding partners). Chairs can appoint members without seeking agreement from the Minister (except in the jurisdictions where there are funding partners).

Funds available to individual recipients

The funding amounts across the RDA committees vary and represent an historical allocation as the RDA program has evolved.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	18,337	18,632	18,984	19,346	19,695
Less: actual expenditure YTD at 31 March 2019	15,953	-	-	-	-
Total balance of funds	2,384	18,632	18,984	19,346	19,695

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.1 — Regional Development

Background and other issues

RDA Committee program

The network of RDA Committees was established in 2008 to provide a cooperative approach between the Australian, state, territory and local governments to develop and strengthen economic outcomes for regions.

Review of the RDA program

In September 2016, the Australian Government commissioned a review of the RDA program by the Hon Warwick L Smith AM. Significant reforms to the RDA program were implemented following the release of the review and the Government's response in August 2017. These include: refocusing and redefining the role of the RDA Committees through a new RDA Charter; implementing a more robust, merit-based appointments framework for RDA Committee Chairs, Deputy Chairs and Members; the expansion of the RDA program to the IOT, Norfolk Island and Jervis Bay Territory; and the consolidation of four Melbourne RDA Committees into one.

RDA Charter

RDA Committees and the IOT Regional Development Organisation have an active and facilitative role in their regions and a clear focus on growing strong and confident regional economies that harness their competitive advantages, seize on economic opportunity and attract investment. The RDA Charter outlines this role (Attachment A).

RDA Funding Agreements

The Australian Government's relationship with each RDA Committee and the IOT Regional Development Organisation is governed by a Funding Agreement which defines the outcomes required, contract deliverables and reporting obligations. Funding contributions are also provided by state, territory and local governments in some jurisdictions.

Current Funding Agreements expire on 31 December 2020. These Funding Agreements reflect the requirements of the RDA Charter and include performance measures which must be reported against each year.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories
Rachel.Bacon@infrastructure.gov.au
 02 6274 6181 | s.47F

Marie Taylor

Executive Director, Regional Development and Local
 Government Division
Marie.Taylor@infrastructure.gov.au
 02 6274 8125 | s.47F

Attachment A — RDA Charter



Australian Government
Department of Infrastructure,
Regional Development and Cities



STRONG, CONFIDENT AND VIBRANT REGIONS

A NEW CHARTER FOR REGIONAL DEVELOPMENT AUSTRALIA

Regional Development Australia (RDA) is a national network of Committees made up of local leaders who work with all levels of government, business and community groups to support the economic development of their regions.

RDA Committees have an active and facilitative role in their communities and a clear focus on growing strong and confident regional economies that harness their competitive advantages, seize on economic opportunity and attract investment.

Working in close partnership with fellow RDA Committees, all levels of government, and the private sector, RDAs will:

1. Collaborate with relevant stakeholders to identify economic opportunities and leverage private and public sector investment to the regions.
2. Connect regional businesses, councils and industry sectors with international trade partners, financial markets and potential investors.
3. Promote and disseminate information on Australian Government policies and grant programmes to state and local governments and industry, business and community sectors.
4. Support community stakeholders to develop project proposals to access funding.
5. Develop and maintain positive working relationships with the local government bodies in their regions.
6. Facilitate public and private sector decentralisation.
7. Assist in the delivery of Australian Government programmes, where relevant and where requested by the Minister.
8. Engage with regional entrepreneurs and emerging business leaders to explore new opportunities to grow local jobs in their regions.
9. Provide information on their region's activities and competitive advantages to federal, state and local governments and industry, business and community sectors.
10. Provide evidence-based advice to the Australian Government on critical regional development issues positively and negatively affecting their regions.

Minister for Regional Development
August 2017



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O3-010

Regional Growth Fund

Key message

The Regional Growth Fund (RGF) funds projects across a range of key economic categories including, but not limited to: transport and communications, tourism, manufacturing and primary industries.

Snapshot

The \$272.2 million RGF will provide grants of \$10 million or more for major transformational projects, which support long term economic growth and create jobs in regions, including those undergoing structural adjustment.

The RGF aims to fill a gap in larger regional infrastructure funding requirements and unlock the significant growth potential of our regions by enabling them to leverage their competitive advantages and build economic resilience.

The RGF funding commenced in the 2018–19 financial year and will cease on 30 June 2022. The RGF was open to state and territory governments, local governments, the private sector and not-for-profit organisations.

Stakeholders

- Regional communities
- State and territory governments
- Local governments
- Private sector
- Not-for profit organisations

Impact

The RGF will unlock economic opportunities, create jobs and build stronger communities across regional Australia.

Program status

The RGF has a two stage assessment process. On 21 October 2018, 16 projects were invited to proceed to Stage Two (Full Business Case (FBC)). One subsequently withdrew, and one did not meet the requirements of Stage Two. Two replacement projects were identified and invited to submit a FBC by 2 July 2019. A third replacement project was identified but was not contracted before the caretaker period.

Eligibility and application process

The RGF was run as a two stage assessment process. Stage One required applicants to submit an Initial Application for a competitive assessment against eligibility and merit criteria. Initial Applications for the RGF closed on 27 April 2018. Stage Two involves the submission of a FBC to allow the department to undertake a value with relevant money assessment of the project.

Following an assessment of the eligible Initial Applications, the department provided a recommendation to the Ministerial Panel. The Ministerial Panel considered the recommendation and supporting information, and made decisions on projects to proceed to FBC, in consultation with Cabinet.

Those projects selected had three months to submit their FBC. The department assessed these and provided advice and a recommendation to the Minister for the approval of funding.

Replacement projects have until 2 July 2019 to submit their FBC.

Funds available to individual recipients

Applicants sought a minimum of \$10 million in funding. Applicants or other contributors are required to contribute at least 50 per cent cash funding to the project. Therefore, the total project costs must be at least \$20 million. The Australian Government's grant funding is expected to leverage investment from the private sector, not-for-profit organisations and other levels of government in the region.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	5,000	120,448	109,561	37,191	-
Less: actual expenditure YTD at 31 March 2019	-	-	-	-	-
Total balance of funds	5,000	120,448	109,561	37,191	-

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.1 — Regional Development
- **Relevant legislation:** Schedule 1AB of the Financial Framework (Supplementary Powers) Regulations 1997

Background and other issues

In the 2017–18 Budget the Australian Government announced the establishment of a \$272.2 million RGF to support major infrastructure projects in regional Australia.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories

Rachel.Bacon@infrastructure.gov.au

02 6274 6181 | s.47F

Marie Taylor

Executive Director, Regional Development and Local Government Division

Marie.Taylor@infrastructure.gov.au

02 6274 8125 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-03-011

Regional Jobs and Investment Packages

Key message

The Regional Jobs and Investment Packages (RJIP) aim to diversify regional economies, stimulate economic growth and deliver sustainable employment.

Snapshot

The RJIP provided a \$219.6 million investment to help diversify regional economies, stimulate economic growth and deliver sustainable employment across ten regions in Australia. Each pilot region received between \$20 and \$30 million across three streams (Business Innovation, Local Infrastructure and Skills and Training).

Stakeholders

- Regional communities
- Not-for-profit organisations
- Local governments
- Businesses

Impact

233 projects have been approved across ten regions under the RJIP and are expected to create 12,000 local jobs.

Program status

Applications for all regions have closed. Successful projects have been announced for all 10 RJIP regions (see Funding Announcements). 233 projects were originally approved in the 10 RJIP regions with a total commitment of \$220.5 million. Five of these projects were subsequently terminated or withdrawn. Projects must be complete by 30 June 2020.

Eligibility and application process

In each pilot region, Local Planning Committees developed Local Investment Plans that provided an economic and strategic overview of the region, outlined future workforce needs, identified investment sectors and set out high-level strategic priorities. After these plans were published, the RJIP was opened for applications from local government, not for profit organisations and Australian businesses.

Applications were independently assessed by the Business Grants Hub in the Department of Industry, Innovation and Science against these Local Investment Plans and the Program Guidelines. The department then recommended which projects to support to the Ministerial Panel based on these assessments.

Funds available to individual recipients

Australian Government grant allocations comprised up to 50 per cent of eligible project costs unless an exceptional circumstances co-funding exemption was granted. The remaining 50 per cent of the total eligible project expenditure was able to be comprised of private sector investment or from state and/or local government funding.

Projects were required to be located within an RJIP region and align with one of the three grant funding streams' eligibility requirements and funding objectives:

- Local Infrastructure grants are for local government bodies and agencies and not for profit organisations to invest in new or upgraded infrastructure projects. These projects will capitalise on opportunities for growth, deliver long-term economic benefits to regional communities, and create jobs. The minimum grant amount was \$50,000 for a project of at least \$100,000 in eligible expenditure. The maximum grant amount was limited to the available funding in each region
- Business Innovation grants enable businesses to build scale and capability to be competitive in new or growing markets that create sustainable employment. The minimum grant amount was \$50,000 for a project of at least \$100,000 in eligible expenditure. The maximum grant amount was limited to the available funding in each region.
- Skills and Training grants will provide funding to local government bodies and agencies and not for profit organisations. These projects will support training and upskilling of the regional workforce to meet regional priorities, take advantage of emerging opportunities and withstand major labour market changes. There was no minimum grant amount. The maximum grant amount was limited to the available funding in each region.

Applications were assessed against the eligibility criteria and then against the merit criteria. Only eligible applications proceeded to the merit assessment stage.

As this was a competitive funding program, applications were compared with other eligible applications in the same region before recommendations were provided to the Ministerial Panel regarding which projects to fund.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	129,743	72,172	-	-	-
Less: actual expenditure YTD at 31 March 2019	43,134	-	-	-	-
Total balance of funds	86,609	72,172	-	-	-

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.1 — Regional Development
- **Relevant legislation:** Schedule 1AB of the Financial Framework (Supplementary Powers) Regulations 1997

Background and other issues

Ten regions were identified to pilot this initiative:

State	Region	Commitment
Queensland	Tropical North Queensland	\$20 million
	Bowen Basin	\$30 million
	Wide Bay Burnett	\$20 million
New South Wales	North Coast	\$25 million
	South Coast	\$20 million
South Australia	Upper Spencer Gulf	\$20 million
Victoria	Goulburn Valley	\$20 million
	Geelong	\$20 million
	Latrobe Valley	\$20 million
Tasmania	Regional Tasmania	\$27.27 million

The aim of RJIP was to support these regions to meet opportunities that will help them to secure their economic future.

RJIP funding leveraged additional investment from project proponents, the private sector and other levels of government. The RJIP investment of \$219.6 million has been more than matched by co-funding from councils and local businesses, with the projects valued at over \$684.5 million.

RJIP funding is allocated over three financial years from 2017–18 to 2019–20.

Funding Announcements

- Geelong Region — 21 projects, approved for funding totalling \$20.0 million, were announced on 17 January 2018
- New South Wales (NSW) North Coast — 23 projects, approved for funding totalling \$24.3 million, were announced on 2 February 2018
- NSW South Coast — 30 projects, approved for funding totalling \$19.8 million, were announced on 21 February 2018
- Tropical North Queensland — 21 projects, approved for funding totalling \$19.7 million, were announced on 22 February 2018
- Regional Tasmania — 49 projects, approved for funding totalling \$27.2 million, were announced on 16 February 2018, with a full list of projects announced 27 February 2018
- Wide Bay Burnett — 13 projects, approved for funding totalling \$19.7 million, were announced on 8 March 2018
- Bowen Basin — 17 projects, approved for funding totalling \$30 million, were announced on 15, 16 and 19 March 2018
- Goulburn Valley — 30 projects, approved for funding totalling \$19.7 million, were announced on 16 and 23 March 2018
- Upper Spencer Gulf — 9 projects, approved for funding totalling \$19.9 million, were announced on 10 April 2018
- Latrobe Valley — 19 projects, approved for funding totalling \$20 million, were announced on 12 April 2018

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories

Rachel.Bacon@infrastructure.gov.au

02 6274 6181 | s.47F

Marie Taylor

Executive Director, Regional Development and Local Government Division

Marie.Taylor@infrastructure.gov.au

02 6274 8125 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-03-012

Stronger Communities Programme

Key message

The Stronger Communities Programme (SCP) allows for the funding of small capital projects which deliver social benefits and improve local community participation.

Snapshot

The objective of the SCP is to fund small capital projects which will deliver social benefits, improve local community participation and contribute to vibrant and viable communities. Each Lower House seat has a \$150,000 allocation and the Local Member nominates up to 20 projects.

Stakeholders

- Not-for-profit organisations
- Local governments
- Local communities
- Members of Parliament

Impact

Over 7,700 community based projects have been supported under the first four rounds of the SCP. The funded projects include installation of community playgrounds, communal kitchen upgrades, refurbishing facilities and rooms for community groups, through to the installation of solar panels and Closed Circuit Television for civic buildings.

Program status

The 2019–20 Budget provides a further \$22.65 million to deliver a fifth round of the SCP.

Round Four of the SCP closed to applications on 18 October 2018. A total of 2,271 projects were approved for funding totalling \$21.4 million. Each of the approved projects have been contracted, with payments totalling \$21.0 million made to 98 per cent of the approved proponents. The remaining payments are awaiting the receipt of invoices and are expected to be made by the end of June 2019.

Eligibility and application process

SCP Round Five is yet to be officially launched. However, it is anticipated the Round Five Guidelines will be largely similar to those used under Round Four. Under Round Four, each Member of the House of Representatives was able to nominate up to 20 projects to receive funding totalling \$150,000 per electorate. Applicants were required to seek a grant of between \$2,500 and \$20,000, and were required to match the grant amount in cash or in-kind on at least a dollar for dollar basis. Local governments and incorporated not for profit organisations were eligible to apply.

Members of Parliament were responsible for: identifying a maximum of 20 projects in consultation with their local community totalling no more than \$150,000, inviting selected applicants to complete an online application form and submitting completed applications to the Business Grants Hub in the Department of Industry, Innovation and Science (DIIS) for assessment.

Based on the information provided in the application, DIIS then undertook a value for money assessment against the requirements of the Program Guidelines to determine whether a project may be approved for funding. If approved, Members of Parliament were advised by email of each project approval.

Funds available to individual recipients

Successful projects are eligible to receive grants of between \$2,500 and \$20,000.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	22,500	22,650	-	-	-
Less: actual expenditure YTD at 31 March 2019	20,494	-	-	-	-
Total balance of funds	2,006	22,650	-	-	-

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.1 — Regional Development; Appropriation Act No. 1
- **Relevant legislation:** Schedule 1AB of the Financial Framework (Supplementary Powers) Regulations 1997

Background and other issues

SCP Rounds One and Two were delivered by the department.

Round One resulted in the delivery of \$19.2 million to 1,730 projects across Australia. Round One projects included \$11,500 for the purchase of an emergency backup generator for the Livingstone Volunteer Bushfire Brigade, Northern Territory, and over \$5,500 for the installation of new equipment for the Fremantle Hockey Club, Western Australia.

Round Two resulted in the delivery of \$18.2 million to 1,566 projects across Australia. Round Two projects included \$5,000 for the purchase of a new trailer for the Leven Pony Club, Tasmania, and \$20,000 for the purchase of a vehicle for delivery of Meals on Wheels in Ipswich, Queensland (QLD).

Round Three was delivered by DIIS and resulted in the delivery of \$21.4 million to 2,215 projects across Australia. Round Three projects included \$5,000 for the installation of playground equipment at Birregurra, Victoria, and \$20,000 for the installation of an accessibility ramp to the grandstand at the Unley Oval in Unley, South Australia.

Round Four was also delivered by DIIS and resulted in the approval of \$21.4 million to 2,271 projects across Australia. Round Four projects include \$2,500 for the installation of a water tank for a community centre in Sorrento, Victoria, and \$20,000 for the installation of a toilet block at the site of the Dirt and Dust Festival in Julia Creek, QLD.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories
Rachel.Bacon@infrastructure.gov.au
 02 6274 6181 | s.47F

Marie Taylor

Executive Director, Regional Development and Local Government Division
Marie.Taylor@infrastructure.gov.au
 02 6274 8125 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O3-013

Tasmanian Jobs and Growth Plan

Key message

The Tasmanian Jobs and Growth Plan (TJGP) has funded projects that stimulated Tasmania's economy.

Snapshot

The TJGP is an initiative that complemented the Australian Government's Economic Growth Plan for Tasmania — a package of measures aimed at stimulating Tasmania's economy by supporting growth and employment. Funding of \$106.5 million was available for projects to support the economic development of Tasmania. The department is delivering \$82.8 million for 30 projects under the fund, with the remaining funding for projects being administered through other Australian Government departments.

Stakeholders

- Tasmanian communities
- State and territory governments
- Local governments
- Not-for-profit organisations
- Private sector

Impact

Tasmanian communities have benefited through increased investment in industry and businesses, resulting in more jobs, greater productivity and improved sustainability

Program status

Funding commenced in 2013–14 and will cease on 30 June 2019.

As at 31 March 2019, 28 projects have been completed, and the remaining two projects are scheduled for completion by 30 June 2019.

Eligibility and application process

Projects to be funded under the TJGP were announced by the Australian Government in July 2013. Projects were identified by Australian Government Ministers with responsibility for regional development, following consultation with the Tasmanian Government, their regional development consultative forums, Tasmanian business and community taskforce and other key stakeholders.

Funds available to individual recipients

Funding of \$106.5 million was made available under the TJGP for single year or multiple year projects. The Australian Government funding amount for projects ranges in value from \$25,000 to \$13 million.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	3,933	-	-	-	-
Less: actual expenditure YTD at 31 March 2019	1,920	-	-	-	-
Total balance of funds	2,013	-	-	-	-

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.1 — Regional Development; Annual administered expenses
- **Relevant legislation:** Schedule 1AB of the Financial Framework (Supplementary Powers) Regulations 1997

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories

Rachel.Bacon@infrastructure.gov.au

02 6274 6181 | s.47F

Marie Taylor

Executive Director, Regional Development and Local Government Division

Marie.Taylor@infrastructure.gov.au

02 6274 8125 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-03-014

Murray-Darling Basin Regional Economic Diversification Program

Key message

The objective of the Murray-Darling Basin Regional Economic Diversification Program (MDBREDP) is to assist Basin communities in responding to the water constrained environment in New South Wales, Victoria and Queensland (QLD).

Snapshot

The MDBREDP is a \$72.7 million allocation of funding from the Australian Government to assist economic development projects that support the economic base of regional communities in New South Wales (NSW), QLD and Victoria (VIC) that are most likely to be affected by the implementation of the Murray Darling Basin Plan.

Stakeholders

- NSW, QLD and VIC state governments
- Local governments
- Murray Darling Basin communities

Impact

Murray Darling Basin communities have benefited through improved economic activity.

Program status

Funding commenced in 2013–14 and will cease on 30 June 2019. Projects must be scheduled for completion by 31 May 2019 and final payments made on or before 30 June 2019.

Eligibility and application process

Under the MDBREDP Project Agreement, States are responsible for implementation and selecting projects in consultation with the Australian Government. States are required to submit Progress Reports to the department against agreed Project Plans to release scheduled payments.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)
Appropriation Budget	17,640	-
Less: actual expenditure YTD at 31 March 2019	-	-
Total balance of funds	17,640	-

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.1 — Regional Development; Special Appropriation (Treasury) — Federal Financial Relations Act 2009
- **Relevant legislation:** Schedule 1AA of the Financial Framework (Supplementary Powers) Regulations 1997; Special Appropriation (Treasury) — Federal Financial Relations Act 2009

Background and other issues

In February 2014 all Basin States signed the Intergovernmental Agreement on Implementing Water Reform in the Murray Darling Basin which lists the MDBREDP as a component. The MDBREDP was established to initially provide \$97.7 million to assist Basin communities respond to a water constrained environment in NSW, VIC, QLD and South Australia (SA).

Funding under the MDBREDP was contingent on Basin states signing a National Partnership Agreement — Project Agreement. The Project Agreement includes a Schedule for each state outlining the deliverables and payment milestones.

The SA Government elected not to sign the MDBREDP Project Agreement. As a result, their \$25.0 million allocation was transferred to the South Australian Regional Road package, reducing the total MDBREDP funding appropriation down to \$72.7 million.

The NSW Government has received \$20 million to date of their \$32.6 million allocation, the Victorian Government \$21.9 million to date of their \$25 million MDBREDP allocation, and the QLD Government \$13.2 million to date of their \$15.1 million allocation.

The MDBREDP was scheduled to expire on 30 June 2017, however all states had not completed all projects to enable final payment of their MDBREDP funding allocation. On 14 July 2017, the former Prime Minister, the Hon Malcolm Turnbull MP agreed to an extension of the expiry date of the MDBREDP to 30 June 2019.

Final payments, scheduled for 2019 are as follows:

- QLD — \$1.901 million
- VIC — \$3.166 million
- NSW — \$12.573 million

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories
Rachel.Bacon@infrastructure.gov.au
 02 6274 6181 | s.47F

Marie Taylor

Executive Director, Regional Development and
 Local Government Division
Marie.Taylor@infrastructure.gov.au
 02 6274 8125 | s.47F



Supplementary Local Roads Funding for South Australia

Key message

The Australian Government provides Supplementary funding to South Australian councils for local roads.

Snapshot

The Supplementary Local Roads Funding for South Australia (SA) provided \$40 million over two years from 2017–18 to assist councils to upgrade and maintain the local road network in South Australia. This funding is in addition to funding provided through the Financial Assistance Grant and Roads to Recovery programs.

In the 2019–20 Budget, the Australian Government announced a further \$40 million for the program over two years to 2020–21.

Stakeholders

- Road users
- 74 local governing bodies in South Australia
- South Australian Government

Impact

Local road network in South Australia is maintained and upgraded.

Program status

Terminating: 30 June 2021.

Eligibility and application process

Every local governing body in SA, as defined under the Local Government (Financial Assistance) Act 1995, is eligible to receive funding. In 2018–19, there are 74 local governing bodies in SA.

Funds available to individual recipients

The SA Local Government Grants Commission will recommend the distribution of funding to individual local governing bodies annually.

Annual funding is paid on receipt of recommendations for individual local government allocations from the SA Government, and on the condition that the funding is passed on to local government unconditionally and without undue delay.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)
Appropriation Budget	60,000	-
Less: actual expenditure YTD at 31 March 2019	20,000	-
Total balance of funds	40,000*	-

*In the 2019–20 Budget, the Australian Government announced an extension to the Supplementary Local Roads Funding for South Australia program of \$40 million over two years to 30 June 2021. This funding was announced as a bring forward payment and is anticipated to be paid to SA by 30 June 2019.

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.2 — Local Government; Appropriation Act 2 — Specific Purpose Payment

Background and other issues

The Supplementary local roads funding for SA was initially provided to SA as a temporary supplement (\$26.3 million over three years) to the Financial Assistance Grant program in the 2004–05 Budget. The funding recognised that SA was responsible for 11.7 per cent of national local roads and received 5.5 per cent of total local road funding from the Commonwealth.

Councils have received this supplementary funding since 2004–05 with the exception of a three year pause between 2014–15 and 2016–17.

This initiative was extended in the 2007–08 Budget to provide \$57 million over four years. It was further extended in the 2011–12 Budget to provide \$50.9 million over three years. The 2017–18 Budget measure provided \$40 million over two years and expires on 30 June 2019.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories

Rachel.Bacon@infrastructure.gov.au

02 6274 6181 | s.47F

Marie Taylor

Executive Director, Regional Development and Local Government Division

Marie.Taylor@infrastructure.gov.au

02 6274 8125 | s.47F



Local Government (Financial Assistance) Act 1995

Key message

\$2.4 billion provided annually to assist councils to meet their local priorities.

Snapshot

The Financial Assistance Grant program provides approximately \$2.4 billion per year in untied funding to local government. The grant is provided under the Local Government (Financial Assistance) Act 1995 (the Act). The Act allows for two components of funding:

- a general purpose component which is distributed between the states and territories according to population (that is, on a per capita basis)
- an identified local road component which is distributed between the states and territories according to fixed historical shares

Both components of the grant are untied allowing councils to spend the funds according to local priorities.

Stakeholders

- 546 local governing bodies

Impact

Funding under the Financial Assistance Grant is provided to every local governing body in Australia to spend on local priorities.

Program status

Start date: 1974–75 (ongoing).

Eligibility and application process

Every local governing body as defined under the Act receives funding. There are 546 local governing bodies in 2018–19.

Local government grants commissions in each state and the Northern Territory recommend the distribution of funding in their jurisdiction in accordance with the Act. Funding is subject to the Minister's satisfaction that the state has adopted its local government grants commission recommendations. The Australian Capital Territory (ACT) receives funding through the program as it maintains local government functions.

The grant is paid in equal quarterly instalments to state and territory governments for immediate distribution to local governing bodies as untied funds. The quantum of the funding changes annually in line with population estimates and the Consumer Price Index.

Funds available to individual recipients

546 local governing bodies receive quarterly payments every year.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	2,504,017*	1,274,980	2,655,782	2,764,403	2,882,996
Less: actual expenditure YTD at 31 March 2019	921,804	-	-	-	-
Total balance of funds	1,582,213	1,274,980	2,655,782	2,764,403	2,882,996

* The Australian Government brought forward 50 per cent of the 2018–19 entitlement and paid this \$1.2 billion early in June 2018. The Australian Government also brought forward 50 per cent of the 2017–18 entitlement and paid this \$1.2 billion early in June 2017.

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.2 — Local Government; Special Appropriations — Local Government (Financial Assistance) Act 1995
- **Relevant legislation:** Local Government (Financial Assistance) Act 1995

Background and other issues

The Australian Government has provided over \$52 billion under the Financial Assistance Grant program to local government since 1974–75 (including 2018–19 entitlements).

- In 1974–75, the Australian Government introduced general purpose funding to local government.
- In 1991–92, additional funding for local roads was introduced under the Act.
- In 1995, the legislation was amended to allow for payments to the ACT in lieu of the territory having a system of local government, and National Principles for the Allocation of General Purpose and Local Road Grants were introduced. The Act requires local government grant commissions to make recommendations in accordance with the seven National Principles.
- In May 2009, the Act was amended to allow early “bring forward” payments under the Financial Assistance Grant.

In the 2018–19 Budget the Australian Government brought forward 50 per cent of the 2018–19 estimated entitlement. An early payment of \$1.2 billion was made on 20 June 2018.

In the 2017–18 Budget the Australian Government brought forward 50 per cent of the 2017–18 estimated entitlement. An early payment of \$1.2 billion was made on 7 June 2017.

Under the Act, the Minister for Local Government and Territories must table the National Local Government Report as soon as practicable after 30 June in each year. The last report tabled was the 2014–15 Local Government National Report tabled in January 2017.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories
Rachel.Bacon@infrastructure.gov.au
 02 6274 6181 | s.47F

Marie Taylor

Executive Director, Regional Development and Local
 Government Division
Marie.Taylor@infrastructure.gov.au
 02 6274 8125 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O3-017

Smart Cities and Suburbs Program

Key message

The \$50 million Smart Cities and Suburbs Program (the program) is supporting the delivery of smart city projects that improve the livability, productivity and sustainability of cities and towns across Australia. The Program is fully allocated and advice will be provided on options to facilitate future investment in similar initiatives by all levels of government and the private sector.

Snapshot

The program established a \$50 million competitive Program for local governments to collaborate and apply innovative, technology-based approaches to improve the liveability of cities and towns across Australia.

Collaboration is a key aspect of the program, with each grantee partnering with at least one other organisation such as other local governments, research organisations, industry or the private sector. Grant funding covers up to 50 per cent of project costs, with proponents and their partners providing a co-contribution of at least 50 per cent.

Stakeholders

- Local communities
- Local governments
- Research organisations
- Industry organisations
- Private sector

Impact

- In Round One the co-investment will be almost \$36 million, generating around \$1.30 for every Australian Government grant dollar.
- In Round Two the co-investment will be over \$26 million, generating around \$1.25 for every Australian Government grant dollar.

Program status

Round One of the program was open between 17 March and 30 June 2017. 176 applications were received. Successful projects were announced in November 2017. Round One committed \$27.7 million towards 49 projects across all states and territories, leaving \$22.3 million for a second round. As at 16 April 2019 seven Round One projects have been completed with the remaining projects (bar one) due for completion by 30 June 2019.

Round Two of the program was open between 2 May 2018 and 2 July 2018. Successful projects were announced in November 2018. Round Two committed over \$21 million towards 32 projects across all states and territories. Round Two projects are due to be completed by 30 June 2020.

Expense funding

A Movement of Funds Request was approved by the Finance Minister in March 2018, to allow the delivery of Round Two to be extended to 2019-20.

	2018-19 (\$'000)	2019-20 (\$'000)	2020-21 (\$'000)	2021-22 (\$'000)
Appropriation Budget	25,000	11,700	-	-
Less: actual expenditure YTD at 31 March 2019	10,109	-	-	-
Total balance of funds	14,891	11,700	-	-

Note: The Department of the Prime Minister and Cabinet expensed \$8,128,000 in 2017-18, which administered the program prior to the Machinery of Government movement.

The \$38,000 variance relates to an indexed amount of \$25,000 allocated by Department of the Prime Minister and Cabinet and a grant payment of \$12,500 which was de-committed in 2017-18.

Program governance

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.3 — Cities

Background and other issues

In line with whole of government grant administration arrangements, AusIndustry's Business Grants Hub is administering the Program.

An online [Smart Cities Collaboration Platform](#) has been developed to capture detailed information about each project funded under the program, and facilitate information sharing and collaboration between organisations and individuals with an interest in smart cities. The Platform is also able to capture information about independently funded projects. We are exploring options to further improve the Platform.

An Evaluation Strategy has been developed in collaboration with the Department of Industry, Innovation and Science.

Contacts

Luke Yeaman
Deputy Secretary, Infrastructure
Luke.Yeaman@infrastructure.gov.au
02 6274 7302 | s.47F

Richard Wood
Executive Director, Cities Division
Richard.Wood@infrastructure.gov.au
02 6274 6589 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O3-018

Western Sydney City Deal

Key message

The Western Sydney City Deal is a 20-year partnership agreement between the Australian Government, New South Wales (NSW) Government and eight local governments to create the 'Western Parkland City' through the delivery of rail, jobs and community infrastructure for the people of Western Sydney.

The Australian Government and NSW Government are working together to deliver rail to Western Sydney Airport (WSA) by its opening in 2026. The Australian Government has also worked closely with the NSW Government to protect a rail corridor through the airport site, with space for two rail lines and stations.

Snapshot

Western Sydney is one of Australia's fastest growing areas. The Western Sydney City Deal will help provide employment, public transport, housing and educational opportunities to accommodate that growth. It includes commitments for:

- the Australian and NSW Governments to jointly fund and deliver the Stage One of the North South Rail Link, from St Marys to the Western Sydney Aerotropolis via the WSA (under its Infrastructure Investment program, the Australian Government has announced \$3.5 billion towards the delivery of the rail line)
- a \$170 million Western Parkland City Liveability Program (Liveability Program) to deliver community facilities (\$60 million each from the Australian Government and NSW Government and \$50 million from councils)
- a \$30 million Western Parkland City Housing Package (\$15 million each from the Australian Government and NSW Government)
- enduring tri-government governance arrangements

Stakeholders

- Western Sydney community and industry
- NSW Government
- Local governments of the Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly
- WSA Co Limited (WSA Co)

Impact

The Western Sydney City Deal will support the development of a productive and liveable Western Parkland City, shaped by a North South Rail Link. Rail will connect the WSA and support residents to live, work and access services locally.

On 23 January 2019, \$149.82 million worth of projects were announced under Round 1 of the Liveability Program. These projects will revitalise community infrastructure and public spaces across Western Sydney. Work will commence in 2019.

Planning for rail is well progressed with construction of stage one of the North-South Rail Link expected to commence in 2021 to support completion by Airport opening in 2026.

Program status

Western Sydney City Deal

Enduring tri-government governance arrangements have been established overseen by a Leadership Group co-chaired by the responsible Australian Government Minister and the NSW Minister for Western Sydney. Councils are represented by Mayors. An Implementation Plan for the 38 commitments that comprise the Western Sydney City Deal was published in December 2018 and an annual report is being prepared for release in mid-2019.

The Australian Government's funding contribution to the Western Sydney City Deal for the Liveability Program and Housing Package is being provided through a jointly signed Project Agreement under the Federal Financial Relations Framework setting out requirements against agreed milestones. The NSW Government is administering the Liveability Program and Housing Package, which includes planning initiatives.

North South Rail Link

The business case is due to be completed by the end of 2019 ahead of further investment decisions by the Australian and NSW Governments in early 2020. The business case is being jointly delivered by the NSW and Australian Governments in consultation with local councils. The Australian Government has committed \$3.5 billion towards delivery of Stage One of the North-South Rail Link. This includes funding of \$61 million for the Elizabeth Drive Overpass — an essential piece of enabling infrastructure. The NSW Premier has announced a \$2 billion commitment over four years with the balance of the NSW contribution to be made in the years beyond the NSW forward estimates. Construction is expected to commence in 2021.

Eligibility and application process

Western Sydney City Deal Project Agreement

Successful projects under Round One of the Liveability Program were announced on 23 January 2019. Funding for Round One projects was \$149.82 million, with councils contributing funding beyond their initial \$30 million commitment to the Liveability Program. A further \$24.62 million funding will be available for Round Two (\$10.41 million each from the Australian and NSW Governments and \$3.80 million from councils). This will take total Liveability Program funding to over \$170 million.

Funds available to individual recipients

Western Sydney City Deal Project Agreement

Under the Liveability Program, each eligible Council's allocation is up to \$15 million from the Australian and NSW Governments (made up of \$7.5 million each) and a minimum \$3.75 million in council contributions. The Blue Mountains, Fairfield, Liverpool and Wollondilly Councils did not seek their full allocation in the first Round and are therefore eligible to apply for their remaining funding through Round Two.

Expense funding

Western Sydney North South Rail Link package (2018–19 to 2021–22 only) (a)	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	27 000	33 000	41 100	172 200	659 800
Less: actual expenditure YTD at 18 April 2019	10 129	-	-	-	-
Total balance of funds	16 871	33 000	41 100	172 200	659 800
(a) The North South Rail Link funding is part of the Infrastructure Investment Program Pipeline					
Western Sydney City Deal Project Agreement (Western Parkland City Liveability Fund and Western Sydney Housing Package)	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	7,750	32,250	30,000	5,000	-
Less: actual expenditure YTD at 18 April 2019	-	-	-	-	-
Total balance of funds	7,750	32,250	30,000	5,000	-

Program governance

Western Sydney City Deal Implementation

- **Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance
- **Purpose:**
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 3.3 — Cities; Special appropriation (Treasury) – Federal Financial Relations Act 2009
- **Relevant legislation:** Federal Financial Relations Act 2009; COAG Reform Fund Act 2008

Western Sydney Rail

- **Outcome:** Improved infrastructure across Australia through investment in and coordination of transport and other infrastructure
- **Purposes:**
 - Increasing transport access
 - Making travel safer
 - Supporting economic growth through transport
 - Supporting regional development, local communities and cities
- **Nature of appropriation:** Budget Program 1.1 — Infrastructure Investment; Federal Financial Relations Act 2009
- **Relevant legislation:** Federal Financial Relations Act 2009; National Land Transport Act 2014; Public Governance, Performance and Accountability Act 2013

Background and other issues

The Western Sydney City Deal was signed on 4 March 2018. It comprises 38 commitments across six themes: Connectivity, Jobs for the Future, Skills and Education, Liveability and Environment, Planning and Housing, and Implementation and Governance.

A key component of the City Deal is North-South Rail Link. The Australian and NSW Governments are each contributing up to \$50 million towards the business case which has two components - a Final Business Case for Stage One that will connect St Marys with the Aerotropolis via the WSA; and a Strategic Business Case for the longer term transport connections to the airport and Aerotropolis that includes further stages for the North-South Rail Link, the South-West Rail Link Extension as well as rapid buses.

Contacts

Luke Yeaman
Deputy Secretary, Infrastructure
Luke.Yeaman@infrastructure.gov.au
02 6274 7302 | s.47F

Kerryn Vine-Camp
Executive Director, Western Sydney Unit
Kerryn.Vine-Camp@infrastructure.gov.au
02 6274 7664 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O3-019

National Water Infrastructure Loan Facility

Key message

Through the National Water Infrastructure Loan Facility (the Loan Facility), the Australian Government is offering concessional loan financing to assist the states expedite the delivery of major water infrastructure projects that will provide greater water security, grow the agriculture sector to support regional economic growth in rural communities and help the Australian economy reach its full potential.

Snapshot

The Australian Government is investing over \$2 billion through the Loan Facility to provide the states concessional financing to co-fund the construction of economically viable water infrastructure that will deliver secure and affordable water for rural and regional Australia.

Stakeholders

- Rural and regional communities
- State and territory governments
- Primary industries

Impact

The Australian Government's provision of concessional financing is expected to expedite the delivery of new water infrastructure.

Program status

On 2 April 2019, the Australian Government tabled amendments to the Regional Investment Corporation (RIC) Operating Mandate Direction to facilitate changes to the lending terms for the Loan Facility. The changes include lowering the minimum loan amount from \$50 million to \$10 million; increasing the maximum loan term from 15 years to 30 years; and offering a no repayment period during construction with interest capitalised and repayable as part of the principle loan amount.

On 27 April 2018 the Australian Government committed \$190 million to co-fund the construction of the Myalup Wellington project in Western Australia, including \$50 million in loan funding and \$140 million from the National Water Infrastructure Development Fund.

On 1 July 2018 day to day management of the Loan Facility transferred to the RIC. The department retains policy and financial responsibility for the Loan Facility.

Eligibility and application process

- Only the state and territory governments are eligible to seek funding from the Loan Facility for water infrastructure projects. The RIC is responsible for accepting and assessing applications and making funding recommendations to relevant ministers.
- Commonwealth contributions from all sources cannot exceed 49 per cent of the total project costs.
- To be eligible for loan funding, water infrastructure projects must be 'shovel ready'. This comprises all regulatory and environmental approvals including, where appropriate, approval for the project under the Environmental Protection and Biodiversity Conservation Act 1999.
- It is mandatory that the management of water resources and operational arrangements for the project are compliant with the Water Act 2007, the principles of the National Water Initiative and where appropriate the Murray-Darling Basin Plan.
- All Queensland water infrastructure projects located within the Great Barrier Reef catchment must address the requirements of the Reef 2050 Long-Term Sustainability Plan and the Reef Water Quality Protection Plan 2013.

- Funding is provided through an individual loan agreement between the Commonwealth and the state or territory government.

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget (concessional loan discount)	1,230	3,074	3,074	1,230	-
Less: actual expenditure YTD at 31 March 2019	-	-	-	-	-
Total balance of funds	1,230	3,074	3,074	1,230	-
National Water Infrastructure Loan Facility*	300,000	500,000	500,000	200,000	200,000

* Available drawdown.

Program governance

- Outcome:** Strengthening the sustainability, capacity and diversity of our cities and regional economies including through facilitating local partnerships between all levels of government and local communities; through reforms that stimulate economic growth; and providing grants and financial assistance
- Purpose:**
 - Supporting regional development, local communities and cities
- Nature of revenue:** Interest

Background and other issues

The \$2 billion Loan Facility was announced in the 2016–17 Budget and opened for applications on 8 February 2017.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories

Rachel.Bacon@infrastructure.gov.au

02 6274 6181 | s.47F

Diana Hallam

Executive Director, Drought Taskforce

Diana.Hallam@infrastructure.gov.au

02 6274 6460 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O4-001

ACT Government — National Capital Functions

Key message

The National Capital Functions (NCF) program provides up to \$1.9 million to the Australian Capital Territory (ACT) Government to provide educational and municipal services.

Snapshot

The NCF program provides funding to the ACT Government to compensate for costs associated with providing services on behalf of the Australian Government to fulfil diplomatic, treaty and other obligations. These are longstanding arrangements dating back to the provision of self-government in 1988.

Stakeholders

- ACT residents
- Diplomats and their families residing in the ACT
- ACT Government

Impact

Delivery of services to the ACT community.

Program status

The NCF program has been ongoing since 1988. As at 12 April 2019, the 2018–19 payments to the ACT Education and Training Directorate and Access Canberra are yet to be paid. One payment (\$250,000) has been made to the Cultural Facilities Corporation, for the curatorial services of the Nolan Collection. It is expected the new three year contract will be signed and outstanding payments made in April 2019.

Eligibility and application process

Program funding is administered through service agreements negotiated between the department and relevant ACT Government directorates coordinated centrally by the Chief Minister, Treasury and Economic Development Directorate.

Funds available to individual recipients

Funding is provided directly to the ACT Government to deliver the program's services. These payments are made to the Cultural Facilities Corporation, the ACT Education Directorate and Access Canberra.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	1,916	1,943	1,974	2,006	2,038
Less: actual expenditure YTD at 31 March 2019	250	-	-	-	-
Total balance of funds	1,666	1,943	1,974	2,006	2,038

Program governance

- **Outcome:** Good governance in Australian Territories through the maintenance and improvement of the overarching legislative framework for self-governing territories, and laws and services for non-self-governing territories
- **Purpose:**
 - Providing good governance in the territories
- **Nature of appropriation:** Budget Program 4.1 — Services to Territories; Appropriation Acts 1/3
- **Relevant legislation:** Australian Capital Territory (Self-Government) Act 1988

Background and other issues

The NCF program commenced following ACT self-government in 1988. Section 59(1) of the Australian Capital Territory (Self-Government) Act 1988 provides for the ACT to be equal to the states and the Northern Territory in its financial relations with the Government, particularly regarding the special circumstances arising from the existence of the national capital and the seat of government of the Commonwealth in the Territory. The department allocates funding for the following five services provided by the ACT Government:

Treaty obligations

1. ACT Education Directorate — French Australia School
2. ACT Education Directorate — International Baccalaureate

Diplomatic services

3. Access Canberra — Chief Minister, Treasury and Economic Development Directorate — registration and licensing of diplomatic vehicles
4. Access Canberra — Chief Minister, Treasury and Economic Development Directorate — registration of overseas deaths and some marriages occurring in consular premises in Australia

Management of Commonwealth assets

5. Cultural Facilities Corporation — Canberra Museum and Gallery — curatorial services for the Nolan Collection

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories
Rachel.Bacon@infrastructure.gov.au
 02 6274 6181 | s.47F

Marie Taylor

Executive Director, Regional Development and Local Government Division
Marie.Taylor@infrastructure.gov.au
 02 6274 8125 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O4-002

Commonwealth Administration and Services to Norfolk Island

Key message

The program provides essential state and local government services to Norfolk Island through a network of public and private delivery partners. These services include health, education, policing and child and family wellbeing.

Snapshot

There is no state-level government on Norfolk Island. The department is directly responsible for maintaining the Australian Government's assets and providing the legal framework and essential state-type services for the Island. Services are delivered through arrangements with the New South Wales (NSW) Government, private sector organisations and the Norfolk Island Regional Council (NIRC).

In 2019, a key component of work within this program will involve securing a partner to deliver state health and education services before the current arrangement with the NSW Government expires in June 2021. In addition, work will be undertaken to identify other state services that may need to be delivered in an alternative way or improved.

Stakeholders

- Norfolk Island community
- Mr Eric Hutchinson, Administrator of Norfolk Island
- NIRC
- NSW Government

Impact

Effective and efficient services affect all residents of Norfolk Island, estimated at 1748 people.

Program status

The Australian Government has committed \$167 million over four years for services to Norfolk Island from 2018–19. The Australian Government has also committed to provide additional funding to resurface the Norfolk Island airport and to develop an approach to manage the Australian Government's Cascade and Kingston port facilities and secure a long term state service provider.

These projects will secure air and sea access to Norfolk Island which are critical to the functioning of the island's economy and services as well as ensure a sustainable state service delivery agreement is put in place that provides value for money for the Australian Government.

Capital investment is critical to ensuring Norfolk Island residents have ongoing access to modern services. Commonwealth risk is also mitigated by improving safety standards for residents and visitors through capital investment.

Funds available to individual recipients

The department manages the funding and delivery of services to Norfolk Island through a network of providers, including the NSW Government, NIRC and private companies including Air New Zealand.

The department has a Heads of Agreement with the NSW Government, under which the NSW Government provides management oversight of the Norfolk Island Health and Residential Aged Care Service (NIHRACS) and education services. This agreement expires in June 2021.

A Service Delivery Agreement (SDA) is in place with the NIRC to provide funding to underpin the delivery of some state-level services, such as emergency services, port management, workers compensation and court registry services. This agreement will be extended, by agreement, for 12 months to 30 June 2020.

SDAs are also in place with the NIHRACS for the delivery of health services and with the Australian Federal Police to deliver policing services. Air New Zealand has been contracted to ensure airline services are delivered to Norfolk Island.

Expense funding — Commonwealth Administration — Norfolk Island

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	1,067	1,082	1,099	1,116	1,134
Less: actual expenditure YTD at 31 March 2019	674	-	-	-	-
Total balance of funds	393	1,082	1,099	1,116	1,134

Expense funding — Services to Norfolk Island

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	47,530	44,641	44,606	37,906	38,512
Less: actual expenditure YTD at 31 March 2019	29,905	-	-	-	-
Total balance of funds	17,625	44,641	44,606	37,906	38,512

Program governance

- **Outcome:** Good governance in Australian Territories through the maintenance and improvement of the overarching legislative framework for self-governing territories, and laws and services for non-self-governing territories
- **Purpose:**
 - Providing good governance in the territories
- **Nature of appropriation:** Budget Program 4.1 — Services to Territories; administered expenses; Annual Appropriation Acts 1/3
- **Relevant legislation:** Norfolk Island Act 1979; Schedule 1AA of the Financial Framework (Supplementary Powers) Regulations 1997

Background and other issues

To address issues of sustainability in the provision of essential services and to support critical infrastructure management the Australian Government restored Norfolk Island to a non-self-governing territory in June 2015, after 36 years of limited self-government.

During an interim transition period from June 2015, the Australian Government passed legislation which abolished the Norfolk Island Legislative Assembly and extended over 130 Commonwealth laws to support the delivery of services and mainland functions from 1 July 2016. Since then, the Norfolk Island community have been able to access federal services, including social security, health, workplace relations, customs, immigration and biosecurity. The relevant Australian Government agencies manage their responsibilities and payments directly.

In June 2016, the Commonwealth signed a five-year agreement with the NSW Government to deliver limited health, education and local government services and functions to Norfolk Island at no net cost to NSW. The NSW Government has advised that it will not be delivering services after the expiry of this agreement in June 2021. These services are currently provided through a hybrid public/private sector model. Exploration of expanding the number of services provided in this way, as part of negotiations with a new state service provider, is a priority for 2019.

The department has an SDA with NIRC which expires in June 2019. The department is negotiating the extension of the existing SDA for a further 12 months to 30 June 2020, which will include enhanced performance reporting measures.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories

Rachel.Bacon@infrastructure.gov.au

02 6274 6181 | s.47F

Christine Dacey

Executive Director, Territories Division

Christine.Dacey@infrastructure.gov.au

02 6274 7209 | s.47F



Norfolk Island — Kingston and Arthur's Vale Historic Area

Key message

Effective management of the Kingston and Arthur's Vale Historic Area (KAVHA) supports the local community and the economy of Norfolk Island through tourism. The program protects and conserves unique Polynesian, convict and Pitcairn cultural heritage buildings and landscapes which are World Heritage listed.

Snapshot

KAVHA is a major tourist drawcard and at the core of Norfolk Island's tourism-focused economy. KAVHA is also the cultural and recreational hub for the local community, with great significance in their daily life.

This program aims to protect, conserve and present the world, national, and Commonwealth heritage values of KAVHA on Norfolk Island and encourage appropriate and sustainable tourism and use of the site for the benefit of the community.

Stakeholders

- Norfolk Island community
- KAVHA landholders and leaseholders
- Norfolk Island Regional Council
- Tourism operators

Impact

The program ensures that 30,000 annual visitors can access the cultural heritage of Norfolk Island and that essential community facilities are available to the residents of the Island on a daily basis.

Program status

Start date: Funding has been provided for KAVHA by the Australian Government since at least 1973.

For the 2019–20 Financial Year, the Australian Government has committed \$1.81 million in funding to the program which will be utilised for the management of the site and mitigating Work Health and Safety (WHS) risks. Key activities include:

- delivering a prioritised maintenance program, including:
 - preservation of heritage buildings which are at high risk of degradation
 - rehabilitation of heritage buildings and landscapes which are in poor condition
 - enhancement of community assets such as roads and recreational facilities
- drawing the recent heritage studies of the site together into a Site Master Plan to define future management and enhancement of KAVHA
- delivering interpretation projects based on the Interpretation Plan created in 2018–19
- engaging Polynesian cultural expertise to enable the story of the first inhabitants of the site to be told
- improving the tourist offering by enhancing the facilities of the several museums on site
- supporting the KAVHA Advisory Committee and the KAVHA Community Advisory Group
- developing new governance arrangements to improve transparency and sustainability of site management

Funding from other programs, including the Administered Capital Budget and the Services to Norfolk Island Budget also contributes to the effective management of KAVHA.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	1,144	1,810	751	662	673
Less: actual expenditure YTD at 31 March 2019	786	-	-	-	-
Total balance of funds	358	1,810	751	662	673

Program governance

- **Outcome:** Good governance in Australian Territories through the maintenance and improvement of the overarching legislative framework for self-governing territories, and laws and services for non-self-governing territories
- **Purpose:**
 - Providing good governance in the territories
- **Nature of appropriation:** Budget Program 4.1 — Services to Territories; administered expenses; Annual Appropriation Acts 1/3
- **Relevant legislation:** Schedule 1AA of the Financial Framework (Supplementary Powers) Regulations 1997

Background and other issues

The KAVHA site was initially occupied by the seafaring Polynesians between c1150 CE and c1450 CE before being used by the British as a convict settlement between 1788–1814 and 1825–1855. In 1856 the people of Pitcairn Island, a community of descendants of the HMS Bounty mutineers and Tahitians, were resettled on Norfolk Island.

The KAVHA site was included on the Norfolk Island Heritage Register in 2003, Australia's National Heritage List and the Commonwealth Heritage List in 2007, and added to the World Heritage List in 2010 as one of eleven places that comprise the Australian Convict Sites World Heritage listing.

Prior to 2016 the KAVHA site was managed jointly by the Australian Government and the former Norfolk Island Government under a Memorandum of Understanding. On 1 July 2016, the Commonwealth assumed overall responsibility for funding and managing the site, guided by a Heritage Management Plan completed in 2016 and an Advisory Committee comprising of community and expert members.

The Commonwealth is also the custodian of two collections of museum artefacts which are housed and displayed for the public at KAVHA:

- the HMS Sirius collection, made up of approximately 300 artefacts recovered from the wreck of the HMS Sirius which is on the reef at Slaughter Bay
- the KAVHA collection, made up of over 14,000 artefacts recovered from KAVHA

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories

Rachel.Bacon@infrastructure.gov.au

02 6274 6181 | s.47F

Christine Dacey

Executive Director, Territories Division

Christine.Dacey@infrastructure.gov.au

02 6274 7209 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O4-004

Office of the Administrator — Northern Territory

Key message

The Commonwealth Government funds the Northern Territory (NT) Administrator's salary, leave and travel outside the NT on official business.

Snapshot

The Administrator of the NT is appointed by the Governor-General in accordance with the provisions of the Northern Territory (Self-Government) Act 1978. The appropriation funds the Administrator's remuneration and travel on Australian Government related business. The NT Government funds costs associated with the Administrator's office at Government House, official hospitality and the Administrator's travel within the NT.

Stakeholders

- Office of the NT Administrator
- NT Government

Impact

Remuneration of the NT Administrator. Funded travel to Canberra, Sydney and Melbourne on Commonwealth business.

Program status

The current NT Administrator, the Honourable Vicki Susan O'Halloran AM commenced on 31 October 2017.

Eligibility and application process

The NT Administrator is appointed by the Governor-General for a period of two years with an option to extend for an additional year, subject to the Australian Government's consideration. The appointment is made by the Governor-General acting on the recommendation of the Australian Government and NT Government.

Funds available to individual recipients

Funds are administered by the department for the NT Administrator's salary, leave, expenses and travel outside of the NT. The NT Government also partially funds the Administrator through the provision of Government House in Darwin, staff and travel within the NT. No funds are provided to the NT Government or directly to the Office of the Administrator, or Government House, Darwin.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	334	338	344	349	355
Less: actual expenditure YTD at 31 March 2019	297	-	-	-	-
Total balance of funds	37	338	344	349	355

Program governance

- **Outcome:** Good governance in Australian Territories through the maintenance and improvement of the overarching legislative framework for self-governing territories, and laws and services for non-self-governing territories
- **Purpose:**
 - Providing good governance in the territories
- **Nature of appropriation:** Budget Program 4.1 — Services to Territories; Appropriation Acts 1/3
- **Relevant legislation:** Northern Territory (Self-Government) Act 1978

Background and other issues

The Northern Territory (Self-Government) Act 1978 provides for the appointment of an Administrator by the Governor-General to administer the NT Government on behalf of the Crown. The NT Administrator performs a role similar to that of a State Governor and has a range of statutory powers such as providing assent to Bills passed by the legislative assembly; presiding over meetings of the NT Executive Council; issuing regulations; and dissolving the legislative assembly. The NT Administrator also performs ceremonial and community duties such as hosting dignitaries; attending functions; and delivering speeches. The NT Administrator is required to provide a report about the governance of the NT to the responsible Australian Government Minister every four months.

The role of the NT Administrator was reviewed in 2015 as part of fourth phase of the Government's Smaller Government Reforms, with the review concluding that existing arrangements should remain in place.

The original term of Her Honour the Honourable Vicki Susan O'Halloran AM was for a period of three years. The NT Administrator was reappointed on 21 March 2019 for a period of one year, ending on 30 October 2020.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories

Rachel.Bacon@infrastructure.gov.au

02 6274 6181 | s.47F

Marie Taylor

Executive Director, Regional Development and Local Government Division

Marie.Taylor@infrastructure.gov.au

02 6274 8125 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O4-005

Services to the Indian Ocean Territories

Key message

The department provides state-type services to the external territories of Christmas Island and the Cocos (Keeling) Islands at a cost of \$114.1 million in 2019-20

Snapshot

There is no state-level government in the external territories of Christmas Island and the Cocos (Keeling) Islands. The department is directly responsible for providing essential infrastructure, the legal framework and state-type services including healthcare, housing and power services. Services are also delivered through arrangements with Western Australian (WA) Government agencies and private sector organisations, and funding to local shires.

Stakeholders

- Christmas Island and Cocos (Keeling) Islands communities
- The Shire of Christmas Island and the Shire of the Cocos (Keeling) Islands
- Mrs Natasha Griggs, Administrator of Christmas Island and the Cocos (Keeling) Islands
- Western Australian Government

Impact

Effective and efficient services affect all residents of Christmas Island and the Cocos (Keeling) Islands, estimated at 1926 and 547 people respectively.

Funds available to individual recipients

The WA Government delivers most state-type services via Service Delivery Arrangements with the Australian Government (such as education, water, justice and compliance activities). Shires in each territory deliver local government services with funding assistance provided by the department (such as waste management, town planning and roads maintenance). Commercial entities manage infrastructure and some services under contract to the department (such as ports, airports and air services). The Indian Ocean Territories Administration, a function of the department that is located on the islands, provides the remaining essential services (such as health, power and housing).

- \$114.1 million is being provided for services in 2019–20, comprising \$92.1 million in appropriation and \$22.0 million from the Indian Ocean Territories Special Account
- \$125.2 million was provided for services in 2018–19, comprising \$94.6 million in appropriation and \$30.6 million from the Indian Ocean Territories Special Account

Funding will support the following activities:

Operational Budget	2018–19 (\$'000)
Western Australian Service Delivery Arrangements	43,170
Major Private Sector Contracts	14,883
Australian Government Managed Services	
Indian Ocean Territories Administrator	1,124
Community Policing	4,385
Corporate Services	14,415
Operations	9,679
Health Services	18,198
Power Services	17,258
Support to the Community	2,044
Total Operating Budget	125,156

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Appropriation Budget	94,594	92,127	91,951	93,348	94,840
Less: actual expenditure YTD at 31 March 2019	30,544	21,997	21,997	21,996	21,996
Total balance of funds	94,364	-	-	-	-

Program governance

- **Outcome:** Good governance in Australian Territories through the maintenance and improvement of the overarching legislative framework for self-governing territories, and laws and services for non-self-governing territories
- **Purpose:**
 - Providing good governance in the territories
- **Nature of appropriation:** Budget Program 4.1 — Services to Territories; Annual Appropriation Acts 1/3; Indian Ocean Territories Special Account 2014
- **Relevant legislation:** Christmas Island Act 1958; Cocos (Keeling) Islands Act 1955; Schedule 1AA of the Financial Framework (Supplementary Powers) Regulations 1997

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories
Rachel.Bacon@infrastructure.gov.au
 02 6274 6181 | s.47F

Christine Dacey

Executive Director, Territories Division
Christine.Dacey@infrastructure.gov.au
 02 6274 7209 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O4-006

Services to the Jervis Bay Territory

Key message

The department provides state-type services to the Jervis Bay Territory (JBT) at a cost of \$5,027 million in 2018–19.

Snapshot

The department is directly responsible for providing essential infrastructure, the legal framework and state-type services in the JBT, including healthcare, housing and power services. Services are also delivered through arrangements with New South Wales (NSW) and Australian Capital Territory (ACT) agencies.

Stakeholders

- JBT community
- The ACT and NSW governments
- Service delivery providers
- Wreck Bay Aboriginal Community Council

Impact

Effective and efficient services affect all residents of the JBT estimated at 406 people.

Program status

Whilst there is no expiry date to the current agreement, the department and ACT Government are currently working to refresh the agreement for service provision in the JBT.

Funds available to individual recipients

The department manages the funding and delivery of services to the JBT through a network of providers.

The ACT Government provides a range of state government-type services in the JBT. Services provided by the ACT include education, welfare and justice via a Memoranda of Understanding. The NSW Government provides health and emergency services in the JBT via an agreement with the department. A number of local government-type services are contracted to the Shoalhaven City Council, and the Wreck Bay Aboriginal Community Council.

Residents of the JBT also draw on services provided outside of the JBT in neighbouring NSW. Hospital and secondary education are two such examples; it would be impractical to provide these services in the JBT with facilities operating just over the border.

The Australian Federal Police (AFP) provides community policing in the JBT under AFP legislation.

In 2018–19, \$6.2 million has been appropriated for services to the JBT, comprising \$5 million in the Services to Jervis Bay Territory appropriation and \$1.2 million from the Jervis Bay Territory Special Account 2014. Revenue deposited into the special account comes from electricity use payments, water rates, residential housing rent and land rent.

Expense funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Services to Jervis Bay Territory	5,027	5,097	5,178	5,261	5,345
Jervis Bay Territory Special Account 2014	1,687	1,219	1,274	1,274	1,274
Less: actual expenditure YTD at 31 March 2019	3,602	-	-	-	-
Total balance of funds	3,112	6,316	6,452	6,535	6,619

Program governance

- **Outcome:** Good governance in Australian Territories through the maintenance and improvement of the overarching legislative framework for self-governing territories, and laws and services for non-self-governing territories
- **Purpose:**
 - Providing good governance in the territories
- **Nature of appropriation:** Budget Program 4.1 — Services to Territories; administered expenses; Annual Appropriation Acts 1/3
- **Relevant legislation:** Jervis Bay Territory Acceptance Act 1915; Schedule 1AA of the Financial Framework (Supplementary Powers) Regulations 1997

Background and other issues

The department continues to support the Department of Defence's ongoing per- and poly-fluoroalkyl substances (PFAS) investigation in the JBT, including by providing precautionary advice to the JBT community.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories
Rachel.Bacon@infrastructure.gov.au
 02 6274 6181 | s.47F

Christine Dacey

Executive Director, Territories Division
Christine.Dacey@infrastructure.gov.au
 02 6274 7209 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O4-007

Christmas Island Phosphate Mining Rehabilitation

Key message

The Christmas Island Mine site to Forest Rehabilitation (CIMFR) program restores rainforest on relinquished phosphate mine sites.

Snapshot

The CIMFR program provides for the revegetation of relinquished phosphate mine sites. It is funded through payment of a conservation levy by Phosphate Resources Limited (PRL) (trading as Christmas Island Phosphates), held in the Christmas Island Phosphate Mining Rehabilitation Special Account 2016 within the Commonwealth's Consolidated Revenue Fund. The department has a Memorandum of Understanding with the Director of National Parks which provides for Parks Australia to conduct rehabilitation works, including field maintenance, biophysical monitoring, tree propagation and planting and earthworks on relinquished mine sites.

Stakeholders

- PRL
- Parks Australia

Impact

Since the CIMFR program began in 2004, approximately 329,000 native trees have been planted in relinquished mine fields, including 12,000 in 2017–18.

Program status

Start date: 2004 (ongoing).

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Revenue Budget	1,400	1,500	1,500	1,500	1,500
Less: actual revenue YTD at 31 March 2019	776	-	-	-	-
Total balance of funds	624	1,500	1,500	1,500	1,500

Nature of revenue

The levy is payable on phosphate rock and is the greater of:

- 1.8 per cent of the quarterly weighted average price per tonne paid on the total sum of dry tonnages shipped for that quarter at a minimum of 87,500 tonnes per quarter, or
- \$2.40 per tonne paid on the total sum of dry tonnages at a minimum of 87,500 tonnes per quarter

Program governance

- **Outcome:** Good governance in Australian Territories through the maintenance and improvement of the overarching legislative framework for self-governing territories, and laws and services for non-self-governing territories
- **Purpose:**
 - Providing good governance in the territories
- **Administered own-source revenue:** Special account expenses — Christmas Island Phosphate Mining Rehabilitation Special Account 2016
- **Relevant legislation:** Clause 4 of the mining lease (MC170/1A) between the Commonwealth and Phosphate Resources Limited specifies payment of the conservation levy that funds the CIMFR program

Background and other issues

Phosphate mining has been a major industry on Christmas Island since deposits were discovered in the 1890s. PRL operates five phosphate mining leases on the island, comprising approximately 1,700 hectares.

The CIMFR program commenced in 2004 and aims to revegetate sites with rainforest tree species, and create bio-diverse, resilient, self-sustaining ecosystems that provide or enhance habitats for priority native flora and fauna (particularly the Abbott's booby, land crabs and endemic forest birds).

The CMFR program operates under a Memorandum of Understanding (2012–20), between the department and the Director of National Parks. An annual program of works is provided by Parks Australia and a performance report is submitted at the conclusion of the financial year. A review of the CIMFR program, as required under the Memorandum of Understanding, is planned to commence in the fourth quarter of 2018-19.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories

Rachel.Bacon@infrastructure.gov.au

02 6274 6181 | s.47F

Christine Dacey

Executive Director, Territories Division

Christine.Dacey@infrastructure.gov.au

02 6274 7209 | s.47F



Territories Special Accounts — Indian Ocean Territories and Jervis Bay Territory

Key message

The Indian Ocean Territories and Jervis Bay Territory Special Accounts provide for the collection of revenues from services provided in the territories by the Australian Government, or a third party on the Australian Government's behalf. These funds are then utilised to meet the expenses associated with the provision of those services.

Snapshot

Revenues from the following services are able to be credited to the Indian Ocean Territories and Jervis Bay Territory Special Accounts:

- essential services such as power, water, healthcare, and medical supplies
- infrastructure such as ports, airports and rental properties

Items such as taxes and fines are excluded from the special account.

Stakeholders

- Indian Ocean Territories and Jervis Bay Territory communities
- State governments partners
- Local government partners
- Private service providers

Impact

Revenues collected from these accounts in 2017–18 totalled \$21.67 million for the Indian Ocean Territories Special Account and \$1.09 million for the Jervis Bay Territory Special Account.

Revenue funding

The tables below detail the projected revenues for the Indian Ocean Territories and Jervis Bay Territory Special Accounts over the forward estimates.

Indian Ocean Territories Special Account

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Indian Ocean Territories Special Account	30,544	21,997	21,997	21,996	21,996
Total balance of funds	30,544	21,997	21,997	21,996	21,996

The department has projected lower revenue levels for the Indian Ocean Territories over the forward estimates compared to previous years to take into account a reduced level of activity by the department of Home Affairs. If actual revenues are higher, the department can retain these in the Special Account to meet expenses associated with the provision of the services.

Jervis Bay Territory Special Account

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Jervis Bay Territory Special Account	1,687	1,219	1,274	1,274	1,274
Total balance of funds	1,687	1,219	1,274	1,274	1,274

Program governance

- **Outcome:** Good governance in Australian Territories through the maintenance and improvement of the overarching legislative framework for self-governing territories, and laws and services for non-self-governing territories
- **Purpose:**
 - Providing good governance in the territories
- **Administered own-source revenue:** Budget Program 4.1 — Services to Territories; administered revenue; Annual Appropriation Acts 1/3; Jervis Bay Territory Special Account; Indian Ocean Territories Special Account 2014
- **Relevant legislation:** Jervis Bay Territory: Public Governance, Performance and Accountability Act 2014; (Jervis Bay Territory Special Account 2014 — Establishment) Determination 03, Indian Ocean Territories: Public Governance, Performance and Accountability Act 2014; (Indian Ocean Territories Special Account 2014 — Establishment) Determination 02

Background and other issues

Prior to the establishment of the special accounts, the department was reliant upon revenue adjustments considered during the Mid-Year Economic and Fiscal Outlook process before the full-year budget appropriations were determined, causing challenges in long-term budgetary planning. The establishment in 2014 of special accounts for the Indian Ocean Territories and Jervis Bay Territory provided a significant improvement to the department's ability to plan and appropriately budget for projected expenditure in both the budget year and forward estimates.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories

Rachel.Bacon@infrastructure.gov.au

02 6274 6181 | s.47F

Marie Taylor

Executive Director, Regional Development and Local Government Division

Marie.Taylor@infrastructure.gov.au

02 6274 8125 | s.47F



Australian Government

Department of Infrastructure, Regional Development and Cities

Program Brief

PPV-O4-009

Loan to the Australian Capital Territory — Loose-fill Asbestos

Key message

The Australian Government provided a \$1 billion concessional loan to the Australian Capital Territory (ACT) Government to implement its Loose-fill Asbestos Insulation Eradication Scheme.

Snapshot

In 2015 the Australian Government provided the ACT Government with a \$1 billion concessional loan to deliver a remediation program for ACT homes affected by loose-fill asbestos. The concessional loan is for a 10-year period to 30 June 2024. The loan assisted in the establishment of a program to manage approximately 1,030 ACT homes affected by 'Mr Fluffy' loose-fill asbestos that was used extensively as insulation in roofs in 1960s to 1980s.

Stakeholders

- Owners of homes affected by loose-fill asbestos
- ACT Government

Impact

As of 10 April 2019, 941 properties have been successfully cleared through the scheme.

Program status

Start Date: January 2015.

The ACT Government has made three annual interest payments since 30 June 2015 and the first principal repayment of \$50 million on 30 June 2018. The next principal repayment of \$50 million is due to be paid 30 June 2019. The interest rate is fixed, based on the Australian Government's 10-year bond rate. The terms and conditions of the loan do not impact on the Australian Government's underlying cash and fiscal balance.

Revenue funding

	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)
Revenue Budget	28,435	26,997	25,558	22,597	19,628
Less: actual revenue YTD at 31 March 2019	21,325	-	-	-	-
Total balance of funds	7,110	26,997	25,558	22,597	19,628

Nature of revenue — interest

The ACT Government is making annual interest payments each June (from 30 June 2015) and annual principal repayments (from 30 June 2018), for the duration of the loan period. The interest rate is fixed, based on the Australian Government's 10-year bond rate published by the Reserve Bank of Australia.

Program governance

- **Outcome:** Good governance in Australian Territories through the maintenance and improvement of the overarching legislative framework for self-governing territories, and laws and services for non-self-governing territories
- **Purpose:**
 - Providing good governance in the territories
- **Administered own-source revenue:** Interest
- **Relevant legislation:** ACT Government Loan Act 2014

Background and other issues

Loose-fill asbestos fibres had been found in some ACT houses that had Mr Fluffy asbestos insulation installed in the 1960s to 1980s, despite a program in the late 1980s and early 1990s to remove or treat the asbestos.

In October 2014, the then ACT Chief Minister announced a buyback and demolition program for ACT Mr Fluffy homes. The scheme will run for five years from January 2015, with approximately 200 homes planned to be demolished each year.

As at 10 April 2019, 1,023 residential properties in Canberra will be part of the ACT Government's purchase and demolition scheme, 1,008 owners are participating in the buyback scheme, and 941 properties have been demolished through the Australian Government program.

Contacts

Rachel Bacon

Deputy Secretary, Regional and Territories
Rachel.Bacon@infrastructure.gov.au
02 6274 6181 | s.47F

Marie Taylor

Executive Director, Regional Development and Local
Government Division
Marie.Taylor@infrastructure.gov.au
02 6274 8125 | s.47F