

From: [REDACTED]
Sent: Thursday, 9 July 2015 11:53 AM
To: [REDACTED]
Subject: RE: Aerodrome inspection round (APY Lands) - SA Proposal to use Remote Airstrip Upgrade Program funding [SEC=UNCLASSIFIED]

[REDACTED],
 I was wondering if you had a chance to consider this further.
 Appreciate your advice.

Regards,

[REDACTED] | Adviser

Statewide Strategic Initiatives and Coordination | South Australia Region Indigenous Affairs Group | Department of the Prime Minister and Cabinet t [REDACTED]

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Level 18, ANZ Building, 11 Waymouth Street, Adelaide SA 5000 GPO Box 9820, Adelaide SA 5001

The Department acknowledges the traditional owners of country throughout Australia and their continuing connection to land, sea and community. We pay our respect to them and their cultures and to their elders both past and present

From: [REDACTED]
Sent: Thursday, 4 June 2015 4:07 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Aerodrome inspection round (APY Lands) - SA Proposal to use Remote Airstrip Upgrade Program funding [SEC=UNCLASSIFIED]

Hi [REDACTED]
 In confirmation of our recent telephone conversation regarding a proposal to conduct an inspection round of aerodromes servicing a number of discrete Indigenous communities in the APY Lands.

As discussed, our office has recently engaged with the SA Department of Planning, Transport and Infrastructure (DPTI) about collaborating on identifying potential priority projects and facilitating the development of proposals for the upcoming Remote Airstrip Upgrade Program funding round.

While there is a willingness for a joint effort, a key issue arising was the lack of current information on the existing condition of the numerous aerodromes across the APY Lands. Apparently, the most recent information available was a survey undertaken in 2012, which was supported through a former Cwth inspection programme.

We are keen to ensure the identification and prioritisation is properly targeted and consider an update condition assessment to be derived from a safety inspection will be critical for achieving this.

As you are aware, the issue of functional responsibility for remote aerodrome management has been an ongoing issue in SA. For your information, the recent bilateral negotiations on the future management of municipal and essential services (MES) resulted in SA agreement on service provision responsibility for discrete SA Indigenous locations located outside of the APY Lands. The situation leaves the Commonwealth with responsibility for MES service provision in the APY Lands, which includes routine aerodrome maintenance.

Similarly, the APY Lands continues to remain a high priority site for the implementation of the Commonwealth's Indigenous reform agenda including Income Management, Remote School Attendance, Remote Indigenous Housing and

Remote Jobs and Community Programme. Effective aerodrome management arrangements provide a critical underpinning for the sustainability of the communities affected by this effort for reasons of ensuring access and safety.

DPTI officials have advised that the estimated cost of the inspection round is approximately \$65,000. Further, they have raised the possibility of an identified potential underspend with its existing ARUP allocation being reallocated for this purpose..

We are keen to progress the proposal and look for your favourable consideration of it.

Should you wish to discuss any aspect of this matter, please do not hesitate to contact me.

Regards,

[Redacted]

[Redacted] | Adviser

Statewide Strategic Initiatives and Coordination | South Australia Region Indigenous Affairs Group | Department of the Prime Minister and Cabinet t [Redacted]

[Redacted]

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From: Media (Infrastructure)
Sent: Thursday, 9 July 2015 12:01 PM
To: [REDACTED]
Cc: Media (Infrastructure)
Subject: Road safety responsibilities [SEC=UNCLASSIFIED]

Hi [REDACTED]

Thank you for your phone call just now. As discussed, in Australia's federal system, government responsibilities for road safety vary across jurisdictions:

- The Australian Government is responsible for regulating safety standards for new vehicles, and for allocating infrastructure resources, including for safety, across the national highway and local road networks.
- State and territory governments are responsible for funding, planning, designing and operating the road network; managing vehicle registration and driver licensing systems; and regulating and enforcing road user behaviour.
- Local governments have responsibilities for funding, planning, designing and operating the road networks in their local areas.

State and territory government departments with road safety responsibilities are as follows:
Western Australia

Road Safety Commission - <http://rsc.wa.gov.au/>

South Australia

Department of Planning, Transport and Infrastructure - <http://www.dpti.sa.gov.au/tzt>

Northern Territory

Department of Transport - <http://www.transport.nt.gov.au/safety/road-safety>

Australian Capital Territory

Justice and Community Safety Directorate - http://www.justice.act.gov.au/safety_and_emergency/road_safety

Victoria

Road Safety Victoria - <http://www.roadsafety.vic.gov.au/>

New South Wales

NSW Centre for Road Safety - <http://roadsafety.transport.nsw.gov.au/>

Queensland

Department of Transport and Main Roads - <http://www.tmr.qld.gov.au/safety/road-safety.aspx>

Tasmania

Road Safety Advisory Council of Tasmania - <http://www.rsac.tas.gov.au/>

Hope this helps for your upcoming meetings,



Media Team

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