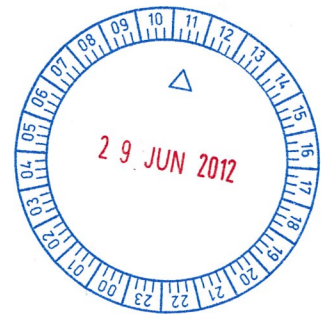


**PUBLIC**



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**Hon. Troy Buswell MLA  
Minister for Transport; Housing; Emergency Services**

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**LC SUPPLEMENTARY QUESTIONS**

**DEPARTMENT/AGENCY:**  
DEPARTMENT OF TRANSPORT;  
PUBLIC TRANSPORT AUTHORITY;  
MAIN ROADS WESTERN AUSTRALIA.

**DATE:** 29/6/2012

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The supplementary information answers to questions are submitted by the Director General Transport.

A handwritten signature in blue ink, appearing to read "R Waldoock".

**REECE WALDOCK  
DIRECTOR GENERAL TRANSPORT**

**Standing Committee on Estimates  
and Financial Operations**

**Questions on Notice for 2012/13  
Budget Estimates Hearing of  
3 July 2012**

**Department of Transport**

**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS**  
**QUESTIONS ON NOTICE FOR 2012/13 BUDGET ESTIMATES HEARING**  
**DEPARTMENT OF TRANSPORT TO BE HELD ON**  
**TUESDAY, 3 JULY 2012**

**HON LJILJANNA RAVLICH MLC ASKED –**

Budget Paper No2 page 625, Major Spending Changes – Efficiency Dividend

I refer to the \$17.34m Efficiency Dividend for the Department of Transport over the forward estimates and ask:

1. Of the \$2.21m to be delivered in 2012-13 will the Minister provide a schedule of all saving measures in the following terms?

*Answer:*

The Department of Transport is currently reviewing where savings will be made however there will be no saving in areas that would impact frontline services.

Details of where these savings will be made are to be provided shortly to the Minister for Transport.

**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS**  
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**TUESDAY, 3 JULY 2012**

**HON LYNN MACLAREN MLC ASKED –**

**Budget Paper 2, Volume 2, from page 625**

Budget Fact Sheet “Where the money comes from and where it goes”:

2. Page 3 - What proportion of the total \$1,979m estimated expenditure in 2012/2013 on Transport is allocated to:
  - a. Roads
  - b. Public transport
    - i. Heavy Rail
    - ii. Light Rail
    - iii. Buses
  - c. Pedestrian walkways and facilities
  - d. Cycling?

*Answer:*

Allocations within the \$1.979 billion are as follows:

- a) Roads - \$975.5 million.
- b) Public Transport - \$677.9 million. It is not possible to apportion the net subsidy between heavy rail, light rail and buses. Details of PTA gross expenses are contained in PTA’s Budget Statements.
- c) Pedestrian walkways and facilities - \$1 million. Additionally, some roads expenditure also contributes to improved pedestrian walkways and facilities.
- d) Cycling - \$13.86 million including additional funding from the CBD Transport Plan and additional funding for the WA Bicycle Network Plan. Additionally, some roads expenditure also contributes to improved cycling infrastructure.

**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS**  
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***Page 625, Major Spending Changes:***

3. Will the Minister please explain the increase in projected expenditure on Access to Driver and Vehicle Services in Remote Areas from \$.7 million to \$2.286 million?

*Answer:*

On 21 November 2011 Cabinet approved the establishment of the Outreach Licensing Service for Remote Areas program at a cost of \$10.3 million over four years to 2015-16.

Up front establishment costs for equipment and training are included in 2011-12 expenditure of \$0.7 million.

The \$2.286 million in 2012-13 represents the first full year of operating costs.

The outcome of this service will remove a barrier to obtaining a driver's licence resulting in a reduction of an accumulation of fines, imprisonment and road trauma for people living in remote areas.

This aligns with the Aboriginal Workforce Development Strategy.

**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS**

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4. Will the Minister please provide a breakdown of the \$7.3million budget estimate for the CBD Transport Plan?

*Answer:*

The \$7.3 million for the CBD Transport Plan in the Major Spending Changes table comprises:

- \$2.7 million for the Traffic Operations Centre
- \$1.6 million for the Quick Response Team
- \$2.0 million for CAT services
- \$1.0 million for pedestrian walks.

**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS**

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5. With regard to the Grain Freight Network - Transitional Assistance Package (TAP), can the Minister please explain:
- a. Why the 2011-12 estimated actual is shown in the Details of Controlled Grants and Subsidies on page 634 as \$2,732 million and is shown in Major Spending Changes on page 625 as nil;
  - b. To which projects, services or other items was the \$7,732 budget estimate for 2011-12 as shown in the Details of Controlled Grants and Subsidies on page 634 allocated?
  - c. In relation to a and b above, please detail what expenditure that had been planned for the 2011-12 financial year did not occur, and why;
  - d. Why has the 2012-13 budget estimate of \$6,1 million as shown in the Details of Controlled Grants and Subsidies on page 634 been reduced to \$4,7million as shown in Major Spending Changes on page 625?
  - e. In relation to d, please detail the projects, services or other items that have been cut;
  - f. How will the \$4,7 million be allocated and, in particular, why should one area of the state be discriminated against by having to fund their rail transport infrastructure, while other parts have it financed by Government?
  - g. If rail services are to be withdrawn from approximately 38 receival sites on closure of the tier 3 railway, how will approximately 2 million tonnes of grain reach a viable rail link?
  - h. Assuming grain will have to be transported greater distances by road to the nearest viable rail link, what will the net effect be on total carbon emissions for the transport of grain from point of production to port?

*Answer:*

- (a) The Details of Controlled Grants and Subsidies table represents total expenditure estimates for each grant/subsidy. At the time the Budget Papers were prepared, the 2011-12 estimated actual for the TAP subsidy was \$2.732 million. The Major Spending Changes table represents movements in expenditure since the last budget. The \$5 million underspend against the 2011-12 budget was inadvertently overlooked when preparing this table.

- (b) The \$7.732 million was allocated for the TAP subsidy to provide financial support for grain rail freight services on the Tier 3 rail lines.
- (c) The expenditure did not occur is due to the delay in Cooperative Bulk Handling (CBH) implementing rail freight operations for the 2011-12 harvest relating to Tier 3 rail lines.
- (d) The 2012-13 budgets for the TAP subsidy is \$6.1 million, as per the Details of Controlled Grants and Subsidies table. The \$4.7 million in the Major Spending Changes table represents movements in expenditure estimates since the last budget.
- (e) Not applicable.
- (f) The State Government commissioned Strategic Grain Network Review into the viability of the grain freight network in 2009 provides the merit for the subsidy. The TAP is allocated for Tier 3 lines was designed to provide the differential between the cost or the more expensive rail transportation with road transport to ensure that the grain moved by rail until such time that the road network in the Tier 3 line area was upgraded to transport grain from these non-viable receival bins to the viable receival bins on the Great Southern Railway and Eastern Goldfields Railway.
- (g) The State Government has committed funding for the improvements of Wheatbelt roads linking receival bins on non-competitive Tier 3 rail lines to viable receival bins on the Great Southern Railway and Eastern Goldfields Railway.
- (h) The Strategic Grain Network Review into the viability of the grain freight network in 2009 did not evaluated carbon emissions. However, the length of the road trips from the 38 CBH receival bins to port is longer than the road trips to the viable receival bins on the Great Southern Railway and Eastern Goldfields Railway.



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6. Why are there no forward estimates for TAP funding for successive years after 2013/2014?

*Answer:*

\$1.4 million per annum is provided in each year of the forward estimates, as per the figures in the Details of Controlled Grants and Subsidies table.

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7. Why is there a budget estimate for the planning and design for light rail for 2012/2013 and 2013/2014, and no forward estimate for the actual implementation of that planning and design?

*Answer:*

The planning and design phase will provide the information necessary for Government to make an investment decision in regard to implementation.

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8. Will the Minister please explain how the 2012-13 budget estimate of \$1.5 million allocated to "Port Geographe Development" will be spent? In particular:
- a. Is it to fund the "modifications to the existing coastal structures" and the "coastal maintenance to mitigate ongoing concerns" as mentioned on page 628 bullet point 3?
  - b. Who will pay for such ongoing maintenance in forward years, for which no budget allocation has been made?
  - c. Is any funding allocated to the unpleasant smell of seaweed and to the coastal erosion problems affecting the development at Port Geographe, and if not why not?

*Answer:*

- a. The \$1.5 million funding is provided to perform the annual coastal management program at Port Geographe between September and November 2012. This work involves the "bypassing" of sand and seagrass accumulations that occur over winter and which are directly caused by the development.
- b. The Department of Transport is concluding commercial negotiations in relation to the future of the Port Geographe development. The negotiated outcome will consider the funding requirements for future maintenance works.
- c. The funding is provided for coastal maintenance activities primarily to remove trapped seagrass wrack, which causes the hydrogen sulphide odour. The funds will also be used to nourish the eroded beach at Wonnerup with additional sand.

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***Page 626, OUTCOMES, SERVICES AND KEY PERFORMANCE  
INFORMATION***

***Significant Issues Impacting the Industry:***

9. (re bullet point 1): With regard to the Moving People Network Plan, what proportion of expenditure is allocated to:

- a. Roads
- b. Public transport
  - iv. Heavy Rail
  - v. Light Rail
  - vi. Buses
- c. Pedestrian walkways and facilities
- d. Cycling?

*Answer:*

The Moving People Network Plan is a strategic framework for Perth's transport system, encompassing the Public Transport Network Plan, the WA Bicycle Network Plan and a road network development plan. The Plan does not allocate expenditure to the different modes of transport. However, the Plan will provide a guide to the investment needed in the road system to meet forecast demand, in a similar way as the Public Transport Network Plan.

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10. Does the Government have a strategy for getting more people off the roads and on to public transport?

*Answer:*

The Public Transport Network Plan, which was released as a consultation draft in mid 2011, sets out the Government's vision for the public transport network and the investment in rolling stock, bus fleets and infrastructure to support a more-than doubling of patronage over the next 20 years.

As an indication of the Government's early support of the Plan, the 2011-12 Budget included significant funding for the purchase of additional buses and bus service kilometres, and the acquisition of more railcars.

The 2012-13 Budget provides substantial funding to properly plan for the introduction of light rail in Perth within the next decade; and funding to introduce bus lanes on the major bus routes serving the CBD.

The Department of Transport is finalising the Public Transport Network Plan, taking into consideration the submissions received from the consultation phase and the implications of the recent population forecasts which show a significantly higher population for Perth by 2031.

**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS**

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11. (re bullet point 2): In addition to the “congestion initiatives” for the Perth CBD, does the Minister intend to take action to reduce the volume of car traffic to and through the CBD, and if so, what action will he take?

*Answer:*

The inner city congestion initiatives have been developed to achieve more balanced transport outcomes and manage congestion within central Perth, thereby improving city amenity and improving access to, within and around central Perth, and reducing the need to travel through it. Funding totalling \$47.6 million is provided over 4 years.

Improvements to the Graham Farmer Freeway to provide for three lanes of traffic in each direction, and associated improvements to the Mitchell Freeway will significantly improve capacity for traffic which does not need to go to or through the CBD. The Government has committed over \$57 million to these works in 2012-13.

The Public Transport Network Plan also highlights significant investment in public transport to provide a viable alternative to the private car for commuter trips.

In addition, the Department of Transport manages the Perth Parking Policy to control the supply of tenant parking and influence the type and location of public parking in central Perth. Amendments to the Perth Parking Policy are currently being progressed to control the demand for parking in major new city development precincts which will in turn reduce traffic movements to these areas and reduce the impact of vehicle movements on pedestrians and public transport.

In partnership with other agencies and businesses, the Department will also continue to lead the TravelSmart and LivingSmart programs, and TravelSmart Workplace program, all of which encourage households and employees to test and transfer to alternative transport modes.

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*Page 627*

12. (re bullet point 1) Please table any study that has been carried out to identify the need for light rail in the Perth metropolitan area, and if no such study has been done, why is light rail planned only for the central northern suburbs and not elsewhere?

*Answer:*

The Public Transport Network Plan involved significant modelling of travel patterns and demands throughout Perth to assess the opportunity for further investment in public transport, and the preferred mode for each part of the network. The modelling was based on the population and land uses in Directions 2031 and Beyond, and the opportunities to intensify development in major centres.

The Plan identified the need to introduce light rail into Perth, as an essential element of a three tier system of services including trains, road rapid transit (light rail and rapid bus) and route-based buses.

The Government's focus for the first stage of light rail in Perth is the central northern corridor to Mirrabooka with spurs through the CBD to the Causeway East bus interchange and through West Perth to QE11. The central northern corridor was forecast to carry some 35,000 passengers per day in 2031, and this demand is likely to be greater with the more recent higher population predictions. A longer term route from Stirling/ Glendalough to Subiaco and UWA was also identified in the Public Transport Network Plan to alleviate pressure on the Northern Suburbs Railway.

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13. (re bullet point 2) What budget allocation has been made to develop “strategic freight network plans for regional Western Australia and metropolitan Perth, with both scheduled for completion in 2012”?

*Answer:*

The 2011-12 Budget provided \$1.050 million funding for transport network planning. In addition, the Department received \$300,000 in other contributions. The Department of Transport is using these funds to develop the Regional Freight Transport Network Plan, the Metropolitan Freight and Intermodal Plan and Metropolitan “Moving People” Plan.



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14. (re bullet point 3) It is noted that “The Department is leading a study to define a future road network for large, indivisible load movements up to 2031”. Why is defining a rail network not within the terms of reference of the study?

*Answer:*

The study has focused on over-size and over-mass road movements of significant size. High Wide Loads are defined as over-size and over-mass loads with dimensions of nominally 8 m high, 8 m wide, a net mass of 200 tonne and length of 40 metres. Given the dimensions and mass of the very large load are indivisible and the movements are ad hoc in nature these loads are therefore incompatible with rail transport.

Furthermore, although the study defines a regional High Wide Load network for the entire State, a significant number of movements are to and within the north western part of the State where a large number of the major mining sites are located. There is no open access rail network in this region and it would be cost prohibitive to build a rail network specifically for the loads.

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15. (re bullet point 5):

- a) With reference to the proposed State Aviation Strategy to be released for public comment in 2012, will this strategy include a rail link from Central Perth to the new airports that comprise the Gateway project?
- b) When will the Government choose the route for future rail to the airport to enable the design of a station during current airport construction?
- c) How much is budgeted to construct this station?
- d) What portion of the total cost of the railway, including the rail and the station, to the airport will be contributed by each of the state and federal governments?

*Answer:*

- a) The road and rail links to the Perth Airport are outside the scope of the State Aviation Strategy. The rail link to Perth Airport forms part of the Public Transport Network Plan.
- b) A preferred route has been determined with two stations, one at the site near the present domestic terminal, the other at the site of the consolidated terminal.
- c) There is insufficient data on which to base station costs at this time.
- d) There has been no submission for Commonwealth funding for this project.

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16. (re bullet point 2) With regard to the review of the Swan and Canning Riverpark that “will lead to the development of safer and more equitable access to aquatic facilities in the Riverpark”, will the Minister re-consider the issue of compulsory third party insurance for recreational vessels?

*Answer:*

- The review of the Swan and Canning River Park and the issue of compulsory third party insurance for recreational vessels are not related.

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17. (re bullet point 3) What “modifications to the existing coastal structures” is proposed at Port Geographe, and how will these impact on the adjacent coastlines?

*Answer:*

Through extensive research and computer modelling at UWA, a proposal is being developed to re-configure the coastal structures at Port Geographe.

The proposal seeks to address the problems caused by the development on the adjacent beaches comprising seagrass accumulation, odour and coastal erosion at Wonnerup.

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18. (re bullet point 4) With regard to the Esperance clean-up, when was the latest testing for lead in the area carried out and what were the results?

*Answer:*

In October 2009, the Department commenced detailed sampling of 2,320 private homes, commercial and public buildings, schools, childcare centres, parks and playgrounds. That program was completed in December 2011 and a total of 120,000 individual samples were tested for lead and nickel contamination.

The results of the sampling program defined the cleaning program and a total of 1,775 premises were cleaned. Validation sampling was undertaken immediately after the cleaning of each premises to ensure that lead and nickel residues were removed to acceptable standards. Final validation sampling was successfully completed in March 2012.

An independent contaminated sites auditor has since reported that, “the procedures developed for the ECRP, the manner in which the ECRP team delivered the project and the community input has combined to allow a robust, technically justifiable and comprehensive cleanup and validation of the Esperance Townsite.”

The Department is also part-way through a two-year Sentinel Monitoring Program which commenced in November 2010 and will continue until November 2012 to ensure that no contamination is re-occurring across the town site. The results to date indicate that there is no contamination re-occurring.

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*Outcomes and Key Effectiveness Indicators*

19. Bottom of page, line item on percentage of containerized freight transported via rail to Fremantle port – Does the Government still have a target of 30% containerized freight by rail to Fremantle port? How many container movements does the 14% represent?

*Answer:*

Government has a view that up to 360,000 Twenty Foot Equivalent (TEU) containers can be accommodated on rail into and out of the Fremantle Inner Harbour. This equates to about 30 per cent of TEUs of projected container throughput capacity of the Inner Harbour. The projected 14 per cent rail share of TEU movement by rail in 2012-13 is estimated to be about 95,000 TEUs. This projected number will vary depending on the actual total number of import and export containers in 2012-13 and the success of various initiatives to develop the rail service.

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*Page 629*

*Services and Key Efficiency Indicators*

20. Bottom of page, line item 1 under “Efficiency Indicators” – please table the total funding for the Travelsmart Scheme and staff (Full Time Equivalents) since it was introduced, and over the forward estimates.

*Answer:*

This Key Efficiency Indicator captures costs associated with delivering the TravelSmart and LivingSmart household programs. Cost attribution to the indicator has been inconsistent in past years and is only readily accessible from 2009-10 onwards. Direct costs attributable to the programs are:

- 2009-10 actual = \$1.645 million
- 2010-11 actual = \$1.638 million
- 2011-12 estimated actual = \$1.226 million
- 2012-13 budget = \$1.176 million

The 2009-10 and 2010-11 actuals were higher because of partner contributions, enabling a greater number of households to be engaged in the program. Funding allocated in the forward estimate years is also \$1.176 million per annum and there are 5 FTEs allocated to the TravelSmart Scheme.

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21. Will the Minister please advise how much spending on the Travelsmart Scheme has risen in real terms since 1990?

*Answer:*

As the TravelSmart Household program was not delivered in 1990 it is not possible to answer this question. Base budgets have remained relatively constant since 2002-03, with additional \$1 million injections in 2005-06 and 2006-07 associated with the new Mandurah rail service. Other upward spending fluctuations have occurred when partner funding is attracted.



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**HON KEN TRAVERS MLC ASKED –**

22. Will Minister table all modelling for authorised inspection centres undertaken since last hearing with this committee?

*Answer:*

Modelling has been done to provide information to the Minister for the purpose of policy determination. The information will be made public when the time is appropriate.

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23. Please provide the information given to the Minister for Transport in relation to Parliamentary questions on notice 4478 and 4479.

*Answer:*

See attached

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24. How many complaints have been received about taxi drivers in 2011/12?

How many compliance issues have been raised with Department regarding taxi drivers in 2011/12?

What was the reason for the upgrade of 5 plates in 2010/11

*Answer:*

As at 19 June 2012, 618 complaints were received.

As at 19 June 2012 DoT raised 1,972 compliance issues in the metropolitan area.

They were part of the peak period plate buy-in/exchange program which started in 2008.

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25. How many taxi plates are currently operational?

Can you please provide a breakdown of the type of plate and whether it is a Government plate or privately owned?

*Answer:*

As at 19 June 2012, there are 2133 operational metropolitan taxi plates.

Please refer to attached Metro Taxi Plate Statistics for Jun-2012.

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26. How many taxi plates are waiting to be issued or have been issued but are not yet on road?

Can you please provide a breakdown of the type of plate and whether it is a Government plate or privately owned?

*Answer:*

Please refer to Attachment.

They are all government lease plates. Please refer to attached Metro Taxi Plate Statistics for Jun-2012.

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27. Is data on taxi service standards between 4am to 9 am in the mornings still collected in the off peak period?

Why has this not been changed to be included in the peak period?

Do Taxi Dispatch Services have the capacity to provide information for these time periods?

Has the department ever requested information on service standards during this time period?

*Answer:*

Yes

Peak periods, which are 5pm to 6am Friday and Saturday nights, are characterised by vastly different demand and performance patterns from other periods. The periods 4am to 9am have been analysed separately and this analysis has suggested that demand and performance in these periods mirror off- peak patterns.

Yes

Taxi Dispatch Services have been providing the department with this information.

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28. What is the estimated balance at 30 June 2012 in the Taxi Industry Development fund?

*Answer:*

The estimated balance is \$23 million.



**Question On Notice No. 4478** asked in the **Legislative Council** on **11 August 2011** by **Hon Ken Travers**

**Question**

For each accountable authority in the Transport portfolio –

(1) How many reviews of their agencies' fees and charges have been conducted since 23 September 2008?

(2) Did any of these reviews identify any fee or charge that is above cost recovery?

(3) If yes to (2), could you please provide -

(a) a list of the fees or charges identified;

(b) the amount the fee or charge was above cost recovery; and

(c) the reason for the fee or charge being above cost recovery?

(4) Did any of these reviews result in an increase in any fee or charge that was above cost recovery?

(5) If yes to (4), could you please provide -

(a) a list of the fees or charges that were increased;

(b) the amount that the fee or charge increased;

(c) how much above cost recovery was the new fee or charge; and

(d) the reason for the fee or charge being above cost recovery?

**Answered on 8 September 2011**

Department of Transport advises

(1)

Department of Transport (since 1 July 2009) - Two.

Main Roads Western Australia - Three.

Public Transport Authority - Three.

(2)

Department of Transport - Yes.

Main Roads Western Australia - No.

Public Transport Authority - No.

(3 - 5d) As per determination made by the former Government in Legislative Council parliamentary questions on notice 6295 and 6296 (June 2008) as well as Legislative Assembly questions on notice 2012, 2016 and 2017 by example, I am not prepared to divert the significant resources required to provide the requested information.

Albany Port Authority advises:

1) Four - Albany Port Authority reviews its fees and charges each year.

2) The Port is required to make a targeted rate of return on its assets of between 5% and 8%, therefore all fees and charges are set above cost recovery.

(3 - 5d) As per determination made by the former Government in Legislative Council parliamentary questions on notice 6295 and 6296 (June 2008) as well as Legislative Assembly questions on notice 2012, 2016 and 2017 by example, I am not prepared to divert the significant resources required to provide the requested information.



Broome Port Authority advises:

- (1) Reviews of Broome Port Authority's fees and charges are undertaken annually.
- (2) All fees and charges are above cost recovery.
- (3 - 5d) As per determination made by the former Government in Legislative Council parliamentary questions on notice 6295 and 6296 (June 2008) as well as Legislative Assembly questions on notice 2012, 2016 and 2017 by example, I am not prepared to divert the significant resources required to provide the requested information.

Bunbury Port Authority advises:

- (1) Three. There have been reviews of fees and charges for the 2009/2010, 2010/2011 and 2011/2012 budget years.
- (2) No
- (3a -c) Not applicable
- (4) No
- (5a-d) Not applicable

Dampier Port Authority advises:

- (1) Three
- (2) No
- (3a -c) Not applicable
- (4) No
- (5a-d) Not applicable

Esperance Port Authority advises:

- (1) Three
- (2) Yes
- (3 - 5d) As per determination made by the former Government in Legislative Council parliamentary questions on notice 6295 and 6296 (June 2008) as well as Legislative Assembly questions on notice 2012, 2016 and 2017 by example, I am not prepared to divert the significant resources required to provide the requested information.

Fremantle Port Authority advises:

- (1 - 5d) The Fremantle Port Authority reviews its charges annually and sets these at a level that complies with Section 34 of the Port Authorities Act.

Geraldton Port Authority advises:

- (1) Three
- (2) Yes
- (3 - 5d) As per determination made by the former Government in Legislative Council parliamentary questions on notice 6295 and 6296 (June 2008) as well as Legislative Assembly questions on notice 2012, 2016 and 2017 by example, I am not prepared to divert the significant resources required to provide the requested information.

Port Hedland Port Authority advises:

- (1) We currently have a major pricing review underway with external advisors from GHD and Ernst & Young, working with our Executive Committee and Board of Directors. This will be completed for our 2012/13 budget and SCI/SDP.
- (2) PHPA have structured all port fees and charges to achieve the required rate of return of 6.5% averaged over the 5 year budget period.
- (3 - 5d) As per determination made by the former Government in Legislative Council parliamentary questions on notice 6295 and 6296 (June 2008) as well as Legislative Assembly questions on notice 2012, 2016 and 2017 by example, I am not prepared to divert the significant resources required to provide the requested information.

**Question On Notice No. 4479** asked in the **Legislative Council** on **11 August 2011** by **Hon Ken Travers**

**Question**

For each agency in the Transport portfolio, since the 23 September 2008 –

(1) Has any tariff, fee or charge increased by an amount greater than the consumer price index for that year?

(2) If yes to (1) -

(a) what was the name and purpose of the tariff, fee or charge;

(b) on what date did the increase come into effect;

(c) what was the amount of the tariff, fee or charge prior to the increase;

(d) what was the amount of the tariff, fee or charge following the increase;

(e) what was the amount the tariff, fee or charge was above the consumer price index for that year;

(f) why was the increase above the consumer price index; and

(g) what is the current amount of the tariff, fee or charge?

(3) Have any new tariffs, fees or charges been implemented?

(4) If yes to (3) -

(a) what is the name and purpose of the tariff, fee or charge;

(b) on what date did it come into effect;

(c) why was it implemented;

(d) what was the amount of the tariff, fee or charge when it was implemented; and

(e) what is the current amount of the tariff, fee or charge?

**Answered on 8 September 2011**

(1 - 4e) As per determination made by the former Government in Legislative Council parliamentary questions on notice 6295 and 6296 (June 2008) as well as Legislative Assembly questions on notice 2012, 2016 and 2017 by example, I am not prepared to divert the significant resources required to provide the requested information.

**Metro Taxi Plate Statistics for Jun-2012**

<b>Plate Type</b>	<b>Lease Plates Approved</b>	<b>Unallocated Lease Plates</b>	<b>Lease Plates Operational</b>	<b>Owned Plates Operational</b>	<b>Total Operational</b>
Conventional	805	226	579	984	1563
Peak Period	467	103	364	22	386
Area Restricted	73	11	62	15	77
MPT	132	48	84	18	102
Total	1477	388	1089	1039	2128