

Estimates and Financial Operations Committee
2018-19 Budget Estimates hearings - Questions prior to hearings



Department of Transport

Page No.

The Committee asked:

- 1) What are some of the implications for the Department of Transport from the Commonwealth Budget released on 8 May 2018?

Answer

There are no implications for the Department of Transport

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Public / Internet

13/06/18

Hon Peter Collier MLC asked:

- 2) How many Aboriginal people were employed by the Department of Transport on 1 July 2017 and 30 April 2018?

Answer:

16

- 3) How many Aboriginal people employed by the Department of Transport were Level 8 and above (including Senior Executive Service positions) on 1 July 2017 and 30 April 2018?

Answer:

1.

Hon Martin Aldridge MLC asked:

4) I refer to page 17, Treasurers Speech Vol 1, improved roads and road safety from the Treasurer's budget speech and I ask.

- a) Please provide a breakdown of the \$70 million allocated to roads with a high risk of run-off road accidents including timing, budget allocation and description of each project, and

Answer.

Budget Year	Allocation \$ (million)
2018-19	\$25
2019-20	\$15
2020-21	\$15
2021-22	\$15
Total	\$70

The list of road projects is currently under consideration.

- b) Please provide a breakdown of the \$17.2 million allocated to Great Eastern Highway on priority sections identified by the Wheatbelt Safety Review including budget allocation, timing and project description?

Answer:

Budget Year	Allocation \$ (million)
2018-19	\$6.80
2019-20	\$10.42
Total	\$17.22

The project scope for the \$6.8 million project planned for delivery in 2018-19 includes:

- re-alignment of a sub-standard curve at the intersections at Carrabin Siding Road and Great Eastern Highway, Bin Access Road, and Carrabin Siding Road to the west of Carrabin;
- improvement to intersections at Carrabin Siding Road and Westonia Road,
- improvements to the information/parking bay, roadhouse access, pavement and drainage,
- removal of a four-way intersection; and
- removal of the existing right turn ban from Carrabin Siding Road into Westonia Road.

The project scope for the \$10.42 million project planned for delivery in 2019-20 will be confirmed later this year

Hon Tjorn Sibma MLC asked:

5) On page 491, under 'Spending Changes', I note the allocation of approximately \$1.5 million per annum for METRONET Office Expenses and ask:

a) What proportion of this \$1.5 million is for salaries;

Answer:

\$959,000

b) What amount is for other expenses,

Answer:

\$40,000

In addition, the METRONET Office is budgeted to spend \$519,000 on specialist advice (Government Architect, consultancies) and document management arrangements.

c) How many FTE(s) are in the METRONET Office, and what are the positions and levels,

Answer:

Currently, 4.6 FTE are directly employed by the METRONET Office

- Project Director – Special Division Non CEO Band 2
- Director Metronet – Class 1
- Manager Metronet Project Governance – Level 8
- Investment Advisor – Level 5
- Executive Assistant – Level 4

d) Are any further expansions of this office expected; and

Answer:

Yes, the METRONET Office is budgeted to employ 7.6 FTE in 2018-19.

e) I note that in addition to this \$1.5 million for the METRONET office in this Division (36) of the Budget papers, there is an additional \$2.0 million in Division 38 for the same purpose, and so what is the consolidated cost for the METRONET Office?

Answer:

The \$2 million in Division 38 is not additional but a reflection of the resourcing and funding arrangements between the Department of Transport (DoT) and the PTA. Although the METRONET Office is administratively established within DoT, funding for METRONET flows through the METRONET Special Purpose Account administered by the PTA.

Accordingly, the \$2 million in PTA's Division 38, is the total funding for the METRONET Office, including \$1.5 million in re-coup arrangements for costs initially incurred by DoT

- 6) Page 492 How is the \$119.2 million for the Taxi Plate Buy-Back Scheme calculated?

Answer:

The calculation is equal to \$118.3 million forecast to be collected by the temporary levy and \$900,000 administration costs in the forward estimates period

- 7) Page 492 A figure of \$118.6 million is shown for the Taxi Buy Back-Scheme in 2019-20, does this assume that the levy to pay for this scheme will have recovered this amount in that same year, if not, over how many years is it anticipated that the funds will be recovered from this levy?

Answer:

It is anticipated it will take approximately four years to recover

- 8) Page 492. Dot point 3 refers to the Taxi Buy Back-Scheme being funded by an increased levy on taxi and charter passengers. Where is the calculation of the impact of this levy and its incorporation in the Budget Papers to offset the cost of the scheme as shown in the table on Spending Changes?

Answer:

Revenue associated with the temporary buy-back levy is included in the Details of Administered Transactions table on page 507 of the Budget Statements

- 9) Page 492. Will the collection of the levy and the payment to the government require any additional resourcing and/or systems on the part of the government or the taxi industry?

Answer:

There will be a system build cost of approximately \$510,000 which is a component of the On-demand Transport Business System Enhancement project funded by Capital Appropriation in the Department's Asset Investment program

The annual costs of administration of the levy during the levy collection period (approximately four years) are provided in the following table

Role/Position level	Employee costs apportioned
Revenue Compliance Officer - Level 3 1	\$84,432
External financial audit	\$140,000
Systems maintenance	\$76,500
Additional Appropriation	\$300,932

- 10) Page 492. Has the Government received any advice from the on-demand transport industry as to the impact of the levy to be placed on passenger fares to deal with the Taxi Plate Buy-Back Scheme, if so what is this advice and information?

Answer:

No submissions on the impact of the levy (including the impact on trip demand) have been received from the on-demand transport industry.

- 11) Page 492 How long is it expected that the levy will be in place for taxi and charter passenger fares?

Answer:

It is estimated that the levy will be in place for approximately four years. The levy will cease when costs are recovered

- 12) Page 492. Dot point 7 refers to the Westport Taskforce and I ask what is the cost of the Taskforce, and when will it report to Government on its findings?

Answer:

The Westport Taskforce cost is expected to be \$6 million

The Taskforce will develop the *Westport Port and Environs strategy* and provide its report to the Government by the end of 2019

