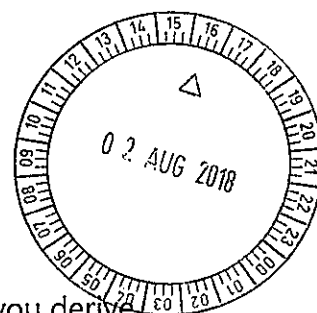


LEGISLATIVE COUNCIL STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS

ADDITIONAL QUESTIONS

Department of Transport

The Committee asked:



1. I refer to the Statement of Cashflows table on page 505. I note that you derive some income from 'regulatory fees and fines', 'sales of goods and services' and 'other receipts':

- a. Do you allow a person to pay for goods and services with credit or debit cards

Answer:

Yes

- b. If so, when a person pays a fee or fine by credit card or debit card

- i. What surcharge do you apply to process that card payment

Answer:

The Department of Transport does not apply a surcharge to card payments.

- ii. Do you impose the same surcharge irrespective of which type card is used

Answer:

Not applicable

- iii. Is that surcharge authorised by a legislative Instrument, for example, by regulations

Answer:

Not applicable

LEGISLATIVE COUNCIL STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS

ADDITIONAL QUESTIONS

Department of Transport

Hon Tjorn Sibma MLC asked:

1. Regarding the 'spending changes' on page 491 and the funding for the METRONET Project Office:

- a. How many staff come from the Department of Transport;

Answer:

As at May 2018, a total of five employees (4.6 FTE) are directly employed by the Department of Transport as employees of the METRONET Office.

- b. How many staff come from other government agencies, and which agencies; and

Answer:

At the time of the member's question prior to the hearing, approximately 40 staff provided support to the METRONET office. Currently, approximately 53 staff provide support to the METRONET Office. Government agencies involved in METRONET include the Public Transport Authority, Department of Planning, Lands and Heritage, Metropolitan Redevelopment Authority, Department of Communities and Landcorp.

- c. How will the size of the METRONET Project Office fluctuate over the estimates?

Answer:

The METRONET Office is budgeted to employ 5.6 FTE in 2018-19 (an increase of 1 FTE relative to 2017-18).

A previous indication of 7.6 FTE had included 2 positions funded by the PTA.

The METRONET Office will adjust its employment and resourcing levels in accordance with the stages and deliverables of the various projects, as well as consideration of the overall METRONET program requirements.

2. Noting the revision to Vehicle Inspection Fees on page 506, I ask:

- a. Does this fee and its escalation over the estimates period reflect full cost recovery, and if not, what is the difference;

Answer:

Yes

- b. Has the modelling for arriving at this fee changed, and if so, how does it differ from earlier periods; and

Answer:

Yes, prior to 2018-19, vehicle inspection fees were based on the Department of Transport's (DoT) costs to perform the services. Following the reform of the Authorised Inspection Station Service Delivery model, from 1 July 2018, DoT ceased performing vehicle examinations.

From 2018-19, vehicle inspection fees are based on a revised price mechanism which includes a service fee retained by the service provider and is calculated on an industry based benchmark hourly rate x the time to perform the vehicle inspection type.

The vehicle inspection fee also includes a component which is returned to DoT which fully recovers DoT's costs in delivering the service. In regional areas, a Regional Price Index is applied (where applicable) to the fees which is also retained by the service provider.

- c. Consistent with verbal testimony at the hearing, which other specific fees and charges is the department evaluating for price revision?

Answer:

All DoT fees and charges are evaluated annually to ensure that fees for services are set at full cost recovery.

