

Extract from Hansard

[LEGISLATIVE ASSEMBLY COMMITTEES A AND B SUPPLEMENTARY INFORMATION — Thursday,
24 May 2018]

p579b-580a

Mr Dean Nalder; Mrs Liza Harvey; Mr Vincent Catania

Division 36: Transport —

[Supplementary Information No A27.]

Question: Mr D.C. Nalder asked for information on the tendering process for the upgrade of the Hillarys Boat Harbour.

Answer: Department of Transport (DoT) Contract No. DOT409017 was awarded to a local WA based company, Shore Water Marine Pty Ltd following a rigorous and comprehensive evaluation process. As with all tenders received, there are varying degrees of imported content declared and that formed part of the assessment.

DoT assessed four of six tenders as failing to adequately satisfy the evaluation criteria in one or more areas.

Of the two that did satisfy all criteria, Shore Water Marine was the superior tender having a higher score against the evaluation and having the same local content assessment as the other tender satisfying the evaluation criteria.

[Supplementary Information No A28.]

Question: Mrs L.M. Harvey asked for an explanation of the modelling behind the calculation of the on-demand transport levy.

Answer: The levy modelling assessed a range of scenarios which included a +/-10% change in taxi and charter demand. The revenue stated in the Budget papers reflects 0% projected growth.

[Supplementary Information No A29.]

Question: Mr D.C. Nalder asked for an explanation of the increase in revenue from inspection services and why the cost for vehicle inspection has fallen so dramatically.

Answer: The Department of Transport's (DoT) vehicle inspection service delivery model which employs Authorised Inspection Stations (AIS) to conduct standard vehicle inspections. AIS now conduct almost all standard vehicle inspections, or over 90 per cent of all inspections. DoT plans to cease conducting standard light and heavy vehicle inspections at its Vehicle Examination Centres (VEC) from 1 July 2018 and focus on inspections of highly modified vehicles and vehicles that are oversize and overweight.

The change in the vehicle inspection service delivery model and the shift from in-house inspections to inspections performed by AIS has resulted in a decrease in the cost allocated to vehicle inspections performed by DoT due to a reduction in vehicle operators staffing levels and the closure of the Welshpool VEC for public inspections.

At the same time, the fee structure has been reformed to move to 100 per cent cost recovery to ensure costs are fully recovered from service users and to reduce reliance on appropriation.

[Supplementary Information No A30.]

Question: Mr V.A. Catania asked for the cost recovery rates from boat licences, the cost recovery glide path and the number of recreational boat owners affected, both current and in the forward estimates.

Answer: The Department of Transport (DoT) is continuing to work towards achieving full cost recovery in respect to those services associated with recreational vessels through boat registration. The increase in revenue from 2017-18 to 2018-19 consists of 3% increase in fees and 0.36% growth in registered recreational vessels that will result in cost recovery for boat registrations from 82% to 90%.

DoT is currently reviewing its cost model in relation to the boat registration fees with the aim of formulating a definitive timeline for moving to full cost recovery. Since 2008, the number of registered recreational vessels in WA has remained steady at just below 100,000. The projected growth in registered recreational vessels within the forward estimates period is as follows:

2018/19	99,849
2019/20	100,146
2020/21	100,346
2021/22	100,647

Consequently, full cost recovery will primarily be achieved through progressive increases in boat registration fees rather than through a growth in boat ownership.

[Supplementary Information No A31.]

Extract from Hansard

[LEGISLATIVE ASSEMBLY COMMITTEES A AND B SUPPLEMENTARY INFORMATION — Thursday,

24 May 2018]

p579b-580a

Mr Dean Nalder; Mrs Liza Harvey; Mr Vincent Catania

Question: Mr D.C. Nalder asked for a breakdown of the increase in marine safety fees, including the activity increase and any potential scope increase in the fee collection

Answer: The increase in revenue attributed to ‘Other Marine Safety Fees’ in the 2018-19 budget from \$1.321 million to \$1.837 million is primarily due to the introduction of new fees rather than increases in existing fees.

These new fees include a recording fee associated with the granting of Recreational Skippers Tickets and new mooring fees associated with the implementation of the Mooring Review.