

DIVISION 33: TRANSPORT —

[Supplementary Information No A39.]

Question: Ms A.J.G. MacTiernan requested an outline of what the additional \$16.4 million in Perth Parking levy was proposed to be spent on.

Answer: Areas of potential funding include the Central Area Transit (CAT) System and improvements to that system, improving public transport access, enhancing the pedestrian environment, supporting bicycle access and other initiatives which support a balanced transport system for the city.

The growing demand for the CAT and Free Transport Zone service will also require substantial operating and capital funding support for the CAT.

The Public Transport Authority estimates that the proposed CAT response will require seven extra CAT type buses and increased operating costs associated with the extra buses of about \$2 million per annum.

[Supplementary Information No A40.]

Question: Mr C.J. Tallentire requested a breakdown of subsidy allocations for the Travel Smart, Living Smart, Perth Bicycle Network and Country Pathways programs across the metropolitan area and the country areas.

Answer: Submissions from the Department will be made to the Minister for Transport for both country and metropolitan areas. An assessment will be made on the allocations after the Minister for Transport has had an opportunity to review them.

[Supplementary Information No: A41.]

Question: Mr A.P. O’Gorman asked to be advised of the impact on the LPG conversion industry of the abolition of the LPG subsidy and the number of jobs that would be lost as a result of that decision.

Answer: Following Western Australia’s lead, a similar scheme has since been introduced by the Commonwealth Government in 2006, making further subsidies available to Western Australia vehicle owners wishing to convert to LPG.

These Commonwealth subsidies will continue beyond the cessation of the WA subsidy, bringing Western Australia into line with other States and Territories.

Though some adjustment is inevitable within the LPG industry, the continued Commonwealth subsidy combined with ongoing non-subsidised corporate LPG conversions and the significant price advantage of LPG should see the LPG industry remain robust into the future.

[Supplementary Information No A42.]

Question: Mr C.J. Tallentire asked: Regarding the three per cent efficiency dividend, could details of the \$3.8 million cost cut be provided?

Answer: The following table provides details of the roles and responsibility areas that provide the 3% efficiency savings.

Extract from Hansard
 [ASSEMBLY - Thursday, 28 May 2009]
 p618c-620a
 Ms Alannah MacTiernan; Mr Chris Tallentire; Mr Tony O'Gorman

Role	Function	Salary \$
Project Leader	Business Management and Administration	87,171
Administrative Support Officer	Business Management and Administration	46,266
Regional Co-ordinator Gascoyne	Regional Services	74,765
Customer Service Officer	Regional Services	51,812
Regional Driver Assessor	Regional Services	51,812
Research Officer	Marine Safety	74,578
Officer	Marine Safety	46,266
Equipment Training Officer	Marine Safety	74,765
Coordinator Marine Environment Protection	Marine Safety	100,000
Coordinator Financial Administration	Licensing	87,171
Officer	Licensing	51,812
Officer	Licensing	74,765
Manager Business Review and Development	Corporate Services	98,429
Technical Writer	Corporate Services	87,171
Data Modeller	Corporate Services	87,171
Senior Solicitor 0.5 FTE	Corporate Services	55,000
Project Officer	Corporate Services	64,269
Graduate Officer Level 2	Corporate Services	51,812
Senior Financial Analyst	Corporate Services	87,171
Management Accountant	Corporate Services	87,171
Finance Officer	Corporate Services	51,812
Training and Finance Systems Officer	Corporate Services	64,269
HR Consultant	Corporate Services	87,171
HR Consultant	Corporate Services	74,765
HR Consultant	Corporate Services	51,812
	Sub-total	1,769,206
Voluntary Severances		860,690
Reduction in planned Graduate Program		1,200,000
	Total	3,829,896

[Supplementary Information No A43.]

Question: Ms A.J.G. MacTiernan requested information on alternative road and rail access into James Point Port Stage 1.

Answer: Planning for the road and rail alignments is the responsibility of the Department for Planning with input from Main Roads, PTA, LandCorp and the Department of Transport.

The Operating Agreement defines an alignment to service Stage 1 of the James Point Port development. The Operating Agreement also provides for the parties to negotiate an alternative access. Depending on the initial volumes and trade undertaken by James Point at Stage 1 it may be possible to service the port via a number of other routes. It is premature to detail exactly where these might be until further work and consultation is undertaken.

The alternative road access would need to be agreed to by James Point Pty Ltd. It is likely that some roads and intersections would require upgrading.