



ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

2016-17 ANNUAL REPORT HEARING – SUPPLEMENTARY INFORMATION

Department of Transport

Hon Aaron Stonehouse asked:

Question:

A1 – Can you please provide a copy of the Taxi Subsidy Scheme Review report?

Answer:

This document is subject to Cabinet deliberations and is therefore cabinet-in-confidence.

Question:

A2 – Refer to page 30, noting that \$19.7m in transition assistance was paid to owners of 1,009 taxi plates, what is the breakdown of plates held by recipients?

Answer:

Prior to 30 June 2016, the maximum number of taxi plates a person or entity could own was limited to five. The number of plates offered the buyback totalled 1,012.

1 plate: 732

2 plates: 83

3 plates: 25

4 plates: 06

5 plates: 03

Public / Internet

21/03/18

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

2016-17 ANNUAL REPORT HEARING – SUPPLEMENTARY QUESTIONS

Department of Transport

Hon Nick Goiran asked:

Question:

A3 – What is the itemised cost of each step in obtaining a learners permit as at 30 June 2017 and the variation between regional and metropolitan WA?

Answer:

As at 30 June 2017, for a first Car, Moped or Motorcycle class learner's permit. Process and fee structure are the same in both Metropolitan and Regional sites in WA.

\$18.50 Initial computer theory test (CTT) fee.

\$12.90 Supplementary CTT cost per test if resit required.

\$75.90 Learner's permit application fee (this fee covers one practical driving assessment, learner driver permit card, eyesight test, proof of identity check and administration cost.)

Question:

A4 – What is the itemised cost of each administrative step in obtaining a drivers licence as at 30 June 2017 and the variation between regional and metropolitan WA? As well as a list of changes to the drivers licence process after 30 June 2017.

Answer:

As at 30 June 2017 for a first Car, Moped or Motorcycle class. Process and fee structure are the same in both Metropolitan and Regional sites in WA.

\$18.50 Initial computer theory test (CTT) fee.

\$12.90 Supplementary CTT cost per test if resit required.

\$75.90 Learner's permit application fee (this fee covers one practical driving assessment, learner driver permit card, eyesight test, proof of identity check and administration cost.)

\$72.50 Supplementary PDA fee if resit required.

\$18.40* Log book – for recording the 25-50 hours supervised driving experience.

\$20.90* Initial hazard perception test (HPT) fee.

\$13.90* Supplementary HPT fee if resit required.

* Mopeds are exempt from the log book and HPT

Question:

A5 – Are there any financial exemptions to the process of obtaining a learners permit and drivers licence and what are they?

Answer:

Yes – the computerised theory test fee of \$18.50 and the log book fee of \$18.40.

Question

A6 – If yes to A5, what is the criteria to getting a fee exemption?



The theory test fee may be waived if the applicant completes the theory test through the Keys for Life program (run by School Drug Education and Road Aware) or with an approved organisation as per Regulation 76 of the Road Traffic (Authorisation to Drive) Regulations 2014.

Applicants aged 25 years and older residing in a remote community may be exempted from the supervised driving hours requirement and the logbook fee where they successfully complete the Safe Driving Course.



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2016-17 ANNUAL REPORT HEARING – SUPPLEMENTARY QUESTIONS

Department of Transport

Hon Tjorn Sibma asked:

Question:

A7 – What was the full cost of administering the Transport @ 3.5 Million Plan?

Answer:

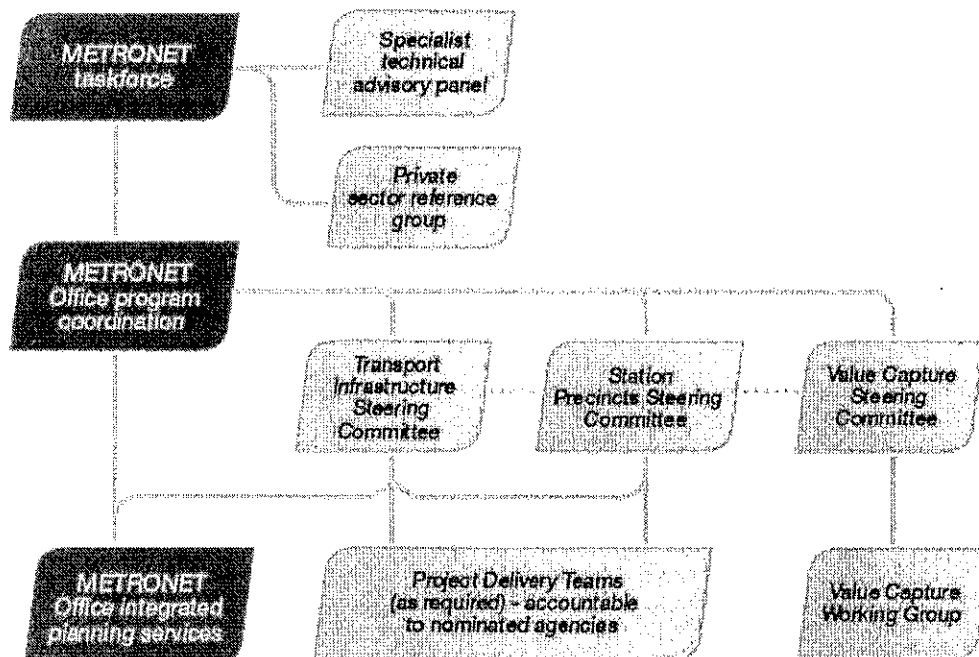
The cost of administering the plan from 2013-14 to 2016-17 is \$1.27 million.

Question:

A8 – Can you please provide a copy of the structure of the reporting relationship between the Metronet Office and the Metronet Taskforce?

Answer:

The METRONET Project Director, as head of the METRONET Office, reports directly to the Chair of the METRONET Taskforce. The taskforce is chaired by the Minister for Transport.



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Department of Transport

Hon Colin Tincknell asked:

Question:

A9 – Refer to page 105, Table A (bottom of page) – what drove the non-cash component to increase by \$15.5m between 2016-17 over the 2015-16?

Answer:

The Department of Treasury maintains a holding account for each agency to receive credit for the non-cash component of its appropriation (i.e. depreciation and accrued leave entitlements) as a provision for the future replacement of assets and leave liability reduction.

The increase of \$15.5m represented the depreciation component credit for 2016-17 (credits for accrued leave liability entitlements ceased during 2013-14).

RS