

**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
ANSWERS TO SUPPLEMENTARY INFORMATION**

Department of Transport

Hon Dr Brad Pettitt asked:

A1) Do we have a breakdown for this current financial year in terms of expenditure in the different cycling categories?

Answer:

The anticipated cycling related expenditure across the Transport Portfolio for 2021-22 is \$70.9 million. This is categorised as follows:

Program/Project	Agency	Estimated expenditure (2021-22)
Principal Shared Path (PSP) Expansion Project	Department of Transport	\$21.7m
WA Bicycle Network	Department of Transport	\$17.2m
Perth City Deal	Department of Transport	\$11.1m
Main Roads WA Major Projects	Main Roads WA	\$16.2m
Public Transport Authority	Public Transport Authority	\$3.2m
Office of Major Transport Infrastructure Delivery	Office of Major Transport Infrastructure Delivery	\$1.5m
Total		\$70.9m

Minister's initials



**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
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Department of Transport

Hon Nick Goiran MLC asked:

A2) What is the cost of maintaining the TRELIS information system?

Answer:

TRELIS is no longer a single system but a diverse licensing ecosystem. This increases the complexity of calculating the total cost of maintenance.

The Department's ICT department supports the TRELIS system, among other responsibilities, and has an annual operating budget of approximately \$35 million.

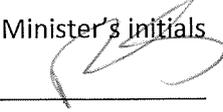
A3) The CCC tabled a report with respect to the unlawful access to TRELIS by the department and its staff. It is dated 5 August 2021. In this report, the commission says that it is concerned about the approach by the Department of Transport, whose default position is that unlawful access is a mere conflict of interest, whereas the CCC considers this a serious matter, including not only serious misconduct, but a criminal offence.

Has that approach changed by the Department of Transport or does it still consider it a mere conflict of interest?

Answer:

All matters detected that are not in accordance with TRELIS User Policy are notified to the CCC and the Western Australia Police Force.

Minister's initials



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Department of Transport

Hon Steve Martin MLC asked:

A4) Is there any work being done, given the recent fuel price rises, on how many less kilometres would be achieved with that spend (\$575)?

Answer:

The policy is maintained by DPIRD and administered by DoT.

Minister's initials

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
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Department of Transport

Hon Neil Thomson MLC asked:

A5) My question relates to page 589, and the taxi industry and the on-demand passenger transport levy. There was a voluntary buy-back scheme, which I think was early completion, which was great to hear.

How many plates will still be owned privately at the end of this process? Are there any revenues raised from the leased plates that used to exist.? Does the taxi industry development account still exist, and does it have any funding in it?

Answer:

Only one eligible owner of a taxi plate did not participate in the buyback scheme.

As part of the on-demand transport reforms, Passenger Transport Vehicle authorisations replaced leased plates.

The Taxi Industry Development Account was abolished in 2019 when the *Taxi Act 1994* was repealed.

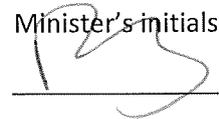
A6) What is the annual licence fee, so once the levy goes, what will the industry be paying annually for a licence to operate effectively?

Answer:

From 1 July 2022, the annual fees will be:

- Passenger Transport Driver Authorisation - \$94.00.
- Passenger Transport Vehicle Authorisation - \$120.70.
- On-demand Booking Service – range from \$258.90 (one vehicle covered by the authorisation) to \$67,294.90 (more than 500 vehicles covered by the authorisation).

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
ANSWERS TO SUPPLEMENTARY INFORMATION**

Public Transport Authority

Hon Nick Goiran MLC asked:

A7) In relation to Page 624 of the Budget Papers what is the budget revenue expected from the advertising in the coming financial year?

Answer:

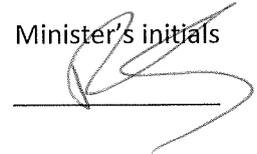
\$10.199 million.

A8) How many complaints have been received in this financial year (2021-2022) with respect to the advertising referred to in Question A7? What were the nature of those complaints?

Answer:

10. The nature of the complaints involves the content of the advertisements, or the volume or repetitiveness of the digital advertisements.

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
ANSWERS TO SUPPLEMENTARY INFORMATION**

Public Transport Authority

Hon Dr Brad Pettitt MLC asked:

A9) In relation to Page 627 of the Budget Papers, under the outcomes and key effectiveness indicators, second line down it talks about "Use of public transport—Passengers per service kilometre" and metropolitan train services averaged just over two people per service kilometre in terms of last year in the budget. That is expected to jump up to 4.3 in the 2022–23 budget target. That is almost a doubling. Why is that?

Answer:

In the past the number of kilometres travelled by each railcar set was used in the calculation, rather than the number of kilometres travelled by each passenger train.

Transperth train services are now predominantly formed of two railcar sets and using the ONRSR definition aligns the Public Transport Authority KPI's with other Australian train operators. There will be a reduction in the number of reported service kilometres and an expected jump up to 4.3 in the 2022-23 budget target.

Minister's initials



**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
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Public Transport Authority

Hon Dr Neil Thomson MLC asked:

- A10)** In relation to Page 625 of the Budget Papers, related to the railcar manufacturing and assembly facility;
- a) What component by value of the \$1.3 billion contract with Alstom is being delivered by the KTK Group?
 - b) Will the KTK Group have a presence in the railcar manufacturing and assembly facility?
 - c) Will the State Government require all contractors to have registered a statement on the federal government's modern slavery register?

Answer:

- a) The Public Transport Authority's contract for the new railcars is with Alstom Transport Australia Pty Ltd. The PTA does not have a contractual relationship with KTK Group.
- b) No.
- c) Alstom and its relevant suppliers are required to be compliant with the Commonwealth *Modern Slavery Act 2018* as mandated under its contract with the Public Transport Authority.

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
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Public Transport Authority

Hon Tjorn Sibma MLC asked:

A11) In relation to the original contract with Huawei-UGL, aside from the termination payment of \$6.6 million, were there any payments made from the PTA to that consortia from the period of award in July 2018 until its termination in late 2020?

Answer:

The Radio Systems Replacement project has since been incorporated into the broader High Capacity Signalling program of works. A settlement of \$6.6 million was reached with Huawei-UGL.

A12) In relation to the Radio Systems Replacement contracts, the original contract was an order of \$206 million, the new contract, is \$327 million. Is it possible to attribute that 50 per cent escalation to a factor or a range of factors?

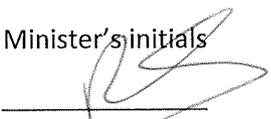
Answer:

The project requires specialist technical expertise, with the market of suitable technology providers restricted over the past few years.

As a result, there is less competition and little downward pressure on prices.

Additional factors that have impacted the overall cost of the contract include extending the duration of the contract.

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
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Public Transport Authority

Hon James Hayward MLC asked:

A13) In relation to the Bunbury Faster Rail Project I understand the Federal and State Governments have put in a combined \$8 million. If \$500 000 relates to the KPMG contract to investigate improved public transport options between Bunbury and Perth, what is the other \$7.5 million likely to be spent on?

Answer:

The work being done by KPMG is the first in many stages of detailed planning work that is required to develop a strategic business case for a potential future Perth to Bunbury faster rail service.

A14) Mr CAMERON: The Bunbury Outer Ring Road project—in the scope, the design made provisions for any faster rail project. The Forrest Highway medium and the bore project anticipates sometime in the future that there will be a faster rail, so the provision has been made.

Hon JAMES HAYWARD: Could we have those plans, potentially, because they are not on any publicly available plans at the moment?

Answer:

Provision has been made for a future Bunbury Faster Rail corridor within the design of the Bunbury Outer Ring Road project.

The corridor will be finalised as part of a future Bunbury Faster Rail project.

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Public Transport Authority

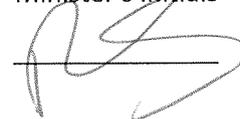
Hon Steve Martin MLC asked:

A15) In relation to Page 630 of the Budget Papers and the efficiency indicator “Average cost per contracted kilometre—School bus services” are the school bus operators being paid \$3.93 a kilometre regardless of the fuel price rise and will the school bus operators be forced to take a cut in their return?

Answer:

The fuel component is embedded in the contract costs and typically mirrors the price movement for diesel fuel, as it is aligned to the regional fuel price set by FuelWatch.

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
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Main Roads Western Australia

Hon Donna Faragher:

A16) My question is why were some of the road improvements that you referenced previously not made prior to the closure of the crossing, particularly given the fact that some of them are not going to be happening for at least two or three years and there are some significant concerns around that??

Answer:

Raising or lowering the rail line at Caledonian Avenue was investigated, however it was determined that the impact on nearby infrastructure, including Meltham and Maylands train stations and existing nearby road bridges, would have been too disruptive.

Similarly, construction of a new road bridge over the rail at Ferguson Street near Caledonian Avenue was considered, but would have required more than a dozen local homes to be demolished, reduced property access for nearby residents and directed more through traffic onto local streets.

After analysing a number of options, it was determined the closure of the Caledonian Avenue level crossing and appropriate road enhancements in the surrounding area was the best option.

As such, \$15 million has been secured to deliver proposed road enhancements and provide better access to existing crossings along the railway.

Traffic modelling has shown that the existing road network is sufficient to cope with the projected traffic for a number of years yet, by which time all the proposed road improvements will be in place.

A17) Can the Government advise whether any safety improvements have or are being considered in relation to the section of Whatley Crescent between East Parade and the Third Avenue Bridge? It is around the Mount Lawley train station. There are concerns by residents and others with regard to speed and the volume of cars.

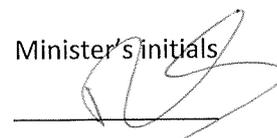
I understand that perhaps it is a local road, but notwithstanding that, it would be appreciated to know whether or not any improvements have been identified by the department; and, if so, what is the time frame for those improvements; and, if not, will the department consider looking at that section of road in addition to the other works that are being undertaken?

Answer:

Main Roads has been investigating options to upgrade the intersection of Whatley Crescent, East Parade and Guildford Road, which would likely reduce pressure on the aforementioned section of Whatley Crescent.

The State Government has allocated \$15 million for road enhancements and improved access to existing railway crossings in the Maylands area.

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
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METRONET

Hon Tjorn Sibma MLC asked:

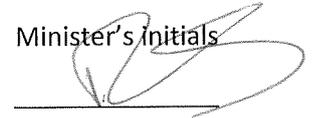
When we go to the market, typically you get a number of construction consortiums respond with their proposals. We will do an assessment in accordance with the published assessment criteria, we will select a preferred proponent and then we would work with that preferred proponent to work out the alliance agreement.

A18) When did that process take place?

Answer:

The preferred proponent was announced on 16 December 2021.

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
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METRONET

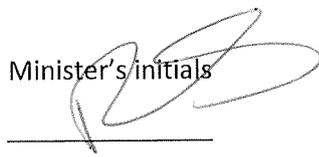
Hon Dr Brad Pettitt MLC asked:

A19) The committee asked a series of questions about cost–benefit ratios of respective projects. I note in the answer provided by PTA, and obviously endorsed by the minister, that the Yanchep rail extension project was determined to have a benefit–cost ratio of 3.4. Can I just ask why that figure is inconsistent with the BCR determined by Infrastructure Australia in 2018, which arrived, I think, at a figure of 2.6?

Answer:

The Infrastructure Australia benefit-cost ratio (BCR) for the Yanchep Rail Extension project only considers the transport benefits of the project, while the BCR provided considers the wider economic benefits of the project.

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
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METRONET

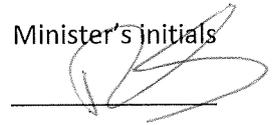
Hon Tjorn Sibma MLC asked:

A20) In respect of your overview of the BCR of individual Metronet set pieces, whether they be Morley–Ellenbrook, the Byford extension or this particular issue, has there been any divergence from the BCR that PTA or the state government has determined in respect of a project and what the commonwealth, who was a 50 per cent funding partner, considered?

Answer:

No.

Minister's initials

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
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Public Transport Authority

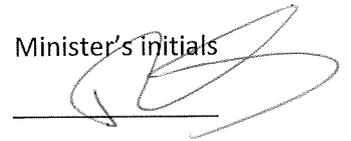
Hon Dr Brad Pettitt MLC asked:

A21) In relation to Page 625 of the Budget Papers in relation to the installation of solar panels on bus and train stations, can you confirm that there is a budget allocated to continue this rollout and is there a summary of the total number of solar panels being installed?

Answer:

The current budget allocation is sufficient to complete Stage 1 of the project, installing 1,312 solar panels at 22 stations.

Minister's initials

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
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Department of Transport

Hon Dr Brad Pettitt MLC asked:

A22) Is there a separate line item that sits under Main Roads for cycling infrastructure that is different from the ones I previously asked, which referred to the WBN and the PSP, or is that contained within the PSP?

Mr WORONZOW: Where it gets a little bit confusing, the funding for cycling maintenance and initiatives is spread over the Department of Transport and Main Roads. There is a line item in the Main Roads budget papers where \$20 million annually is allocated to dedicated cycling initiatives. The program for where that \$20 million is spent is determined by the Department of Transport, but it is delivered by Main Roads. That is why it is in the Main Roads budget papers. As I said, this particular area is pretty complex because it is spread over two budget papers. If the minister is happy, we can provide a bit of background about where the money is.

Hon SUE ELLERY: What we will provide you with is a table, if that is possible, to show you where the money is put in the budget.

Answer:

Refer to Supplementary Information A1.

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
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Main Roads Western Australia

Hon James Hayward MLC asked:

A23) I refer to budget paper No 3, page 230, "Albany Ring Road" in the *Economic and fiscal outlook*. I would like to ask about the Albany ring road, which is due for completion by the end of this financial year. Considering the number of property owners who have been adversely affected by the construction. How much visibility does Main Roads have on management of these individual projects, and the minister as well, particularly in relation to issues that landowners at the Albany ring-road have raised?

Answer:

Main Roads liaises closely with its contractors across its suite of projects to ensure issues raised by landowners are carefully considered and managed appropriately, in line with contractual obligations.

A24) I refer to the budget paper No 2, volume 2, page 615. It is about the Bunbury Outer Ring Road. I would like to ask about the Bunbury Outer Ring Road construction and the decision to downgrade the on-off ramp interchanges originally planned for Lilydale Road, which I now believe will be a roundabout. Considering the volume of traffic anticipated for the bore, as well as the number of heavy vehicles that will be using that road, has the government considered the safety of the road users in its decision to place a roundabout, effectively, on a freeway grade road? Will any additional safety measures be incorporated to the roundabout designed to minimise the risk caused by traffic slowing down and stopping at that site?

Hon SUE ELLERY: I can tell you that scope changes need to be agreed with, and were agreed with, by the commonwealth on this. I am not sure that I have got much more detail that I can give you. I can take it on notice. I cannot guarantee that I can give you the level of detail that you are requiring, but I can certainly ask.

Hon JAMES HAYWARD: I understand just on those scope changes that there are three—I think there are three now—proposed roundabouts that were not part of the original scope, so I am wondering if you could explain why those changes to the scope were necessary. Presumably it was budget related. And also, the second part of the question: initially this project talked about reducing the travel time to, say, Margaret River by 15 minutes. I understand with these changes that the government is walking away from that commitment, and I am just wondering if you could give us some idea about how much of an improvement this road will be.

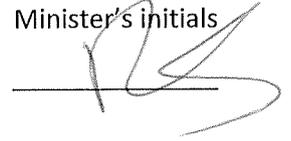
Hon SUE ELLERY: I can give you some information and I might have to take some on notice. Being the biggest transport infrastructure project ever undertaken in south west, the updated budget of \$1.25 billion will deliver stages 2 and 3 of the project, with major projects for the economy, both during construction and once in operation. The federal government recently commissioned an independent cost review into the project, which resulted in additional funding being allocated in the federal budget. There are rising supply and demand pressures that have resulted in recent increases in key cost inputs for the project. For example, diesel and bitumen supply costs have increased by 60 per cent and 20 per cent respectively over the last 12 months. The increased investment addresses these cost pressures and allows the project to continue to ensure that local businesses can participate in the project, with around \$450 million in a targeted local spend. A further \$30 million worth of opportunities for Aboriginal businesses is available as part of the project. State and commonwealth environmental approvals for the southern section are currently under consideration. The rest of that question, honourable member, I will take on notice.

Answer:

Safety is always a key consideration when designing road infrastructure.

Once complete, motorists travelling on the BORR could expect to save between 11 and 18 minutes, depending on their destination and peak traffic conditions along the alignment.

Minister's initials

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
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Department of Transport

Hon Colin de Grussa MLC asked:

A25) I go back to page 589 of budget paper No 2, volume 2, item 13, climate change and the clean energy car fund. Noting the rebates that will be offered for people who purchase those vehicles, what analysis was undertaken to determine that \$70 000 purchase price or that limit?

Is the \$70,000 price the dutiable value of the vehicle? Does it include stamp duty?

Answer:

The \$70,000 threshold was based on similar schemes in operation in other states and territories.

The \$70,000 threshold is based on the dutiable value of the vehicle. It is the amount on which vehicle licence duty (stamp duty) is payable, and therefore does not include vehicle licence duty (stamp duty).

A26) Can you provide the number of electric vehicles that are registered in Western Australia, perhaps if we can have a year-on-year growth?

Answer:

There were 4,421 passenger electric vehicles registered in Western Australia as of 31 March 2022.

The table below provides details regarding year-on-year growth:

As at	Total number of electric vehicles	Increase in number of electric vehicles from previous 12 months period	Year-on-year growth
December 2017	438	N/A	N/A
December 2018	498	60	14%
December 2019	890	392	79%
December 2020	1,568	678	76%
December 2021	3,785	2,217	141%

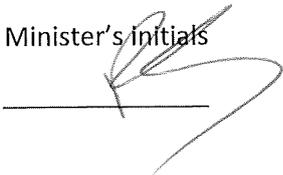
Note: These vehicle numbers are approximate due to the way vehicle fuel types are recorded in the Register of Vehicle Licences at the Department of Transport.

A27) In relation to page 589, item 6, it is around the regional airfare zone cap, but more specifically in relation to the regulated routes that are done under a deed of agreement with Regional Express. My understanding is that the Perth–Esperance and perhaps the Perth–Albany routes would come up for—the deed of agreement would expire sometime in 2023. I am wondering whether any negotiations have started and what the process is given that timeline. Will there be a tender process, for example, and when are we likely to see that occur?

Answer:

The Department of Transport intends to undertake an open, competitive public tender process for these routes shortly.

Minister's initials

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
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Department of Transport

Hon Donna Faragher MLC asked:

A28) Concerns have been raised for some time by the Isolated Children's Parents' Association with regard to the application of the transport hub policy criteria as it relates to the student travel subsidy scheme road travel subsidy. I understand that the level payable is based on the distance to the nearest educational institution or transport hub, whichever is the nearest. The concern that has been consistently raised by the ICPA is that the transport hub is just the nearest official stop of a timetabled transport service and it does not matter how often that transport service is there or where it goes—it could actually even go in the opposite direction. There are some concerns as to how it is actually being administered.

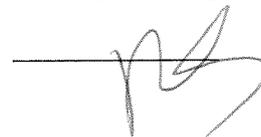
My question, perhaps through the minister but more particularly to the director general, is: is he aware of these concerns?

Answer:

The Department of Transport (DoT) is aware of concerns expressed by the Isolated Children's Parents' Association (ICPA) regarding the transport hub policy criteria for the Student Travel Subsidy Scheme – Road Travel Subsidy (STSS-RTS).

DoT has, through ICPA, invited several families who have raised concerns with ICPA to contact it directly to discuss their individual circumstances and the application of the STSS-RTS.

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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
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Department of Transport

Hon James Hayward MLC asked:

A29) As at 16 June, what was the practical driving assessment (PDA) availability at various centres?

Answer:

Location	Available PDAs	First available PDA
Kelmscott	93	17 June
Joondalup	200	20 June
Rockingham	83	20 June
Midland	49	21 June
Cannington	37	21 June
Success	27	21 June
Mirrabooka	67	22 June
City West	180	22 June
Mandurah	15	24 June

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Department of Transport

Hon Nick Goiran MLC asked:

A30) Under the Department of Transport, page 600 tells us that there are 1,521 estimated actual full-time equivalents. My questions are: How many were subject to a disciplinary complaint? How many of those complaints were sustained? How many related to the unlawful access of TRELIS?

Answer:

From 1 July 2021 to 30 June 2022, the Department of Transport received 19 employee disciplinary complaints, 14 were sustained and nine of these related to the unlawful access to TRELIS.

The nine cases of unlawful access to TRELIS primarily included instances where employees searched the TRELIS record of a family member or friend or who checked their own TRELIS record.

All employees were issued with disciplinary outcomes.

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Main Roads Western Australia

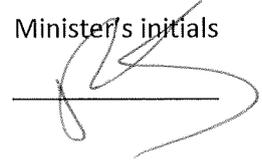
Hon Dr Brad Pettitt MLC asked:

A31) I have quite a discrete one in relation to page 617 of budget paper No 2, volume 2, in relation to the East Perth power station footbridge. It is a line item under "New Works". Do we know the proposed location of the bridge? What community engagement will be undertaken prior to the location and design being finalised?

Answer:

The proposed location of the footbridge is just to the south of Summer Street with the final location to be finalised in consultation with the community and stakeholders.

Minister's initials

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