

ISSUE NOTIFICATION FORM

| | |
|-------------------------------------|--|
| Reviewable Component | Repairs and Maintenance and Unsealed Road Running |
| Party Making Notification | Public Transport Authority (Authority) |
| Nature/Description of Issue* | <p>The Authority does not have an issue with the current matrix used to calculate repairs and maintenance. The current repairs and maintenance matrix was arrived at after extensive research and analysis by Price Waterhouse Coopers (PwC).</p> <p>The Authority is in the process of updating the school bus fleet profile to ensure it always reflects the most accurate bus fleet disposition. This should ensure ongoing accuracy in terms of the costs incurred for servicing and maintaining buses.</p> <p>The Authority does not have an issue with the methodology currently used to apportion costs associated with unsealed road running.</p> <p>The Authority is concerned that any commercial charter work (See Use of School Bus to Earn Outside Income) undertaken by School Bus Contractors needs to be taken into account when determining the appropriate Government payment for school bus services. The effect of additional charter work on repair and maintenance profiles needs to be fully taken into account, to ensure that competitive neutrality exists in the wider charter bus industry and to ensure public funds only pay the appropriate amount to reimburse contractors for the school bus work they are contracted to perform.</p> |
| Evidence to Support Claim* | Preventative maintenance and servicing schedules for the school bus fleet as allowed under the school bus class. |
| Proposed Contract Variation | |
| <i>Schedule 3*</i> | Nil |
| <i>Schedule 4*</i> | Nil |
| <i>Contract*</i> | Nil |

The following extract from the Contract does not form part of the Issue Notification Form and is provided as information for the Authority, Contractor Representatives and the Review Panel.

Review Principles [Item 9(b) of Schedule 5]:

| | |
|---|--|
| 1 | The purpose of the Composite Rate Model, including the review procedure set out in Schedule 5, is to balance the interests of the Authority in procuring school bus services for a commercially fair value and the interests of Contractors in receiving a commercially fair income for provision of those services in the absence of a competitive tender process. |
| 2 | The Composite Rate Model is an average cost model so that the starting point is to be the average actual costs incurred by Contractors in providing the services the subject of the School Bus Contracts. |
| 3 | The cost elements set out in the Components will primarily be spread across the service life of each school bus rather than being paid in a lump sum or being varied across the service life of each school bus. |
| 4 | <p>It may be determined that a payment for a Reviewable Component not be averaged across Contracts or spread over the service life of the school bus where:</p> <p>A) it is administratively practical to do so;</p> <p>B) there is no material increase in the administrative costs to the Authority; and</p> <p>C) the administrative obligations and commercial outcomes imposed by the Composite Rate Model on the Parties are reasonable when compared with contracts for school bus services awarded under a competitive tender process,</p> <p>and for the avoidance of doubt, this includes the application of regional uplifts where the considerations in (A) - (C) above apply and it can be clearly shown that material regional cost differences exist.</p> |
| 5 | <p>Each of:</p> <p>A) actual income earned by Contractors from sources other than the Authority from assets for which Contractors are compensated under School Bus Contracts; and</p> |

| | |
|---|---|
| | B) the fact that there is potential to make savings across School Bus Contracts through bulk purchasing of inputs, is a relevant consideration. |
| 6 | The Party seeking to change a Reviewable Component must present sufficient evidence to reasonably prove that the current quantum paid to Contractors in respect of the Component is not appropriate. |
| 7 | Evidence must be based on: A) benchmarks that are directly relevant to the particular Reviewable Component; or B) detailed sampling of the Western Australian school bus fleet, provided that the data generated from such sampling is representative of the costs across the industry. |
| 8 | Each of: A) the Return on Investment Component; and B) the determination or meaning of the Approved Depot, insofar as it relates to the calculation of the Standard Daily Kilometres, is not a Reviewable Component and can only be varied by agreement of the Authority. |