



29 April 2019

## REVIEW INTO THE ZONE TAX OFFSET AND RELATED REMOTE AREA TAX CONCESSIONS AND PAYMENTS

King Island Council welcomes the opportunity to contribute to the Productivity Commission's review into the zone tax offset and remote area tax concessions and payments.

While there are many benefits to living on an island in the Bass Strait with a small population, there are some additional costs and inconveniences which could be mitigated by tax offsets, concessions and payments. In this submission, Council will begin by providing some context on King Island, go on to explore some of those additional costs and inconveniences, and will complete its submission with comments on each of the current tax concessions and payments for consideration by the Commission.

### About King Island

#### Economic overview

Our Island's Gross Regional Product (GRP) was \$150M in 2017-18. This is strongly led by agriculture, fishing and their support services, contributing 48% of our total value-added GRP in 2017-18<sup>1</sup>. Processing the outputs of those industries is the next largest contributor, being 8.5% in the same period. These same industries provide the highest proportion of FTE jobs on the Island – 26% and 11% respectively.

#### Population

King Island has an Estimated Resident Population (ERP) of 1,594, based on the 2016 Census. The latest figures from the Australian Bureau of Statistics suggest that this had increased slightly to 1,601 in 2018. We have an aging population with a significant decrease in the number of residents in the "young workforce" and "parents and homebuilders" service age groups (refer Appendix A).

King Island enjoys very low unemployment at just 1.7% (14 people) in the 2016 Census.

#### Upcoming development

There are three significant projects on King Island's horizon which are forecast to change the Island's economy and demographics. Development of visitor accommodation at Cape Wickham Links, a highly-ranked, world-class golf course at the north of the Island; re-opening of the King Island Scheelite mine in Grassy; and, construction of an export beef abattoir. These developments are expected to bring in the order of 140 FTE jobs to the Island, with an anticipated increase in our population of ~240 – 15% - over the next two to five years.

---

<sup>1</sup> <https://economy.id.com.au/cradle-coast/value-add-by-industry?BMID=40&WebID=150> King Island Council area, Value Added by Industry Sector, 2017/18



### Freight of goods

King Island currently enjoys a weekly sea freight service between its harbour in Grassy, Victoria and North-West Tasmania, with an annual freight task of around 70,000 tonnes. This is an expensive service, and recent changes and uncertainties in the service have only increased that cost, both direct cost in terms of whole-of-journey freight charges, and in-direct costs, for example the need to retain of additional stock and delay in the receipt of goods. The Tasmanian Legislative Council conducted an inquiry into the King Island shipping task in 2017<sup>2</sup>. While there have been some improvements to the service since the time of that inquiry, direct costs are not significantly lower and the impact on local businesses and residents described in the submissions to and findings of that inquiry are still largely descriptive of the experience today.

Perishable, high-value and urgent freight can be transported by air, where the additional costs are justified by the nature of the product being freighted. By way of example, the cost of air freight – the only way King Island’s supermarkets can offer fresh milk – is a significant contributor to the \$7+ charged for 2-litres of standard, full cream milk in both supermarkets.

### Access for residents and visitors

Air travel is the only way for residents and visitors to access our Island. King Island Airport boasts three Regular Passenger Transport (RPT) carriers providing links to Tullamarine, Essendon and Moorabbin in Victoria, and Burnie (Wynyard) and Launceston in Tasmania. However, air fares are reasonably high (refer Appendix B) and the small plane sizes mean flights can be booked out during the peak travel times.

For Sharp Airlines and Regional Express children aged 2 and under fly free. Every other passenger pays a full fare, with no discount for minors, students, or pensioners. King Island Airlines offers free flights for children aged 2 and under, and also offers a reduced fare of \$128 each way for children aged 3 – 12yrs compared to the full adult fare of \$188 each way.

## Cost of living

### General household expenses

Any King Islander will tell you that the cost of living here is significantly higher than elsewhere in regional Australia. To provide some context on this assertion, Council has compared the cost of some common household expenses here on King Island compared to regional Tasmania. These comparisons are provided below with further detail provided in Appendix C:

- Groceries – 50% more expensive on King Island than via Woolworths online
- Electricity – 4% more than the flat rate charged in Tasmania, or 32% higher than Melbourne
- Fuel – 32% more expensive than a regional Tasmanian petrol station

As well as higher costs for comparable products, residents of King Island have reduced choice with regards to the provider of services. There is no discount supermarket to shop at when times are tough, nor are the local supermarkets able to offer the kinds of discounts seen as a matter of course at Coles and Woolworths. Similarly, electricity is only available through Momentum, and there are no business plans or off-peak options available – a flat rate for every kilowatt of energy used, regardless of how much is used or who the user is.

---

<sup>2</sup> [http://www.parliament.tas.gov.au/ctee/Council/GovAdminA\\_King%20Island.htm](http://www.parliament.tas.gov.au/ctee/Council/GovAdminA_King%20Island.htm)



### Telecommunications

The wide variety of service providers and packages offered makes it difficult to offer an unbiased comparison of costs. As such, this has been avoided.

Telstra is the only network which operates on the Island, reducing the number of providers for home and mobile telephone and internet.

ADSL internet is only available in parts of the Island's two largest townships, Currie and Grassy, with the rest of the Island relying on NBN satellite or mobile internet. These methods are widely acknowledged to be more expensive and achieve slower connection speeds than its cabled alternative.

### Housing

An assessment of average weekly rent on King Island versus regional Tasmania, based on the 2016 census data, suggests King Island enjoys much lower rents than its neighbours – A median of \$121 per week on King Island versus \$210 in the Cradle Coast Region<sup>3</sup>. It should be noted, however, that King Island has a very small rental market (223 residences were rented out of a total 697 occupied residences on the Island) and that at least 8% of those rentals were subsidised by an employer or were social housing. It is suggested that these properties skew the mean rent significantly downwards.

There has been significant growth in the residential housing market on King Island in recent years. This has been driven in part by the advent of premium golf on the Island. An increase of over 20% in the number of tourists visiting the island since 2015 has led to an estimated 30+ properties being removed from the residential rental market and converted to short-stay visitor accommodation, further limit the supply of rental properties and therefore moving the average residential rent upwards. In the 12 months to September 2018, Currie, the Island's main township, saw growth of over 36% in its residential housing market<sup>4</sup>.

This growth is reflected in data reported by Hometrack.com.au via the Profile .ID website (refer Appendix C). Hometrack data relates to private rentals listed in April to June in each year. They exclude public and community housing, and exclude current rents being paid by tenants not advertised, and so the rental figures derived will differ from those sourced for the Census. In 2016, this site reported the median rent for a house on King Island was \$400 per week, significantly higher than the \$121 median reported in the Census of the same year. Just one year later, the median rent had increased to \$480 per week.

### Healthcare

The King Island District Hospital & Health Centre (KIDHHC) offers acute and high care and low care residential aged care. A Day Centre for frail and aging people and those with disabilities, and a Child Health Centre are permanent on-Island offerings at the KIDHHC. The site is also home to the Island's GP clinic, operated by Ochre Health. A number of visiting specialists offer services including alcohol and drug services, podiatry, physiotherapy, mental health support and counselling, dietician, dentistry and paediatrics.

Ambulance services on the Island are provided by a passionate and dedicated, but small, team of volunteers. Any patient needing to access care not offered at the KIDHHC needs to travel off-Island.

---

<sup>3</sup> <https://atlas.id.com.au/cradle-coast/maps/median-weekly-rental> Median weekly rental payments 2016: Analysis - King Island Council area vs Cradle Coast Region

<sup>4</sup> <https://www.news.com.au/national/tasmania/these-tasmanian-suburbs-are-smoking-hot-with-over-35-per-cent-growth/news-story/cc5a6bc43b4e70fdead0b4c39d2d0275>



In the case of an emergency, this will be via the Royal Flying Doctor Service (RFDS) who are contracted by Ambulance Tasmania to provide transport to the State's island and remote communities. For non-emergency and scheduled appointments, such transport will be via RPT flights. Ambulance Tasmania does not issue charges for use of the RFDS service, nor does it require residents to have ambulance cover, such as is the case elsewhere in Australia.

To offset the costs of accessing care off-Island, King Island patients can claim rebates for some expenses incurred via the Patient Travel Assistance Scheme (PTAS) (refer Appendix D). This includes air fares, road transportation and accommodation. However, the rebate process will take in the order of 6 weeks, which is a significant period of time when considering the cost of a 2-night return trip to the North-West Tasmania Regional Hospital in Burnie is \$650<sup>5</sup>.

KIDHHC does not have a maternity ward, and as such expectant mothers are flown off the Island for the majority of their pre-natal care. This will include flights for scans and check-ups, and accommodation for each of those visits. To avoid the need for emergency transport in late pregnancy, a healthy pregnancy with no complications, expectant mothers are required to relocate to the vicinity of the maternity hospital no later than 38 weeks into their pregnancy. Considering a healthy pregnancy will not induce labour until 10 days after the due date, this can be a 1 month stay. If there is no availability in the patient accommodation, PTAS will only be reimbursing \$66 per night for that accommodation.

While the mother's partner can claim the PTAS rebate for the labour itself, they are not able to claim to accompany them to check ups and scans. The mother's existing children are not able to claim rebates for any flights.

There are many other cases where individuals and families are affected by the need to travel off-Island for access to health care. The following example is a recent example of a child who was treated for appendicitis.

- Four trips between King Island and Tasmania, one on the RFDS, and three via RPT services
- The final appointment was 15min check-up – but flight availability meant a 3-day trip
- No concession card, so rebate for RPT flights will be minus \$82.50 PTAS administration fee
- No rebate or discount for family members to visit the patient beyond one escort for minors
- Limited availability on flights meant extra nights of accommodation for two of the four trips
- Limited availability in patient accommodation meant out of pocket expense for private accommodation significantly above the \$66 rebate available from PTAS
- No concession card, so first 2 nights of accommodation each trip is an out of pocket expense
- A total of four week's unpaid leave for the mother, who works casual hours
- Six days paid leave for the father – only kept this low because grandparents flew down from Queensland to take on child care duties for the two children under-10 still at home

## Education

The King Island District High School (KIDHS) provides full time education for students from Kindergarten to Year 10. The school has a total of 201 students: 156 in Kinder to Year 6, and 45 in Years 7 to 10. In other years, a small number of students may complete their Year 11 and 12 studies

---

<sup>5</sup> \$438 return airfare with Sharp Airlines, plus 2 x \$50 taxi fares, plus \$112 for two night's in the North-West Regional Hospital patient accommodation (first two nights are not eligible for reimbursement from PTAS).



on King Island by completing online learning modules through TasTAFE and undertaking school-based traineeships, although there are none enrolled in this way in this academic year.

Any students electing to complete their Year 11 & 12 studies off-Island at a Tasmanian college are entitled to seek reimbursement for up to 9 flights per year and will be eligible for the Youth Allowance (Student) of up to \$455.20 per fortnight. Should a family decide that the move to an off-Island school is preferable before Year 11, then they will not be eligible for these benefits.

As discussed above, the cost of flights to mainland-Tasmania are high enough to make a significant impact on a family's finances. The delay in receiving reimbursement for this expense can be a significant factor in whether or not a family is able to afford completion of Year 11 & 12 off-Island.

### Cost of doing business

As with cost of living, there are additional costs and complexities faced in running a business in a remote location such as King Island. A business will pay the same high fuel costs, the same high energy costs, the same limited options and high costs for telecommunications, as residents of the Island experience.

### Recruitment and Retention

Recruitment can be a significant expense for any business, but more so when recruiting in a remote area. King Island's cost of living means that unemployment is very low – it is generally accepted on the Island that you can't afford to live here if you are unemployed. While this looks good on paper, it means that any growth in our Island's employment needs requires new residents being attracted to the island.

For a business on King Island to interview off-Island candidates face to face there is the need for those candidates to travel to the Island. King Island enjoys up to five flights to/from Melbourne and two flights two/from Burnie and Launceston each day of the week, but the flight schedule means that an overnight stay is often required for a candidate travelling to interview. Even for a candidate making the cheapest journey, being Melbourne to King Island, this will cost in the order of \$500 per candidate, and \$750 for a candidate travelling from Launceston.

Beyond the cost of selecting a suitable candidate, attracting that candidate to relocate to a remote and rural community can incur yet more costs. Many of our Island's businesses pay above award rate to offset the higher costs of living; relocation costs are frequently covered by a business bringing new residents to the island for key roles; flights off the island for employees and their families are a reasonably common employee benefit; and the low availability of housing means that many employers will also provide subsidised housing for their senior staff, either as a part of the ongoing remuneration package or as a temporary measure to facilitate the employee's commencement.

As mentioned in Cost of Living above, there are a relatively high number of employers on the Island who provided subsidised or free housing for their employees as part of their remuneration package. It is Council's understanding that the Fringe Benefit Tax (FBT) concessions available to those businesses are key to making that offering possible.

### Access to Specialists

Most businesses will require the services of specialists from time to time, and such services will incur higher costs when provided to a remote location such as King Island. Using Council as an example, in the last 18 months this has included consultants in areas such as risk management,



occupational health and safety, waste management, recreation planning, brand management, civil engineering, and airport-related survey and inspection, and contractors providing road sealing and rock crushing services. Each of those visiting consultants will expect to be reimbursed for their travel and accommodation, and contractors will often also need to be reimbursed for the freight of any equipment brought to the island. In the case of equipment, businesses may find themselves incurring higher charges to mitigate the contractor's lost income while the equipment is in transit.

#### Cost of building

Construction and renovation costs on the Island are significantly higher than seen elsewhere in Tasmania. In fact, when calculating the estimated cost of building works for application of the Building Permit Levy, Council applies a 40% increase to the standard Tasmanian building costs (refer Appendix E).

### Future Structure of Remote Area Tax Concessions and Payment

#### Indexation of the Zone Tax Offset – Special Zones

An individual with no dependents is eligible to a Zone Tax Offset (ZTO) of \$1,173. Council notes that the has not been increased since 1991. Since that time, the weighted average All Groups CPI of eight capital cities has increased by 55%. This means that the 'real' value of the ZTO has significantly decreased over time. Indexation of the ZTO would prevent this reduction in value in the future.

Council also notes the difference in CPI for each of the eight capital cities over time. All Groups CPI for Hobart has increased by 8.5% since the March 2015 quarter, whereas Darwin increased by only 1.8% in the same period. Indexing the ZTO to the relevant capital city would further increase the relevance of that concession's value to its recipients.<sup>6</sup>

An alternative method of reimbursing for the costs of remote living would be to tie payments to an annual cost of living calculation for each area designated as eligible. This would have the advantage of recompensing each resident equally for the disadvantage suffered regardless of income levels and would be tied to costs (as is the fuel rebate for farmers) minimising the ability for tax planning to manipulate results. Methods such as these would also address the eligibility anomalies between ZTO and RAA.

#### Reach of the Zone Tax Offset

As mentioned to the Commissioner during his visit to King Island, the current ZTO does not apply to all residents of King Island. For example, any individual who has not paid \$1,173 or more in tax will not receive the full benefit of the ZTO. The unused tax offset balance is not refundable nor is it available for offset against the Medicare Levy.

Allowing for the effect of the \$445 Low Income Offset (LIO) available to all taxpayers whether in a rural or CBD location, up to a total taxable income of \$37,000, the following circumstances show the discrepancy in the benefit the ZTO achieves for a range of taxpayers within the one zone.

---

<sup>6</sup><http://www.abs.gov.au/ausstats/abs@.nsf/Latestproducts/6401.0Main%20Features7Mar%202019?opendocument&tabname=Summary&prodno=6401.0&issue=Mar%202019&num=&view=>



Family circumstance	Individual taxpayer with non-working spouse	Sole parent with one child	Individual taxpayer with two children
ZTO – adult	\$1,173	\$1,173	\$1,173
ZTO – children	-	\$376	\$658
LIO	\$445	\$445	\$445
<b>Total entitlement</b>	<b>\$1,618</b>	<b>\$1,994</b>	<b>\$2,276</b>
Taxable income required to take full advantage of tax offsets	\$26,700	\$28,700	\$30,150

It is noted that a sole parent with one child in a rural area will be in a particularly difficult situation, as they will often need to rely on part time work and therefor may struggle to take full advantage of the ZTO available.

Many primary producers and small businesses use a partnership structure to split income. Primary production profits are well known to be volatile. In years of poor returns, or when advantage is taken on increased depreciation tax write-offs, the ZTO will provide a decreased safety net for the higher costs of living and geographical disadvantage.

#### Relevance of the Zone Tax Offset – Special Zones

Council notes that other nominated Special Areas do not currently have the same impacts on their cost of living. For example, Roxby Downs (SA), Greenwood (WA), Helensvale and Weipa (QLD) are home to a Woolworths store, and Angurugu, Galiwinku, Maningrida, Milikapiti, Milingimbi, Numbulwar, Ramingining, (NT), and Cooktown, (QLD) have a Woolworths within 60km. This will provide them with access to cheaper groceries than those areas relying on independent grocers such as King Island and other nominated Special Areas. On the other hand, it is noted that King Island enjoys lower electricity rates than some of the other nominated special areas, and so is not as disadvantaged in that respect.

The Commission poses the question in its Issues Paper, *“Should the ZTO boundaries be redrawn to reflect contemporary settlement patterns?”*. Council would argue that geographical disadvantage is not determined by population or town size, as used in 1981 to set the current special area boundaries. Areas eligible for inclusion should be calculated by a matrix combining cost of living, cost of access, ease of access, and local provision of health, education and community infrastructure.

Council also suggests that any future review of remote area tax concessions and payments set clear objectives and include a framework for regular review of the circumstances and locations which make individuals and business eligible for those concessions and payments.

#### Fringe Benefit Tax Concessions

Based on its own experience, and discussion with other employers on the Island, Council strongly advocates for the continuation of the Fringe Benefit Tax (FBT) Concession for employers providing subsidised housing to its workforce. This is an essential tool in the recruitment and retention of quality staff and as such protects the economic growth of our Island.



### Additional benefits to businesses

In its terms of reference, the Commission asks if businesses in remote areas should be provided with similar levels of support as that offered to individuals. It is Council's position that such support would be instrumental in promoting the growth of King Island's economy, making it possible for small operators to overcome the challenging business environment and improve our community's ability to better service its own needs.

### Regional Development Programs

The Commission queries if the expenditure for these tax concessions would be better allocated to State and Territory governments to provide additional funding to their regional development programs. Regional development programs normally concentrate on large projects, whilst, in Council's observation, regular small payments to individuals better ensures population and employment stability. Therefore, maintaining tax concessions and payments for individuals and businesses is a necessary compliment to regional development projects.

### Attraction of graduates

Forgiveness of HELP debts for graduates relocating to remote areas would have many benefits for Australia's remote and rural economy by making relocation to a remote area more attractive for young engineers, accountants, and other professionals. As can be seen in Appendix A, King Island has a decreasing population of "Young professionals" and "Home builders". Forgiveness of HELP debt would attract some of these qualified, early-career professionals to remote areas such as King Island, not only improving the region's economic outputs but also benefiting the community's diversity and long term sustainability.

### Conclusion

King Islanders are proud of the beautiful environment in which we live, and the lifestyle that our remote location affords us. We are also keenly aware of the challenges that our residents and businesses face here that they would avoid if they did not live in a remote, isolated area.

Our Island has a great deal to contribute to the economy and reputation of Australia, and supporting our residents and businesses through tax concessions and payments will only improve our contribution.

Thank you for the opportunity to provide some context on King Island, our experiences of the current tax concessions and payments available in remote areas of Australia, and our suggestions on how these can be made more effective into the future.

Kind regards

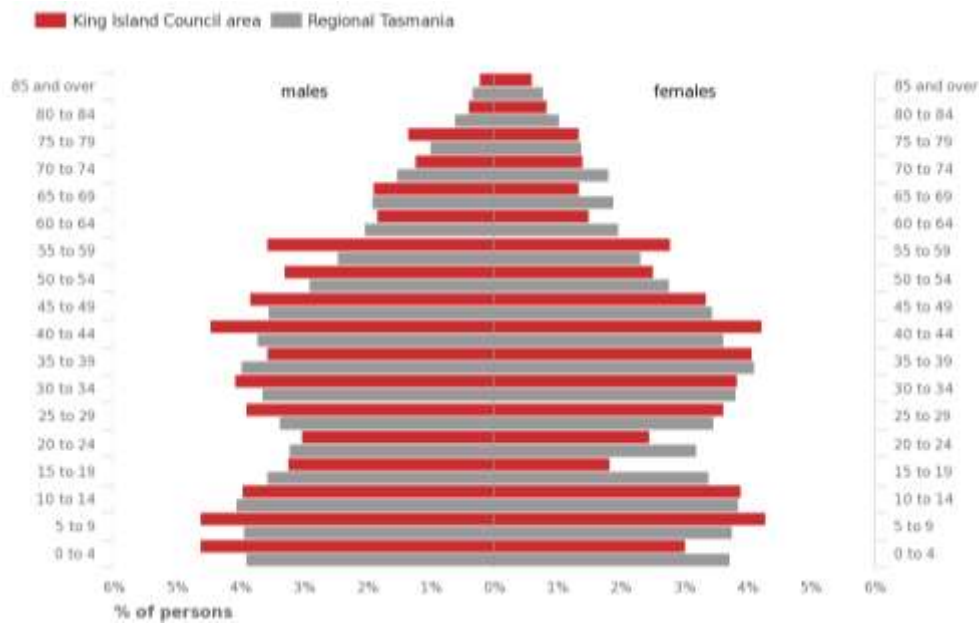
Kate Mauric  
**Acting General Manager**

TRIM Ref: 14.01.01

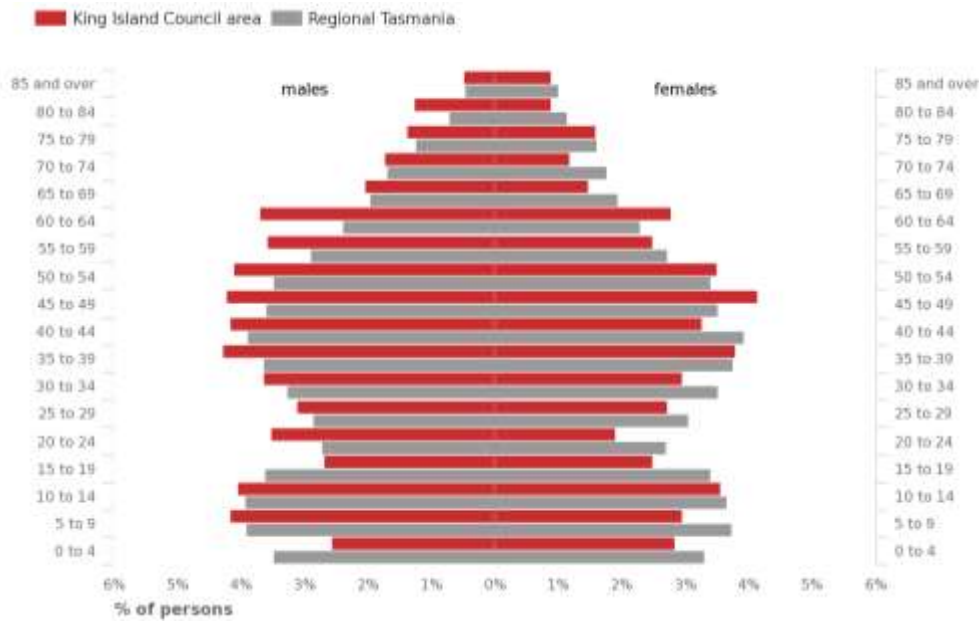


Appendix A – King Island Population Change 1996 to 2016

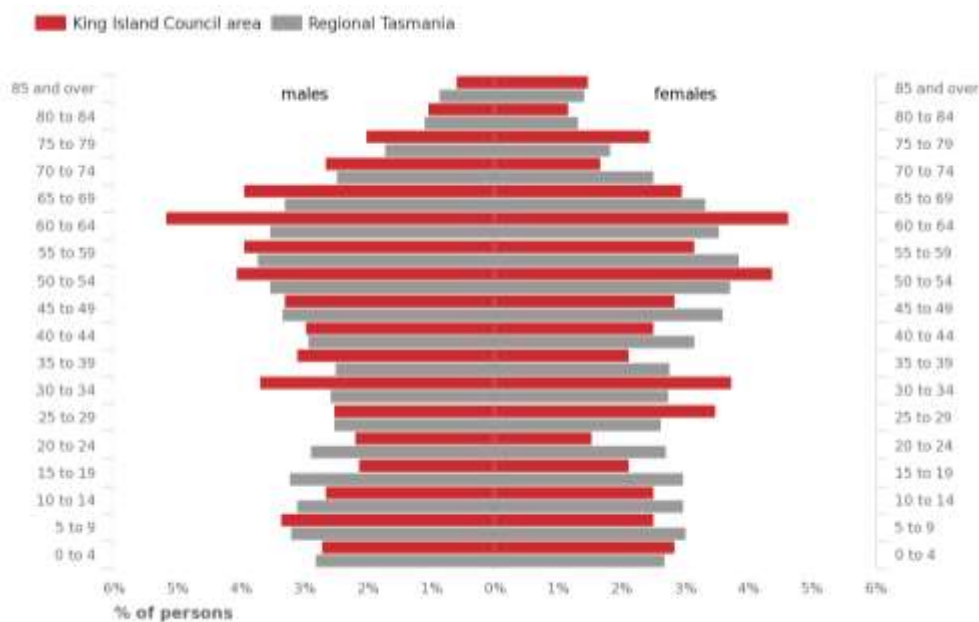
Age-Sex pyramid, 1996



Age-Sex pyramid, 2006



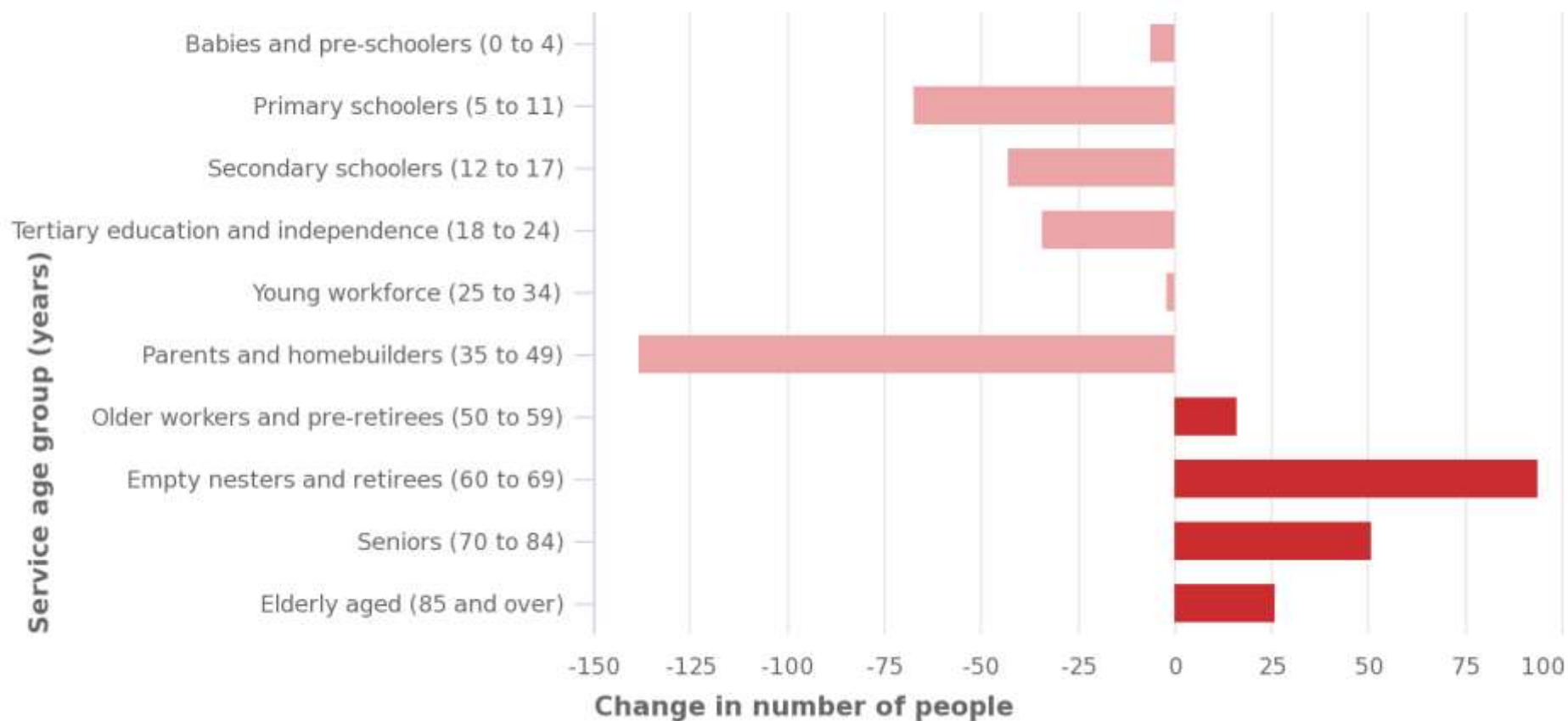
Age-Sex pyramid, 2016



## Appendix A – King Island Population Change 1996 to 2016

### Change in age structure - service age groups, 2001 to 2016

King Island Council area - Total persons



Source: Australian Bureau of Statistics, Census of Population and Housing, 2001 and 2016 (Usual residence data). Compiled and presented in profile.id by .id, the population experts.

## Appendix B – Indicative Cost of Airfares to and from King Island

Scenario	Cheapest fare	Fully flexible fare
Family of 4 travelling return King Island to Tullamarine, early August, booked 3 months in advance	\$1,060.40	\$3,533.20
Family of 4 travelling return King Island to Moorabbin, early August, booked 3 months in advance	\$1,264.00	n/a
Family of 4 travelling return King Island to Launceston, early August, booked 3 months in advance	n/a	\$2,288
Individual travelling return King Island to Tullamarine, mid-May, booked two weeks in advance	\$265.10	\$883.30
Individual travelling return King Island to Moorabbin, mid-May, booked two weeks in advance	\$175.00	\$188.00
Individual travelling return King Island to Launceston, mid-May, booked two weeks in advance	n/a	\$572.00

## Appendix C – Cost of Living Comparisons

The below items are based on the Anglicare Cost of Living Template. The following elements of that template have been excluded from this comparison as detailed below:

- Newstart allowance has been excluded; a household income comparison has been provided overleaf in its place
- Bus fares are excluded, as there is no public transport available on King Island
- Cost of vehicle registration and PBS prescriptions excluded as these are standard across the State

Comparison	Regional Tasmania	King Island	%age Variance
Median weekly rent <sup>1</sup>	\$280.00	\$480.00	+71%
Electricity <sup>2</sup>	\$40.21	\$49.79	+24%
Groceries <sup>3</sup>	\$88.64	\$132.68	+50%
42 litres unleaded petrol	\$63.80 <sup>4</sup>	\$84.00 <sup>5</sup>	+32%
100 Panamax tablets	\$2.49 <sup>6</sup>	\$6.95 <sup>7</sup>	+179%
<b>Total weekly expenditure</b>	<b>\$488.14</b>	<b>\$766.42</b>	<b>+57%</b>

<sup>1</sup> <https://economy.id.com.au/cradle-coast/rental-listings?BMID=25&IGBMID=25&WebID=150> – Median rental listing 2017

<sup>2</sup> 7 x daily usage charge plus 75kw light and power and 73kw hot water

<sup>3</sup> Based on shopping basket used in Anglicare Cost of Living template: 2 litres full cream milk; 680g loaf white sliced bread; 2kg Sunrice Long Grain Rice; 500g Dolmio Chunky Bolognese Sauce; 425g SPC baked beans; 220g Kellogg's Cornflakes; 500g San Remo Spaghetti; 220g Vegemite; 825g SPC Sliced Peaches in Syrup; 100 pk Lipton Tea Bags; 2kg Defiance Self Raising Flour; 250 sheets Kleenex tissues hypoallergenic; 1.25l Coke; 2l Fresh orange juice; 4x90g Palmolive Soap; 750ml Crisco vegetable oil; 10 regular Chux wipes; 375ml Jif crème cleaner; 32 regular Libra tampons; 2kg Defiance plain flour; 1kg leg of lamb; 2kg bagged carrots. Regional Tasmania costs as per Woolworths online shopping; King Island costs as per on-island supermarket prices.

<sup>4</sup> Unleaded petrol at Caltex Sheffield, as reported on MotorMouth app for 29 April 2019

<sup>5</sup> Unleaded petrol at one of King Island's three petrol stations sighted on 29 April 2019

<sup>6</sup> Chemist Warehouse online

<sup>7</sup> King Island Pharmacy Alliance

## Appendix C – Cost of Living Comparisons

### Weekly housing rental payments<sup>8</sup>

King Island Council area - Households (Enumerated)	2016		
	Number	%	Regional Tasmania %
Weekly rental amount			
\$99 or less	69	35.4	11.5
\$100 - \$149	43	22.1	11.5
\$150 - \$199	38	19.5	18.1
\$200 - \$249	15	7.7	22.6
\$250 - \$299	3	1.5	18.6
\$300 - \$349	7	3.6	8.6
\$350 - \$399			3.0
\$400 - \$449			1.1
\$450 - \$549			0.7
\$550 - \$649			0.2
\$650 - \$749			0.1
\$750 - \$849			0.1
\$850+			0.2
Not stated	20	10.3	3.6
<b>Total households renting</b>	<b>195</b>	<b>100.0</b>	<b>100.0</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2016. Compiled and presented in profile.id by [.id](#), the population experts.



<sup>8</sup> <https://profile.id.com.au/cradle-coast/housing-rental?WebID=150&BMID=25> Weekly Housing Rental Payments 2016

## Appendix C – Cost of Living Comparisons

### Rental listings<sup>9</sup>

King Island Council area	2017			2016			Change
Housing value (at June)	King Island Council area	Regional Tasmania	King Island Council area relative to Regional Tasmania	King Island Council area	Regional Tasmania	King Island Council area relative to Regional Tasmania	2016 to 2017
House							
First Quartile	\$408	\$240	+70.0%	\$400	\$230	+73.9%	+\$8
Median	\$480	\$280	+71.4%	\$400	\$270	+48.1%	+\$80
Third Quartile	\$600	\$330	+81.8%	\$410	\$320	+28.1%	+\$190
Median Rental Yield	\$5	\$6		\$5	\$6		

Source: [Hometrack](#) 2016-2017, *Automated Valuation System*.



<sup>9</sup> <https://economy.id.com.au/cradle-coast/rental-listings?hEndYear=2016&BMID=25&IGBMID=25&WebID=150> Rental Listings 2017 vs 2016

## Appendix D – PTAS Information

### What if I can't afford to pay for the travel and/or accommodation?

In this situation, please contact your local PTAS Coordinator to discuss an alternative arrangement.

### How do I apply for assistance?

Your referring medical specialist or rural GP will normally provide you with the PTAS application form when you are referred for a specialist medical service.

They should complete Section A of the PTAS application form at this time and give it to you to deliver to your local PTAS Coordinator as soon as the application form is completed by your referring specialist and you.

It is important to note that the lodgement of an application form does not in itself represent approval.

### What are my responsibilities in applying for PTAS?

It is your responsibility to:

- submit the PTAS application form to your local PTAS Office as soon as the application form is completed by your referring medical specialist or rural GP;
- ensure Section C of the PTAS application form is completed by the nominated specialist;
- and attend any medical appointment as arranged;
- give adequate notice if unable to travel; and
- provide up-to-date contact details and bank account details if subsidy payment is expected.

### Where can I find out more about PTAS?

To discuss PTAS eligibility requirements or benefits, please call your nearest PTAS Coordinator.

Information may also be obtained from:

- Department of Health and Human Services  
[www.dhhs.tas.gov.au/ptas](http://www.dhhs.tas.gov.au/ptas)
- Service Tasmania
- Primary Health Facilities.

### Patient Travel Assistance Scheme Offices

North West Regional Hospital  
C/ Parkside Building, Strahan Street, Burnie 7320  
Phone: (03) 6477 7734

Launceston General Hospital  
Charles Street, Launceston 7250  
Phone: (03) 6777 6249

Royal Hobart Hospital  
Liverpool Street, Hobart 7000  
Phone: (03) 6166 8225



### Other PTAS Coordinators:

Devonport Community and Health Services Centre  
23 Steele Street, Devonport 7310  
Phone: (03) 6478 6177

West Coast District Hospital  
60–64 Orr Street, Queenstown 7467  
Phone: (03) 6495 1550

Rosebery Community Health Centre  
Murchison Highway, Rosebery 7470  
Phone: (03) 6495 1570

Smithton District Hospital  
74 Brittons Road Smithton 7330  
Phone: (03) 6478 9520

King Island Hospital and Health Centre  
31 Edward Street, Currie, King Island 7256  
Phone: (03) 6462 9900

This document is by necessity abridged, for full details please refer to the PTAS policy document which is available on the internet at: [www.dhhs.tas.gov.au/ptas](http://www.dhhs.tas.gov.au/ptas)

# PATIENT TRAVEL ASSISTANCE SCHEME (PTAS)

## TRAVELLING IN TASMANIA

Financial assistance for  
patients travelling to  
specialist medical  
services

## What is the Patient Travel Assistance Scheme?

The Patient Travel Assistance Scheme (PTAS) provides financial assistance with travel and/or accommodation costs for Tasmanian residents to access a range of specialist medical services, where these services are not available locally.

This is an assistance scheme only and you are expected to make a patient contribution.

### Am I eligible?

You will be eligible for financial assistance under PTAS if you:

- are a Tasmanian permanent resident;
- are being referred to:
  - the nearest oncology/dialysis treatment centre more than 50 km (one-way) from your home; or
  - a specialist medical service/lymphoedema treatment more than 75 km (one-way) from your home;
- are travelling by the least expensive form of transport;
- have a PTAS application form signed by your referring medical specialist, oral/maxillofacial surgeon or rural GP referring you to the nearest appropriate specialist;
- receive treatment claimable under Medicare from a recognised medical specialist; and
- are not entitled to financial assistance through another scheme e.g. Motor Accident Insurance Board (MAIB), Department of Veterans Affairs (DVA), Workers Compensation, or other compensable schemes.

### Can I have someone to travel with me?

The Scheme also assists with the travel and/or accommodation costs of an escort accompanying you if you are under the age of 18 years.

If you are aged 18 years or over, an escort may be eligible for financial assistance if the escort is necessary to actively assist you during your travel or treatment.

In some exceptional circumstances, approval may be given for financial assistance for more than one escort.

### What financial assistance is available?

Financial assistance is available towards approved air/sea and road travel and accommodation expenses. You will be required to make a contribution towards the cost of travel.

You can either make your own travel and/or accommodation arrangements, and claim the subsidy on your return home from the specialist treatment, or organise with your local PTAS Coordinator to pre-book your travel and/or accommodation.

#### Travel

Residents of King Island and the Furneaux Islands can claim the cost of a return economy airfare (Island Resident rates), plus the cost of the most economical, appropriate form of transport from the destination airport to and from the medical facility.

If any patient, due to inability to pay for tickets in advance, requires the PTAS Coordinator to book a flight at the commercial rate, the patient pays no more than the normal contribution.

Other Tasmanians can claim the cost of return economy bus tickets, or private vehicle travel 21 cents/km to and from the medical facility.

#### Accommodation

Subsidised accommodation is available at some Tasmanian medical facilities. When this is not available or not appropriate, PTAS may fund a maximum of \$66 per night for commercial accommodation for each approved person. Private accommodation, parking or any incidental costs (e.g. phone calls or meals) are not eligible for the subsidy.

#### Note:

You may be requested to repay the costs associated with travel if you fail to:

- use the scheduled flight/travel;
- attend medical appointments without adequate justification; or
- return the completed Section C of the application form.

### What contribution do I make?

#### Travel

Health Care or Pensioner Concession cardholders are required to contribute \$16.50 towards the cost of each return journey. Non-cardholders are required to contribute \$82.50 towards the cost of each return journey.

In any one financial year, the maximum contribution for cardholders is \$132, and for a non-cardholder is \$330. If these limits are reached, no further contributions will be required for that year.

You and any approved escort are required to meet the additional costs incurred if you choose a more expensive form of transport than that approved (e.g. travel by air when road transport is assessed as appropriate).

#### Accommodation

You and your approved escort are required to meet the cost where the accommodation cost is over \$66) per night per approved person.

Non-cardholders and their escort are required to pay the first two nights' accommodation costs for each stay.

<b>Building Costs Guide v.7</b>		 <b>Tasmanian Government</b>
<b>BUILDING STANDARDS AND OCCUPATIONAL LICENSING</b> <b>DEPARTMENT of JUSTICE</b>	<i>Date of revision:</i> <b>July 2014</b>	

A guide to assist building surveyors to estimate costs of building work for calculation of the *Building Act 2000* Building Permit Levy, when no contract price is available (for example owner builder work, or the work is still subject to receipt of quotes/ tenders).

#### Notes

- Estimates are provided by the building surveyor to the permit authority – building for statutory fee and levy calculation purposes only.
- No GST is included.
- Excluded are costs of consultants fees for compliance, permits fees, etc
- These estimates apply to a level site only.
- Area is in square metres and is measured over the inner face of the external walls of a building.
- Figures are an estimate of the completed building work That price per m<sup>2</sup> is for the completed building including a finished kitchen and bathrooms, floor finishes and painting of exterior and interior. It also allows for builder's preliminaries, overheads and profit.
- All figures are based on Hobart, Launceston, Devonport and Burnie prices and adjustments should be made for country and regional areas. The following percentage adjustments to the total project cost are suggested:
  - Bass Strait Islands e.g. Currie and Whitemark, add 40%
  - Derwent Valley e.g. Hamilton, add 5%
  - West Coast e.g. Strahan, add 10%
- Figures are provided as a guide only and should not be relied on as an actual valuation of the work. It is not professional advice. Building surveyors may use other more accurate information if available and may adjust costs to suit the actual construction type or situation. If detailed estimates are required advice should be sought from a quantity surveyor.

### Part A – Domestic Building Work

<b>Dwellings - basic to medium standard finish - 120/350 m<sup>2</sup> colour coated steel roof</b>	<b>\$ per square metre</b>
Timber framed with cladding	1500
Brick veneer	1500
Full brick	1700

<b>Dwellings – high standard finish - 120/350 m<sup>2</sup> colour coated steel or tile roof</b>	<b>\$ per square metre</b>
Timber framed with cladding	1800
Brick veneer	2000
Full brick	2500 - 3000

<b>Prefabricated house - colour coated steel skin and roof, plywood internal walls</b>	<b>Size (m<sup>2</sup>)</b>	<b>\$ per square metre</b>
Medium standard finish	<b>70/150</b>	1300
Medium standard finish	<b>150/250</b>	1300

<b>House additions - 50-75 m<sup>2</sup> - medium standard finish, ground floor extension, colour coated steel roof</b>	<b>Size (m<sup>2</sup>)</b>	<b>\$ per square metre</b>
Timber framed with cladding	<b>50-75</b>	1500
Brick veneer	<b>50-75</b>	1500
Full brick	<b>50-75</b>	1700

<b>House additions - 75-125 m<sup>2</sup> - medium standard finish, ground floor extension, colour coated steel roof</b>	<b>Size (m<sup>2</sup>)</b>	<b>\$ per square metre</b>
Timber framed with cladding	<b>75-125</b>	1500
Brick veneer	<b>75-125</b>	1500
Full brick	<b>75-125</b>	1700

<b>Town house - two storey, brick veneer or full brick, colour coated steel roof</b>	<b>\$ per square metre</b>
Medium standard finish	1400
High standard finish	1650

<b>Deck - Unroofed (separate from a Class 1a dwelling)</b>	<b>\$ per square metre</b>		
	Timber frame	Steel frame	Concrete slab
Standard finish including timber piers, decking and handrail	300	420	-
High finish including compressed cement sheet or cast concrete deck, waterproof membranes, tiled floor, stainless steel balustrading	420	530	850

<b>Veranda (not including deck costs)</b>	<b>\$ per square metre</b>		
	Timber frame	Steel frame	Concrete slab (without timber deck)
Medium standard finish with colour coated steel or polycarbonate sheeting, concrete pad for supports	250	280	+110 per m <sup>2</sup>
Architecturally designed, high quality finish, premium multiwall polycarbonate glazing system, concrete pad for supports	340	400	+110 per m <sup>2</sup>

Garage or carport (Class 10a) conventional build including costs of the concrete slab	\$ per square metre		
	Lightweight cladding	Brick veneer	Full masonry/Concrete
Garage, metal roof, roller door	350	800	750
Single carport - metal roof colour coated or zinc finish	300	-	-

Kit metal shed, garage or carport - (Class 10a) colour coated or zinc finish, steel frame, metal roof, roller door. Plus concrete slab	Erection cost \$ per square metre	Concrete Slab
Cost of manufacturer's supplied kit plus erection costs and slab	58	+\$100 per m <sup>2</sup>

Farm shed, conventional build, freestanding fully enclosed machinery shed, steel frame, colour coated or zinc finish, sliding doors. Plus concrete slab	Shed cost \$ per square metre	Concrete Slab
	180	+\$100 per m <sup>2</sup>

Retaining wall - height 1m +	\$ per lineal metre
Brick	410/lm
Masonry block or concrete	350/lm
Treated timber sleepers	210/lm

Fences – \$ per lineal metre	Height 1.2 m	Height 1.5 m	Height 2.1 m
Face brickwork	160	260	320
Face brick with insert panels	-	420	620
Timber palings	65	85	110
Steel sheeting (colour coated)	90	100	140
Swimming Pool safety fencing	-	150	-
Swimming Pool safety gate	\$310 per swimming pool gate 1m wide		

Swimming pool (domestic) 9 x 4.5 x 1.5 m deep. Cost includes and filtration equipment, but <u>not</u> excavation or pool safety fencing.	Fibreglass	Concrete
	Cost price	\$37,000
Pool excavation	\$80 per cubic metre	

## Part B – Commercial Building Work

### New commercial buildings

New commercial building (shop or office) floor area less than 500 m <sup>2</sup>	Timber frame \$ per m <sup>2</sup>	Steel frame \$ per m <sup>2</sup>	Concrete/ Masonry \$ per m <sup>2</sup>
Office – low rise (max two storeys)	1325	1425	1625
Shop – general fit out	1200	1400	1600
Shop – food premises	1400	1600	2000

Fit out of shell of new commercial building (retail shop or office) or change of fit out of existing commercial premises. Floor area less than 500 m <sup>2</sup>	Partition walls only \$ per m <sup>2</sup>	Plasterboard walls, shop fittings, finishes, services, toilets, packaged air conditioning unit \$ per m <sup>2</sup>
	560	1160

New industrial building (factory or warehouse) including basic standard fit out, floor area less than 500 m <sup>2</sup>	Metal clad on steel frame \$ per m <sup>2</sup>	Concrete clad \$ per m <sup>2</sup>
Low standard finish	950	1100
High standard finish	1300	1500

### Additions and alterations to existing commercial buildings

Commercial building (shop or office) floor area less than 500 m <sup>2</sup>	Timber frame \$ per m <sup>2</sup>	Steel frame \$ per m <sup>2</sup>	Concrete/ Masonry \$ per m <sup>2</sup>
Office – low rise (max two storeys)	1590	1825	2100
Shop – general fit out	1590	1900	2100
Shop - food premises	2000	2150	2500

Industrial building (factory or warehouse) floor area less than 500 m <sup>2</sup>	Metal clad steel frame \$ per m <sup>2</sup>	Concrete clad \$ per m <sup>2</sup>
	1800	2000