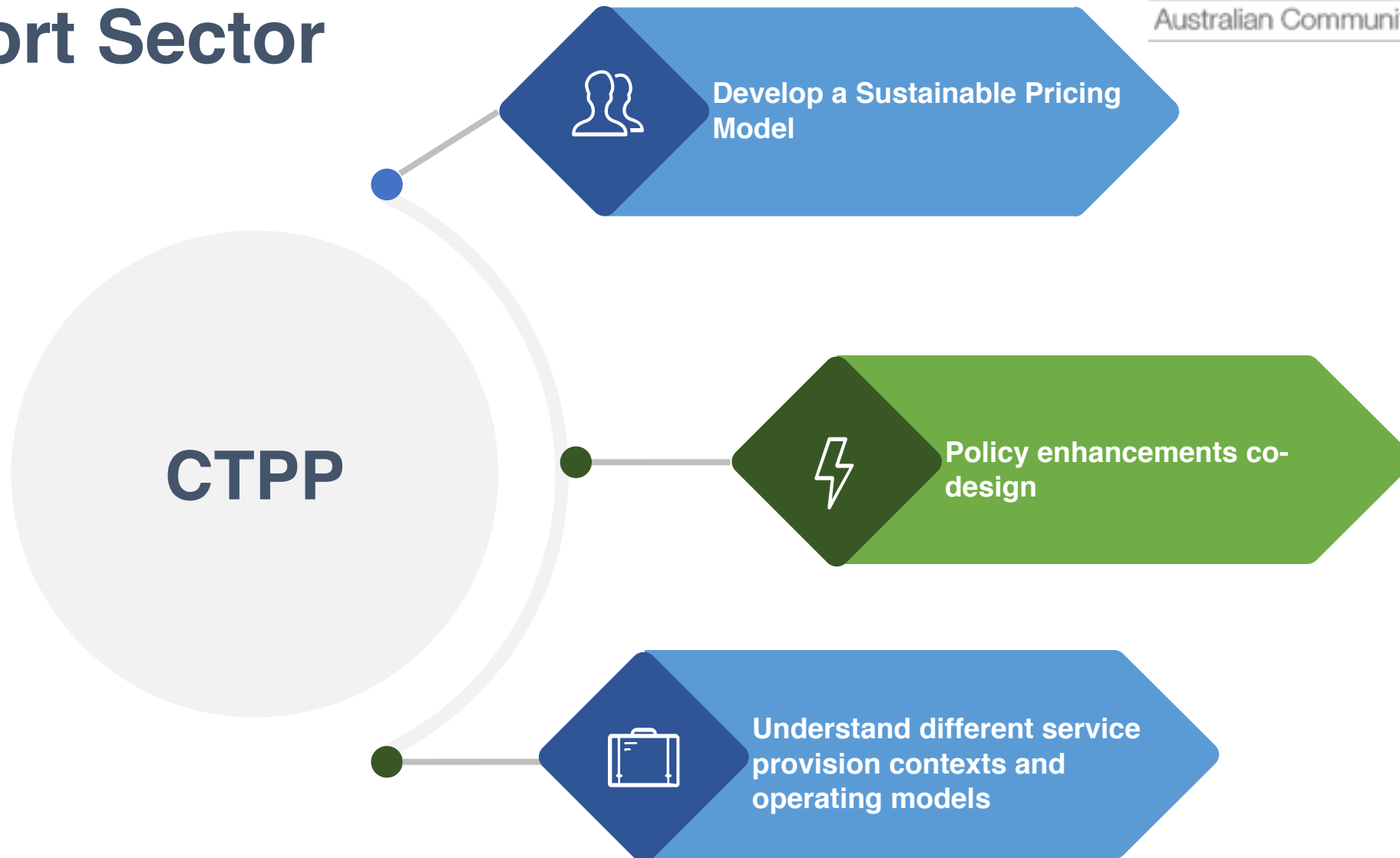
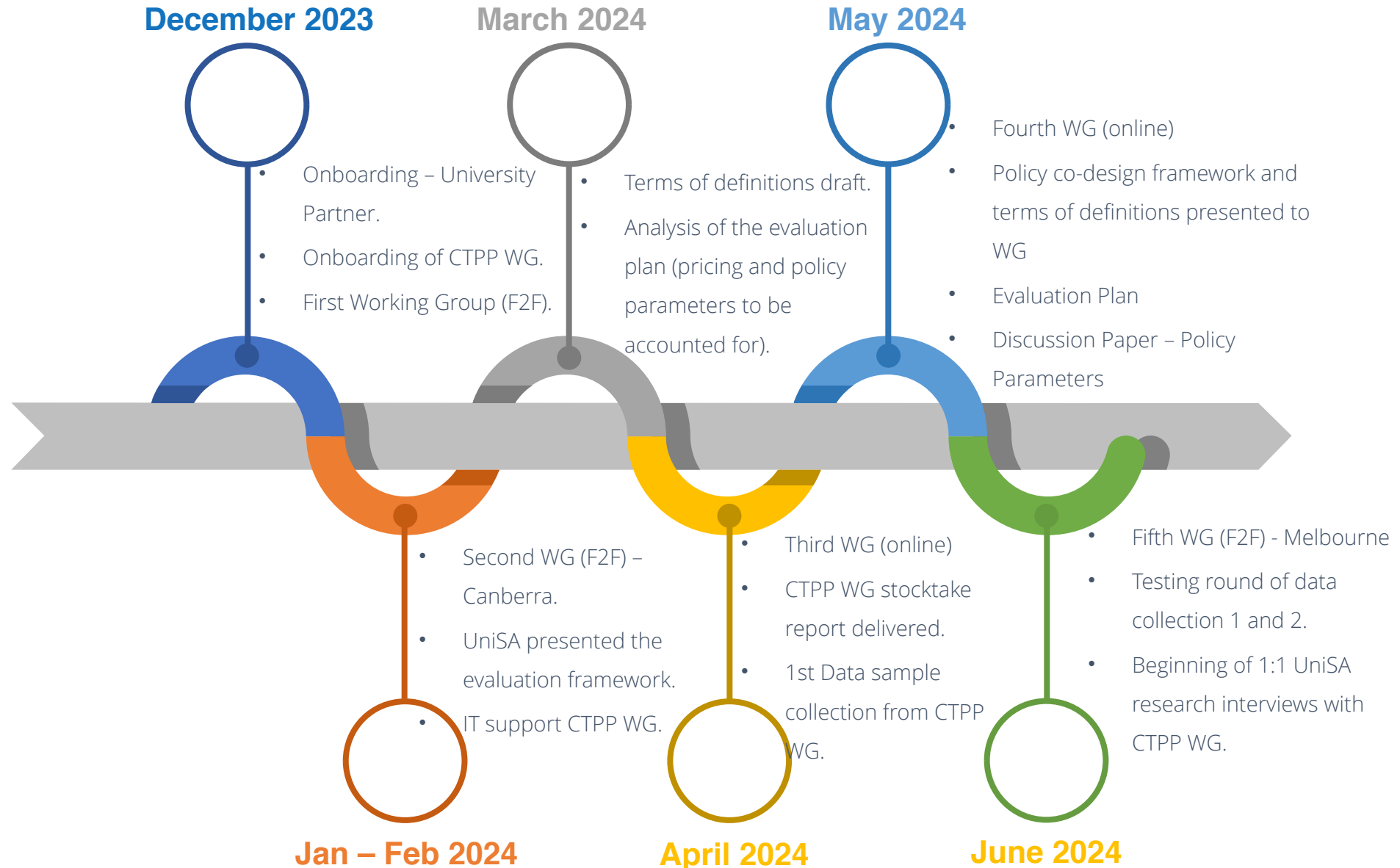


Community Transport Pricing Pilot Update – CTO Conference 2024

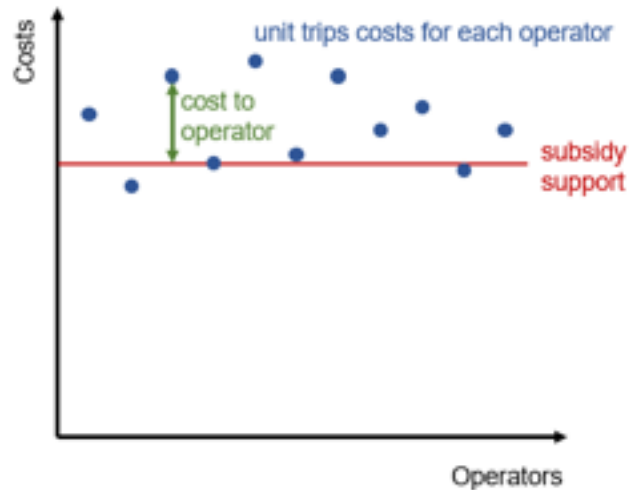
CTPP – Objectives for the Community Transport Sector



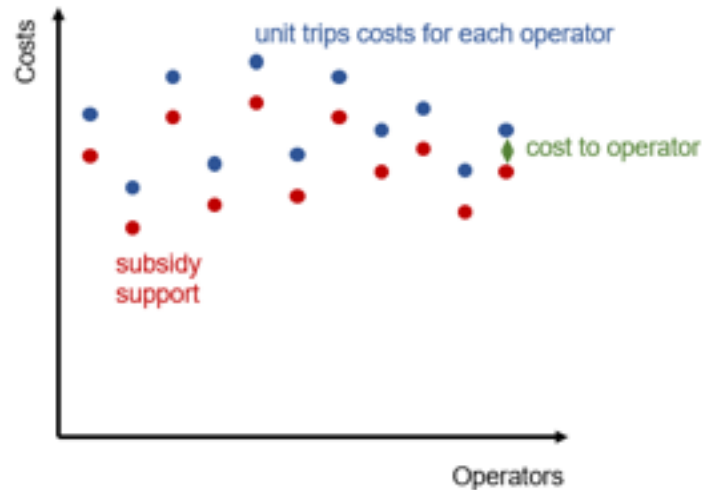
CTPP – Project Journey



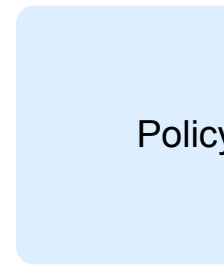
Community Transport Pricing Pilot (CTPP)



Current CHSP funding policy and unit prices

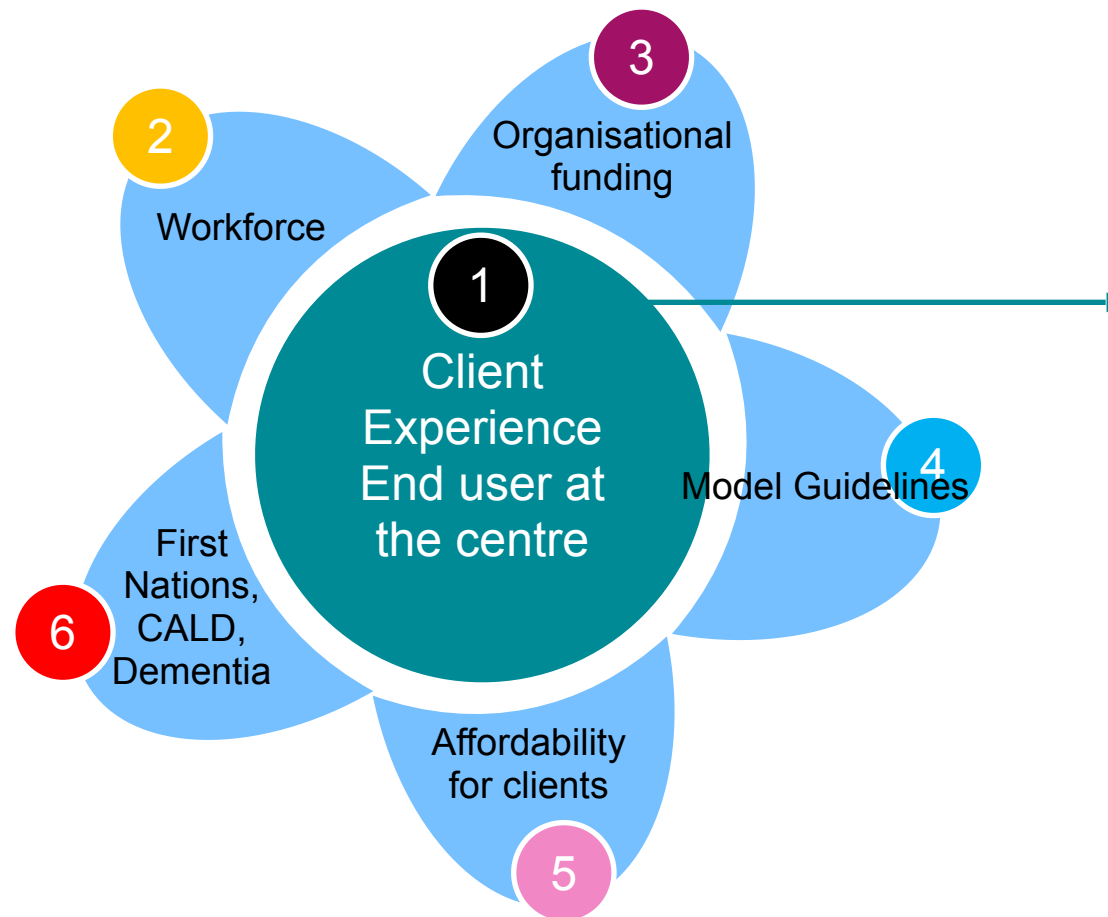


Funding policy and unit prices under the CTPP



The objective of the CTPP is to develop and test a more accurate way of calculating CHSP transport costs. This includes co-designing alternative policy arrangements and developing a new pricing model, both of which need to incorporate factors such as provider sustainability, social engagement and client choice.

CTPP – Prioritised Policy Parameters



Client experience underpins all policy parameters. It reflects and aligns to the guiding principle for all Aged care sector change occurring across the New Aged Care Act and broader sector reforms.

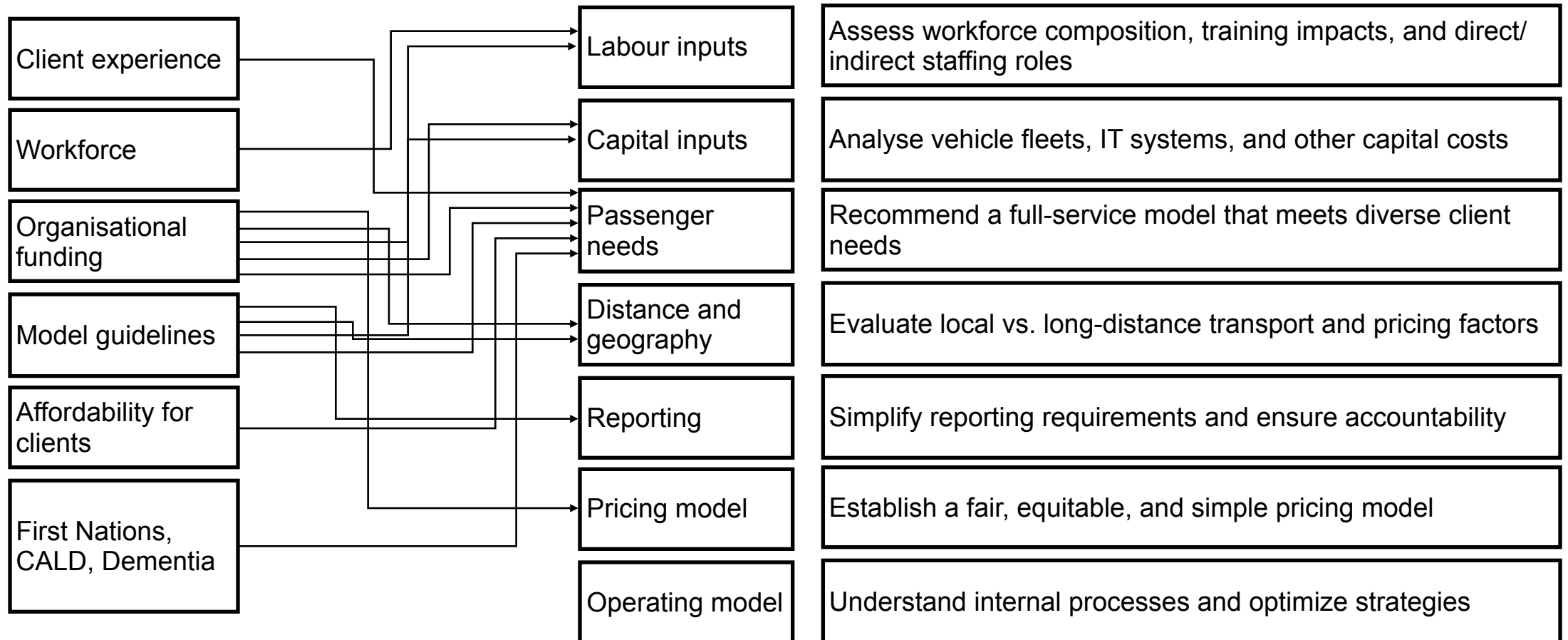
CTPP Research Domains

| | |
|------------------------|--|
| Labour inputs | Assess workforce composition, training impacts, and direct/indirect staffing roles |
| Capital inputs | Analyse vehicle fleets, IT systems, and other capital costs |
| Passenger needs | Recommend a full-service model that meets diverse client needs |
| Distance and geography | Evaluate local vs. long-distance transport and pricing factors |
| Reporting | Simplify reporting requirements and ensure accountability |
| Pricing model | Establish a fair, equitable, and simple pricing model |
| Operating model | Understand internal processes and optimize strategies |

CTPP Policy Evaluation Framework

Policy parameters

Research domain



Now that we are in data collection...



Working group to provide input, support testing and operationalisation.

Sprints on research domains

Building solidness of data over time

Midway report

In-depth Testing

Final report

Work with IHACPA

Continue to work outside the CTPP on other issues

Operator-level information from CEOs/CFOs

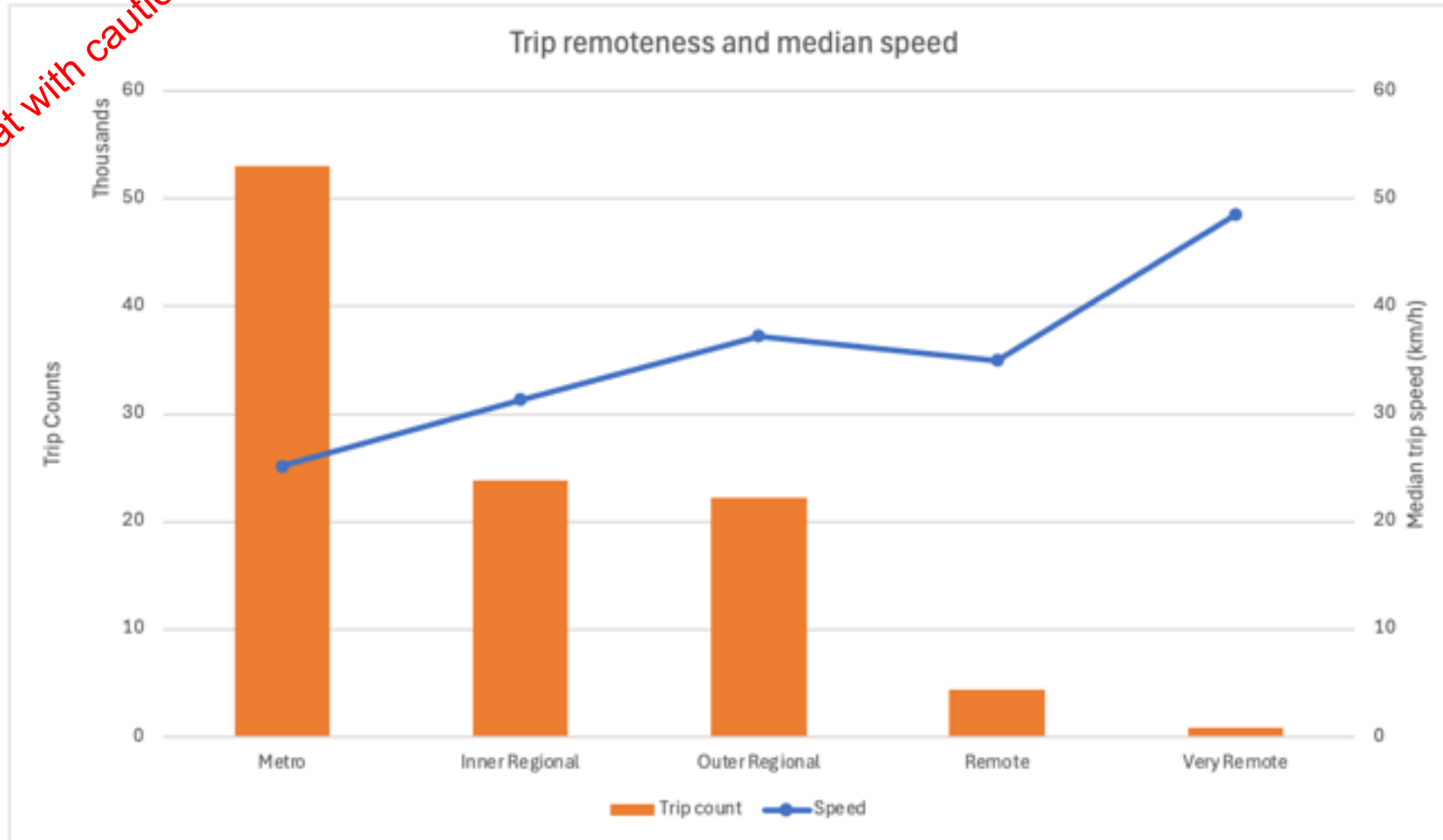
1. Average costs: Average and median unit trip costs tend to vary between \$60 and \$70
2. Impact of service area: Metro operators tend to have lower average costs than regional operators
3. Impact of scale: Larger operators tend to have lower average costs than smaller operators

| Region | Size | Average Total cost | Median Total cost |
|--------|--------|--------------------|-------------------|
| All | All | 72.3 | 62.8 |
| Metro | All | 55.9 | 53.4 |
| Region | All | 81.2 | 65.7 |
| All | Large | 50.3 | 50.9 |
| All | Medium | 63.1 | 63.7 |
| All | Small | 92.9 | 66.7 |

Average and median unit trip cost

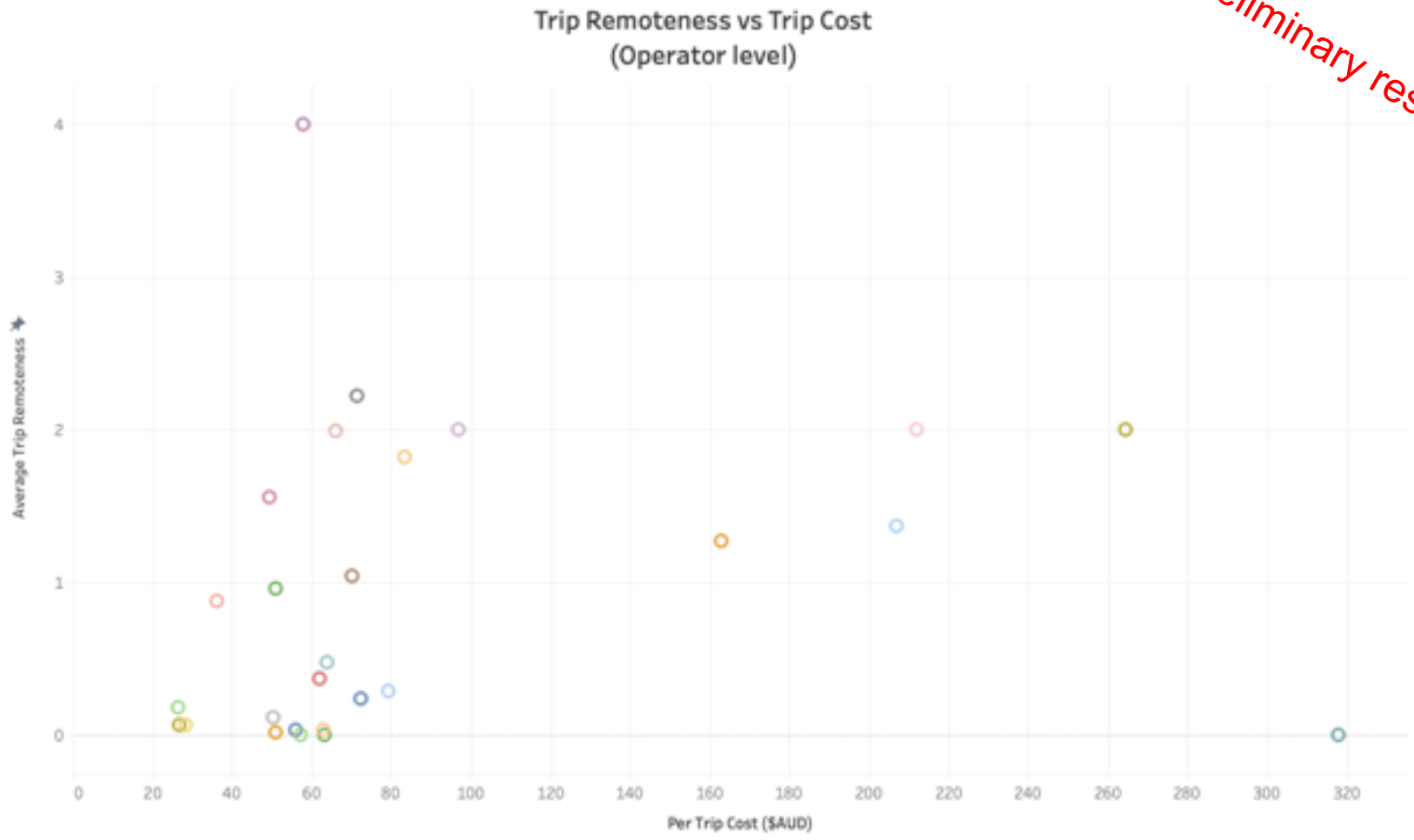
Preliminary results; treat with caution!

Preliminary results; treat with caution!



On average one unit of remoteness level increase is associated with 8 km/h increase in the median trip speed

Preliminary results; treat with caution!



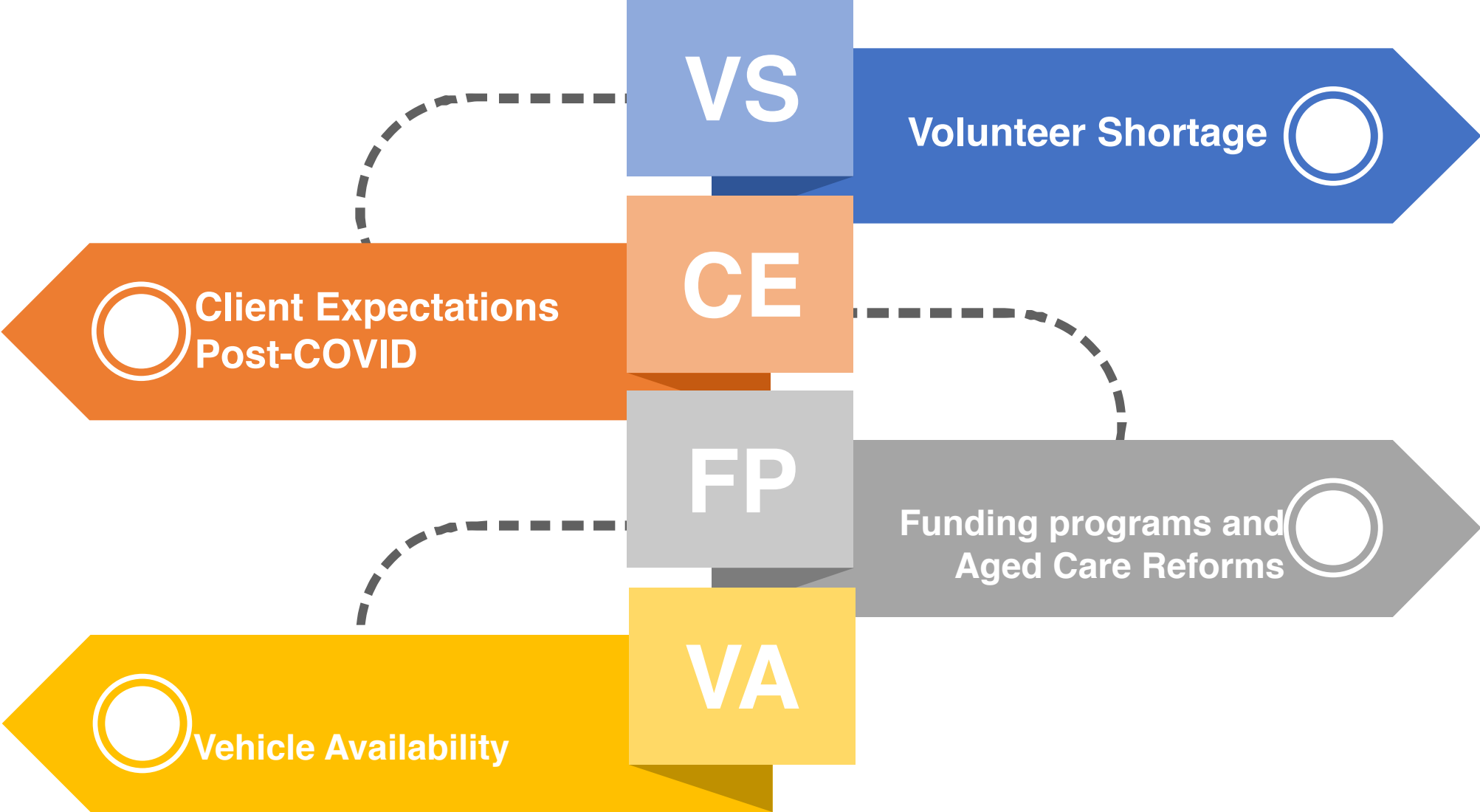
We observe a positive correlation between operator average trip remoteness level and the estimated per trip cost from CEO/CFO survey

Preliminary results; treat with caution!

Typical Client Feature Comparison Across Providers

| | Gender | Language | Age_Group | Disability_Group | Indigeneity_Group |
|------------------|--------|----------|-----------|------------------|-------------------|
| Provider (60.4%) | Male | English | 75 to 89 | Other | Non-Indigenous |
| Provider (59.1%) | Female | Other | 75 to 89 | None | Non-Indigenous |
| Provider (51.8%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (49.2%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (48.6%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (48.6%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (48.5%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (46.4%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (46.1%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (45.9%) | Female | English | Below 75 | None | Indigenous |
| Provider (45.8%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (44.3%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (43.6%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (43.6%) | Male | English | 75 to 89 | None | Non-Indigenous |
| Provider (40.9%) | Female | Other | 75 to 89 | Other | Non-Indigenous |
| Provider (40.7%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (40.2%) | Female | English | 75 to 89 | Physical | Non-Indigenous |
| Provider (38.2%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (37.7%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (37.1%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (35.3%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (34.6%) | Female | English | Below 75 | None | Non-Indigenous |
| Provider (34.4%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (33.3%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (33.3%) | Female | English | Below 75 | None | Non-Indigenous |
| Provider (32.3%) | Female | English | 75 to 89 | Physical | Non-Indigenous |
| Provider (32.0%) | Female | English | 75 to 89 | None | Non-Indigenous |
| Provider (25.7%) | Female | English | 75 to 89 | Physical | Non-Indigenous |
| Provider (25.1%) | Female | English | 75 to 89 | Physical | Non-Indigenous |
| Provider (19.0%) | Male | English | 75 to 89 | None | Non-Indigenous |

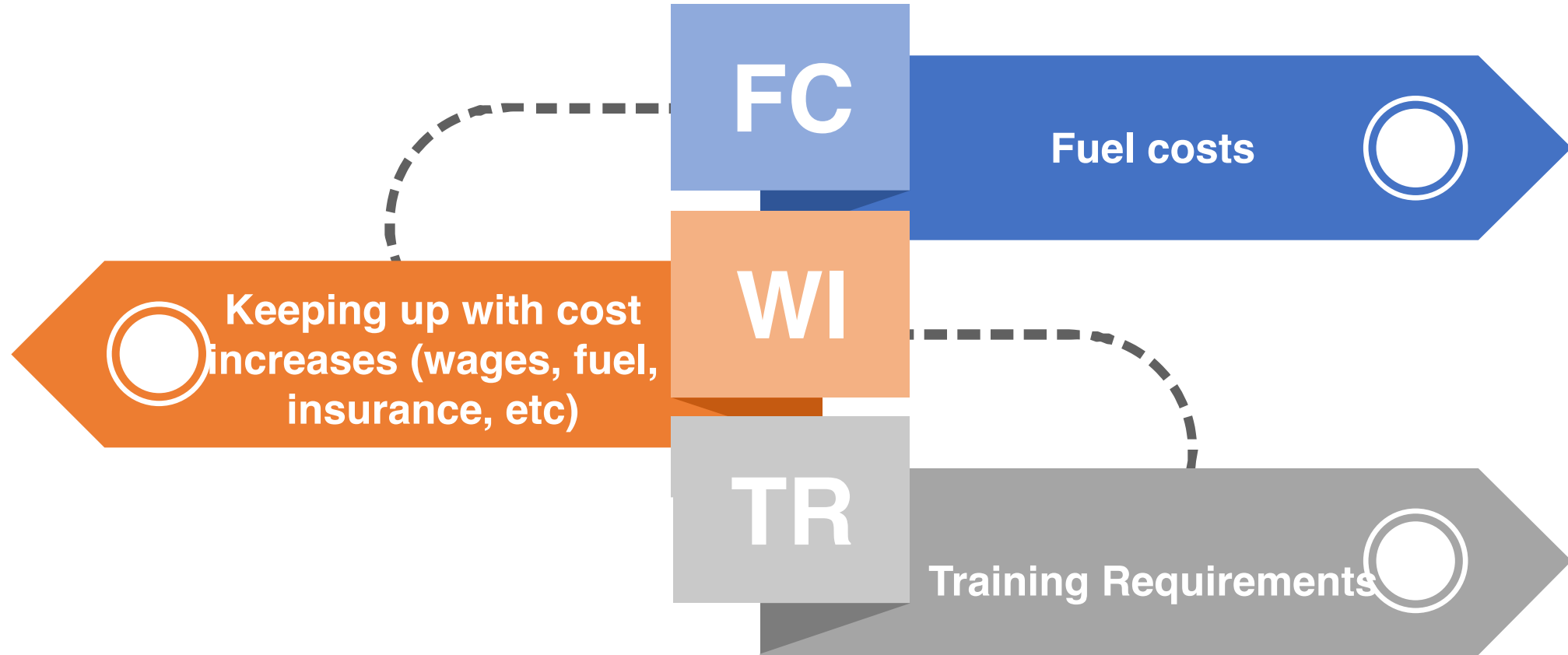
Qualitative insights



ACTA in your state and Territory



Australian Community Transport Association





ACTA

Australian Community Transport Association

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