

**SENATE EMPLOYMENT, WORKPLACE RELATIONS AND EDUCATION  
LEGISLATION COMMITTEE**

**2005-2006 ADDITIONAL SENATE ESTIMATES HEARING  
16 FEBRUARY 2006  
EMPLOYMENT AND WORKPLACE RELATIONS PORTFOLIO**

**QUESTIONS ON NOTICE**

**Outcome 3: Increased workforce participation**

**Output Group 3.1: Working Age Policy Group**

**Output 3.1.1: Working Age Policy and Legislation**

**Question Number: W664-06**

**Question:**

Senator Conroy asked in writing:

**a)** Why aren't supported employees eligible for the higher rate of mobility allowance? What is the academic research base justifying DEWR's decision to limit the higher rate of Mobility Allowance to a class of DSP recipients who may be able to work 15 hours or more per week independently of support?

**b)** Has there been consideration of the body of research of evidence suggesting a 'move away from assessments that attempted to predict capacity ... to a model of finding or creating employment opportunities and providing on-the-job training and support'? (ie Cain, P., 'Right Policy - Weak Strategy?' in Interaction, Australian Institute on Intellectual Disability, Volume 19, Issue No 2, 2005).

**Answer:**

a) The higher rate of Mobility Allowance recognises that people unable to use public transport without substantial assistance may have higher costs associated with their new part-time participation requirements. People who cannot work independently of support will not have participation requirements. The higher rate of Mobility Allowance is available to people on DSP able to work 15 hours or more per week independently of support to encourage these recipients to gain, retain or extend their independence. People with lower levels of participation remain eligible for the standard rate of Mobility Allowance.

b) No.