



Australian Government
Independent Parliamentary
Expenses Authority

Assurance Review 2026/006

Senator Tyron Whitten - travel expenses

1 July to 30 November 2025

Independent Parliamentary
Expenses Authority

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Senator Tyron Whitten - travel expenses

Executive summary

1. The Independent Parliamentary Expenses Authority (IPEA) conducted an assurance review of Senator Tyron Whitten's use of parliamentary work resources for travel by unscheduled commercial ground transport (travel resources).

Scope

2. The scope of this assurance review is Senator Whitten's use of unscheduled commercial ground transport between 1 July 2025 and 30 November 2025.
3. The purpose of the assurance review was to determine whether the travel resources were used in accordance with the legislative framework.

Reason for review

4. IPEA conducted a routine post-payment check of parliamentarians' use of unscheduled commercial ground transport for the July to September 2025 period. IPEA identified that Senator Whitten regularly used taxis to travel within Perth.
5. The legislative framework precludes the use of unscheduled commercial ground transport by a parliamentarian within their electorate, where they could reasonably have used their private-plated vehicle or the allowance in lieu of a private-plated vehicle (allowance), if applicable.

Outcome*

6. IPEA found that Senator Whitten's use of travel resources was not consistent with the legislative framework, contravening regulation 13 of the Parliamentary Business Resources Regulations 2017.
7. Senator Whitten was invoiced a total of \$3391.68 to recover the cost of the taxi expenses, including a 25% penalty loading under section 38 of the *Parliamentary Business Resources Act 2017*. The expenses have been repaid.

*Potential outcomes

There are three potential outcomes of an assurance review:

1. Consistent with the framework (rules)

IPEA finds that the use of the relevant travel resource complied with the law.

This means the available evidence, including information provided by the member, clearly shows that all obligations under the *Parliamentary Business Resources Act 2017* were met.

2. Not inconsistent with the framework (rules)

IPEA finds that the use of the relevant travel resource was not shown to be against the law.

This means IPEA has accepted the member's explanation that they met their obligations under the *Parliamentary Business Resources Act 2017*, and IPEA has not found any evidence to the contrary.

3. Not consistent with the framework (rules)

IPEA finds that the use of the relevant travel resource did not comply with the law.

This means there has been a misuse of a parliamentary work resource under the *Parliamentary Business Resources Act 2017*. Where misuse is found, the value of the resource will be recovered, including any applicable penalty.

IPEA's statutory audit function

8. IPEA audits parliamentarians' use of parliamentary business work resources and the use of travel resources by their staff under section 12 of the *Independent Parliamentary Expenses Authority Act 2017*. IPEA conducts assurance reviews to assess the use of resources against the legislative framework to determine if there has been misuse.

Legislative framework

9. Regulation 13 of the Parliamentary Business Resources Regulations 2017 (the Regulations) provides:

Transport costs are not prescribed for travel by unscheduled commercial transport within the member's electorate if the member could reasonably use the member's private plated vehicle in the circumstances, assuming the member had a private plated vehicle.

Note: A member's remuneration under section 14 of the Act may include one or more private plated vehicles or an allowance instead of a private plated vehicle.

A member who chooses an allowance instead of a private plated vehicle could reasonably be expected to use the allowance instead of claiming taxi costs in circumstances where a private plated vehicle could otherwise reasonably be used.

Review process

10. IPEA's post-payment check requires parliamentarians to review and confirm instances of the use of unscheduled commercial ground transport within their electorate. Parliamentarians are asked to indicate why they could not reasonably have used their private-plated vehicle or allowance for that travel.
11. IPEA wrote to Senator Whitten on 15 November 2025, asking that he review his taxi travel in Perth on 27 occasions between 1 July 2025 and 30 September 2025. IPEA asked Senator Whitten why he could not reasonably have used his private-plated vehicle or allowance for the journeys.
12. Senator Whitten's office advised IPEA that Senator Whitten had been using taxis because he had not received his private-plated vehicle. IPEA advised Senator Whitten's office that the senator had automatically been paid an additional allowance. The additional allowance was to be used for travel expenses within his electorate while he was awaiting delivery of the private-plated vehicle. Senator Whitten was advised that this allowance should have been used, as intended, until the vehicle was delivered.
13. Following this correspondence, IPEA identified an additional 18 taxi expenses that had been incurred by Senator Whitten within his electorate between 23 September 2025 and 10 November 2025.
14. Consequently, on 13 March 2026, IPEA wrote to Senator Whitten regarding the additional taxi expenses. IPEA provided Senator Whitten with the opportunity to comment as to why he could not reasonably have used his private-plated vehicle or the allowance.
15. Senator Whitten indicated that, as a new parliamentarian following the May 2025 election, he was unaware that he had been receiving the allowance while awaiting delivery of the private-plated vehicle. Accordingly, he had not used the allowance to pay for the taxi expenses. Although Senator Whitten stated that he had not been adequately briefed about the payment of the allowance, Senator Whitten asked to repay the expenses.

16. IPEA notes that following the 2025 election, Senator Whitten had attended education sessions for new parliamentarians arranged by the Department of Finance’s Ministerial and Parliamentary Services Division and by IPEA where the allowance had been covered.
17. IPEA’s correspondence with Senator Whitten is at **Attachments 1 to 11**.

Conclusion

18. Based on IPEA’s records and the information made available by Senator Whitten, IPEA found that Senator Whitten’s use of travel resources was not consistent with the legislative framework, contravening regulation 13 of the Parliamentary Business Resources Regulations 2017.
19. Senator Whitten was invoiced a total of \$3,391.68 to recover the cost of the taxi expenses, including a 25% penalty loading under section 38 of the *Parliamentary Business Resources Act 2017*. The expenses have been repaid.