

**Division 36: Transport, \$240 996 000 —**

Ms J.M. Freeman, Chair.

Ms R. Saffioti, Minister for Transport.

Mr I. Cameron, Acting Managing Director.

Mr R. Sellers, Director General.

Mr A. Kannis, Project Director, Metronet.

Mr P. Parolo, Executive Director, Finance and Procurement Services.

Mr D. O'Reilly, General Manager, Regional Services.

Mr P. Abromeit, Policy Adviser.

[Witnesses introduced.]

**The CHAIR:** This estimates committee will be reported by Hansard. The daily proof *Hansard* will be available the following day. It is the intention of the Chair to ensure that as many questions as possible are asked and answered and that both questions and answers are short and to the point. The estimates committee's consideration of the estimates will be restricted to discussion of those items for which a vote of money is proposed in the consolidated account. Questions must be clearly related to a page number, item, program or amount in the current division. Members should give these details in preface to their question. If a division or service is the responsibility of more than one minister, a minister shall be examined only in relation to their portfolio responsibilities.

The minister may agree to provide supplementary information to the committee rather than asking that the question be put on notice for the next sitting week. I ask the minister to clearly indicate what supplementary information she agrees to provide and I will then allocate a reference number. If supplementary information is to be provided, I seek the minister's cooperation in ensuring that it is delivered to the principal clerk by Friday, 31 May 2019. I caution members that if a minister asks that a matter be put on notice, it is up to the member to lodge the question on notice through the online questions system.

I give the call to the member for North West Central.

**Mr V.A. CATANIA:** I refer to the line item "On-demand Transport Reform—Assistance for Regional Taxi Operators" under "New Initiatives" on page 509 of volume 2 of the *Budget Statements*. As the minister would be aware, there has been quite a bit of debate and strike action about regional taxis. I know there have been quite a few reforms, with regional WA taxis not having a 10 per cent levy, but the regional taxi drivers believe they should be part of the buyback scheme that metropolitan taxis are a part of. Why can regional taxis not be part of that buyback? Can the minister give an explanation and a reason for that and provide the definition or the legal advice that says that regional taxis cannot be part of that buyback?

**Ms R. SAFFIOTI:** First of all, the clear advice that we have received is that the regional licences are not private property owned by the licence holder. We have used the same definition that previous governments used; for example, under the previous government when the transitional system was offered to taxi plate holders, it was limited to 1 000 privately owned plates in the system. Annual licences were renewed normally as part of the process. All the advice tells us that the plates are not privately owned property of the licence holder. The other key points are that these operators can continue to operate in the new environment, and we are working with all the operators around the state. They will be required to be part of the new legislation. They currently operate under different legislation than the metropolitan area. They can continue to operate. They will be authorised under a different system, under the booking service authorisation, but reflecting that change is often difficult. The Department of Transport regional offices have been working with the operators to help with that transition.

The other key point is that a number of discussions were held. One discussion about the proposed reform was held early last year with regional taxi operators. A number of options were put forward including grants and other assistance. The strong feedback was that the regional operators did not want the levy, and so we excluded them from that levy. We also discussed this issue in Parliament, and the member and the regional Labor members also raised the issue of the requirement for cameras. As a result of that discussion in the Parliament, and the issues the member raised, we created the grant for the provision of those cameras, and that grant has been well taken up by those regional operators.

I understand that the challenge out there is to reform. We have also put forward a \$10 000 assistance package and waived a number of fees for regional taxi operators. A significant assistance package of \$3.4 million is out there to support the regional taxi industry. We have seen that some operators are very keen to participate in the new era, and others are not as keen, but this is reform. I discussed this issue at length very early on about what we would do in the regions if it did not reform. The problem would have been similar to what we saw in the metropolitan

area four or five years ago. If there were no reform package and we did not allow them to expand, compete and be more flexible in how they operate in the new environment, they would have been picked off by new entrants. This gives them the ability to compete in the new environment. I understand many taxi operators now want to be part of the buyback. But all legal advice is that that was impossible.

**Mr V.A. CATANIA:** The minister says that metropolitan taxis have a property right and regional taxis do not, yet my understanding is that regional taxi plates can be sold for \$60 000, \$70 000 or \$90 000. What is the difference between a regional taxi being sold for tens of thousands of dollars and a metropolitan taxi being sold for tens of thousands of dollars? Are operators selling a property right in regional WA as well as metropolitan Perth? What is the difference between the two if they are basically being traded in the same way?

**Ms R. SAFFIOTI:** The arrangements throughout regional WA have changed over time, and every region was established differently and is different depending on who runs it, whether it is a family-based business or whether it is a new entrant to the market. We have gone through some of the data and seen that, primarily, a business has transferred, which ordinarily includes the vehicles, the taximeters, the entire infrastructure and the goodwill of that business. The business has been transferred and there has been an application to transfer those licences in many instances, which is different from the plate itself. I make the point that there are many businesses in the metropolitan area involving the taxi industry, such as fleet managers. These businesses have been created over time because of the regulations of the taxi industry. They are not part of any buyback or assistance package. They are businesses born from the taxi industry but they do not have privately held plates. The buyback was targeted at those with privately owned plates. During the term of the previous government, the \$20 000 transitional assistance package under the taxi reform was made available to only those with privately held plates. In a sense, we targeted the same group of people in our buyback as did the former government.

[9.10 am]

**Mr V.A. CATANIA:** I understand what the minister is saying to a degree. I classify a taxi operator who has purchased a private plate for a taxi in metropolitan Perth as a small business, because in purchasing a plate, a person is purchasing a business and they have an opportunity to sell a product. It is the same with a regional taxi, even though someone is not purchasing a plate. The plates in regional WA have been limited, but those who purchase a regional taxi business are still purchasing a business that they would not have purchased unless they had the plates to go with it. Even though they are leasing a plate—for want of a better word—and not purchasing a plate, they are still purchasing a business that is associated with a plate. I cannot see how that is different from a metropolitan taxi plate; it is still a business in metropolitan Perth and it is still a business in regional WA, because taxi businesses that have plates are still selling their business for a significant amount of money, similar to those with plates in metropolitan Perth who are still selling them for a significant amount of money. Both have had limited plates, whether they are in Kalgoorlie, Carnarvon, Albany, Mandurah or wherever—there are still limitations on their ability to have plates. Does the minister understand that there is really no difference because they are both small businesses?

**Ms R. SAFFIOTI:** The situation has been different in regional WA. If the member goes through all the data on the transfer of businesses, he will see that, in many instances, the licences were transferred at zero cost. The department would release licences through an expression of interest process with only the licence fee of \$200. It has been different and varied. When there has been a transfer, it has been of the business, and that is where the value is—in the business, in the vehicle, in the goodwill of the business. It is in all the things attached to it.

**Mr V.A. CATANIA:** Is that not the same as a plate in metropolitan Perth; the goodwill goes with that plate?

**Ms R. SAFFIOTI:** No, the goodwill does not go with the plate. A plate in Perth means the ability to operate the business.

**Mrs L.M. HARVEY:** Going back a step to the meeting last year, the reason that those taxi operators wanted to be excluded from the levy was that they were told that they were not eligible for the buyback. They have told me that they were not given the option to be eligible for any compensation and that is why they accepted being excluded from the levy. They have presented me with evidence about the sale of plates that is quite compelling. They paid stamp duty on the transfers. They are asking for an opportunity to sit down with the minister or someone senior to show them the structure of the business and the value of the plate—the licence to operate a taxi in the business purchase. They are suffering. They have overcapitalised, because they have paid for the ability to operate a taxi and now that is pretty much a redundant business, similar to plate operators in metro Perth. The minister said that the former government operated under the same principle, but I think she will agree that the former government was booted out because it could not get it right! Is there an opportunity to go back and have another look at the structure of their businesses? They are very frustrated, because in their conversations with department officials, the response has been, “Well, we’re sorry you made a bad business

decision, but it's not our responsibility", when, in fact, the government's decision to open the regions to other operators means that their business model is stuffed.

**Ms R. SAFFIOTI:** The member said that we opened up the business to other operators, but that was already happening. As I said before, we could have sat back and done nothing. The existing businesses would not have been able to change and compete in the future because they would have been limited in where they could go and requirements placed on them would not rest on other operators. We made sure that they can compete. Many of them are engaging positively. This allows them to compete in the future. We are starting to see a lot more activity among existing operators and they will be able to compete in the future. This gives them the ability to expand their businesses, have peak plates and do a number of things, and those who have the goodwill and a business name in the community will absolutely be able to compete in the future and do well. This allows them to do that. I understand their concerns. Some operators did not engage in the process early on because they did not think it would happen. I will ask Iain Cameron to make some further comments. When Iain came on board, I said that we had to triple our efforts in regional WA. We have made sure that Department of Transport officers have been engaging in outreach by talking to people and assisting them through that process.

**Mr I. Cameron:** The department has an ongoing relationship with regional operators. The nature of the conversations has changed over the period of the transition, but it is really important that the department has an ongoing relationship even in our traditional regulatory role in the safety of vehicles, the safety of drivers and the services that have been operating. As the minister said, we have done a number of things over the years to make sure that those services are relevant for those communities under the old operating environment, and that included expressions of interest from time to time. We would get feedback from a community that there were not enough taxis or not enough service. We would run expressions of interest and work with the local operators, the local government and local stakeholders. Those expressions of interest would make additional plates available, and they were free of charge, subject to the annual licence, which is typically a couple of hundred dollars. The general manager of regional services is here. His team of people are on the ground. They have been on the ground for many years and they have engaged and continue to engage with the operators as they work through this transition. As the minister said, there have been a lot of meetings throughout regional WA over a long period and they continue to be held. Our departmental officers certainly understand the issues; indeed, most of our conversations are around the challenges that people face during the period of change. We understand that. Any advice about business and business decisions are not labelled bad decisions; rather, it is advice to say, "We understand that businesses need to assess risks when they take on a new business". That is an old issue as well as a new issue. Mr O'Reilly may be able to add more specific details of the degree of consultation and what we are doing at the moment.

**Mrs L.M. HARVEY:** Mr Cameron said that businesses need to analyse the risk before they take on an investment—that is exactly the argument that those operators have put to us. They did an analysis of the risk and their banks were satisfied with that analysis and loaned them the money to buy the plates so that they could operate taxi services in regional areas. The problem is that they invested because the risk was assessed and the banks decreed that the risk was an acceptable risk to take because of the established value in the purchase of these plates. That is their argument—they did the analysis. They are quite offended when people from the department tell them that they did not do their due diligence. When there is a history of plates trading and value, and banks are willing to leverage against that history, people feel confident making a business decision to invest. Now that has been completely eroded and they have nothing left. There is no value in their businesses now.

[9.20 am]

**Ms R. SAFFIOTI:** I have two points to make. Firstly, the member for Scarborough refers to the privately owned plates in her question, and that is incorrect. Secondly, the assumption that somehow regional Western Australia would not need taxi services from 1 July is completely wrong.

**Mr V.A. CATANIA:** Have any closed down?

**Ms R. SAFFIOTI:** I understand that one in Denmark and one in Katanning exited, but advice is that over the past 10 years others have exited too for other reasons. The Denmark Chamber of Commerce and Industry has engaged with the department and has positively gone out to seek further expressions of interest. Basically, the next five weeks is a very difficult period as existing operators look at how they can transform or move into the next era. Others who want to provide that service are not yet able to provide it. I understand that the next five weeks is a difficult time; however, if the operators have a good name in the community and have established relationships, this allows them to continue. It is just a new regulatory framework that allows everyone to compete. I will say this again: without this, those in Peel and the south west in particular, where we see early activity of Uber coming into the towns, would be under a very regulated regime, controlling how they operate and where they can operate. Someone could come in and completely undercut them. That is exactly what happened in Perth. Without this reform, the other on-demand services would come in, as we saw in Perth when they just flouted the existing

regulations. This will allow taxidriviers to continue. The businesses that have operated well and have delivered a good service to their community will continue to be able to do so.

The government is providing a \$10 000 assistance package per licence and waiving the on-demand booking service fee for four years for the existing operators. That gives them an advantage in the sense over the new operators. There is a three-year waiver on the passenger transport vehicle authorisation for regional operators as well. The waiver on those fees is worth over \$300 000. On top of that is the assistance. As I said, this is not the end of the road for those operators, but an opportunity to continue to service the community that I know they have done so well in.

**Mr V.A. CATANIA:** When the changes came in, regional taxi operators had to pay \$134 for the first 12 months for a call centre dispatch. They said to me that in the first 12 months it was \$134 a taxi and then it went up to \$1 380 for the next 12 months. We can see the concern that regional taxis had because the first 12 months was good, but after that there was a sharp rise in the operation of taxis. I suppose that in regional WA taxidriviers face other complexities. In Carnarvon, for example, some of the clientele are quite difficult. There are a lot of run-offs and people not paying. It is difficult to get people to drive after 10 o'clock at night. The concern the community has now is that because the licence says that they do not have to operate 24/7—they can operate when they feel fit to operate—there are gaps throughout the day in the provision of a taxi service. In Carnarvon, for example, it is a lifeline for people to travel to medical appointments and to do their shopping. There is that aspect, but also the damage caused to cars by rock throwing and so forth, which is a community issue. There is pressure in a lot of community towns on regional taxis and the fear of someone else coming in and reducing their margin and their profitability of being a taxidriver. There is a real concern about being able to deliver a service and real concern from the community point of view about not having a service. I fear that we will see more of the dead marks happening around regional WA because of the complexities and issues in those regional towns.

**The CHAIR:** Is there a question?

**Mr V.A. CATANIA:** My question is: is there any way to offer further assistance by perhaps strengthening legislation to protect our regional taxis as well and allowing them to operate from 10 o'clock to 12 o'clock? That is often a peak period, especially over weekends.

**Ms R. SAFFIOTI:** I will talk first about the fees, because that is what the member raised initially. We understand that concerns were raised about the fees not being applied in the first year and then increasing. That is why we have waived the booking service fee for four years for existing operators. It is an advantage for existing operators that they do not need to pay the booking service authorisation fee for four years, which is a pretty good benefit. Additionally, the passenger transport vehicle authorisation fee will be waived for three years for existing operators. The government will continue to monitor the operations in the regions. We are looking at where we have authorisations already. As part of this process, we are seeing where there is activity of authorisations post 1 July to ensure authorisations are done across the state. So far we have seen a lot of take-up. Supply is currently looking quite good, but closer to 1 July, probably in mid-June, we will do another stocktake to see who is authorised and to ensure that we do not have any gaps in service.

**Mr J.E. McGRATH:** I have a question on taxis, because we might not get back to taxis. I mentioned this matter to the minister the other day. I went to the soccer final at Optus Stadium in a cab and I asked the cabbie how everything was going at the stadium. He said the one problem is that when the rank is full with cabs waiting to pick up people—I have never seen a bigger queue than that on Sunday night; it was bigger than after a footy game—if he gets to the point of entry and it is full, he is waved on. He has to do the whole loop past Crown and come back along Graham Farmer Freeway to try to get back in. The cabbies have asked whether they could somehow have a holding zone in a slip road on the edge of the freeway; however, Main Roads has told them that it does not do that on freeways. Is that something that could be looked at? I waited in the queue for a cab for 40 minutes the other night. It was a very big queue, and it is a very small area. That is just how it has worked out. I know it is difficult to get cars in and out of that stadium area because it is pretty tight.

**Ms R. SAFFIOTI:** The weekend, including Sunday, was a big test for Transperth. It did very well given that we had the Friday night Eagles game, other services for HBF Run for a Reason and, of course, the massive grand final between Sydney and Glory. The departure from the stadium was one of those big tests because everyone was waiting for the penalty shootout but I had not seen a quicker exodus from a ground in my life as soon as we lost!

**Mr V.A. CATANIA:** The Premier should not have worn that scarf. It was a bad omen!

[9.30 am]

**Ms R. SAFFIOTI:** It was a pretty good season and a pretty good year; if only the Dockers could do that! Dockers fans do not leave early, because we are used to it. We just sit there and suck it up.

The departure from Optus Stadium on Sunday and the number of people who left in such a short time was significant. I have never seen the stadium vacated so quickly. The member has raised this issue with me and I will follow it up. In particular, the ability for taxis to get a quick departure is tough at the stadium because it is a very constrained area. Traffic management tries to ensure it keeps clear the Victoria Park off-ramp from the freeway to allow traffic to flow smoothly, but taxis in particular probably need a better place to wait, rather than have to trek through a big round trip to get back to the stadium. We do not want taxis to create more congestion in the area. The member has raised this issue with me and I take it on board because we are always looking at ways we can tweak the system to make it work even better. It is incredible that we can clear the ground so quickly but we are always looking at ways to make things better.

**Mr J.E. McGRATH:** I have tried to work out why it happened. I think it was because there were a lot more interstate visitors and a lot of people might not have been aware that the bus service was going to be the same as it is for the AFL games. A lot of people would have taken a cab to the game because they were not sure whether the transport service was going to be the same.

**Ms R. SAFFIOTI:** The member raised that issue with me. I think it is quite interesting. As I have said, people who go to the football all the time completely understand the service. But there was a bit of confusion before and after the Eminem concert because many of those attending may not have been football-goers and they were not used to the public transport services. We made that judgement about the Perth Glory game. Most of the hardcore Glory supporters would have been used to going to HBF Park; others probably had not been to a game since Glory last played in a final. In the media on the Thursday prior to the game, we pointed out that the services would be similar to an AFL game. Of course, as Iain just whispered to me, we have also created the other taxi and on-demand services rank on the other side of Matagarup Bridge. Again, if people know the area, they know that transport option is available, and especially its proximity to Optus Stadium.

**Mr J.E. McGRATH:** It is a long walk.

**Ms R. SAFFIOTI:** Yes, Matagarup Bridge is a bit of a walk.

**Mrs L.M. HARVEY:** I refer to the Westport planning no page 509 of budget paper No 2, specifically the \$10 million allocation over the two years 2020–21 and 2021–22. What is that additional funding for?

**Ms R. SAFFIOTI:** The Westport governance now rests primarily with the Minister for Ports, but I will answer this question. The federal government gave the state government \$10 million as part of its federal budget announced in mid to late May, as I recall. We took a decision to book the revenue that the federal government was giving us. We booked \$10 million on Westport and will focus that \$10 million on the business case planning for the project. We are now doing an options analysis and work to look at all the options for the new port. Westport will make recommendations to the government at the end of this year. Of course, that then carries on to the next stage, which is business case development. That normally costs a lot of money, particularly for a project like this one.

**Mrs L.M. HARVEY:** We were given the impression that Westport was still being managed under the Department of Transport, not Minister MacTiernan; is that the case?

**Ms R. SAFFIOTI:** It is part of Transport, but the port planning rests with the Minister for Ports. I am dealing with all the other logistical parts, in particular the road and rail aspects of the new port and the existing port. I am happy to take questions.

**Mrs L.M. HARVEY:** Thank you. Has analysis been done on the capacity at Fremantle port and the infrastructure that sits around it, within the existing infrastructure constraints versus the port's capacity if access to the port was freed up somewhat?

**Ms R. SAFFIOTI:** The operations of the Fremantle port, again, rests with the Minister for Ports. Westport is looking at all aspects of port planning, so it is looking at Fremantle, the outer harbour prospect and Bunbury as part of its deliberations. I think everyone has been quite amazed at the Westport task force's level of stakeholder engagement; it is probably the best I have ever seen. The task force is engaging with all stakeholders regardless of their views. It is trying to engage with the entire community and looking at all the key streams, including road and rail capacity, the environment, the Fremantle operations and all the proposals for the outer harbour. The task force is looking at everything. I think the federal government decided to provide \$10 million in funding for the project because it was so impressed with Nicole Lockwood and the team developing that proposal.

**Mrs L.M. HARVEY:** With respect to the government's freight on rail project at Fremantle port, what is the capacity of the rail infrastructure heading into Fremantle port? How much more freight can that rail infrastructure take?

**Ms R. SAFFIOTI:** We have been really focused on freight on rail. It is amazing how, with a bit of effort, we have really changed things. As the member would be aware, a number of years ago, freight on rail dropped down to maybe even 11 per cent; it had dropped to 10.9 per cent in 2009–10. With the concerted effort of the Department of Transport working with existing operators and other operators to encourage them—and, of course, a subsidy—to

put more freight on rail, in the month of April, we saw the rail load share reach a record 23.7 per cent. That has a direct impact on the number of trucks on the roads. It is a very, very positive move that again shows that by talking to and working with industry and providing the right financial levers we can get great results.

We are working on a number things for capacity. We have been working with the port operations and what it is looking at for its future contracts with the port. We have also been looking at working with intermodal groups in the future. The relationship we have with intermodal groups is very, very important. Another key point, of course, is looking at the rail paths to the port and working with the Public Transport Authority and other third parties to see how we can create extra paths to allow trains to get to the port. We are examining other aspects, such as the length of trains. We are continuing with the work. We have not set ourselves a cap, but the announcement by both sides of federal politics and the Morrison government's \$115 million budget commitment for the new Fremantle Traffic Bridge will allow us to expand the port's capacity. We matched that commitment with another \$115 million, so there is \$230 million in the budget for the bridge.

We are continually working, through the Public Transport Authority and third party providers and managers of the network, on how we can increase that capacity.

[9.40 am]

**Mrs L.M. HARVEY:** I understand that 37 operators are now availing themselves of the Fremantle container rail subsidy. Is it possible to get a list of the businesses that have accessed the Fremantle container rail subsidy over the past four years? Could we have a list of each of those operators and the value of the subsidy that they received?

**Ms R. SAFFIOTI:** We will check whether that information can be provided, as I understand that there are legal contracts with the other groups, which may prevent some of that detail. I will seek advice on whether I can provide that information by way of supplementary information.

**Mrs L.M. HARVEY:** I thank the minister. If the advice is that the minister can provide that information by way of supplementary information, can she provide a list of the operators over the last four years and the value of their subsidy? Even if the minister cannot reveal the names of the operators, can I get a breakdown of how the subsidies are spread across the people who are accessing it? Even if the names are redacted, I am just interested to see —

**Ms R. SAFFIOTI:** Just to clarify, the subsidy did not exist four years ago, so I do not quite get the aim of the question. Does the member want to know how many operators there have been over the past four years?

**Mrs L.M. HARVEY:** In estimates committee B the other night, Minister Templeman provided information that 37 businesses received the rail subsidy in 2019–20; 34 businesses in 2017–18; 31 in 2016–17; and 30 in 2015–16. I am just interested to know who those operators are. That was the information that was provided. I am just curious to find out the breakdown of the businesses that are accessing the subsidy and the value of their subsidies.

**Ms R. SAFFIOTI:** We will follow up and clarify that question with this answer.

**The CHAIR:** Does the minister want to do it as supplementary information?

**Ms R. SAFFIOTI:** Yes.

**The CHAIR:** Can the minister explain what she is getting for the member?

**Ms R. SAFFIOTI:** By way of supplementary information, we will provide the number of operators receiving the subsidy today and over the past four years. We will do that, but we will also provide the total number of operators in the system over the past four years and we will seek legal advice on whether we can provide their names and the amount of subsidy.

[*Supplementary Information No A22.*]

**The CHAIR:** The member for Bunbury.

**Mr D.T. PUNCH:** I would like to defer my question to the member for Thornlie.

**The CHAIR:** Sorry, deferring is not what we usually do, but okay. Members, just so you know, deferring means jumping, so put your hand up and I will put you on the list.

**Mr C.J. TALLENTIRE:** Topics do move on!

A form of active transport, cycling, is a passion of mine that I know the minister and many Western Australians share. I refer to the item on cycling infrastructure on page 510 of budget paper No 2, volume 2. Can the minister outline the level of investment in cycling infrastructure in the 2019–20 state budget and how it will be allocated across the state's cycling network?

**Ms R. SAFFIOTI:** I thank the member for Thornlie for his passion and commitment to active transport, as a minister who maybe does not get on her bike as much as she should; I am improving! It is great to have a member

who works so well with cycling groups and is so well respected in the cycling community. He is also always providing advice on how we can improve things, so that is great.

As the member for Thornlie might be aware, this budget has allocated \$146 million over the next four years to fund a series of projects. Of this, \$91 million is funded by the Department of Transport and \$64.3 million goes towards filling gaps on the current principal shared path network. There is \$26 million in grants for local governments, through the WA bicycle network grants program and the Safe Active Streets program. The Department of Transport, Main Roads and even the Public Transport Authority have worked well as a whole—part of our thinking is Metronet, too—to make sure we try to leverage good bike paths and good pedestrian paths as part of other works. With Main Roads, we try to make sure that for every significant road upgrade or new road, there is a dedicated principal shared path. NorthLink, which is an incredible project, has 42 kilometres of continuous bike paths. Lord Street has a new dedicated bike path and there are other projects up and down the freeway and across the network. One that I know the member for Cottesloe is excited about is our Grant Street work. I received a lot of direct feedback on that project from the Cottesloe community and councillors, who welcome a Labor government delivering safer and better access through that suburb. We are continually looking at infrastructure. The Minister for Road Safety is also doing her job in ensuring we make our roads as safe as possible in places where cyclists and motorists interact. From an infrastructure point of view, my job is to create more dedicated paths and more projects to both encourage hardcore cyclists, like the member for Thornlie, and make cycling as attractive as possible to families and others who want to ride to work, to the shops, to the gym or wherever else they want to go.

**Mr J.E. McGRATH:** It is a great subject, cycling, and —

**Mr V.A. CATANIA:** You are a cyclist, are you?

**Mr J.E. McGRATH:** No, I am a jogger; I jog, like Bill Shorten!

A lot of people in my electorate either jog, walk or cycle along the South Perth foreshore, doing the two bridges. During the federal election campaign, I was interested to see that the Labor opposition came out with an election commitment to construct a cycle–pedestrian bridge at the causeway. That created a fair bit of interest in my electorate, because the causeway is very close to us. We know that the opposition did not win the election, but is that something the minister was very supportive of, and is it something she thinks could be necessary for Perth in the future?

**Ms R. SAFFIOTI:** I thank the member for South Perth. I saw some swings to Labor at those booths, and I am taking credit for that because of the cyclepath! We saw some good swings in Victoria Park and South Perth to Labor, and I credit that to the causeway cyclepath!

This project has been on the agenda for many years. If we look across the network, one of the most heavily utilised cycle and walking paths is the causeway bridge. The causeway bridge path, as we know, is not very wide, and there is a lot of interaction between cyclists and pedestrians. The path itself is not very smooth. It is a choke point; I think it is probably the third most heavily utilised path across the entire network. Ideally, it is one that we would like to do. We worked on this proposal as part of our preparation for trying to secure as much money from both sides of federal Parliament. Our initial proposal had quite a high price attached to it, but as I said, I have already built one iconic bridge over the Swan, and we do not need to do too many, so I wanted a more simplified bridge that would help facilitate both cyclists and pedestrians. We prepared a proposal that attracted the federal opposition's interest; Anthony Albanese came out in support of it last week. All up, the project is estimated to cost between \$30 million and \$35 million; federal Labor committed \$23 million. Currently our program is quite full, because we are working along the gaps in the northern suburbs, the eastern suburbs and the western suburbs—and the southern suburbs, member for Baldivis! I saw the member looking at me strangely for a second! Of course, it is across the network. It is a large amount of money and would need to have some specific funding granted to it; it probably would not be part of a normal PSP allocation. We would try to seek further funding. Depending on who is the new federal minister for transport, or minister for cities, suburbs or whatever they create over there, I will write to them and say that it attracted a lot of interest and caused a seven per cent swing at the South Perth booth.

[9.50 am]

**Mr J.E. McGRATH:** Do not mention the swing!

**Ms R. SAFFIOTI:** Given there was a lot of excitement in the South Perth community about this project, if Steve Irons sticks around in the electorate for the next three years, he might even support it.

**Mr J.E. McGRATH:** He might do.

**Ms R. SAFFIOTI:** He might do. If he does, it will be great, because it is something that can really add to the community. I think some people are deterred from cycling because of how tight the path is. Of course, people who

have the legs for it can cross over the Matagarup Bridge and return, or, of course, the Narrows or the Windan, but I think this is a good project.

**Mr J.E. McGRATH:** Thank you.

**Mr V.A. CATANIA:** I refer to aviation and paragraph 10 on page 511, where it refers to the state aviation strategy and that it will “identify opportunities for improvements in regional aviation”. It is one year since the year-long Economics and Industry Standing Committee inquiry into regional airfares in Western Australia and it will take the minister’s government another year to finalise addressing the findings of the inquiry in the form of a revised state aviation strategy. It is three years since the minister’s commitment to take action against the high cost of flying in regional WA, which is an essential service, and we are still seeing high prices even though the government has announced a collaboration with Qantas. The cheap fare to Broome, I think, is \$179 one way. To fly to Broome on 24 May and return on 27 May would cost \$1 122. I refer to the recently announced Exmouth flights. Despite collaboration between the government and Qantas, to fly to Exmouth on 5 July and return on 15 July would still cost \$858; to Karratha it is still over \$1 000; and to Carnarvon it is over \$800. As the minister can see, airfares in regional WA are still exorbitantly high. Virgin recently cancelled its flights to Geraldton, so that also will affect prices, because we are still looking at over \$460 to fly to Geraldton and back. Who knows whether fares will increase, given there is only one carrier. What is the minister doing to reduce the cost of airfares in regional WA, given it is an essential service for people who live and work in the regions?

**Ms R. SAFFIOTI:** The issue of regional airfares is one that this government takes seriously. I will not make any real political comments about the previous government and what it did not do, but I will say again that we take it seriously. We have seen the Economics and Industry Standing Committee report. The Minister for Tourism has been highly engaged with the airlines. I also have met with the airlines. Although the Minister for Tourism is looking at world and interstate travel, he is really focused on what we can do intrastate. Over the past 12 months, we have seen the introduction of community airfares to Monkey Mia and Carnarvon; the introduction of a community and stand-by airfare in the northern goldfields air routes of Meekatharra, Mt Magnet, Wiluna, Leonora and Laverton; and, with a subsidy, some sale fares to Exmouth and Broome. Over the past 12 months, there have been a lot of new initiatives, both through the Minister for Tourism and the Department of Transport when negotiating our routes.

The Department of Transport is talking to stakeholders in preparing our response to the standing committee report. I will make a couple of comments. I would like to see our response to that probably by the end of this year. In relation to other work, both the Minister for Tourism and I are working together on some specific initiatives that we can undertake in this space. In my discussions with both Qantas and Virgin, which I have had over the past three months at very senior levels, I have raised what key action those airlines can take to promote themselves and establish a lot of goodwill in WA. Focusing purely on what has to be done, we need to increase passenger-carrying capacity across the state and we need to help support that capacity and create a level of momentum, which, after a number of years, will allow it to stand on its own feet. I think that is what I will be looking at. From an economic point of view, we need to achieve the capacity, grow and sustain the numbers and make sure it is financially sustainable in the longer term. That is a big package of initiatives and is something we are looking at. In the significant areas where tourism plays a big part, we have to look at the capacity and, in the smaller areas, we have to work with the airlines to see what we can do to support cheaper airfares. However, I think it is all about the size of the planes. If there are bigger planes with greater capacity, it will create a lot more flexibility and the ability to offer consistently lower fares.

**Mr V.A. CATANIA:** The community fares are all very well. Can the minister provide me, by way of supplementary information, the number of passengers travelling to and from regional airports right across the whole of Western Australia?

**Ms R. SAFFIOTI:** Yes. We will provide all the information we have on passenger numbers to all the regional airports around WA.

**Mr V.A. CATANIA:** Not just regulated routes but also Karratha, Hedland and Broome.

**Ms R. SAFFIOTI:** Yes; we will provide whatever information we have.

*[Supplementary Information No A23.]*

**Mr V.A. CATANIA:** Can the minister provide me with the average fare for regional flights? Obviously, there are regulated fares and what is controlled by the government—Albany, Esperance and so forth. Can the minister supply also the average fares to each airport, such as Karratha, Hedland, Broome, Paraburdoo and Kununurra—all the regional WA airports?

**Ms R. SAFFIOTI:** I will endeavour to provide the member with the information we have access to. I will clarify the supplementary information in a second. One of the findings of the committee inquiry was about gaps in data

and information. It is something we are working through in an endeavour to get the data we require and on how we can acquire information from the airlines. We will provide the information we have on the average airfares for key destinations across Western Australia.

[*Supplementary Information No A24.*]

**Mrs L.M. HARVEY:** Virgin recently pulled out of Geraldton. Did the minister have discussions with Virgin? She said that she had met with the airline over the last three months. Did Virgin discuss with the minister its reason for pulling out of Geraldton? What was done to try to keep that service in operation?

**Ms R. SAFFIOTI:** Not specifically. As I recall, Virgin said it was looking at Geraldton. Generally, it is about capacity and numbers. Virgin is struggling with its numbers, so the key issue for us is to make sure we can increase the number of passengers travelling within WA. That is why the Minister for Tourism is very, very keen to make sure he can do what he can to increase the numbers within WA.

[10.00 am]

**Mr V.A. CATANIA:** Can the minister provide me with the number of mining activity charters approved by the Department of Transport that are going to regional destinations? Can she provide me with the number of passengers or charters approved by the department flying to destinations in regional WA such as Mt Magnet, Wiluna, Meekatharra and so forth?

**Ms R. SAFFIOTI:** I am not sure whether we have all that information. It may be held by the airports. I will refer that to Richard Sellers.

**Mr R. Sellers:** We might have some of that information, but when it is a commercial arrangement between a mining company and a charter provider, we would not have that aspect of the information that the member is asking for. For things that we approve, I do not see any reason why we would not be able to provide that.

**The CHAIR:** Minister, do you want to clarify whether you will do that by supplementary information or on notice?

**Ms R. SAFFIOTI:** By way of supplementary information, if we have the information, we will provide the number of charters going into Wiluna, Meekatharra —

**Mr V.A. CATANIA:** All destinations—so, whatever there is for regional WA.

**Ms R. SAFFIOTI:** We will see. Subject to us having the information and it not being commercial-in-confidence for whatever reason, we will provide data on the number of charters flying into regional areas.

[*Supplementary Information No A25.*]

**Mr V.A. CATANIA:** I think in the past there have been subsidies for flights between Broome and Derby and Broome and Kununurra. Can the minister provide a list of government financial subsidies for flights between certain destinations in regional WA?

**Ms R. SAFFIOTI:** Yes, I will provide supplementary information on the cost of subsidies for regional air services.

[*Supplementary Information No A26.*]

**Mr J.E. McGRATH:** I refer to the heading “Marine Safety” on page 516 of the *Budget Statements*. This is a bit of an unusual question. It relates to a constituent of mine. I do not think he would have been one of the swinging voters, but he is a boat owner.

**Ms R. SAFFIOTI:** Obviously a boat owner, not a cyclist!

**Mr J.E. McGRATH:** There are a lot of boat owners in South Perth, even though it is a long way from the ocean. He had a white fibreglass sailing boat, 54.0 PU—whatever that means—with an inboard motor, which he has since sold, but he had it licensed on 2 July 2018. The registration fee was \$544.20. He later took the boat to the Mornington Peninsula, where the cost to register it was \$87.40. He contacted me and said that he thought that the boat owners of Western Australia were being ripped off somehow with this discrepancy. Is there a reason that we pay more to register boats in Western Australia than do people in Victoria?

**Ms R. SAFFIOTI:** I think it is probably for historical reasons. Many of the costs in WA are due to not having the population to support our large landmass. In relation to maritime fees, it is due to the high cost of maintaining harbours and other facilities. A decision was made a number of years ago to move to full cost recovery for maritime facilities, and I suspect that that may be different in the eastern states. Maybe Victoria heavily subsidises its infrastructure or maybe it just has the volume of users to cover the cost of that infrastructure. I am not sure why that difference would exist, apart from the reasons I have just given.

**Mr J.E. McGRATH:** If I wrote to the minister, could we get some sort of response about the different fees in various states? Victoria is a small state and we have a very big state to service, so I understand that.

**Ms R. SAFFIOTI:** Yes; if the member wants to write to me, that is fine.

**Mrs L.M. HARVEY:** Paragraph 9.7 on page 511 of the *Budget Statements* states —

working with service provider partners to introduce body-worn cameras to improve compliance in the conduct of heavy vehicle Practical Driving Assessments performed on the Department's behalf.

Having two children and lots of nieces and nephews who are trying to achieve their drivers' licences, I am interested in this matter. Many of them have complained about the attitude and intimidatory behaviour of the instructors towards them during the driving test. Is it envisaged that body-worn cameras might be introduced for all driving instructors so that that kind of behaviour can be managed more effectively?

**Ms R. SAFFIOTI:** I, too, have a niece and nephew who got their drivers' licences last year—how quickly time goes. I will get Iain to provide a further response, but I think, generally, the drivers do a pretty good job. I think there are different accounts. My niece and nephew reported one who seemed to be particularly harsh.

**Mrs L.M. HARVEY:** It is the assessors.

**Ms R. SAFFIOTI:** Sorry; yes, the assessors. I will get Iain to provide more comments on that.

**Mr I. Cameron:** This is in relation to heavy vehicles. For all light vehicles and the matters that the member is referring to for young people, we have introduced i-Assess tablets, which record and monitor the entire experience. We monitor that very closely. We are certainly aware of feedback that we get. It is a very simple matter now for us to get the recording of that experience. In some cases, the feedback or the comments are mistaken. It is certainly a very stressful situation, and our assessors understand that. We have an equivalent technology called i-Assess. It is used in the metropolitan area now and we are in the stages of rolling it out to regional areas. It monitors and records those assessments.

**Mrs L.M. HARVEY:** Does the department keep data on the number of driving assessments conducted by individual instructors at each assessment centre and the number of passes and fails that they have?

**Mr I. Cameron:** Yes, we do. We have that information by centre. It is very closely monitored. We have a lot of that information.

**Mrs L.M. HARVEY:** Is it possible, by way of supplementary information, to get the number of assessors at each driver assessment centre and the number of passes and fails by assessor? Obviously, I do not want the names of the assessors, but I would like the number of passes and fails for each assessor over the year.

**Ms R. SAFFIOTI:** Yes, we can provide that. We will provide the number of tests per centre and the number of failures and passes per centre.

[*Supplementary Information No A27.*]

**Mr V.A. CATANIA:** I refer to the line item for the regional airport development scheme in the details of controlled grants and subsidies table on page 521 of the *Budget Statements*. What is a breakdown of projects being funded by RADS between 2018–19 and 2019–20? In 2018–19, there is \$7.584 million and in 2019–20, there is \$11.622 million. Can the minister provide a breakdown of those projects? I am happy to take that as supplementary information, if that makes it easier.

[10.10 am]

**Ms R. SAFFIOTI:** I was seeking clarification. I thought it was a two-year program, but, basically, it is Transport helping to fund the council. I can provide a breakdown of that by way of supplementary information. I understand it is a multi-year program—the funding is provided for a period of time—but we can provide the breakdown for regional airports development scheme funding for 2018–19 and 2019–20.

[*Supplementary Information No A28.*]

**Mr V.A. CATANIA:** There is a huge drop in the budget in 2019–20 and 2020–21, which continues. What is the reason for that drop? Is it due to the Busselton–Margaret River Regional Airport terminal? Is \$10 million still being allocated to fund the terminal?

**Ms R. SAFFIOTI:** Yes, it is to do with cash flow for the Busselton–Margaret River Regional Airport.

**Mr V.A. CATANIA:** Is the minister saying that in the 2019–20 financial year, \$10 million will still be allocated to complete the Busselton airport terminal project?

**Ms R. SAFFIOTI:** I can confirm that the \$9.5 million for the Busselton–Margaret River Regional Airport upgrade is being deferred from 2018–19 to 2019–20.

**Mr V.A. CATANIA:** Will that money flow to build the much-needed terminal in the coming financial year?

Chair; Mr Vincent Catania; Ms Rita Saffioti; Mrs Liza Harvey; Mr John McGrath; Mr Donald Punch; Mr Chris Tallentire

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**Ms R. SAFFIOTI:** That project is being managed by the Minister for Regional Development. At the request of the Minister for Regional Development, this money is being deferred and placed on hold until the project receives the go-ahead from that minister.

**Mrs L.M. HARVEY:** I refer to the line item on the Port Hedland marina on page 510 of the *Budget Statements*. An amount of \$5 million is being allocated to that marina over the next two years. Could the minister please advise what that money is for?

**Ms R. SAFFIOTI:** This project is being managed by the Minister for Regional Development, but the Department of Transport is providing assistance for funding the design and other assistance. I will pass to Richard Sellers to answer further.

**Mr R. Sellers:** As the minister said, a series of coastal studies on wave action and other things happening in Port Hedland harbour were required for the design of the marina. The cyclone that occurred this year had a negative impact, but did not do so much damage that it stopped that planning. Now a portion of that money, through the department, is being spent on the detailed design of the marina. That is how the money is being spent.

**Mrs L.M. HARVEY:** Should this project get up—it is one of those unicorn projects, which has been around for a long time—is it envisaged that the Department of Transport will run or manage that marina, or is it likely that the management will be turned over to the Town of Port Hedland?

**Mr R. Sellers:** A steering group across government is considering that and other issues. Some marinas around Western Australia are managed by the Department of Transport and others are managed by local governments. There are a variety of those around the state, so that is to be determined.

**Mrs L.M. HARVEY:** I understand that for the marina to go ahead, an additional channel will need to be dredged so that larger boats can avoid sail craft. Has a determination been made about who will be responsible for the ongoing maintenance and dredging program? I would also appreciate information on the frequency of that dredging.

**Mr R. Sellers:** The Department of Transport has a budget of \$9 million for various small boat harbours and channels around the state, for which there is a priority list. The design of this specific harbour and what the channel will look like will need to be firmed up before it is known how it should be dredged and maintained. When that happens, we will either put it in that program or if it is managed by someone else, it will go into their program, but its design is still underway.

**Mrs L.M. HARVEY:** Where are we up to with environmental approvals and those other approvals?

**Ms R. SAFFIOTI:** Richard, do we have that information?

**Mr R. Sellers:** I do not have that with me. Normally, those environmental approvals would start at a more advanced design stage. Although, for some of the land bank, some things may already be happening that I am not across. But until the dredge channel design is finalised, we would not normally move into the environmental approval processes.

**Mr V.A. CATANIA:** I refer to the same service, “Coastal Infrastructure”, on page 510. I want to raise some pressing issues that are occurring in the electorate of North West Central. I will run through them. The first is the fascine waterway. The Carnarvon Yacht Club has bought a dredge and 80-year-old-plus volunteers are working day and night to open the waterway. Currently, the waterway is closed which gives the impression that Carnarvon is closed for business. The management of this waterway is under the Shire of Carnarvon, but I seek clarification on who owns the waterway—the seabed. Is it the Department of Transport, or is it crown land that is owned by the state government? Does the minister have a copy of the agreement between the Shire of Carnarvon and the Department of Transport on who maintains and owns the waterway? The yacht club cannot continue investing all its funds and having 80-year-old-plus people working night and day to dredge the fascine when I believe that that work should be done by the Department of Transport. Is there a time frame for a long-term fix to open this waterway?

[10.20 am]

**Ms R. SAFFIOTI:** I was up in Carnarvon a few weeks ago and this was the main matter —

**Mr V.A. CATANIA:** Thanks for the notice!

**Ms R. SAFFIOTI:** Oh, well. The member does not let me know when he is in my electorate!

**Mr V.A. CATANIA:** I drive through it a few times.

**Ms R. SAFFIOTI:** He should let me know.

I was up there a number of weeks ago to discuss this, amongst other issues, but the fascine was the main topic of discussion. I understand the issue. Since coming back, I have had a discussion about this with the Minister for Regional Development and the department. There are three key challenges in front of us from a Transport point of view. The first is the very short term: the dredging activities being undertaken now, how that is being done and whether the state can do anything to assist generally with dredging in that area. The Department of Transport has already started talking to the Department of Primary Industries and Regional Development about what can be done. The second is the agreement, which, as I recall, was struck in 1995 and has not really been revisited since.

**Mr V.A. CATANIA:** Does the minister have a copy of that agreement, because no-one seems to have it?

**Ms R. SAFFIOTI:** Not with me.

**Mr I. Cameron:** I have not seen it.

**Mr R. Sellers:** I have not seen it.

**Mr V.A. CATANIA:** No-one has seen it. Herein lies the problem.

**Ms R. SAFFIOTI:** I understand that the agreement struck in 1995 basically gives all management to, and puts all the responsibility on, the shire. In my meeting with the mayor and the CEO, they said that they did not believe it was fair for the future. Since then, of course, a lot has happened, including some state infrastructure not being able to be accessed. Following a discussion with the Department of Transport as late as yesterday, we are keen to relook at that whole situation to see how it can be fairer and whether the Department of Transport might take a more active role, together with the Department of Primary Industries and Regional Development. We are open to that. That is something we are looking at right now.

The third is the longer term; namely, what are the more permanent infrastructure needs? The Department of Transport is currently assisting the shire by doing some modelling about all those things, including currents and other things in the area, to see what we can do. What is possible for a more permanent solution to ensure these things do not recur and what is the cost? The initial work is really just getting some of the surveying done and working with the consultants. A consultant has been employed up there to do all the modelling to see what will be required for something more permanent. The Department of Transport is assisting the shire with that.

Like I said, it is one of those issues that has been going on for many, many years. I understand that maybe we need to move on from the 1995 agreement, understanding that the shire's budget is relatively small. We need to look at how we can assist through the Department of Primary Industries and Regional Development. It is something that the Minister for Regional Development and I have talked about and will continue to talk about.

**Mr V.A. CATANIA:** There are volunteers who are 80-plus years of age. Iris and Ray Smith are doing an amazing job. They cannot continue, and it could have the potential to send the yacht club broke. They are doing it through volunteers' time, and money from memberships. It is a desperate situation. It sends a message that Carnarvon is closed. We have state infrastructure. Royalties for regions money was put into a marina that no-one can use. Time is critical and I urge the minister to get that open to help the economy of Carnarvon.

I also want to ask about the Tantabiddi boat ramp in Exmouth, because it is another issue affecting tourists, commercial operators and the like. That desperately needs attention. Can the minister provide a time frame and the amount of money that is needed to fix the Tantabiddi boat ramp in Exmouth?

**Ms R. SAFFIOTI:** I also met with people from the Shire of Exmouth on the same day. We talked about the challenges there, in particular the heavy use of the boat ramp and the fact that the shire does not really receive any revenue from it. I think it is all collected through the Department of Water and Environmental Regulation, or at least some of the fees are collected through DWER. A cross-government working group will meet in Exmouth in the next two to three weeks. I might go as well, to see it in operation. It is a significantly used facility. The whole industry is based on it. We are looking at what we can do across government. I will defer to Richard, who is on the working group.

**Mr R. Sellers:** We are working very closely with the Parks and Wildlife Service, the shire and the development commission up there, when we can. This one is a little more advanced in the oceanographic-type studies. We are lucky that one of the universities—I think it is Curtin—had a lot of material around what is going on both in the water and with that waterway that periodically floods sand onto the ramp. That very preliminary design is now being discussed with the shire, the Parks and Wildlife Service, and the broader community. In the interim, our representatives up there are working with tour operators and others to get better management in place around how vehicles are parked and how that interaction takes place. As the member said, it is a focus point for both the community and the charter operators. The design that is envisaged will have some separation between the charter

operators and the normal boat ramp. We are looking at ways to do that so the ramp will not be shut down periodically by a sand event.

The second part of the question related to timing. That would come from this design being finalised and then coming back to government to seek funding for it. I cannot give a quantum in dollars but, as the minister mentioned, we will be up there again the week after next to get into a serious discussion about the design.

**Mrs L.M. HARVEY:** I have one last question and then I would like to move on to Main Roads, if others agree.

I refer to the line item “Tariffs, Fees and Charges” on page 510 of the *Budget Statements*. There is some interesting movement and quite a massive increase in tariffs, fees and charges expected in the out years. Is it possible to get an itemised list of what those variations relate to, please?

[10.30 am]

**Ms R. SAFFIOTI:** I can provide the breakdown of the tariffs, fees and charges. For coastal infrastructure, they are \$949 000 in 2019–20; \$2.730 million in 2020–21; \$2.277 million in 2021–22; and \$2.58 million in 2022–23. As we said and announced in last year’s budget, the new statewide fee structure is basically to try to make sure that we can collect the revenue for significant maintenance and upgrade demands to maintain maritime facilities. Driver and vehicle services is the next component. It is negative \$3.916 million in 2019–20; a positive \$5.498 million in 2020–21; \$13.534 million in 2021–22; and \$19.267 million in 2022–23. The decrease in DVS revenue in 2019–20 is as a result of a reduction in motor vehicle recording fees and a reduction in drivers’ licence revenue based on the fee change of volume variations. In the forward estimates, that increase is being driven by an expected increase in economic activity and transactions. The increases in marine safety—\$508 000 in 2019–20; \$1.18 million in 2020–21; \$12.896 million in 2021–22; \$1.707 million in 2022–23—are primarily due to an increase in boat registrations. For on-demand transport, all of these are negative. This is basically a clearing out of some of the existing revenue forecasts because of the new structure of the on-demand transport fees. On-demand transport is negative \$2.298 million in 2019–20; negative \$1.777 million in 2020–21; negative \$342 000 in 2021–22; and negative \$142 000 in 2022–23. This is the transitioning to the new service model, so there is a backing out of some of the existing numbers that were in the budget and forward estimates.

**Mrs L.M. HARVEY:** The minister said for marine safety in 2021–22 that it was \$12.896 million, and the following year it is \$1.707 million.

**Ms R. SAFFIOTI:** Sorry, marine safety for 2021–22 is \$1.296 million.

**The appropriation was recommended.**