

GRAIN RAIL NETWORK — TIER 3 LINES — REGIONAL ROAD UPGRADE

4202. Hon Lynn MacLaren to the Minister for Finance representing the Minister for Transport

Further to my previous question No. 225 regarding the degradation and closure of tier 3 rail lines in the state's Wheatbelt, I ask —

- (1) Has the scope of work for upgrades to regional roads to handle the additional freight movements resulting from these closures been confirmed?
- (2) If yes to (1), which regional roads will be upgraded, and when?
- (3) Is the Minister aware that these road upgrades will result in significant adverse impacts on the road side vegetation, which in many areas is the only remnant vegetation left in the area and contains irreplaceable environmental values?
- (4) What environmental impact studies will be done to assess the environmental impacts of these upgrades?
- (5) In relation to (4), when will these studies be done?
- (6) Will the environmental impact studies be open to public scrutiny?
- (7) If no to (6), why not?
- (8) Will offsets will be provided, or required, for the clearing of the vegetation?
- (9) If yes to (8), what will be the ratio of cleared vegetation to revegetation of degraded areas or acquisition of uncleared remnants?
- (10) If no to (8), why not?

Hon SIMON O'BRIEN replied:

Main Roads WA advises:

- (1) Yes
- (2) Funding is being provided to relevant authorities to carry out the works in a timely manner.
- (3)–(4) The owner of the road asset has responsibility for undertaking all necessary statutory and legislative requirements associated with the road upgrades.
- (5) Prior to works commencing on ground.
- (6) See (4) above.
- (7) Not applicable
- (8) Any offsets are assessed by DEC.
- (9)–(10) Not applicable