

TRANSPORT PORTFOLIO — ELECTION COMMITMENTS

1437. Hon Ken Travers to the Minister for Transport

- (1) For each of the following outstanding issues or election commitments in your portfolio, can you advise when you expect to make a final decision on —
- (a) which airports will be included in the future regulated regional air service networks to Western Australia;
 - (b) the review of the Perth Bicycle Network Plan;
 - (c) the Grain Freight Rail Network Review;
 - (d) the return of the Government owned taxi plates to the private sector;
 - (e) the upgrade of the Greenbushes Railway;
 - (f) the trialling and developing additional peak-period trunk bus routes;
 - (g) the review of the permit system for restricted access vehicles (RAVs) and concessional loading permits; and
 - (h) review of the school bus contract?
- (2) When do you expect to make your decision public on each of these issues?

Hon SIMON O'BRIEN replied:

Department of Transport

- (1)
- (a) This is to be determined through a Request for Proposals process commencing with a stakeholder briefing on 9 April 2010 and concluding in September 2010.
 - (b) A publication date is yet to be determined. The draft report is currently being reviewed by the Department of Transport and will be considered by the steering committee before being presented to me for sign off.
 - (c) The Department of Transport is currently developing a business case for the State and Commonwealth Governments. The business case is a cost benefit analysis of the Strategic Grain Network Committee's report for government to consider investment options in the grain freight network (road and rail).
 - (d) I have referred this matter to the re-instated Taxi Industry Board (TIB) for consideration and advice. The TIB has incorporated it into its strategic plan and requested that I approve the TIB undertaking a 'regulatory review' prior to providing advice on possible implementation options.
 - (e) The State Government still supports investment in the North Greenbushes to Picton rail line and associated rail and road infrastructure to see the transfer of timber logs onto rail at North Greenbushes.

However, current uncertainty relating to the ownership of the timber plantation resources and continuity of supply makes investment in the rail line inappropriate at this point in time. This view is supported by the plantation timber industry.
- (2)
- (a) Following decisions by Cabinet around September 2010.
 - (b) The public will be informed of the decision when it is finalised.
 - (c) The business case will be received and considered by both governments in the near future.
 - (d) The public will be advised once I have made a decision informed by the recommendations the TIB makes following its review. This process will take some time.
 - (e) The Government will review the issue when supply and timber resource matters become clearer.

Public Transport Authority

- (1)
- (f) The PTA is currently preparing a long term public transport strategy, taking account of the medium term (20 year) and long term (50 year) planning for Perth. The plan will identify the key trunk bus corridors for both infrastructure upgrades and service frequency improvements. Once accepted by Government the cost of these improvements will then be programmed into Transperth's service development program aligned with the appropriate budgeting process.

(h) I plan in the near future to release an Issues Paper on the current Composite Rate Model school bus contract, so that the relevant school bus contractors and the school bus industry can make written submissions to the Minister for Transport on any matters of concern or contention. A follow on part of this will involve Industry/Government/Key Stakeholders discussions.

(2) Trialling and developing additional peak-period trunk bus routes.

I am sure you can appreciate it is difficult to give a date for some of these trunk bus route projects before all of the necessary planning work has been completed and the implications are fully understood. I can assure you, that I will be making public announcements regarding all of these issues as they develop and progress.

Review of the school bus contract

A response to the school bus industry on any points emerging from the Issues Paper can be expected by October/November 2010.

Main Roads

(1) (g) Main Roads is in the process of reviewing the permit system for Restricted Access Vehicles and concessional loading with a number of initiatives already in progress. These include -

- New simpler period permit products that reduce the amount of paperwork drivers are required to carry in their vehicles. The new products will be available in May 2010.
- Improved mapping tools to assist operators plan their trips on approved networks.
- A new information and management database that will improve efficiency and management of the permit, accreditation and compliance functions will be delivered during 2010.

On 12 February 2010, I released a discussion paper 'A Mass Management Scheme for WA' seeking comments from the public, in particular the transport sector. The scheme under consideration is based on reviewing the mass level and permit conditions relating to the current Concessional Loading Bulk Products Scheme and the Certified Weighbridge Mass Management Scheme. It is proposed that the Mass Management Scheme will operate as a new Mass Management Module under an expanded WA Heavy Vehicle Accreditation Scheme. The discussion paper was developed by the Ministerial Heavy Vehicle Advisory Panel in consultation with Main Roads WA and the transport industry and was open for comment until 1 April 2010. The Panel will now assess all the comments received and make recommendations for my further consideration.

(2) See (1)(g) above.