

RAIL SAFETY NATIONAL LAW APPLICATION BILL 2023

Second Reading

Resumed from an earlier stage of the sitting.

HON TJORN SIBMA (North Metropolitan) [5.04 pm]: Unfortunately, I timed my contribution prior to question time badly and did not wrap up before the buzzer sounded. I will remonstrate with myself later; I will give myself a stern talking to so that I lift my performance! However, I was drawing the attention of the chamber to the tension embedded in findings 4 and 5 of the Standing Committee on Uniform Legislation and Statutes Review’s report, which noted that despite the Rail Safety National Law Application Bill eroding the Western Australian Parliament’s sovereignty and lawmaking powers, applying laws of another jurisdiction in Western Australia will enable a nationally consistent application of those laws as part of a national uniform scheme. The balance then rests on whether it is a desirable outcome to have a national uniform scheme apply in this domain. The argument seems to be that, yes, it is. Further to that, not just resting merely on its desirability, the committee earlier formed a view in its report that there is actually a need for a consistent application of all laws as part of national uniform schemes more generally.

The committee also adopted this approach on other more recent matters, such as its management of the Marine Safety (Domestic Commercial Vessel National Law Application) Bill 2023. The marine safety bill is probably the most analogous to our consideration of this issue. The committee noted its reservation at that point about the lack of a statutory review provision in that bill. Indeed, I have identified that as one of the—I will not say “shortcomings”—absences from this consideration. However, that has been justified or ameliorated to some degree, certainly on the strength of the minister’s argument and the committee’s concurrence, that the rail safety national law maintenance group acts, I suppose, as a permanent review body. I think it is worth examining the membership of that group. The minister advised in correspondence with the committee on these issues that the group’s membership includes government and industry representatives from the National Transport Commission, the Office of the National Rail Safety Regulator, Rail Skills Australasia Ltd, the Australian Rail Track Corporation, SCT Logistics, Shorefair, the Australasian Railway Association, the Australian Rail, Tram and Bus Industry Union, and commonwealth and state government departments. Aside from the last grouping, I cannot identify any group from which Western Australia will have a representative on this group. I am just making the assumption—assumptions are sometimes very dangerous to make; nevertheless, I think this is a reasonable assumption—that the sole Western Australian representative on this national law maintenance group will likely be someone from the Western Australian Department of Transport. I just want clarified, if indeed the minister is able to clarify, whether that is a fair assumption. If further changes are required to the national law, how will the Western Australian view be advocated for, and what presumption might we have that Western Australian circumstances will be given the consideration they deserve, considering the scale of rail networks across our jurisdiction?

I reiterate that this is a reasonably dry bill. To some degree we are being asked to disregard some serious reservations of principle on the erosion of parliamentary power. I note that this is not unprecedented. There is a pragmatic view that national consistency is desirable and beneficial. My hope, though, is that we embark upon this course without the cost of silencing Western Australian concerns and the issues that face this state’s rail networks.

HON COLIN de GRUSSA (Agricultural — Deputy Leader of the Opposition) [5.11 pm]: I, too, rise to make a brief contribution to the second reading debate on the Rail Safety National Law Application Bill 2023. I do not intend to rail over the matters that Hon Tjorn Sibma has covered as lead speaker for the opposition, most notably, of course, the 144th report from the Standing Committee on Uniform Legislation and Statutes Review. I want to talk more broadly, though, about rail safety while I have the opportunity because the issue of how we improve rail safety has come up over many, many years in this chamber, in the other chamber and in Parliaments across the nation. Noting this law will apply a nationally consistent approach, how will we ensure that we get the best result on safety for Western Australia? There have been a number of committee examinations, petitions and a lot of media attention on the safety of train lines, particularly passive level crossings in remote or regional areas.

There has been a fight of more than 20 years by some very dedicated and passionate people, and I want to take the opportunity to talk a little bit about them. That passion comes from a tragedy that occurred in July 2000 that saw Christian Jensen, Jess Broad, and Hilary Smith perish when their vehicle hit a grain train at a level crossing near Jennacubbine. They were on their way to a birthday celebration, as many young people are all the time in country areas. Their stories ended at that point. The driver of the train was affected for the rest of his life by that tragedy. I have known the Jensen family for more than 30 years. I first met Jorgen and Anne-Marie back in the early 1990s and attended Muresk with Lara. Lara has always had a passion for and a very good way with words, and her activism, in conjunction with that of others, has really forced this issue and kept it on the agenda throughout the last 20 or so years since Christian’s unfortunate passing. This was not a unique tragedy. It has occurred many times in Western Australia and around the country.

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There have been a number of reports, reviews and inquiries, and potential solutions posed, on the issue of visibility of trains, and I will talk about some of the suggestions from the Improve Train Lighting and Passive Level Crossing Safety group, which Lara and others are part of. Indeed, I want to read a media release from that group that Lara put out in September last year. The organisation called out the Rail Industry Safety and Standards Board for refusing to support flashing beacon lights and sidelights on trains in a new industry safety standard that was released for consultation late last year. The media release states —

Improve Train Lighting and Level Crossing Safety Group spokeswoman, Lara Jensen, who represents the families of rail crash victims, said the board had missed a vital opportunity to support meaningful reform and force the rail industry to put better lighting on their locomotives and wagons.

She said after repeated calls for change RISSB, which is dominated by rail industry representatives, last year agreed to re-examine the standard on train lighting. Today it put out a call for public consultation on AS 7531, the Australian standards that governs train lighting and visibility.

“The draft of a new Standard AS 7531, which we finally saw today, does include a focus on brighter colours for the front of locomotives but not rotating beacons or flashing lights on locomotives or side lighting on locomotives or wagons ...

“Anyone who has driven in the country will have seen road trains coming in the distance with lights around their cabs and along their trailers. Trains on the other hand, hurtle through the country with little more than a headlight and ditch lights and wagons that are completely dark.”

She makes some good points there. Again, there have been a number of studies. I do not wish to spend any time going into them. There have been numerous studies and pieces of research, but there always seems to be a reason not to take action. I am not pinning this on the current government at all. I want to make that clear. This is not an exercise in politics; it is just an exercise in frustration that governments of all persuasions have not been able to get this to happen, and that rail operators themselves have not been willing to spend a dollar to save lives, which is ultimately what this is about.

This legislation before us today will harmonise our state legislation with that of other jurisdictions. It will allow us to more easily adopt future amendments, but it will not really do enough to implement solutions for the issues that these families have been raising for years. The proposals being talked about are pretty simple—that is, enhanced visibility for trains such as flashing lights and side-mounted lights. They are things we take for granted on heavy vehicles, oversized loads and emergency vehicles, so it seems pretty incongruous today that such simple things cannot be put on a train for some reason. This technology is not expensive. It is not technology holding us back. I mean, local governments can put up a radar-operated speed sign powered by the sun that will tell motorists when they are going too fast or too slow, whether it is a school zone or whatever. Surely, the technology to at least put something simple like that on a passive level crossing exists and is not expensive. It seems to me that it comes down to the willingness of the rail operators. Bureaucracy as well, to a large extent, is in the way of what could be done at these level crossings.

After the passage of this legislation, I encourage the government to keep on championing these simple improvements and to try to see whether we can get agreement from other states to improve the safety standards at passive level crossings as well as the visibility of trains so we can avoid the tragedy that the Jensen, Broad and Smith families went through, and, of course, the tragedies on train lines at those passive level crossings that have affected other families. Let us hope we can see some change in the near future.

HON DR BRIAN WALKER (East Metropolitan) [5.19 pm]: I doubt sometimes the value of too many words in the chamber because, to be honest, there are so many opinions swirling around about the Rail Safety National Law Application Bill 2023 that it is difficult to get a consensus. However, I think it would be stupid to imagine that we are not going to get a consensus upon today’s excellent bill. I am so very grateful to Hon Colin de Grussa’s tribute, if you like, to the family he has known for so many years. We have also been in contact with the family—in particular, Lara Jensen—who has done a sterling job in bringing this to everybody’s attention. For any of us who has driven extensively in the country, it is very different from driving along the Kwinana Freeway or indeed in central Perth, but they are not marked prominently. The concept here of barriers coming down and lights flashing and bells going is just not there. When driving into the sun or in inadequate lighting, it is very difficult to see what is happening. Of course, if locals are driving on local roads, they know where the crossings are, but if one is driving in an unknown or a less well known area, it might come as a surprise. What we need is for safety to be paramount. It does not cost a great deal to put a light on a crossing. It does not cost a great deal of effort to do what is necessary to allow life to be saved with something as simple as lighting.

I was surprised when I read a list of those organisations that agree with the family of Christian, who lost his life 24 years ago. It would be nice to have a kind of a testimony to his memory and to those others who have died on

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these rail crossings due to inadequate safety provisions. Lara Jensen wrote a long list, which I will read out because it bears reading. It states —

- National Farmers' Federation ...
- WAFarmers
- The Nationals WA —

Of course —

- Australian Trucking Association ...
- Western Roads Federation
- The Country Women's Association of WA
- The Country Women's Association of NSW
- Australian Local Government Association
- Western Australian Local Government Association
- The RAC ... of WA
- The Pastoralists and Graziers Association
- The NT Road Transport Association
- The Livestock and Rural Transport Association of WA ...
- Transafe WA
- The Livestock and Rural Transport Association of Australia ...
- Livestock, Bulk and Rural Carriers ... NSW
- Queensland Trucking Association ...
- The South Australian Road Transport Association ...
- The Livestock and Rural Transporters Association of Queensland ...
- The Livestock and Rural Transporters Association of South Australia
- The Transport Workers Union of WA
- Livestock and Rural Transporters Association of Victoria ...

That is a lot of support from those who know best and who actually travel these roads and support safety on these roads. That is all very well and good, but I would like to describe to members what actually happens because I have seen this when I was called to a car crash. It was not a train; it was a truck but under very similar circumstances. I arrived at the accident with my bag—I had to leave my lunch behind—only to find that the car had gone under a truck. In the front of the car there were two bodies. In the back of the car there were two heads. Of course, there is not much one can do about that, so one heads back and finishes one's lunch. Sometime later, I came across a young woman who was working with her mother and some friends in a local abattoir. She went missing for some time—I did not know why—but she came in and there was something quite a lot different about her. She had been driving with her mother and two others. She was in the back seat, lying down having a sleep as it was about 4.00 or 4.30 in the morning and it was dark. The other three were sitting and chatting as they do on their way to work. They approached an unlit railway crossing and crossed it unaware that a train was sitting on that crossing. The three women who were sitting up lost their heads in the accident. She was lying back. She lost her face. Her face was ripped off. She survived. When I saw her—after much plastic surgery, with a very greatly changed face of course, although recognisable—she had experienced the trauma of being almost decapitated, her face being ripped off and her mother beside her, having her head ripped off. This is the reality of what happens when there is no safety in those areas. I do not know about other members, but I find it completely unacceptable that the risk continues. Therefore, I would commend, heartily, sensible legislation to improve the safety on the crossings. I hope very much that this bill will contribute to that.

HON NEIL THOMSON (Mining and Pastoral) [5.24 pm]: I rise briefly to speak about the Rail Safety National Law Application Bill 2023, and I will add my words to those spoken by my colleagues about the Jensen family and those other families affected by that tragic accident. Like others in this place, I have been asked to bring these matters to the fore as part of this discussion in the broadest context of what we are trying to achieve. Before I do that, I will briefly touch on the bill, its specific nature and what it is trying to achieve. By passing this bill today, we hope to fast-track some of those necessary changes to the national rail safety laws.

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We have previously had mirror legislation, and I understand why we have that in place. Changes that occur at the national law level must then be passed through this place. I will refer to the amendments to the Rail Safety National Law (WA) Act 2015. Since 2015, we have had six amendments to that law; the last one was on 1 December 2018. The problem that we have seen in recent times, and this is not the time to be critical about anybody, is around adopting national law. Changes can occur at the national law level and then they become part of our law. I think to some extent that is something I support. I know there will be members in this place who may put greater emphasis on the sovereignty of this place, but I think that for the rail safety national law there is a need to be responsive and adjust to the national law changes. I think this can be seen as a positive development.

The head of power changes—I may have the wrong terminology here—made to the South Australian law can then be reflected in our law while still retaining a degree of sovereignty in the fact that there will be the option to move a disallowance motion if WA chooses. Therefore, I think it is incumbent upon this place to keep an eye on what those changes are. On the flip side, it is also incumbent upon the Minister of Transport and the public servants who are part of the national collaboration, through the national fora that we have on these matters, to properly reprise the matters that are happening in the South Australian law. That also means that the needs of Western Australia are properly reflected in those discussions and are followed through to get the changes that we need.

The tragic loss of life in the Jensen family and the other families associated with that tragic circumstance in 2000 is the most important issue in the matter that we have just discussed. This led to advocacy on rail law reform, particularly by Lara Jensen, whom I met just recently. Anyone who travels through the Mining and Pastoral Region will get to know the Jensens for sure because they are people, like a lot of country people, who speak up and say what is on their mind—particularly on something as grievous as the loss of Christian, their beloved family member, in 2000, along with his two companions, Jess Broad and Hilary Smith.

I can very much relate to being brought up in the country—notwithstanding, country New Zealand. I understand how it is to travel in the bush, and I reflect on my time as a young man during one of those circumstances that makes one realise how in an instant one's life can change. Certainly, I reflect on my own circumstances and the rather recklessness of my friends and I when we were travelling through country New Zealand. We were driving down a hill on a wet night and did not understand what we were seeing. The driver of the car braked and slid to within inches of a moving train. It was very difficult to ascertain that. As other members who represent the vast area that I do will know, it was not that long ago that the level crossing in Port Hedland was not well lit; its replacement is almost complete. People could not see the moving carriages that stretched for a kilometre after the main locomotive as there were no lights at all. It can be quite confusing for those who travel on roads. In that case, it had red flashing lights.

I really do not understand why in this day and age, when emergency services have lights that can almost blind people, we do not look more broadly at the warning systems at level crossings right across the country. People cannot miss those lights; they can see them from a fair distance away so they know that there is something dangerous and to take precautions. I find that a little hard to understand. The Jensen family have to live with their sad situation for the rest of their lives. It is a passion that has driven them to make sure that they keep pressure on governments at all levels to improve rail safety. In my situation, it was a random thing that has almost been forgotten, but I can recall how close we came on a rainy night—a few more metres—and what it might have meant for me and my friends. These are real problems. These are situations that can continue to cause road safety issues generally through the interaction between rail and road users. We know that we should also be looking to improve the very sad road toll.

I want to read a couple of things today. The advocates and families have been relentless in their promotion of improved rail safety. I know that that is also supported by the Australian Trucking Association. It says —

The National Level Crossing Safety Committee —

I am sure it will provide more input on improvements to the Rail Safety National Law —

has developed a comprehensive national strategy for the continual improvement of level crossing safety. This vision sees 'Zero harm at Australia's level crossings' and is supported by five key objectives:

1. Improve level crossing user behaviour through education and enforcement.
2. Leverage opportunities from emerging technology and innovations.

I think that is a very important thing that should not be discounted as we proceed with changes to the Rail Safety National Law. Innovation and technology provide us with the opportunity to do these things. Cost should not be an excuse, but innovation allows us to do things in a way that can also improve outcomes on our roads and our interactions with the rail network. It continues —

3. Identify opportunities to deliver early, low cost and effective safety improvements.
4. Support the development of improved data and knowledge on level crossings.

5. Increase coordination and sharing between those responsible for level crossing safety.

It is important that bodies like the Australian Trucking Association and the Western Roads Federation, as mentioned by my colleague Hon Dr Brian Walker, also provide input on this issue. There is wide support across the transport industry for improvements to be made. I call on the minister as part of that. The bill has finally got to this place. It has taken some time. It has been on the notice paper for a period of time. I am pleased that it is finally being dealt with.

I again acknowledge the amazing advocacy of the Jensen family on rail safety. In fact, a representation of several families across Australia who have lost loved ones in rail crossing crashes are calling for immediate rail safety reform, including improvements to level crossing safety and lighting upgrades to both locomotives and rolling stock. It should not be that hard with emerging innovations and technology and the ability to use remote sensing. We know that remote sensing is used a lot throughout the rail network and on rolling stock. That will enable a whole range of potential solutions to be introduced as there is greater interaction between vehicles and rolling stock. Who knows, but potential triggers could be identified to create warnings on our rail network at the appropriate time on the dark rural roads that do not necessarily have adequate protection for families and young people who may often come across a train while driving at night or at other times when they do not expect to see a train.

With each incident that occurs in our community, a number of factors always come into play, and that is why I think the Australian Trucking Association is calling for increased coordination and sharing between those responsible for level crossing safety and support for the development of improved data and knowledge on level crossings. We need to have better analysis of the factors that lead to these tragic events. There should be no excuse for accidents to occur between motor vehicles and trains on the rail network in the future.

In closing, I yet again acknowledge those who have fought so hard to raise awareness of this matter. I implore the minister to take up these matters through the agents who work on her behalf within the committee structures at a national level. This is the opportunity to have amendments to regulations adopted quickly. The bill will enable that to occur more quickly at that level. We must have a seat at the table at the national level. There can be no excuse that because it is a national framework, we somehow cannot have best practice in Western Australia. I again reinforce my support for this bill. I look forward to the changes in response to the families who have been concerned about this and suffered tragedies. Those tragedies were not in vain because the knowledge that has been learnt from those great and sad tragedies can be put to good effect and we can avoid that in the future. I commend the bill to the house. Thank you for the opportunity.

HON DARREN WEST (Agricultural — Parliamentary Secretary) [5.40 pm]: I also follow the lead of the speakers before me in acknowledging the Jensen, Broad and Smith families. As members know, I live at Jennacubbine. The accident claimed three young lives from members of those families in 2000. I can remember that evening as clearly today as the evening it happened. There was a twenty-first birthday party at Jennacubbine. For those of us who love the sound of a nice V8 ute, the air was particularly heavy and the sound was travelling particularly well. We could hear the vehicles driving into Jennacubbine and coming into town. I could also hear the train coming from the north. I remember saying to my wife at the time, “I really hope the people in those utes can hear that train and realise it is coming”, because I was aware of what was going on from my back verandah. The train came through the level crossing at Jennacubbine incident free and travelled through the town. The rail line bisects our farm. It went down along the river, and I had a sense of relief that the train had moved through the crossing and the township of Jennacubbine safely. However, about six kilometres down the line there is a crossing over Yarramony Road. It was somewhat of a premonition that I had concerns about that train moving through Jennacubbine because when the train travelled through the crossing at Yarramony Road a rare accident occurred at the level crossing because the train hit the vehicle. The vehicle was halfway across the line when it was struck by the train. Usually it is the other way around. Sadly, three young people lost their lives. Every time we go through the crossing there are little crosses as a reminder. For many years, the marks on the crossing were there as a chilling reminder of the tragedy that happened that night.

Thankfully, the very small sign at the crossing has been replaced by red flashing lights. I know that the crossing is much safer. It was the second fatality at the same crossing. There is something about the topography of the land. People drive down the hill towards the crossing and the line goes through a little dip and the line is slightly higher and there is a river behind it and people somehow lose their sense of depth of field when they look at that crossing. I am pleased, as a father of young drivers, that that crossing has been remediated and now has red flashing lights, as have many crossings around the state.

I acknowledge the work of those fighting for safer level crossings, and this bill is part of that. I acknowledge the Minister for Transport’s commitment to road and rail safety. We have certainly spent a significant amount of money across the state on around 10 000 kilometres of audible edge lines and centre lines on roads that have an effect. Not that any fatality is good, but we certainly are seeing a reduced number of fatalities as a proportion of the road toll in regional areas. I acknowledge the minister and thank her for her good work on that. Of course, we

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can always do more and there will always be an element of driver responsibility when driving around the regions. As Hon Dr Brian Walker said, country drivers need to concentrate even more because the speeds are higher and they need to remember that there are unexpected obstacles like livestock, railway crossings or trucks coming the other way or turning onto roads. I encourage everyone to realise that the most dangerous thing they will do is drive in regional Western Australia. I thank the minister.

I want to acknowledge the families. Laurie and Cathy Jensen, the parents of one of the young men killed, lived in our community for many years. On the odd occasion I would go to mass, they would always be there. They are people of faith and are wonderful people in our community. It is always tragic. Whether these accidents occur at a level crossing or on the road, communities come together, but it cast a pall over us. That level crossing will never be the same to me. I think of them every time I drive through that crossing and lament the dreadful accident that happened on that night. Anything that can help remediate any dangerous level crossing is more than welcome.

HON STEPHEN DAWSON (Mining and Pastoral — Minister for Emergency Services) [5.44 pm] — in reply: I thank all honourable members who made a contribution to this debate this afternoon on the Rail Safety National Law Application Bill 2023. I acknowledge and thank Hon Tjorn Sibma for his comments and his indication of the opposition's support for the legislation before us. I also thank Hon Dr Brian Walker, Hon Neil Thomson, Hon Colin de Grussa and Hon Darren West for their contributions on the safety of rail crossings. I will get back to that point towards the end of my contribution.

In his contribution, Hon Tjorn Sibma asked a couple of questions, so I intend to answer them now. He asked a question about the material changes that will be introduced by this bill. It will apply the Rail Safety National Law in WA, as enforced nationally. The bill provides for the eight historical amendment packages made to the national law between 2015 and 2023 to apply in WA upon the passage of the bill. The amendment packages have been largely machinery in nature and were made to enhance the operational effectiveness of the legislation following its implementation. Key elements of the amendment packages include the clarification of the definition of "rail safety work" in relation to drug and alcohol testing provisions, reflecting current practices and assessment of competency for rail safety workers; the introduction of a new offence for rail safety workers providing false or misleading information regarding their qualification or competency; clarifying that infringement and court-imposed penalties can be paid into the national regulator's fund; provision for the national regulator to access private sector auditing for annual financial statements; and amending the definition of "level crossing" and "rail or road crossing", and deleting the definition of "railway crossing" to support consistency in the national law.

Hon Tjorn Sibma asked about the Western Australian representation on the Rail Safety National Maintenance Law Maintenance Group. Western Australia is represented on the advisory group by a senior officer from the Department of Transport. The maintenance group reports to the Infrastructure and Transport Senior Officials' Committee of which the director general of the Department of Transport is a representative. Any recommendations made by the advisory group and supported by the senior officials' group are presented to the Infrastructure and Transport Ministers' Meeting for a decision by the jurisdictional ministers, including the Western Australian Minister for Transport. A unanimous vote is required from all ministers for act amendments to be made.

In relation to the issue of rail safety level crossings, I also add my condolences to the Jensen, Broad and Smith families. That was a tragic incident. I received an email from a member of the Jensen family last month. That was the first time I recall the issue. I do not recall the incident when it occurred 24 years ago, but certainly it has been raised with me recently. It was tragic and I acknowledge and thank them for bringing the issue to my attention.

In relation to rail safety at level crossings, the Rail Industry Safety and Standards Board has released the new 7531 Rolling Stock Lighting and Visibility Australian Standard. The major change will upgrade locomotive headlights to LED lights. The change has been informed by the report of the Monash Institute of Railway Technology into train conspicuousness trials that was published in 2023. I am advised that the Office of the National Rail Safety Regulator is developing a code of practice for train lighting and has conducted trials with Monash in the Hunter Valley to further inform the development of the code and its plan for the ONRSR lighting code to be presented to transport ministers for consideration shortly. The Minister for Transport is very much aware of the importance of train conspicuousness and improvements to the safety of passive rail crossings, particularly in regional Western Australia. The minister met with Lara Jensen and Dr Brett Hughes last year. I am also advised that the minister convened and chaired a train safety forum with industry representatives in November last year.

The state government has made significant improvements to the safety of passive rail crossings through Main Roads WA, and these will continue to occur through its capital works program. On completion, through the 2019–24 level crossing capital works program, Main Roads will deliver 15 flashing light to boom gates upgrades; seven Stop sign to flashing light upgrades; one Stop sign to boom gates upgrade; 61 flashing light or boom gate renewals; three passive to active pedestrian crossing upgrades; 23 pedestrian crossing Disability Discrimination Act 1992 compliance upgrades; two new pedestrian crossing installations; and an upgrade of 74 Give Way controlled crossings to Stop sign controls. Main Roads has secured funding from the regional level crossing upgrade fund to

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contribute towards the upgrade of 14 passive to active level crossing control upgrades. Rail safety improvements will be further enhanced through the *National level crossing safety strategy 2023–2032* and its three-year workplan developed by the National Level Crossing Safety Committee and published in February 2024. WA also participates in the federal government’s Regional Australia Level Crossing Safety Program, which includes \$160 million over four years from 2023–24 to 2026–27 to support lower cost, high-priority railway crossing upgrades.

As I said, I am very grateful to honourable members for their support of this legislation. It is important legislation. The bill will provide for greater consistency with the Rail Safety National Law as it applies in this state and will ensure that WA rail operators and, indeed, rail safety workers benefit from the efficiencies of a consistent and seamless national rail safety regime. I commend the bill to the house.

Question put and passed.

Bill read a second time.

[Leave granted to proceed forthwith to third reading.]

Third Reading

Bill read a third time, on motion by **Hon Stephen Dawson (Minister for Emergency Services)**, and passed.