

TIER 3 LINES — BUSINESS CASES

774. Hon Dr STEVE THOMAS to the minister representing the Minister for Transport:

I refer to my questions without notice 194, 241, 667, 691, 877 and 976 asked between March and October 2022 and question without notice 58 asked on the 15 February this year in relation to the Quairading to York, Kulin via Yilliminning to Narrogin—now extended to Wickepin—and Kondinin via Narembeen to West Merredin proposed tier 3 lines.

- (1) Have the business cases for each or any of these three lines been completed?
- (2) If yes to (1), when were they each completed; and, if no to (1), when will they be completed?
- (3) When will the business cases for each of these proposed lines be made public?
- (4) Why was the Narrogin to Kulin proposed tier 3 line extended to Wickepin?
- (5) What funding streams in the 2023–24 state budget including in the forward estimates have been apportioned for the delivery of these tier 3 rail lines?

Hon STEPHEN DAWSON replied:

I thank the honourable member for some notice of the question.

- (1)–(5) A joint \$200 million funding allocation from the state and commonwealth governments towards agricultural supply chain improvement includes a \$72 million funding contribution towards an economic assessment of priority tier 3 rail lines, Narrogin–Wickepin–Kulin, and progressive recommissioning. The aim of the current economic assessment study is to determine the most beneficial allocation of rail upgrade funding to meet the needs of freight users in the Narrogin–Wickepin–Kulin area and the community generally. WA Labor strongly supports the use of rail for heavy freight, unlike the Liberals and Nationals who privatised the freight rail network and then closed the tier 3 network.