



**LEGISLATIVE COUNCIL STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS**

**SUPPLEMENTARY INFORMATION**

**Public Transport Authority**

**Hon Simon O'Brien asked:**

B3. In reference to page 535, the Yanchep rail extension is referred to in a number of places, including under "Works in Progress". It is \$420 million or thereabouts. Is there a business case being prepared for this and if so, can it be tabled?

Answer:

The Project Definition Plan for the Yanchep Rail Extension has been completed and submitted to Infrastructure Australia. A summary business case has been released and is publicly available.

B4. In further reference to the Yanchep rail extension and the Bush Forever Site on the line, can you indicate how much bush is proposed to be cleared?

Answer:

The Yanchep Rail Extension project will require the clearing of up to approximately 125 hectares of vegetation that is of variable quality with some areas heavily degraded from historical grazing. This includes approximately 28 hectares for the railway corridor and construction footprint through the Ningana Bushland Forever site.



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SUPPLEMENTARY INFORMATION

**Public Transport Authority**

**Hon Simon O'Brien asked:**

B8. In reference to page 533 under "Asset Investment Program" and the Forrestfield-Airport Link project, can you advise

a) what the expected operating subsidy is for this line compared with the across-the-board operating subsidy, both in a quantum and in per head or per passenger terms and

Answer:

	2021-22
Estimated Operating Subsidy for Forrestfield-Airport Link	\$33,000,000
Estimated Operating Subsidy for Forrestfield-Airport Link per Passenger Boarding (based on estimated patronage)	\$5.99
Estimated Operating Subsidy for Transperth Train Network	\$218,900,000
Estimated Operating Subsidy for Transperth Train Network per Passenger Boarding (based on estimated patronage)	\$3.48
Estimated Depreciation on Forrestfield-Airport Link	\$34,800,000
Estimated Interest on Borrowings for Forrestfield-Airport Link	\$59,000,000

Note: The costs shown above are "per boarding" as requested in the question. This does not reflect the number of kilometres travelled by passengers; the overall train system average cost per boarding is a mix of short and long trips, whereas the Forrestfield-Airport Link is medium distance trips. Further, the patronage on the Forrestfield-Airport Link will grow over time, whereas the figure requested is for the first full year of operation.

b) what is the expected depreciation and interest costs for that line on an annual basis and do all of those costs contribute to the net operating balance?

Answer:

The depreciation and interest costs contribute to the net cost of services as shown in the Appropriation, Expenses and Cash Assets Table on page 525.

