

STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS

ANSWERS TO QUESTIONS PRIOR TO HEARING

Department of Transport

Hon Dr Brad Pettitt MLC asked:

1) I refer to the Clean Energy Car Fund – Purchase Rebates on page 601 on of Budget Paper No. 2 Volume 2 and I ask:

a) What was the justification for including hydrogen fuel cell vehicles in the rebates, in addition to electric vehicles;

Answer: Hydrogen fuel-cell vehicles are eligible for the rebate as the vehicles do not emit greenhouse gases. This is consistent with every other State or Territory that offers a similar purchase rebate.

b) How many hydrogen fuel cell vehicles does the Department anticipate will be purchased over the next three years using the rebate;

Answer: Given the private market for hydrogen fuel-cell vehicles is in the early stages of development, forecasts are unable to be provided.

c) How many hydrogen vehicles are currently available for sale in Western Australia;

Answer: The Department of Transport does not capture the relevant data.

d) Are there any privately owned hydrogen vehicles in Western Australia;

Answer: No

e) Where can you refuel a hydrogen vehicle in Western Australia; and

Answer: ATCO and Fortescue Future Industries currently use a mobile refueller unit provided by Toyota and BOC for their hydrogen vehicle fleets in the Perth metropolitan area.

f) How many hydrogen vehicles are currently on the road in WA?

Answer: 15

2) I refer to the \$300,000 allocated to the Green Hydrogen Feasibility Study on page 588 of Budget Paper No. 2 – Volume 2 and I ask: what is the scope of the Green Hydrogen Feasibility Study?

Answer: This funding will explore if hydrogen is a practical solution for TransWA regional train services.

3) I refer to Budget Paper No. 2 Vol. 2, Election Commitment – Mount Lawley Cycling Network on page 588 and I ask: is the \$200,000 allocated to the Mount Lawley Cycling Network part of the budget allocation for Western Australian Bicycle Network?

Answer: Yes.

4) I refer to Budget Paper No. 2 Vol. 2, Western Australian Bicycle Network on page 601 and I ask: why is the forward estimates for 2022-23 and 2024-25 declining?

Answer: The figures reflect the completion of the cycling election commitment package announced in last year's budget.

5) I refer to Budget Paper No. 2 Vol. 2, Bicycle Boulevards (Safe Active Streets Program) and also Western Australian Bicycle Network on page 601 and I ask: given there is no funding allocation for 2022-23, has funding been allocated for Safe Active Streets Program to continue in 2023 as part of the Western Australian Bicycle Network funding allocation:

- a) If yes, how much is allocated; and
- b) If no, why is there no further funding for Safe Active Streets Program?

Answer to a-b: As planned, the Safe Active Streets Pilot Program is being finalised this year.

Local governments will now be able to apply for Safe Active Streets funding of up to 50 per cent of project cost through the WABN Program.

6) I refer to the Clean Energy Car Fund – Purchase Rebates on page 601 on of Budget Paper No. 2 Volume 2 and I ask:

- a) Given over 14,000 e-bikes could be purchased with the funds allocated to EV subsidies, and people could feasibly be using them and directing money from fuel costs towards other goods and services, can e-bikes be made eligible for subsidies under the scheme for electric vehicles; and

Answer: No

- b) Has Transport considered a subsidy program for electric bikes, and if so, what was the reasoning for not funding a subsidy program for e-bikes?

Answer: No

7) I refer to Budget Paper No. 2, Vol. 2, Transport, Appropriations, Expenses and Cash Assets on page 587 and I ask:

- a) What proportion of transport funding is allocated to active transport;

Answer: The funding allocated to active transport is \$347 million

- b) Could Transport please provide a breakdown of anticipated spending on active transport;
- c) What proportion of funding for active transport is allocated to improving local cycling networks across the state; and

Answer (b-c):

- \$47 million to improve local government cycling networks, including the Western Australian Bicycle Network (WABN) Grants Program, Cycling Election Commitments Package and the Soldiers Road Shared Path Project.
- \$62 million to continue the Principal Shared Path (PSP) Expansion Program.
- \$100 million as part of the Perth City Deal, including contributing to the Causeway Pedestrian and Cycle Bridge.

There is also funding for Principal Shared Paths in the Main Roads budget.

- d) Does the government think that the current amount of funding for active transport is sufficient to rapidly reduce emissions associated with private transport while reducing the cost-of-living pressures on individuals?

Answer: The current amount of funding is a record level of investment.

8) I refer to Budget paper No. 2 Vol. 2, Significant Issues Impacting the Agency, Climate Change, point 13 on page 589 and I ask:

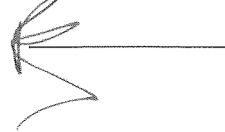
- a) When will the consultation begin for the transport sector emissions reduction strategy; and

Answer: The Department of Transport will consult with the transport sector in the second half of 2022.

- b) Which stakeholders will be involved in consultation for the transport sector emissions reduction strategy?

Answer: A range of stakeholders and peak bodies will be consulted including the RAC, the Freight and Logistics Council, Motor Trade Association of WA, airlines and major road and rail freight companies.

Minister's initials

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