

Chairman; Mr Mick Murray; Mr Troy Buswell; Mr John McGrath; Ms Lyhne; Ms Rita Saffioti; Mr Ben Wyatt;
Mr Dean Nalder; Ms Simone McGurk

Division 32: Transport, \$199 505 000 —

Mr I.C. Blayney, Chairman.

Mr T.R. Buswell, Minister for Transport.

Mr R.A. Waldock, Director General.

Ms S.J. McCarrey, Deputy Director General, Policy, Planning and Investment.

Ms N. Lyhne, Managing Director, Transport Services.

Mr G. Doyle, Executive Director, Investment and Finance Coordination.

[Witnesses introduced.]

The CHAIRMAN: Member for Collie–Preston.

Mr M.P. MURRAY: I refer to the fifth dot point on page 371 of the *Budget Statements* —

- collecting revenue for vehicle and driver licensing on behalf of other government agencies; ...

Minister, this is a handball onto the trail bike strategy from the Department of Sport and Recreation. The handball was that although the —

Mr T.R. BUSWELL: What page are we on, member, sorry?

Mr M.P. MURRAY: The fifth dot point on page 371 of the *Budget Statements* —

- collecting revenue for vehicle and driver licensing on behalf of other government agencies; ...

Mr T.R. BUSWELL: Okay, yes; on behalf of other agencies. My apologies.

Mr M.P. MURRAY: Because the issue is across government agencies, it was indicated by the Minister for Sport and Recreation that the problem with the licensing of off-road trail bikes and a strategy going forward lies with the Department of Transport and that there is no money in the budget. Although the trail bike strategy report was tabled in 2007, nothing has been done and people have been killed on quite a regular basis in state forests and private properties and those sorts of places. How is the minister going to work across those government agencies, and when will money be put into the budget so that this trail bike strategy can be brought forward?

Mr T.R. BUSWELL: As I understand it, the essence of a lot of those discussions was putting in place a licence. The licence fee would then provide some funding that could be used to, for example, invest in infrastructure to formalise tracks and the like.

Mr M.P. MURRAY: That is my understanding, yes. But, minister, seed funding is needed to get off the ground to be able to start doing that, and that is the question I am asking really.

Mr T.R. BUSWELL: If can go back, a couple of issues have been identified around off-road licensing—for example, agricultural use and use of off-road agricultural motorcycles. I will get one of the officials to provide some more advice in a second because it is an important issue; it happens in my electorate as well, member for Collie–Preston. One of the discussions we have had within government—certainly one of the discussions I have had with some of the representatives of trail bike groups—is how we can perhaps develop some trail sites. I have not followed this up of late with the Minister for Sport and Recreation; there was one trail site I think we were looking at that was on Brookton Highway, I think, from memory; it was generally south east of the city. I am not sure where the discussion around that has gotten to. I will ask Nina Lyhne to make some additional comments around some of the complexities of the licensing in particular, because that is where we have really hit a couple of difficulties.

Ms N. Lyhne: The minister has mentioned that there were licensing issues. To license off-road vehicles really requires a completely separate licensing regime because the Road Traffic Act only really covers vehicles on the road. A fair bit of consultation is required around the potential impact that might have on people who might use off-road vehicles for farm work and those sorts of things. Further work must be done in that space, and a number of government agencies are working together to get through that. There are some complexities around potential legislation for the compulsory licensing of such vehicles.

[12.20 pm]

Mr M.P. MURRAY: Does the Department of Transport keep statistics on the injuries and deaths associated with the trial?

Mr T.R. BUSWELL: No.

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Mr M.P. MURRAY: Who does then because I do not seem to be able to find out if there is a collection of that data. Perhaps the minister might like to take that question on notice.

Mr T.R. BUSWELL: I do not know who keeps a record of injuries and, occasionally and unfortunately, deaths of persons in circumstances involving off-road vehicles.

Mr M.P. MURRAY: If it were a workplace-related injury, the minister could imagine the hoo-ha. I think perhaps six people have been killed this year, and we have one in the workplace and it is all over the press. Unfortunately, this matter does not seem to get the guernsey it deserves.

Mr T.R. BUSWELL: It is a complicated area. I do not dispute what the member says. Like the member, many families either visit or live in my electorate and have young kids with off-road bikes. We established the Southern Capes Motorcycle Club—I assume the member would have one in Collie—to give not only young kids but also adults a place where they could get enjoyment from riding bikes. What concerns me from the discussions we have had about it is that one of the other drivers for off-road licensing is to exclude off-road drivers from certain areas not from a safety point of view for the licensees, but from the amenity point of view for other people. In some of the periurban suburbs—that is our fire term—in the south east, I am not convinced that putting a licence on an off-road bike will resolve that issue because we still have an enforcement issue and, ultimately, much of that enforcement effort will fall back on local government. That is another matter we must follow up on. As I said, I do not discount that this is an important issue. Rather than provide the member with information by way of supplementary information, because it will be just a simple answer, I will do some more research internally within government and then arrange some appropriate briefings for the member on where we are at in that space. It is a very important issue.

Mr M.P. MURRAY: I am very happy with that.

Mr J.E. McGRATH: I refer to the last dot point on page 368 of the *Budget Statements* on access to driver and vehicle services. What is the Department of Transport doing to improve access to these services?

Mr T.R. BUSWELL: There are many components to driver and vehicle services and it would be fair to say that historically it has been a real area of complaint in both electorate offices and directly to the ministerial office. Firstly, we have looked at a range of things, including an online booking service for driving tests per se. This has had a big impact on the level of complaints that come to my office, so the service is working very well in that regard. We will look at a range of other aspects including how we go about a simple thing like paying a bill and getting a photo on a licence. There are a number of centres, including one in West Perth. I was in Joondalup the other week and noted that the centre just up from the Dome—where I was luxuriating for a brief period post-budget day—was a huge generator of traffic. It was very, very busy. In general, we want to increase the capacity of the public to interact with the agency online. The new online system is called DoT Direct and can be easily used for online payments, inquiries, and sending in change-of-address forms. Secondly, we want to provide additional shopfront service centres, particularly through our arrangements with Australia Post. In my home town of Busselton, if a person wants to transact with the Department of Transport, he goes to the Australia Post office. Last week I noticed that there is now a Department of Transport service counter in the West Perth post office. In fact, I was sort of involved in a conversation with a customer and the person working there and they were commenting on how great it is—I cannot remember what they were doing—that they can just nip around the corner into West Perth to do it rather than go to the centre. That has been a really useful service enhancement. The other thing is that it decreases our net cost of service delivery—it is cheaper to do it that way. It also means that the staff at the existing centres can deal with more complicated issues. There is plenty of work for them because we have a lot more activity in the licensing centres. That is a big part of what we have done—online licence bookings, service counters at Australia Post, and going online to interact with the Department of Transport.

We have a trial currently running in Bunbury on multi-combination practical driving assessments, which we have previously discussed in Parliament. For a while now, multi-combination assessments have been done by privately-accredited assessors. This trial in Bunbury takes it down to the next two levels of licences, heavy combination and heavy rigid—HC and HR—driving assessments. Anecdotal advice is that that trial is working well, which means that people who want to access the licensing centre for other things have more resources available to them. This does not mean that people are losing jobs, but that we are delivering a better service to the public. Those are some of the big initiatives.

The third area is around authorised inspection centres. When I had my tour buses in Busselton and needed to get them inspected annually, I would take them to Butler Autos and Bruce would inspect and sign off on the vehicle. I would then send that document back to the Department of Transport. That has been happening for a while with heavy vehicles in regional areas. We are now starting to roll out the Authorised Inspection Station system in the metropolitan area. I am sure we have a couple south of the river and a few starting to spread around the

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metropolitan area. These individuals are authorised to conduct vehicle assessments. Historically, one of the major complaints has been about the queues at vehicle inspection centres. I remember waiting in the line for an hour-and-a-half and I would nearly get to the head of the line and it was morning tea time. I would finally get through. Someone pointed out to me that last year 55 per cent of the 166 736 vehicle inspections conducted in WA were conducted by authorised inspection centres. We have implemented a range of reforms in that area and we are becoming more efficient and more productive in that space of government.

Mr J.E. McGRATH: Can I ask one further question on that same subject?

The CHAIRMAN: Very briefly, member.

Mr J.E. McGRATH: It has been raised with me—this is from left field—that a person can come into Australia from another country on a tourist visa and can drive a hire car, but if he becomes a resident, he has to apply for a licence and sit the test. Does that happen in all countries?

Mr T.R. BUSWELL: I might get Ms Lyhne to provide an overview on that question.

The CHAIRMAN: The question was not asked with reference to a page in the budget, so I will ask the member to follow that up privately.

Mr J.E. McGRATH: It was a further question on drivers' licences.

Mr T.R. BUSWELL: Ms Lyhne might be able to provide a brief answer.

Mr J.E. McGRATH: It has been raised with me.

[12.30 pm]

The CHAIRMAN: Very briefly.

Ms Lyhne: There is a requirement for people once they become a resident in Western Australia to get a Western Australian drivers' licence within a certain period of time. In some cases we will recognise a driver's licence from overseas. We do not recognise all of them, so in some cases people will be required to sit a test. But the member for South Perth is correct that a tourist is entitled to drive on an international driver's licence.

Ms R. SAFFIOTI: My question relates to the table on page 194 of the *Economic and Fiscal Outlook* and the major policy decisions for transport. I also refer to the asset investment program on page 373. I note that the second phase of Nation Building Program funding was held in transport, but has been disbursed to other agencies, although transport has been the carrier of NB2 funding. Will the minister provide the commonwealth funding for WA for each project for each year? Metro Area Express and the airport rail are listed in the budget papers, but would the minister provide the figures for commonwealth funding of the other road projects: Perth–Darwin highway, the three Tonkin Highway overpasses, changes to Leach Highway at Fremantle and the two regional roads?

Mr T.R. BUSWELL: Sure, I am happy to do that.

Ms R. SAFFIOTI: Just the commonwealth component.

Mr T.R. BUSWELL: I am using a slightly different sheet from my officials, but I will go through those. If we can go back a step, the public transport components of that package, airport rail and MAX light rail, are listed as Department of Transport.

Ms R. SAFFIOTI: They have been listed in the budget papers so I know those.

Mr T.R. BUSWELL: The others have gone to Main Roads. The projects, member for West Swan, are the airport rail and MAX light rail —

Ms R. SAFFIOTI: Those are listed, so I do not need those. I need the commonwealth breakdown; the commonwealth contribution to the five road projects.

Mr T.R. BUSWELL: To clarify what they are: Perth–Darwin national highway; Great Northern Highway, Muchea to Wubin; Tonkin Highway, three interchanges; North West Coastal Highway, Minilya to Barradale; Leach Highway, Carrington Street to Stirling Highway.

Ms R. SAFFIOTI: Yes.

Mr T.R. BUSWELL: I will go through how I have it presented in front of me and give the commonwealth contributions by financial year. For the Perth–Darwin national highway, Reid Highway to Muchea, the estimated total commonwealth contribution is \$418 million. The anticipated funding flow of that across the financial years is in 2013–14, \$25 million; 2014–15, nil; 2015–16, \$40 million; and 2016–17, \$160 million across the full year. There is also some commonwealth cash flow beyond the forward estimates of course.

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Ms R. SAFFIOTI: That is fine.

Mr T.R. BUSWELL: The state contribution to that —

Ms R. SAFFIOTI: I do not need that. I can work it out.

Mr T.R. BUSWELL: For the Great Northern Highway, Muchea to Wubin, the commonwealth total funding contribution of that \$385 million project is \$308 million; the state's is \$77 million. The commonwealth contribution by financial year is: 2013–14, zero; 2014–15, \$24 million; 2015–16, \$64 million; and 2017–18, \$172 million. The member does not want the state contribution.

Ms R. SAFFIOTI: No.

Mr T.R. BUSWELL: For Tonkin Highway, construction of three interchanges, the estimated total cost and funding share is: commonwealth, \$141 million; state, \$141 million; total, \$282 million. The commonwealth contribution is: for 2013–14, zero; 2015–16, zero; and 2016–17, \$40 million. For the North West Coastal Highway, Minilya to Barradale, the total project cost is \$218 million. The estimated commonwealth contribution is \$174 million and the state contribution is \$40 million. Across the forward estimates the commonwealth flows only are: in 2013–14, zero; 2014–15, \$60 million; 2015–16, \$60 million; and 2016–17, \$32 million. The last one, Leach Highway, Carrington Street to Stirling Highway, which is in the member for Fremantle's electorate, the estimated total project cost is \$118 million. The funding contribution includes \$59 million from the state government and \$59 million from the commonwealth government. The commonwealth funding contributions across the four years of the forward estimates are, in 2013–14, zero; 2014–15, \$3 million; 2015–16, \$35 million; and 2016–17, \$21 million.

Ms R. SAFFIOTI: In relation to NB2, I refer to an announcement made by the federal Leader of the Opposition, Mr Abbott, who said that he would increase the share of the Perth–Darwin highway. Has the Treasurer had any advice on whether there is any commitment to any of the other three projects, such as the Tonkin Highway overpasses and the Fremantle roads, or whether the extra \$200 million in PDH substitutes any commitment to those other projects?

Mr T.R. BUSWELL: I have not had any commitment from either side. I had a letter out of the budget from the federal government, from Anthony Albanese.

Ms R. SAFFIOTI: It was in the federal budget and the Treasurer got official communication on NB2 distribution.

Mr T.R. BUSWELL: I am assuming that remains.

Ms R. SAFFIOTI: It is in the federal budget, so, yes.

Mr T.R. BUSWELL: Can I answer?

Ms R. SAFFIOTI: Yes.

Mr T.R. BUSWELL: I will go back. That is a good question. I have received correspondence from the federal minister Anthony Albanese that that was the commonwealth's funding commitment to each of those projects. In relation to what is happening in the election campaign, the discussion with the Liberal Party so far has been limited to the Perth–Darwin highway, where it has offered, as the member mentioned, another \$200 million. We have not had a conversation, or there has not been any confirmation, about any other projects at this stage from the federal Labor Party. I have not received any indication that the money committed at the time of the budget has changed. It would probably be a useful exercise to seek assurances from both of those groups in and around that infrastructure funding. Similarly, I am not aware of any commitment from the Labor Party in the federal election campaign to any other projects either, over and above what was announced at the time of the budget. But, again, it may have; I have not noticed. I do not get a letter. I read the newspaper, so that is where I am.

Ms R. SAFFIOTI: So the Treasurer has had no indication that the federal Labor commitments have changed in any of the projects and he thinks that they would not have changed? In respect of the Liberal Party, the only confirmation the Treasurer has seen is an extra \$200 million for PDH.

Mr T.R. BUSWELL: Similarly, I have not received any advice from the federal Liberal Party that the funding committed to by way of the NB2 funds that flowed out of the budget has changed, other than commentary made by the federal Leader of the Opposition around rail funding. I am assuming that the rail funding will not flow, but I am assuming that additional funding for the Perth–Darwin Highway, in part, makes up for that rail funding. There is still a bit more to go if it is to make it up in full. I am assuming that with the exception of those two areas, what was in the federal budget will be what remains.

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[12.40 pm]

Ms R. SAFFIOTI: The minister has sought no commitment?

Mr T.R. BUSWELL: I have received no indication from either party—with the exception of Tony Abbott about the rail funding and the extra money for the Perth–Darwin Highway—that we would expect any other changes to what is effectively embedded in the budget. I do not know what they have planned for the next—how long is it?—two and a half weeks. We will wait and see.

Mr B.S. WYATT: When we had Treasury here, the Treasurer made a comment that at some point he will be looking at —

Mr T.R. BUSWELL: I just remembered that the member forgot the future fund.

Mr B.S. WYATT: I will have to put it on notice. Although, just on that, in the future the Treasurer may want to get some sort of letter whereby Treasury consents to the Western Australian Treasury Corporation talking about its assets.

Mr T.R. BUSWELL: I was surprised that that was his advice.

Mr B.S. WYATT: The minister made a comment about the Metro Area Express light rail—correct me if I am wrong, as I did not make notes—that he would be looking at the design, build and operation of the MAX system by the private sector. When will decisions around, in particular, the private operation of the MAX system be made, bearing in mind that the minister said it will be operating in 2020?

Mr T.R. BUSWELL: That will be the first half of next year.

Mr B.S. WYATT: That is when the minister will make that decision?

Mr T.R. BUSWELL: Yes.

Ms R. SAFFIOTI: Is the consideration on the table of someone other than the Public Transport Authority of Western Australia operating and running the MAX light rail system?

Mr T.R. BUSWELL: Absolutely. We have to be clear; this is not a new space for public transport in Perth. We anticipate that we will manage the ticketing. One of the things that I think is important is the capacity for people to be able to use different modes of transport to get to and from their destination—it might be a bus and light rail or it might be light rail and heavy rail. In Perth we have a very advanced and successful ticketing system through our SmartRider system and I anticipate that the ticketing system that sits around the light rail network will be entirely consistent and fully integrated with what happens across the rest of the public transport product suite. Within that public transport product suite we have our bus system; every bus in Perth is operated by a private sector operator. Every driver on those buses is employed by the private sector operator. The difference in the operating model—the private sector operates our bus network.

Ms R. SAFFIOTI: The government purchases the buses though?

Mr T.R. BUSWELL: I was just going to say that one of the differences we will look at in the business case is the extent to which there is private sector willingness to invest in the capital associated with the MAX light rail—I think it is entirely appropriate.

Mr B.S. WYATT: Will all those decisions be made in the first half of next year?

Mr T.R. BUSWELL: Correct. Clearly, it is something that I have a strong interest in and we will see how that plays out over the next little while. I do not think we need to be spooked here. Over half of our public transport boardings are on the bus network—about 55 per cent—and every bus is driven and operated by a private sector operator who wins that business through a competitive tendering process. I have to say, it seems to work very, very well.

Ms R. SAFFIOTI: The model the minister is contemplating—a design, build, maintain and operate model with one proponent—is very different from the current bus system. It is quite different. The minister is saying that the private sector helps to cover the capital cost, given the government's debt problems; then to try and establish a long-term 20 or 30-year contract with forecast of fare revenue and all the implications that come from that makes a very different model. I would not just compare it with the bus model. The minister is contemplating that the private sector will help design, build, maintain and operate that system, and that the government will guarantee a rate of return over the next 20, 30 or 50 years; frankly, when we look over east, that is where governments get into problems. To try to identify all risk factors and patronage—all those sorts of factors—very early on, is where government gets into problems.

Mr T.R. BUSWELL: There are a couple of points to note around this discussion. If private capital is invested in the delivery of government infrastructure—in something like light rail or the stadium—there is absolutely no way that that shifts off the state balance sheet. A whole range of tests are applied under the relevant accounting standards to determine where that liability sits; any liability, for example, around the stadium or light rail, will appear and be accounted for on the balance sheet.

Ms R. SAFFIOTI: It depends on the type of lease, finance versus operating—it does.

Mr T.R. BUSWELL: No; every piece of advice I have received around this type of infrastructure, whereby we are effectively the consumer of the outcome, is that it will be on our balance sheet. It appears on the balance sheet as a liability, where, as I understand it, the size of the liability is the net present value of the future income streams that are committed to as part of the contract. This is in no way, shape or form an attempt to distort our liabilities position, because the accounting standards and the Auditor General would not allow that to happen. Fares and patronage risk will effectively—there is still work to go through in the business case—sit with the state.

Mr B.S. WYATT: Will there not be a guaranteed rate of return for that private operator?

Mr T.R. BUSWELL: Correct.

Mr B.S. WYATT: How is the risk for numbers of Western Australians riding on, for example, the light rail then transferred?

Mr T.R. BUSWELL: We would make an availability payment to the operator for the provision of the service. The way we offset, or garner revenue to offset that availability payment would be through fare box revenue, or through government subsidy—which is exactly what happens now and that will not change. We will sign a contract to deliver the service, which in theory should be operating in 2019. If no-one uses it, we still pay the same amount; if it is chock-a-block with people and our fare box revenue goes up, we still pay the same amount, but obviously the cost to the taxpayer would be less because of patronage levels. We do not think we are in a position in which there will be transference of patronage risk to the investor, which is fine. We need to explore the extent to which we can incentivise the investor to maximise patronage. I am not sure whether we can do that, but that would be entirely sensible. It is in everybody's best interests to maximise patronage of infrastructure. Off the top of my head, I cannot say how we would do that but there are mechanisms available around setting minimum patronage targets and patronage growth targets and the like. I envisage patronage risk would be the risk borne by the state government as part of this project.

[12.50 pm]

Mr D.C. NALDER: I continue on this theme and refer to the second dot point on page 367 of budget paper No 2. The minister talked about completion of the overall project by 2019. Can the minister provide a sense of what progress will be made in 2013–14, this current financial year?

Mr T.R. BUSWELL: In this financial year there will be some important milestones in the project. The first one will be to finalise the alignment through the centre of the city. We had a discussion about this earlier and it seems to be a point of some interest to the Lord Mayor of Perth, who this morning put two cardboard trams in the city. I think that is really important and I anticipate that work will be completed before the end of the year and that government will make a formal decision around the route definition. The vast majority of the rest of it is well understood, and we will have to work through some issues about how we get it through the centre of the city. There is ongoing work on the pre-competitive process happening with the utility and service providers. I mentioned before that I wondered, if we had kept in place the old tram network—a map of which I have in my office—how much that would be worth to us. One of the bigger hidden costs in this is utility provision, especially water and power. I would not even like to think what services run up Fitzgerald Street, particularly water and power. The official title we have for that is very complicated, and we are working through that. We are still working with our transport planners around patronage modelling and travel times. Procurement analysis is ongoing and we hope to progress that to the point at which the business case for the project definition plan will come to government early next year. A lot is happening in and around this project. Interestingly, last night I was at the launch of the transport excellence awards. A young guy was there who worked at the Public Transport Authority as a route planner for buses and stuff. He is now on the Metro Area Express light rail team. He was speaking to colleagues in the industry and his enthusiasm for the project was fantastic. I know we all have particular areas of interest that get us excited in the jobs we do, but it was fantastic to hear of his commitment to the project and his genuine belief this project will significantly change the way people live in that corridor. I think the director general referred to an 800-metre zone of direct impact in the way people commute. It is a really exciting project that will change what happens.

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Ms S.F. McGURK: I refer to “Outcomes and Key Effectiveness Indicators” on page 369, and the percentage of freight coming out of Fremantle port on rail for which the budgeted projection into next year shows an increase to 16 per cent. The minister has said publicly he thinks the target should be 30 per cent. When does the minister expect to reach that 30 per cent target and how would he get there?

Mr T.R. BUSWELL: I am not sure. We offer a subsidy at the moment of \$40 per 20 foot unit. It is currently subsidised. One of the challenges we have is that elements of the rail linkage are very inefficient, and so the cost of using rail is high. At \$40 a container, rail is still clearly not competitive in the market with road transport. One of the reasons for that is a bizarre practice at Fremantle Harbour when containers come off ships. Normally, a container that comes off a ship is plonked down and it then gets picked up again and put on the train and taken out of port. In Fremantle, it is taken off the ship and plonked down and then it is picked up and put on a truck, which is then driven in a loop and it pulls up not far away, where the same container gets taken off the truck, plonked down and then picked up later and put onto a train and it tootles off. That adds significant cost to getting a container out of the port. It is an archaic outcome delivered by certain work practices at the port. I do not understand it fully yet, but I intend to do a little more research into it. The advice I have is that the cost of that practice is at least the value of the subsidy. In a way, we are pushing the proverbial uphill to try to make containers a competitive alternative. We need to resolve some issues. In Fremantle, we have been attempting to invest in the infrastructure we need to provide better services. The terminal expansion on North Quay is underway, which will add to productivity when loading trains at North Quay. The passing link at Spearwood will start next year, which again will mean freight can bypass the area, which will add to productivity. I am keen for as much as possible of the traffic that comes out of the port to move by rail, but ultimately it is a decision that for a range of economic reasons the users will make.

The CHAIRMAN: Is the minister happy to have one quick question before we finish the transport division?

Mr T.R. BUSWELL: It has nothing to do with me. I am happy to answer whatever questions I get, Mr Chairman.

The CHAIRMAN: Is the member happy with that answer?

Ms S.F. McGURK: Yes. The cost to the community of transporting by truck is pretty high.

Mr M.P. MURRAY: Under “Marine Safety” on page 374, the line item “Marine Oil Pollution Response Equipment Enhancement/Replacement Program” shows that expenditure in 2013–14 is estimated to be \$48 000. Has the minister included funding in the budget for the possible change-out of chemicals that will be used into the future?

Mr T.R. BUSWELL: My understanding is that this money will be used to deliver equipment at Onslow port. This money is solely targeted at Onslow port. I acknowledge that the provision of tier 1 first-strike equipment is a state government responsibility. I am not sure I can provide any more information around that.

Mr M.P. MURRAY: It has been found in recent times that the chemicals that have been used are detrimental to marine life and there is a change-out coming. I am saying that surely some money must be budgeted to change those chemicals out; and if the minister does not know about it, he should.

Mr T.R. BUSWELL: I do not know anything about it. I will accept the member for Collie–Preston’s admonishment for not knowing about the supposed change-out in chemicals being used to deal with our oil pollution response.

The appropriation was recommended.

Meeting suspended from 1.00 to 2.00 pm