

TRANSPORT — TIER 3 RAIL LINES — BUSINESS CASES

619. Dr D.J. Honey to the Minister for Transport:

I refer to Question without Notice No. 976 asked in the Legislative Council regarding Tier 3 rail lines in the agricultural network, and the Minister's statement that the previous government allowed the Tier 3 lines to be closed, and I ask:

- (a) Which lines were closed by the previous government; and
- (b) Will the Minister table pertinent documents showing the previous government approving closure of these lines, and if not, why not?

Ms R. Saffioti replied:

I thank the Member for the Dorothy Dixier.

- (a) The Liberal–National Government allowed over 704 kilometres of railway to be closed, including the:
 - Gnowangerup – Tambellup line;
 - Nyabing – Katanning line;
 - Bullaring – West Merredin line;
 - Merredin – Narembene line;
 - Bullaring – Yilliminning line;
 - Narrogin – Yilliminning line;
 - Kulin – Yilliminning line;
 - Quairading – York line;
 - Trayning – West Merredin line; and
 - Perenjori – Maya line.
- (b) I table several pertinent documents [See tabled paper no [1811](#).]:
 - A media release from former Transport Minister, the Hon Simon O'Brien MLC, dated 15 November 2010, in which he is quoted as saying 'no rail lines would close';
 - The front page of the Thursday, 7 March 2013 edition of *FarmWeekly*, in which the lead article is titled 'Liberals support a viable Tier 3'.
 - The Legislative Assembly Economics and Industry Standing Committee's October 2014 report titled *The Management of Western Australia's Freight Rail Network*, which said "much evidence has been presented to show that the assumptions on which [the Strategic Grain Network Report] was based no longer hold true"; and
 - A *Merredin-Wheatbelt Mercury* article from 30 July 2014, in which the Member for Central Wheatbelt is quoted as saying 'she did not think it was "acceptable" the government could not intervene to help find a resolution'.