

WESTRAIL, ROAD HAULAGE

**50. Hon TOM STEPHENS to the Minister for Transport:**

Some notice of this question has been given. I refer to the minister's answer to question without notice 41 of last Thursday concerning Westrail's ability to meet its contractual obligations, and ask -

- (1) What has been the cost in the past four weeks of road freighting those products which are generally exclusively hauled by train but which Westrail is now paying to road haul because of the outcome of the enterprise bargaining negotiations?
- (2) Can the minister list the products affected and the weekly tonnage of those products?

**Hon M.J. CRIDDLE replied:**

I thank the member for some notice of this question.

- (1)-(2) Westrail is a supplier of total logistics and transport services to its clients. This involves providing road and rail transport, distribution services and inventory management. Accordingly, as part of its normal services, Westrail typically hauls some 40 000 tonnes of product by road each week for various clients, predominantly in the grain, nickel and mineral sands industry. The coal and talc traffic currently being hauled by road as a result of industrial problems represents only 0.69 per cent of Westrail's total transport task. Westrail is currently transporting about 2 900 tonnes of coal and about 3 100 tonnes of talc by road each week that would normally be hauled exclusively by rail. The cost of road haulage of these products by rail from 1 July to 31 July 2000 inclusive was \$533 755. After receipt of revenue as per rail haulage contracts, the net cost to transport these products by road from 1 July to 31 July 2000 inclusive was \$51 935. This cost will be absorbed in Westrail's annual operating costs.