

WESTERN POWER — OVERSIZED VEHICLES

180. Mr M.P. Murray to the Minister for Energy:

I refer to the Western Power website and information about oversize vehicles, load movements and line lifts associated with these movements, and ask:

- (a) how is the cost for a half day or full day escort and line lift determined;
- (b) is the decision to use a half day or full day escort and line lift made when the transport is booked;
- (c) how are height restrictions and route of cartage determined;
- (d) does the Minister allow for expansion and shrinkage of lines due to weather conditions and if so, how is this calculated;
- (e) who has the final authorisation on the fees charged; and
- (f) how can a client obtain a firm quote as opposed to an estimated charge?

Dr M.D. Nahan replied:

- (a) The cost is determined by the amount of time required (half day or full day), the requirement to have 4–5 crew members (depending on complexity), a support utility vehicle and a specialised truck to lift lines.
- (b) Yes.
- (c) Western Power sets vehicle height restrictions based on the Energy Networks Association industry guidelines for safe line clearances. Cartage routes are determined in accordance with line clearance requirements, based on the load height and route advised by the transport operator along with the line type and height data maintained by Western Power.
- (d) Yes. Thermal expansion and contraction are factored into the design and construction of Western Power's overhead network. The design ensures that regulatory clearances are maintained at all times irrespective of expansion and contraction.
- (e) Western Power
- (f) In the majority of cases, customers receive a firm quote (half or full day rate). A small proportion of escorts each year are determined to be complex (typically loads greater than 7 meters in height where lines may not be able to be lifted), and for these an estimated cost is provided with the actual costs calculated once the cartage has been completed.