

RAIL LINES — KEWDALE–FREMANTLE FREIGHT

2966. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) What action is the Minister taking to address the issues raised by the Kewdale to Fremantle Rail Freight Line, and the ongoing problems being experienced by the residents of Jandakot?
- (2) What works are proposed?
- (3) Is the Government considering noise walls for this area?
- (4) Was noise attenuation matting laid when the wooden sleepers on the rail line were replaced?
- (5) If no to (4), why not?
- (6) What has been the outcome of the grievance raised in the other place on Thursday, 17 May 2012 in regards to the Kewdale-Fremantle Rail Freight Line?
- (7) What future plans do the Public Transport Authority have to address the noise and vibration impacts in the Jandakot area between Karel and Spearwood Avenue?

Hon Jim Chown replied:

- (1)–(2) The Public Transport Authority (PTA) has conducted, through appointed consultants, significant noise and vibration testing in the Jandakot area during 2001, 2012 and 2013 which determined that the noise and vibration levels were within acceptable limits.

Given that the rail corridor is leased to Brookfield Rail until 2049 in accordance with the conditions of the Rail Freight Corridor Lease Agreement, Brookfield Rail is fully responsible for rail operations along this corridor, including care and maintenance of infrastructure. As Brookfield Rail is the accredited operator of the railway infrastructure, train speed is set in accordance with specified railway standards. Brookfield Rail and train operators must comply with the requirements of the Rail Safety Act 2010 and associated regulations. Compliance with this legislation is overseen by the Office of Rail Safety, the independent regulator. There is no obligation to modify a rail line if it operates within the required standards.

- (3)–(4) No.

- (5) The work to replace the wooden sleepers “under traffic” with minimal disturbance to the ballast and the rail track in place on this section of line was completed by Brookfield Rail in March 2014. The placement of vibration attenuating matting was not a consideration as it would have required the complete removal of the rail track, sleepers and ballast to expose the rail line formation onto which the matting was to be laid. This would have required complete closures of line sections.
- (6) The PTA was requested to further investigate complaints regarding noise and vibration levels received at various properties adjacent to the freight rail line. In July 2013, the PTA wrote to residents summarising the results of the noise and vibration monitoring that was conducted in April 2013 by Lloyd George Acoustics, the independent consultant engaged to conduct the monitoring. The advice provided to residents was that noise and vibration levels are within acceptable limits for people living in close proximity to an existing freight railway.
- (7) See parts (1)–(2) above.