

GRAIN RAIL NETWORK — EXPENDITURE

666. Hon KEN TRAVERS to the parliamentary secretary representing the Minister for Transport:

I refer to question without notice 604.

- (1) Why was no money spent on the line between Miling to Bolgart?
- (2) When was the decision to spend no money on this section of line made?
- (3) What is the required performance standard for the Miling to Bolgart line?
- (4) Has the performance standard for this line been reduced?
- (5) If no to (4), why has the capacity of this line been downgraded by half?

Hon JIM CHOWN replied:

I thank the honourable member for some notice of this question.

- (1) The Strategic Grain Network Committee report concluded that the Miling–Toodyay West line, which includes the Miling to Bolgart section, did not require investment until 2016.
- (2) The government accepted the Strategic Grain Network Committee’s conclusion and approved investment in roads and other rail lines in 2010.
- (3)–(4) The performance standard for the Miling to Bolgart line is confidential.
- (5) The capacity of the line has not changed. Train configurations and volumes carried are a matter to be determined by Brookfield Rail and Co-operative Bulk Handling Ltd.