

RAILCAR MANUFACTURING — C-SERIES TRAINS

**9. Mrs J.M.C. STOJKOVSKI to the Minister for Transport:**

I refer to the McGowan Labor government's decision to bring railcar manufacturing back to Western Australia after 30 years, creating hundreds of local jobs. Can the minister please update the house on the progress of locally built Metronet C-series trains, including the results of recent testing, and can the minister outline how these new trains will build capacity on our public transport network?

**Ms R. SAFFIOTI replied:**

I thank the member for that question.

It was two nights before Christmas when I went to the Nowergup depot to be on the first locally made train that entered our public transport network. It was 12 o'clock at night and I was extremely tired—luckily, I was not doing the driving—when I was on the first WA-made train on the Transperth network. It was an incredible evening. We have restored this industry, an industry that was ripped out of WA 30 years ago. We now have locally made trains. We are testing every element. Being on the first train when they were testing the brakes, I was happy that they were working! We saw continual diagnostic testing of every element of the train, including the brakes—every component—to make sure it stops, it goes and it goes up and down the hills as expected. The testing that evening went extremely well.

This is an industry that we have brought back. Remember, it was the Liberal Party that said that we were trying to revive an industry from a bygone era—a bygone industry. Now our policy is being watched by every other state nationally as they look at how to re-establish a train-building industry. I say with great pride that in just six years of being in government, we have expanded our initial commitment, we have secured funding, we have gone to a contract, we have built the manufacturing shed and we have produced two trains. They are incredible results.

Of course, as part of that, the C-series trains are bigger; they have more capacity. We will have a 20 per cent increase in capacity on those trains and those trains will initially service the northern and southern suburbs on the Mandurah and Joondalup lines.

Another part of our continued reform is the two-zone fare cap. We talk about the cost of living. Investing in public transport is a cost-of-living initiative. We have seen already the two-zone fare cap in the electorates of the member for Dawesville, the member for Mandurah and the member for Butler. People who travel longer distances are making real savings of thousands of dollars per annum. By investing in Metronet and new rail lines, more people will have access to those savings. Public transport investment is a cost-of-living investment. If someone can catch a train, they will save thousands of dollars in maintenance and other vehicle costs.

The other key component is improved signalling. We are rolling out a high-capacity signalling program that will support and further enhance capacity on trains.

Remember, members, this is how the previous government left the public transport network, so much so that the opposition at the time created the sardines campaign. Do members remember the sardines campaign? It was impossible to get access to our public transport system. Members, we are not going to do that. We have a plan to support more people catching public transport—a real cost-of-living initiative and something that can support people to connect to jobs, education and health facilities for generations to come.