

Speaker; Mr Mark McGowan; Ms Rita Saffioti; Mr Dean Nalder; Mr Matt Taylor; Mr Bill Johnston; Ms Simone McGurk; Dr Mike Nahan; Mr Peter Tinley

PERTH FREIGHT LINK

Matter of Public Interest

THE SPEAKER (Mr M.W. Sutherland) informed the Assembly that he was in receipt within the prescribed time of a letter from the Leader of the Opposition seeking to debate a matter of public interest.

[In compliance with standing orders, at least five members rose in their places.]

MR M. McGOWAN (Rockingham — Leader of the Opposition) [3.08 pm]: I move —

That this house condemns the Barnett government's chaotic planning for the Perth Freight Link project and calls on the government to immediately stop all work on the Roe 8 project.

Today, we have a perfect storm of the misuse of government resources. Down at the Roe Highway stage 8 extension today there are scores of police officers, while at the same time, according to the Minister for Police, there has been an unprecedented increase in crime in Western Australia. This government is building a road that is not needed and is a waste of taxpayers' money, we have had an unprecedented increase in crime, as the Minister for Police stated, and we have scores of police officers standing around down at the construction site where some boreholes are being built. It is a perfect storm of the misuse of resources. To top it off—I will segue—on the front page of today's paper there is this bit of diversionary spin about PayPass by the Minister for Police and the Commissioner of Police, to take attention away from the shocking crime figures that this government has presided over. I want to say up-front that there is a 45 per cent increase in domestic assaults, a 27 per cent overall increase in crimes against the person, a 38 per cent increase in threatening behaviour and a 38 per cent increase in theft, amongst others. It is a shocking increase in crime in Western Australia and huge numbers of police officers are standing around at the Roe 8 project site.

Roe 8 and the Perth Freight Link are a monumental waste of money and government resources. The Premier has now banned the use of the words "Metronet" and "Perth Freight Link". We are not allowed to say them anymore. Guess where the words "Perth Freight Link" came from? I am holding here a press release dated 17 December 2014 titled, "Perth Freight Link construction to start 2016", signed by the Premier and the Minister for Transport. The entire project was all going to be happening, according to the Premier and the Minister for Transport, as of 17 December 2014. That was when the release was put out. The government has tried to backtrack and run away from that project over the period since then—at least the Premier has, and the transport minister has had all sorts of gymnastics with his particular position on that issue.

It is a completely confused and mixed-up project that does not make any sense. It is a financial and planning disaster and will be damaging for the Beelihar wetlands, which particularly concerns the protesters who were here today. When we describe it as a road to nowhere, we are right. I know that area as well as anyone. I drive those roads virtually every single day and have done so for 25 years. I will explain the issue here.

Dr M.D. Nahan interjected.

The SPEAKER: Treasurer, I want to hear this in silence.

Mr M. McGOWAN: Roe 8 is a 5.2-kilometre stretch of road. It runs through the Beelihar wetlands and connects from Roe Highway at Kwinana Freeway through to Stock Road and then where does it go? If the government builds only Roe 8, it goes nowhere. It will just put all the trucks onto Stock Road; that is all it will do. If the government builds Roe 8 and the entire Perth Freight Link, as was its original plan, it does not reach Fremantle port; it is still two kilometres short and it is more than \$1.6 billion worth of spending. The government would need at least another \$500 million to \$1 billion to get it to Fremantle port. If the government proceeds with this project, and if it says it is about making sure that it gets the trucks onto Stock Road so that they can get to Fremantle port, the government will delay the construction of a new port in Kwinana in the future.

Let me explain to people the cost of this road. According to the government's estimates, this is a \$500 million project for five kilometres of road. That is \$100 million per kilometre, \$10 million per 100 metres and \$1 million per 10 metres of road. For every 10 metres of road the government is constructing, it is blowing \$1 million; 10 metres of road—from me to that door opposite. The government is blowing a million dollars, after a million dollars, after a million dollars on a road that will reach Stock Road and then will not go anywhere. As the Premier said before the audience out the front of Parliament House today, it is all about a greater plan to extend to a proposed new port in Kwinana. That is an excuse that was come up with after the decision was made to build this road. I will tell members why. Between Stock Road and where Roe 8 would meet with it, there are 29 separate intersections between there and the site of the proposed port in Kwinana, including nine sets of traffic lights. It is 16 kilometres of road. When I asked the basic question that if Roe 8, the first part, is part of a greater plan, what is the cost of the second part of the plan, the Premier had no idea. That is because it is a thought bubble. He did not know the basic details. There are nine sets of traffic lights, 29 intersections in total

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and 16 kilometres of road to be upgraded. If it is costing the government half a billion dollars to build Roe 8 without any of that, what will it cost for the government to do the so-called second stage to Kwinana? The government has not thought this through. It is a monumental waste of money. I have a map that shows exactly how far it is from Roe 8 down to Kwinana. It is an enormous distance.

Mr C.J. Barnett: That is right.

Mr M. McGOWAN: The Premier says, “That is right” and he has not thought it through. He is building the road because he decided to build the road. That is why he is building a road. There is no greater solution. There is no greater answer. It will not remove trucks from Leach Highway. Have a look at a map. How does a road, an extension of Roe Highway, get trucks off Leach Highway? It does not. They will hit Stock Road and they will still have to get up to Fremantle port if that is the direction in which they are going. On top of that we learnt about the pitiful Infrastructure Australia submission. We then learnt it will be the first toll road in Western Australia. We do not know where the toll road is going, but I want to talk about the people affected. I refer to those people in Coolbellup who will have a highway built through the middle of their homes and those people along Stock Road; that is 77 properties.

Mr J.H.D. Day: Thanks to your planning vandalism.

Mr M. McGOWAN: The member for Kalamunda does not believe in this road.

Mr J.H.D. Day interjected.

Mr M. McGOWAN: No, you do not. We know you do not.

Several members interjected.

The SPEAKER: Members! One speaker.

Mr M. McGOWAN: Of the houses and businesses, 77 would have to be demolished if the entirety of the Perth Freight Link is developed.

Dr M.D. Nahan interjected.

The SPEAKER: Treasurer!

Mr M. McGOWAN: The Premier says that the second stage is shelved.

Mr C.J. Barnett: No, I haven't. When have I ever said that?

Mr M. McGOWAN: That is what the Premier said. The Premier says the second stage is shelved.

Mr C.J. Barnett: When?

Mr M. McGOWAN: The Premier is losing his memory.

All that means for all those people whose properties are under threat, all those people whose homes are under threat, is that they just have a stay of execution. I know the Premier has not been to Moody Glen; he should have been. If the Premier asks the people in Moody Glen, and Tania and Damon Smirke, he will know that this just makes the situation worse, because all they now have is the sword of Damocles hanging over their heads for a longer period. All they have now is years of uncertainty because the Premier has said stage 2 is being shelved. If stage 2 is being shelved or cancelled —

Mr C.J. Barnett: I haven't. I haven't said it has been shelved.

Mr M. McGOWAN: What has the Premier said? He can tell us.

The SPEAKER: Premier, you can have your chance.

Mr M. McGOWAN: He said that stage 2 has been delayed or shelved. All that means is that those people whose homes are under threat have the sword of Damocles hanging over their heads, properties and their families for a much longer period. If the Premier goes to Moody Glen and asks those people, they will say that they would rather have some certainty. If what the Premier is saying via his whispered interjections across the chamber is that he has cancelled stage 2, then stage 1 makes no sense. There is absolutely no point in building Roe 8. It is a monumental waste of money and the government is trying to hoodwink people further inland that somehow it will get trucks off Leach Highway, which it will not. Now we know of the so-called tolling arrangement that the government is proposing; the government will actually put a toll on a five-kilometre road. Is that what the government will do? All it will do is drive trucks off that road. We heard from the National Party that it may well not be supporting the toll arrangement in the first place. If the government puts on a toll, all it will do is drive trucks off onto Leach Highway, and if it builds the road without the tolls, I doubt the trucks will use it in any event, because it will not solve the problem. It will not extend to the port. It is a poorly thought out

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plan. It is expensive and environmentally irresponsible. It will impact hundreds of our citizens adversely, including many people who are worried about losing their homes. There will also be enormous disruption at the construction site. We have seen what is happening at that site. If scores of police officers have to be taken off our streets every day to ensure that this road is constructed, it will increase crime in our suburbs.

This road will not meet the needs of Fremantle port. It also will not meet the needs of a future port in Kwinana. This road will not go anywhere near the port. That is a fact. The Premier said today that he does not know the distance, the number of traffic lights and the number of roads that would be required for any extension of Roe 8 through to Kwinana. This is a monumental waste. It is a failed policy. The reason this has been brought about is that 11 months ago, the Premier decided to make a big announcement, without thinking through the consequences. Ever since that time, the government has been back-peddling, and all sorts of different positions have been stated by the Premier, the Minister for Transport and the federal minister along the way. This is a textbook example of how not to conduct public policy and the expenditure of taxpayers' money.

However, there is an option—the government could pull back. In the course of the last year or so, the government has engaged in three flawed policy initiatives. On each of those initiatives—forced council amalgamations, shark culling, and the closure of 150 remote Indigenous communities—the government pulled back. Here is a fourth one, Premier. The Premier had a hat trick on the first three initiatives. The government should use commonsense and also pull back on this initiative. The government should save the taxpayers money, stop the disruption and keep more police on our streets, and save a bunch of people from extraordinary pain and the dislocation of their houses and businesses. It should come up with a long-term plan to deal with freight in our community using rail, and to provide a new port in Kwinana.

MS R. SAFFIOTI (West Swan) [3.21 pm]: We can see from this project that this government is making it up as it goes along. Day by day by day, we are seeing changed reasoning and changed justification. The opposition is calling on the government to come up with a plan for the future. The government has descended into chaos. Its transport planning is all over the place, whether it be for the Forrestfield train station, the tier 3 rail lines, the taxi industry or the Metro Area Express light rail. The government has no plan for the future. No project demonstrates this chaos better than this flawed project.

Mr C.J. Barnett: What about Ellenbrook? Have you lost interest in that?

Ms R. SAFFIOTI: Of course I have not forgotten the broken commitment to deliver a rail line to Ellenbrook.

Mr P. Papalia interjected.

The SPEAKER: Member for Warnbro, do not skate close to the wind! I do not want to hear any more interjecting from the Premier. I want to hear the member for West Swan.

Ms R. SAFFIOTI: Today, when the Leader of the Opposition was on his feet, the Premier interjected to say, "I haven't said it has been shelved." I refer to an ABC report and the Premier's comment that "We might see it in 12 months' time, but for the moment all of our effort is on Roe 8." What is it? If the Premier has not shelved it, what is it? Honestly! The Premier thinks that is clever. People are seeing through the Premier. They want a plan for the future. This road came from nowhere, and it will go nowhere. It was not part of the Liberal Party's government election commitments.

Dr M.D. Nahan interjected.

Ms R. SAFFIOTI: No, it was not. The Treasurer should get his own election costings and tell me where that commitment was made. This project came from nowhere, and it will go nowhere. That is the key point. This project came from a meeting between the Premier and Tony Abbott's people. The federal government did not want to fund public transport, so they had to find a project that they could do in this state. That is where this project came from. Remember the logic! The Minister for Transport said that we need this project, because 40 per cent of the traffic on our roads is commercial traffic.

Mr D.C. Nalder interjected.

Ms R. SAFFIOTI: Yes, he did. The minister really misled on that definition. The minister has walked away from that now. The minister is now saying that it is a commuter road. It is all about the mums and dads. We have gone from a freight road to a people's road. The government is spinning this project. It is trying to find someone to support it. However, no-one is supporting this project. Even the transport industry is walking away from this project. The minister said in this place that there will be productivity gains from this project, because 14 sets of traffic lights will be removed, and as a result there will be some value for the transport industry. The minister said also that the government intends to claw back some of the cost of this project through a toll. All of that has disappeared. I ask the minister: tell us about the productivity gains; tell us how many traffic lights will be reduced as a result of Roe 8; and tell us whether a toll will be introduced for Roe 8. The minister says no, and the Premier says yes. They are all over the place.

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We were then told, “Don’t worry about it. This project has been planned for decades. Everything has been planned.” We then found out that part of this project did not come within a metropolitan region scheme reservation, and the Minister for Planning had to introduce a planning control area for this sensitive project and rush it through Parliament last week. That is what happened. The government has not done the proper planning for this project, even though the minister said that it has been planned for decades. The government should go back to the drawing board, get a plan for the other port and for an outer harbour, sit down —

Mr J.H.D. Day: How would you do it?

Ms R. SAFFIOTI: I would sit down with the facts. The government should try it! The government should sit down with the facts in front of it and work it out.

Ms S.F. McGurk interjected.

The SPEAKER: Member for Fremantle!

Ms R. SAFFIOTI: The government should get maybe two ministers in a room at the same time and get them to talk to each other. The government should try to get some coordination. That is what I would try to do.

Mr J.H.D. Day interjected.

The SPEAKER: Minister for Planning!

Ms R. SAFFIOTI: I know that the Minister for Planning is the sensible one. I know that he does not support it. That is what I would do. I would start at the beginning, which is get the second port planned, look at the time frame, and look at the truck movements, and go through it systematically. However, the government is absolutely making it up as it goes along. The government says that this road is needed for this and for that—it is needed for families; it is needed for the transport industry. The government is trying to find whatever it can to justify this project. However, no-one is supporting it. The member for Riverton chuckles, as he always does—a bit erratically—but no-one is supporting it. Honestly! The government has got time. This project is just going to drag out and cause enormous pain to communities. The government should go back to the drawing board and get a proper plan.

MR D.C. NALDER (Alfred Cove — Minister for Transport) [3.27 pm]: It is clear that the opposition’s strategy has been to take a scattergun approach. Opposition members have spelt out a lot of myths and misinformation in the community. I have tried to hold back from responding to every myth and bit of misinformation that members opposite have peddled. I have been working on this for over a year, to ensure that there is one version of the truth. The biggest issue for the Labor Party is that this one version of the truth will embarrass the Labor Party, and particularly Hon Alannah MacTiernan, for selling off the Fremantle eastern bypass. Members opposite have talked about the capacity of the port. They have also talked about road versus rail. However, the member for Fremantle sent me a letter saying that they do not want any more rail, because her constituents were complaining.

Mr P. Papalia interjected.

The SPEAKER: Member for Warnbro!

Mr D.C. NALDER: Just on that road versus rail, they want facts.

Ms S.F. McGurk interjected.

The SPEAKER: Member for Fremantle!

Mr D.C. NALDER: We have grown the percentage on rail from two per cent to 14.2 per cent. That is the highest rate in the country. Brisbane has five per cent. Guess how much rail there is in the metropolitan area? Zero! In New South Wales and Victoria, there is about 13 per cent on rail. That is very good. However, over eight per cent in each state is going to regional areas, or a longer distance. That means that about five per cent is going to metropolitan areas. We have two per cent going to rural and regional areas. We have a much smaller population in regional areas than is the case in other states. We have over 12 per cent going on rail to the metropolitan area. There is a huge cost in double-handling freight by putting it onto rail and then putting it back onto a truck once we get it to an industrial area and taking it somewhere else. These are some of the challenges. Members opposite have not worked out how to deal with those challenges.

I want to talk briefly today about the environment, the social issues, and the social and economic benefits of this project. First, I will talk about the environment. We have rethought the Perth Freight Link and redirected the route. Originally, it was going straight across Bibra Lake, but we have shifted it north. It will still impact six hectares of wetland, but we are going to put a bridge over the top of that, so that those wetlands will remain. We will make sure that there are channels for fauna to continue to cross without interference from traffic. The project involves six hectares of wetlands, which amounts to half a per cent of the Beeliar wetlands area. We have

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minimised the impact on the wetlands, including by bridging over the wetlands to protect it. The Perth Freight Link accounts for half a per cent of the total area of the Beeliar wetlands. In addition, there are 30 hectares of intact vegetation and about 50 hectares to 60 hectares of degraded vegetation. As part of the environmental offsets that have been set as a precedent for us to be able to go ahead with this construction, we will purchase over 500 hectares to set up as a Bush Forever offset on the Swan coastal plain. For people who are worried about Carnaby's black-cockatoos, we will be setting aside a fair deal more land for Western Australian flora and fauna; I think that we are being environmentally responsible.

In addition, when we talk about the movement of freight, we know that at best practice a minimum of 70 per cent will need to be moved on road. Taking out stoplights will save huge amounts of carbon emissions. The modelling suggests that both phases of the Perth Freight Link project will save 450 000 tonnes of carbon emissions through to 2031. We are talking about saving around 800 tonnes of carbon emissions, or pollution, a week. The opposition talks about the government being environmentally irresponsible; I think we are thinking about this very carefully. Do I like to remove bush? No, I do not. As I said outside Parliament, I have hand reared Carnaby's and red-tailed black-cockatoos. In my life, I have done all of that. I think a lot about the flora and fauna of Western Australia.

Mr P.B. Watson interjected.

Mr D.C. NALDER: Play your violin, member for Albany!

I think setting up over 500 hectares of offset land as a result of taking out 30 hectares of intact vegetation is a great outcome for the environment.

We talk about the social aspects of this project, so I will move on to Perth Freight Link providing access to the hospital and how this project will save lives. I have said in this house before that the modelling shows the intersection of South Street and Murdoch Drive cannot cope. Fiona Stanley Hospital and St John of God Murdoch Hospital are built at that intersection. That precinct was set up decades ago as a major hospital precinct. Providing southern access to the hospitals will save lives because it will free up the intersection on South Street. We estimate that by 2021, 23 000 vehicles a day will come into the hospital precinct on that southern entrance on Murdoch Drive.

That is one social aspect. The second social aspect is safety on Leach Highway. Leach Highway has double the number of incidents involving trucks than anywhere else in the metropolitan area, at a rate of over 11 per cent. We know that the introduction of a freight charge and regulation will remove all those trucks from Leach Highway. From the outset, I have said that a freight charge will be considered only if it will be a win-win situation for industry. Industry is backing this project; we have been engaging with it for over a year and therefore we know that there is a huge safety issue on Leach Highway. The intersection of Leach Highway and North Lake Road is the number 11 black spot in the state, mostly due to interruptions with trucks because trucks take longer to stop at intersections, which increases the risk to drivers.

We have talked about the need to break up congestion, yet opposition members want us to walk away from a project that will alleviate congestion for all the southern suburbs. We do not want to put freight traffic onto Leach Highway, because a number of driveways back onto Leach Highway. Alannah MacTiernan's plan was to sell the Fremantle eastern bypass. It is a fact that she put a plan in place, which was advertised in 2008, to do up High Street and Leach Highway. With driveways backing onto Leach Highway, it is unsafe for trucks to go down that precinct, and we do not want to do that. We want to remove trucks from Leach Highway.

Several members interjected.

The SPEAKER: Members!

Mr D.C. NALDER: People talk about trucks and there is no question that there will be a huge productivity gain for trucking, which is one reason that the federal government was keen to fund the project. The federal government also wanted to name the project because it was to fund the majority of it. By 2021, 77 000 vehicles a day, on average, will travel between Murdoch Drive and North Lake Road on Roe 8, of which, 6 500 will be trucks. Opposition members might say that they have a plan, but the only thing they have brought into this house in the nearly three years that I have been here is their public transport plan. We cannot shift freight onto public transport!

The myths raised by opposition members in this house include that this project will impact negatively on property values. I have researched all the things that the federal and state opposition members have said to the press, and I have evidence that removing the Fremantle eastern bypass has stopped the increase in land values in surrounding suburbs. I know the impact of this project on property values as a result of an on-the-surface solution.

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Mr W.J. Johnston interjected.

The SPEAKER: Member for Cannington!

Mr D.C. NALDER: I also know what the impact on the community will be if we take this project underground.

Mr W.J. Johnston interjected.

Mr D.C. NALDER: I am being asked how I know that.

Mr W.J. Johnston interjected.

The SPEAKER: Member for Cannington, I call you to order for the first time. That is enough!

Mr D.C. NALDER: We are talking about moving traffic off the urban highways in the inner south-western suburbs where intersections are starting to jam up with massive congestion and are unsafe due to the level of truck activity that is going down those roads. We are talking about a 30 per cent reduction in traffic on South Street. This is where integrated transport solutions come in. Opposition members talk about it, but they do not understand what it means. Removing traffic from South Street and Leach Highway will provide an opportunity to get to peak-hour bus lanes down those major highways. A rapid-bus transport solution will be part of an integrated approach for those inner south-western suburbs.

Mr W.J. Johnston interjected.

The SPEAKER: Member for Cannington!

Mr D.C. NALDER: There are a lot of environment and social solutions for the community when it comes to the economics of this situation. I know that not many members on the other side of the chamber are financially literate, so I will try to speak a little slower, particularly for the member for Warnbro, so that he might understand what I am saying. We have talked about the whole freight route creating a corridor for the movement of freight from Muchea to Fremantle. We have had huge support from the federal government, and we are progressing with this project. I have not given up on phase 2 of the project. As much as it might have been written up in the press otherwise, I have had conversations with the Premier and I am still working on phase 2 of the project. I believe in it and it is up to me to fine-tune the model and get the Premier and my cabinet colleagues across the line. That is my responsibility. Let me share some of the economic modelling with members opposite.

Mr P. Papalia interjected.

The SPEAKER: Member for Warnbro!

Mr D.C. NALDER: The NorthLink WA, Gateway WA and Perth Freight Link projects will cost the state in the order of \$1.35 billion. We have modelled the time, fuel and maintenance savings. I have shared that information in this house plenty of times. The initial modelling suggested a saving in the order of 60c a kilometre but, as the project has become more advanced, that has been fine-tuned to demonstrate a benefit of \$1.09 a kilometre. Over 30 years, that is a \$15 billion benefit. We have been working with industry and talking about value capture and a win-win situation to capture some of this benefit to help fund this infrastructure.

With 50 cents in the dollar, we are talking \$6.8 billion back to the state—a net present value of \$3.5 billion. If this is economically irrational, the Labor Party is making arguments and it has no facts.

Mr R.H. Cook interjected.

The SPEAKER: Member for Kwinana.

Mr D.C. NALDER: We talked about the benefit-cost ratio and the desire to shift to the outer harbour. Therefore, I have modelled the BCR on a surface option and on a tunnel option, and the impact on the BCR of the freight link project of shifting to the outer harbour at the earliest possible date. This is what is interesting. On the surface option, the freight link has a BCR of 2.9. If it was shifted at the earliest possible time to the outer harbour—the best advice I have is that it would take 10 years at minimum to shift one container down there and if the shift were done in an orderly transition, it would take a further five years—the BCR on the freight link project through to Stirling Highway shifts from 2.9 to 2.8.

Mr P. Papalia interjected.

Mr D.C. NALDER: I am trying to speak slowly so the member for Warnbro can understand. The BCR shifts from 2.9 to 2.8. That demonstrates that the benefit for the broader community has absolutely nothing to do with the outer harbour.

Several members interjected.

The SPEAKER: Members! We have had a reasonable run thus far, members for Kwinana, Warnbro and Albany.

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Mr D.C. NALDER: Coming back to the modelling of the economic benefit, I would like to share a bit more. As I said, we have looked at the economic benefit for industry from fuel saved, time saved and maintenance saved. We have been exploring two other things with industry with regard to an incentive package that will deliver increased productivity for industry. Over the last couple of decades, this state has gone backwards compared with the rest of Australia when it comes to productivity gains for industry. This will set about a reform program to allow an economic program facilitating economic productivity gains and economic growth for industry. In addition to the saving in time, fuel and maintenance, we are looking at whether, by not having stoplights, four 20-foot containers can be put on the back of a truck instead of three 20-foot containers. People get frightened about this, but the issue of collision and interaction with vehicles is due to stoplights. We are still checking this out, but if stoplights were removed, it could lead to a 33 per cent reduction in trucks coming out of Fremantle. The other thing we are considering is the ability to allow, by creating a freight corridor, an extra half a tonne per axle weight. Again, that would be a huge productivity gain for industry. This is a responsible government that is thinking through the social, economic and environmental aspects of this project, and we have done an enormous amount of work on that.

A lot of myths and misinformation have been peddled out there. I look forward to the day I can finalise version 2; I continue to work diligently on ensuring that we can get it done. We have not walked away from it. I would like to finish by reminding people that Roe 8 is what we call stage 8. Stages 4, 5, 6 and 7 of the supposed road to nowhere were done by the Labor Party in 2002, 2003, 2004 and 2006.

Mr W.J. Johnston interjected.

The SPEAKER: Member for Cannington!

Mr D.C. NALDER: We talk about —

Mr W.J. Johnston interjected.

The SPEAKER: Member for Cannington, put your name down and explain things if you want to do so.

Mr D.C. NALDER: We talk about staging projects and getting to the outer harbour. This is where the key is. If we can develop an economic model that industry supports —

Mr W.J. Johnston interjected.

The SPEAKER: Member for Cannington!

Mr D.C. NALDER: When we deliver an economic model that industry supports that can fund the state components to these infrastructure projects, it will allow us to plan forward further infrastructure projects because for the very first time in this state we have a value-capture model. That is something you guys probably do not understand, but it is critical for this state.

Mr P.B. Watson interjected.

Mr D.C. NALDER: Welcome back, member for Albany!

Several members interjected.

The SPEAKER: Members.

Mr D.C. NALDER: There is an opportunity —

Mr P.B. Watson interjected.

The SPEAKER: Member for Albany, if you want to take that further, ask the minister outside.

Mr D.C. NALDER: The Leader of the Opposition has criticised the Premier for not knowing how many stoplights are on Stock Road, which is the designated freight route to the outer harbour.

Mr W.J. Johnston: How many are there?

Mr D.C. NALDER: There are nine.

Mr W.J. Johnston: So he's right.

Mr D.C. NALDER: There are nine. The Leader of the Opposition wants praise because he researched something for the first time! Last week, I had the Leader of the Opposition criticising me for pilots of Skippers Aviation planes losing their jobs because we allocated a route to Rex. Skippers never had that route. The Leader of the Opposition forgot to ask about that. Virgin had it.

Mr W.J. Johnston interjected.

The SPEAKER: Member for Cannington, I call you to order now for the second time.

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Mr D.C. NALDER: I am pleased that before he came into the chamber, the Leader of the Opposition checked that there were nine sets of traffic lights between Stock Road and the outer harbour. We are talking about doing this thing in stages and doing it responsibly. It will be at least 10 years before we can shift the first container to the outer harbour, assuming we get through the environmental aspects with regard to that outer harbour.

Mr P.B. Watson interjected.

The SPEAKER: Member for Albany!

Mr D.C. NALDER: We will continue to work to deliver great outcomes for the community of Western Australia—not just industry, but also the broader community. We understand there are huge benefits to be derived by all from this project.

MR M.H. TAYLOR (Bateman) [3.47 pm]: I would like to comment on Roe Highway. It is very important to the —

Several members interjected.

The SPEAKER: Sit down please. Member for Bateman.

Mr M.H. TAYLOR: Thank you, Mr Speaker. I would like to make comments on Roe Highway. It is a very important piece of infrastructure to the electorate of Bateman and my constituents.

Mr J.R. Quigley interjected.

The SPEAKER: Member for Butler!

Mr M.H. TAYLOR: Let us not forget that this problem was created in the first place by Alannah MacTiernan, who, as transport minister, sold the eastern bypass, which created the problem in the first place.

Several members interjected.

The SPEAKER: Members, that is enough!

Mr M.H. TAYLOR: That has directed a lot of freight traffic down Leach Highway, which it was never designed to take. All of this effort is actually aimed at trying to rectify —

Mr W.J. Johnston interjected.

The SPEAKER: I do not expect you to agree with everything that is said, young member for Cannington. You can put your name down and you can correct the record if you want. I want to hear the member for Bateman.

Mr M.H. TAYLOR: All of this effort is trying to rectify that problem created by the Labor Party seeking preferences from the Greens for the seat of Fremantle.

Given time constraints, I would like to focus a bit on the environment. The argument being put forward by the Cities of Fremantle and Cockburn is purely political. In fact, I find it interesting that the City of Cockburn is coming out against this road when its own 2013 traffic study showed that Roe 8 will significantly reduce traffic on key Cockburn roads including Farrington Road by over one-half by 2020 and two-thirds by 2031, Beeliar Drive by over one-half by 2020, Berrigan Drive west of the freeway by around 40 per cent by 2020 —

Mr F.M. Logan interjected.

The SPEAKER: Member for Cockburn, you have been called twice.

Mr M.H. TAYLOR: The member for Cockburn does not like it, does he?

Mr P.B. Watson interjected.

The SPEAKER: I do not want any help from you, member for Albany, thank you. I appreciate your sentiments!

Mr M.H. TAYLOR: It will also reduce traffic on North Lake Road by about 20 —

Point of Order

Mr W.J. JOHNSTON: The member is quoting from a document.

Several members interjected.

The SPEAKER: You say he is quoting from an official document.

Mr W.J. JOHNSTON: If he is not, he is only making these things up.

Several members interjected.

The SPEAKER: Sit down, please!

Speaker; Mr Mark McGowan; Ms Rita Saffioti; Mr Dean Nalder; Mr Matt Taylor; Mr Bill Johnston; Ms Simone McGurk; Dr Mike Nahan; Mr Peter Tinley

Mr W.J. Johnston interjected.

The SPEAKER: Member for Cannington, I now call you to order for the third time.

Debate Resumed

Mr M.H. TAYLOR: I point the member for Cannington to the City of Cockburn's 2013 traffic study to find out for himself.

Several members interjected.

Mr M.H. TAYLOR: It is available on the city's website; I have read it.

The SPEAKER: We have had a reasonable run thus far. There is time left. If members do not like what they are hearing, they can say what they think, but let the member for Bateman speak!

Mr M.H. TAYLOR: Thank you, Mr Speaker. I find it amazing that people in cities such as the City of Cockburn have been seen recently on the news, dancing around in a demonstration to protest against a road that will have massive benefits to their own regional road network, reducing traffic by up to half around North Lake Road. That brings me back to the point that this is purely a political opposition. If we look at the project itself, currently Hope Road goes just north of Bibra Lake. The Premier and I visited the site at the request of one of the protesters or opponents to the road. We walked around and had a look at that site and further up in the road reserve near Coolbellup. We had a good talk about it and had a look at the environment. I can say that Roe Highway will be a better environmental outcome for that area than where Hope Road is currently situated, which is a bunded road reserve situated closer to Bibra Lake than Roe Highway will be. Roe Highway will be at an elevated level to allow better hydrology to pass unheeded underneath. Some of these political arguments need to be put into context.

Mr S.K. L'Estrange: I don't want to hear the amendments, member.

Mr M.H. TAYLOR: I will not finish that because I know the Treasurer wants to speak about it.

On behalf of the constituents, this road has been planned from the late 1950s and the road reserve was set aside in the early 1960s. This is not a new project; it has been worked on for a long time. The opposition talks about there being no consultation. From 2009 to 2011, Main Roads conducted its engagement process, which was recognised by the International Association for Public Participation Australasia. It won WA project of the year and received runner-up for the Australasian project of the year in 2011. So I think it is a bit unfair to say that there has been no consultation. In fact, the consultation has been award winning and has been a long time in the making. The consultation has also had an impact on the design of the road. We now see that Roe Highway is further north; it goes north of Dog Swamp and aligns with the high-voltage power cables. Anybody who has seen that easement will know that there are no trees. It is purely sand. In fact, it is not a wetland, and the Roe Highway protesters' material that shows the proper water body of Bibra Lake is quite deceptive. Hope Road—the bunded road reserve—is closer to that water body than Roe Highway is planned to be in its realignment down the high-voltage powerlines. On behalf of the constituents of Bateman, we look forward to this road being built and to the social, economic and safety benefits that this road will produce.

MS S.F. MCGURK (Fremantle) [3.53 pm]: Where do I begin on this issue? The debacle that is the Perth Freight Link and Roe 8 is well documented. It has been discussed a number of times in this house. One of the reasons that this campaign against Roe 8 and the Perth Freight Link is going so well is that these are not complicated issues to explain to the public. Despite what the Minister for Transport and the member for Bateman have tried to say about whether opponents of the project have been peddling untruths, in fact, it has been very easy to have conversations with people to tell them that it is not good planning to spend \$1.6 billion on a road that does not get to the port; it is not good planning to spend \$1.6 billion to get to a 120-year-old port with limited infrastructure; and it is not good planning to shift the problems of one community—that is, the people of Melville who live along Leach Highway—to another community. That is not good government. People understand that good government and good planning —

Mr S.K. L'Estrange: You're only worried about the politics.

The SPEAKER: Member for Churchlands, I call you to order for the second time.

Ms S.F. MCGURK: I care about my community, good infrastructure planning and good use of our infrastructure dollars.

Mr S.K. L'Estrange interjected.

The SPEAKER: I call you to order for the third time, member for Churchlands.

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Ms S.F. McGURK: They are the things that I care about. When I speak to people not only in my electorate, but also outside my electorate, they understand all those things. That is why this campaign is getting traction. That is why, within two months, I could come into this place with three and half thousand signatures to a petition. That is why an army of people have been campaigning, not only in Fremantle and Willagee and along the route of the Perth Freight Link, but also in the western suburbs, north of the river, and why they have been getting traction. It makes sense to people that they want from their government a solution for the future. They do not want a solution for the next five or 10 years, but for the next 50 years and the next hundred years. An outer harbour would take freight from the industrial areas of Kewdale and Welshpool down Tonkin Highway and use Anketell or Rowley Road, with a good amount of space for modern road and rail links. The Minister for Transport criticised the 30 per cent of freight on rail target despite the fact that it has been his government's target for the last eight years. We know that he has done nothing to achieve it. We know that in percentage terms the amount of freight on rail has gone backwards under his government. To criticise that target is ridiculous when the government has maintained that target while it has been in office.

It has also been astounding to hear some of the government members' new-found concerns for the environment under this proposal, although they say —

Dr M.D. Nahan: Do you sail or fish in the sound?

The SPEAKER: Treasurer, I call you to order for the first time.

Dr M.D. Nahan interjected.

The SPEAKER: Do you want to be called for the second time? You can discuss your fishing arrangements another time.

Ms S.F. McGURK: That is right. We are hearing from the Treasurer across the chamber that he is concerned about those precious sea grasses in Cockburn Sound. I am concerned about Cockburn Sound as well; I am concerned about our environment. But those issues are not going away. In the Treasurer's own business plan for the Perth Freight Link, the outer harbour will be receiving containers in 2023. That is the Treasurer's business plan.

Dr M.D. Nahan: No it isn't.

Ms S.F. McGURK: Yes, it is! The business plan that the government released—the scant public information that it has released—for this project states that containers will be received at the outer harbour by 2023. If there are insurmountable environmental problems with the outer harbour being situated at Cockburn Sound, what is the government's solution for a second and supplementary port for this city? It is a growing city. We are going to have to deal with that issue.

Dr M.D. Nahan interjected.

The SPEAKER: Treasurer, if you want to speak, put your name down.

Ms S.F. McGURK: There is not any planning. It is interesting that the Premier now decides to leave the chamber.

Several members interjected.

The SPEAKER: Look, all I want is the debate to carry on and we get to a result; okay?

Ms S.F. McGURK: I note that the Premier has left the chamber, and one of the reasons that is frustrating is that we have heard nothing from the government about the outer harbour. We have heard nothing from the government about a second port and exactly what it is doing to deal with the metropolitan area and the state's freight needs for the twenty-first century. All it is proposing to do is to build a massive, oversized road into a 120-year-old port and to blow out the size of that port, which is in the middle of a built-up, metropolitan area; it is a fantastic place to live. That proposal is in complete contradiction to the government's own planning strategy. The Minister for Planning says the government was to build up existing residential density, but instead the government will increase the size of Fremantle port and is doing nothing about a second and supplementary port in the outer harbour. If the environmental issues are insurmountable, we should know about it so we can start dealing with it—but we have heard nothing from the government about what it is going to do about an outer harbour.

In fact, another reason the minister's so-called concerns about the environment ring hollow comes from the government's own environmental advisers. I am looking now at the Environmental Protection Authority document, "Perth and Peel@3.5 million", which refers to the importance of wetlands. The chairman's foreword to that interim strategic advice reads, in part —

Speaker; Mr Mark McGowan; Ms Rita Saffioti; Mr Dean Nalder; Mr Matt Taylor; Mr Bill Johnston; Ms Simone McGurk; Dr Mike Nahan; Mr Peter Tinley

The quality of our rivers and estuaries has deteriorated and many of the wetlands on which a wide variety of flora and fauna depend have been filled or degraded.

The EPA actually recommends that —

... **the WAPC protects Conservation Category Wetlands and minimises the potential impacts on Resource Enhancement wetlands, including their buffers, at structure planning and subdivision design stages.**

a. Relevant agencies to finalise a whole of Government policy for the identification and implementation of wetland buffers.

There is a lot of reference in this document to the need to protect our wetlands, and one of the things referred to is the need to understand that wetland ecosystems depend on buffers to protect upland vegetation adjacent to wetlands, which also provides habitat critical for parts of the life-cycle of many fauna species that rely on wetlands for their survival. Before the government says, “Oh, look; we’re just talking about a dirt track where the overhead lines already exist; it’s away from the main Beeliar wetlands and away from Bibra Lake”, it should read its own advice. Those buffer zones are crucial and the government’s own advisers are telling it that it needs to protect wetlands. We have few wetlands remaining in the metropolitan area and in this state.

There are so many issues I could cover, but I will sit down because I know there are many other members who want to speak, including the member for Willagee. I will, however, say one thing to the Minister for Transport: we are looking forward to the next election and to the Minister for Transport standing in his existing area, and I am looking forward to working with the people of Palmyra, who are champing at the bit to let the minister know at the next election what they think about what he is doing to their community.

DR M.D. NAHAN (Riverton — Treasurer) [4.03 pm]: I would like to make a few comments on this motion. I was elected to this house campaigning to a very great extent on the issue of Roe 8. It was a major issue of the 2005 election, which I did not participate in, and in the 2008 election, when I won my seat. At that time, the Labor Party was vacillating over whether it stood for it or not; it was clear that it did not, but it was still vacillating, and later on we learnt the truth about its position. I was intimately involved in it because Roe 7 goes through my electorate and I have dealt with a large number of issues to do with it, including noise walls. I can tell members that, yes, there are some people around the state concerned about Roe 8, including in the areas it traverses, but outside that area, there is huge, overwhelming support for it. Yes, it might be the silent majority, but the silent majority votes.

I can understand why people who own land adjacent to it —

Several members interjected.

The SPEAKER: Let the Treasurer speak!

Dr M.D. NAHAN: I can understand why people who own houses on either side of what has been parkland—it has actually been a road reserve for decades—would like it to remain as it is; I can understand that. I can understand that the Greens, in particular, have trouble with roads, and with progress generally. But we need this road for a number of reasons. First and foremost, we need a southern access to Fiona Stanley Hospital and the Murdoch precinct. Indeed, I saw a picture of the Leader of the Opposition and, I think, the member for Cockburn, at Cockburn Central, bragging about hubs, and the hub they were referring to, verbally and pictorially, was the Murdoch precinct. Well, that hub does not work without Roe 8. There will soon be 35 000 people working and travelling in and out of there on a daily basis, and they will need Roe 8. The expansion of the Murdoch precinct was based on the existence and planning of Roe 8—without it, it does not make any sense.

As to the outer harbour and inner harbour, there will perhaps be an outer harbour someday, but Roe 8 has long been planned not as the endpoint but as a stepping stone to improving the necessary access of vehicles and heavy trucks to the port of Fremantle and eventually, some day in the future, down to the south and the outer harbour. That is what has been planned; we do not do it all at once, as we do it step-by-step, just like Roe Highway has been built—Roe 4, 5, 6 and 7 were steps, and we are taking the next step. As the member for Bateman indicated, it has been the most heavily planned road in this state’s history. There has been \$22 million spent over three years on the most thorough environmental assessment possible, and it came through, with some amendments, but approved. It has been the most thoroughly studied and planned road in this state’s history, so the argument that it has not been planned is not valid. It has been on the drawing board for 50 years and went through a \$22 million thorough assessment. It is absolutely necessary and there are no alternatives for it, but the member for Fremantle let out a dirty little secret. Her opposition to this road is really, “We want the traffic in a Liberal seat rather than a Labor one.” That is what it is all about. It is about shunting it away from the Labor Party’s electorates and, in the process, undermining planning policy.

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Mr R.H. Cook interjected.

Dr M.D. NAHAN: No, it does not actually go through my electorate; Roe 7 does. It does not even touch it.

Mr R.H. Cook interjected.

The SPEAKER: Member for Kwinana!

Dr M.D. NAHAN: When people are lining up in traffic jams trying to get into Fiona Stanley Hospital, we will remind them that it is a Labor outcome, because that is what Labor is like. When people are queuing up in traffic jams around that area and are getting in accidents with trucks going down Leach Highway, that will be a Labor policy.

More importantly, I sympathise with the people around High Street. When Alannah MacTiernan excised the Fremantle eastern bypass, she realised she had a problem: how would she get the trucks more efficiently to the port of Fremantle—the inner harbour? She came up with a plan to excise houses from Leach Highway to High Street. The basic case for stage 2 of Perth Freight Link is Alannah MacTiernan's plan. It has been there since 2008. She is the one responsible for people losing their homes along High Street, so if people upstairs want to complain, go there.

I would like to make one other comment. The member for Rockingham is advocating an immediate move to an outer harbour, which will destroy 400 hectares of seagrass. We have an EPA assessment saying that it will be very difficult to build an outer harbour without significant additional and irreparable destruction of the ecology of the area. He is the member for Rockingham and he is supporting that.

Mr J.M. Francis: Put it in your budget estimates going to the next election.

Dr M.D. NAHAN: If the opposition wants to propose at the next election that we should move to an outer harbour, it can come up with the \$5 billion.

Several members interjected.

MR P.C. TINLEY (Willagee) [4.09 pm]: In my very short time I want to attend to many things, but I must start with putting paid once and for all to the debate in this house around the eastern bypass and the deletion by Alannah MacTiernan, who is not here to defend herself. She is not here to be verbally, although she will find members and they will hear her. Let me be clear: Roe 8 or Roe 9 has nothing to do with the eastern bypass. The eastern bypass, as the Minister for Planning will absolutely understand, is the southern end of the proposed Stephenson highway.

Mr J.H.D. Day: Stirling Highway.

Mr P.C. TINLEY: It is the Stephenson highway. Let me be really clear: if the government is going to delete this, it will be on the basis that the Stephenson highway was never going to be built through Nedlands and the Wembley Golf Course—in the leafy greens of the western suburbs. The opposition will not listen until the government takes those houses and is serious about taking the Stephenson highway through the leafy suburbs of Nedlands. Until then, the government has no argument and no attack on the former member for Armadale. The government cannot stand on any argument whatsoever that the eastern bypass in some way fits the vision for the inbound and outbound freight of this state. This is a visionless business.

Mr M.H. Taylor interjected.

Mr P.C. TINLEY: It is good that the member for Bateman piped up. It is good that he communicated with his community; it is good that he came down to the rally of the rent-a-crowd of the member for Churchlands and had his piece to say. But I did not see him out front this morning. What he did was drive around Coolbellup and along Hope Road with the Premier, with his arm out the window, saying, "Oh, yeah; this looks fair enough. This looks good enough." That is how the government consults the community. Is that not right, member for Bateman?

Mr D.C. Nalder interjected.

Mr P.C. TINLEY: The Minister for Transport went to Canberra and had his lunch eaten. He went to Canberra with Metro Area Express and came home with a big wad of money for a road to nowhere. He is so committed to Roe 8 that he is going to change seats. He is so committed to Roe 8 that he is looking for a new seat. I tell you now, my friend, they are waiting for you. The member for Fremantle is bringing them on, and they are waiting for the minister.

Several members interjected.

Division

Extract from Hansard
[ASSEMBLY — Tuesday, 24 November 2015]
p8780f-8792a

Speaker; Mr Mark McGowan; Ms Rita Saffioti; Mr Dean Nalder; Mr Matt Taylor; Mr Bill Johnston; Ms Simone McGurk; Dr Mike Nahan; Mr Peter Tinley

Question put and a division taken, the Acting Speaker (Ian Britza) casting his vote with the noes, with the following result —

Ayes (17)

Dr A.D. Buti
Mr R.H. Cook
Ms J. Farrer
Mr W.J. Johnston
Mr F.M. Logan

Mr M. McGowan
Ms S.F. McGurk
Mr M.P. Murray
Mr P. Papalia
Mr J.R. Quigley

Ms M.M. Quirk
Mrs M.H. Roberts
Mr C.J. Tallentire
Mr P.C. Tinley
Mr P.B. Watson

Mr B.S. Wyatt
Mr D.A. Templeman (*Teller*)

Noes (33)

Mr P. Abetz
Mr F.A. Alban
Mr C.J. Barnett
Mr I.C. Blayney
Mr I.M. Britza
Mr G.M. Castrilli
Mr V.A. Catania
Mr M.J. Cowper
Mr J.H.D. Day

Ms W.M. Duncan
Ms E. Evangel
Mr J.M. Francis
Mrs G.J. Godfrey
Mr B.J. Grylls
Dr K.D. Hames
Mrs L.M. Harvey
Mr C.D. Hatton
Mr A.P. Jacob

Mr R.F. Johnson
Mr S.K. L'Estrange
Mr R.S. Love
Mr W.R. Marmion
Mr J.E. McGrath
Ms L. Mettam
Mr P.T. Miles
Ms A.R. Mitchell
Mr N.W. Morton

Dr M.D. Nahan
Mr D.C. Nalder
Mr A.J. Simpson
Mr M.H. Taylor
Mr T.K. Waldron
Mr A. Krsticevic (*Teller*)

Pairs

Mr D.J. Kelly
Ms R. Saffioti
Ms J.M. Freeman
Ms L.L. Baker

Mr D.T. Redman
Dr G.G. Jacobs
Ms M.J. Davies
Mr J. Norberger

Question thus negatived.