

Mr Mark McGowan; Ms Rita Saffioti; Mr Colin Barnett; Mr Bill Marmion; Mr Joe Francis; Mr Rob Johnson;
Mr Matt Taylor; Speaker; Mrs Glenys Godfrey; Ms Simone McGurk; Dr Mike Nahan; Mr Peter Tinley

ROE HIGHWAY STAGE 8 — CONSTRUCTION CONTRACT — STATE ELECTION 2017

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) [2.55 pm]: I move —

That this house calls on the government to not sign any contracts on the Roe 8 project prior to the next state election, and condemns the Liberal–National government for its contempt and disregard of the Western Australian public on this matter.

The behaviour of the government has been arrogant, petulant and irresponsible on this issue—arrogant, petulant and irresponsible in relation to rushing to sign this contract just before a state election. This is an important issue for Western Australians. This is an important issue for people who live in the southern suburbs. The people of the southern suburbs care about the proper expenditure of public money, a new port in Kwinana and the state’s environment, and they deserve the opportunity to vote on this issue. Let them vote on this issue at the next state election.

The government has no mandate for this project. I use as my source comments by the Premier on 6PR on 26 March 2014, and I quote —

... we did not commit during the election campaign to build it.

“We did not commit during the election campaign to build it”! That is exhibit A!

Further exhibits show that there was no mandate for this project. I refer to the election commitments submitted for costing by the Liberal Party immediately before the last state election. I have them here, and there are 108 of them. Metro Area Express light rail is there—here it is—as one of the election promises submitted for costing. The Bunbury to Albany gas pipeline is on there, but Roe 8 is nowhere to be seen! So there was no Roe 8 in the election promises submitted for costing. I have with me the Liberals’ transport policy. I went through it back to front—but no Roe 8. There was no mention of the Perth Freight Link, but MAX light rail is again right up there and very prominent. In fact, the first major one is MAX light rail at \$1.8 billion!

So, there is no mandate. The minister is quoting Labor websites and saying that they are Liberal Party commitments! It is a post that no longer exists! The minister is saying, “Look. You’re saying this about us, so that means that’s our promise.” Honestly! If that is the justification when I can produce all the Liberal Party’s election commitments and it does not feature, it is pathetic. The Liberal Party has no mandate for this project.

I will explain why we have not supported this project for a long time. It will cost around \$100 million for one kilometre of road. It is five kilometres long at \$100 million a kilometre. Think of that! That is \$100 million a kilometre of road for a road that does not reach the port. It goes nowhere near the port. It is a road that goes through the middle —

Several members interjected.

The SPEAKER: I only want to hear one speaker. Everybody is interested in this matter. I want to hear the Leader of the Opposition.

Mr M. McGOWAN: It is a road that goes nowhere near the port —

Mr C.J. Barnett interjected.

Mr M. McGOWAN: I know the area well; I drive through the area every single day. I know the southern suburbs are a mystery to the Premier, but I go through the area every single day. It goes through the middle of Coolbellup—an existing suburban area of some 40 years or so standing. It goes through the middle of the Beelihar wetlands. The most important issue is that it reaches Stock Road and then it goes nowhere.

If the government wants a long-term plan for freight and trade, it should get the trucks out of the suburbs, not funnel them into the suburbs. Roe 8 will extend to Stock Road, but the government has varied the contract to provide an interchange at Stock Road without following proper processes or guidelines, and now all the trucks will be funnelled through that road onto Stock Road in a northerly direction. The government will then have to somehow deal with the consequence of that, but it has no plan to deal with it.

Mr J.H.D. Day interjected.

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Mr M. McGOWAN: The Leader of the House can argue about issues of 30 years' standing if he wants to. We are talking about how to deal with the issue that currently exists. We have a plan for freight and trade. It is a long-term plan for the future. It is about getting the trucks out —

Dr M.D. Nahan interjected.

The SPEAKER: Treasurer, I call you to order for the second time. I want to hear one speaker. There is plenty of time for everybody to talk.

Mr M. McGOWAN: We have a plan to get the trucks out of the suburbs. The government has a plan to funnel them into the suburbs, and it does not have a solution for when Roe 8 reaches Stock Road. It has a whole bunch of ideas that it has thrown out there. I have all these press releases from when the Premier and the former Minister for Transport, the member for Alfred Cove, promised the Perth Freight Link. It was going to hit Stock Road, go around the corner at Leach Highway and Stock Road and run along Leach Highway past Moody Glen, but the government dumped that one. It then went to a tunnel proposition. The tunnel was going to run under the suburbs and pop up a few kilometres short of Fremantle port, but it dumped that one. Now, on the cusp of a state election, it is going to spend more than half a billion dollars on a road that it does not know how it is going to finish. How is that responsible? It is completely irresponsible.

Several members interjected.

The SPEAKER: That is enough!

Mr C.J. Barnett interjected.

Mr M. McGOWAN: Really! Honestly, the Premier is really going out of his mind.

The SPEAKER: That is enough! Carry on, Leader of the Opposition.

Mr M. McGOWAN: The way he is carrying on today is absolutely unforgivable.

Several members interjected.

The SPEAKER: Thank you!

Mr M. McGOWAN: Honestly! Look at him; there he is.

Several members interjected.

The SPEAKER: Thank you! That is enough. Everybody, that is enough.

Mr M. McGOWAN: I watched Richard Court for all those years and he never behaved like the Premier does. I was here for all those years—the Leader of the House knows it too—and he never behaved like the Premier does. He was of far higher quality than the Premier.

Our view is that the road will not work and we have made that claim for a long time. The government did not promise it at the last state election. It currently has High Court action on foot.

Mr C.J. Barnett: No, we don't.

Mr M. McGOWAN: Yes, it does. There is an application to the High Court in relation to —

Several members interjected.

The SPEAKER: That is enough!

Mr C.J. Barnett interjected.

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

Mr P.C. Tinley interjected.

The SPEAKER: And member for Willagee for the first time.

I suggest that you listen to the Leader of the Opposition and if you want to refute it, make a speech.

Mr M. McGOWAN: There is currently an application to the High Court to appeal the decision of the Court of Appeal. Members might recall that Chief Justice Wayne Martin found that the environmental approvals for this project were invalid for taking into account improper considerations and not taking into account the guidelines of the Environmental Protection Authority. Chief Justice Wayne Martin, the most eminent lawyer in Western Australia, found that. His decision is currently being appealed to the High Court by parties who say that his decision was right. That is not an insignificant matter. That is Chief Justice Wayne Martin's finding on this matter. I might also add that the government's record on these sorts of issues has been nothing short of appalling.

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We remember the \$80 million that it wasted on all the processes around James Price Point. It poured \$80 million down the drain.

Mr C.J. Barnett interjected.

Mr M. McGOWAN: The Premier can speak later on. That is the way it works; he can speak later on.

The SPEAKER: That is enough, Premier!

Mr C.J. Barnett interjected.

The SPEAKER: Premier!

Mr W.J. Johnston interjected.

The SPEAKER: Thank you! Member for Cannington, I am not interested. Premier and member for Cannington, if you want to speak later, there is plenty of time.

Mr M. McGOWAN: The James Price Point decision took place in August 2013, when the Liberal Party was in office and when the current Minister for Transport was the Minister for Environment. It was found that the government's processes in approving that site were invalid. Here it is. In fact, a range of court decisions found that a whole range of processes the government engaged in were invalid. However, instead of learning the lessons of that very unfortunate affair, the government is now proceeding headlong into signing more contracts when there is the prospect of the same thing occurring again, and that is irresponsible. We saw the government proclaim in this house no more than a few months ago that its Bell litigation was valid and would stand up in court, but it was struck down by the High Court. Its record on these things is bad, because it ignores much of the advice and proceeds headlong, ignoring the potential legal consequences of this issue that are sitting out there right now.

Let us say that the government signs the contracts and then they are struck down by the High Court. What an imbroglio. What another shocking position the government will have gotten Western Australia into. We are saying that instead of all this mess it has created in Western Australia, let the issue be decided at the state election. Both sides of politics can put forward their ideas and plans and let the people of this state decide in the ultimate referendum—the state election. Let the people of the state decide what happens.

Mr M.H. Taylor interjected.

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

Mr M. McGOWAN: To reiterate, the government does not know where it will go once this road is built. It will build this road, to which it has made significant variations contrary to guidelines, and then it will hit Stock Road, but it does not know what it is going to do then. How is it that during question time today the minister said that it will cost about \$1.9 billion but the government does not know what it is going to do once it hits Stock Road? That is another \$1.4 billion of cost, according to the government's own figures, and it has no idea how it is going to spend it. How is it that the government can come up with a half-baked plan like that and sign contracts in the shadow of an election—in the shadow of the caretaker period? It is irresponsible to do that. It is not the right thing to do with taxpayers' money. I know that it is rushing out there because it thinks that it will somehow wedge the opposition on this issue: "Let's sign this because we'll wedge the opposition and then we'll be able to say stuff about them." I think Western Australians are brighter than that. They know the history of James Price Point. They know the history of the Bell litigation. They know the history of the mess of so many projects that has occurred under this government's watch. They know that the government is rushing out to sign these contracts that it did not take to the last state election, and here are all its policies to prove it. They know that this is just another example of arrogant petulance by the Premier and the government of Western Australia. However, we are also calling on the government: if it signs these contracts this week, it needs to release them. The people of Western Australia have the right to see what the government signs up to with \$540 million of taxpayers' money. They have the right to see that. If the government hides those contracts, it will be damned by the people of Western Australia. This headline is true; the government does hide matters from the people of Western Australia. We saw it last week with the Auditor General, who panned the Minister for Corrective Services for not releasing information. We see it on a weekly basis, and this is another example of it. The opposition is saying to the minister today that he has an obligation to release the contracts if he signs them this week. We will be calling for that on a weekly basis. Today the opposition is telling the minister not to sign the contracts in the first place and that he should let the people of Western Australia decide. The government does not have a reasonable long-term approach to dealing with freight and trade issues. All the government has is a haphazard approach in the urgent signing of contracts for which it has no mandate. It is far better that the people of Western Australia have the right to decide this issue in March next year.

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MS R. SAFFIOTI (West Swan) [3.10 pm]: I start with the polling of Liberal Party donors that was done not so long ago, with 42 per cent believing that the Premier is arrogant. Today we saw the most arrogant move of the government in its entire term in its rush to sign a contract.

Several members interjected.

The SPEAKER: Member for Joondalup, I now call you for the second time. I say it again: there is plenty of time to talk.

Ms R. SAFFIOTI: The government is rushing to sign this contract only months before we go into caretaker mode. This project and the justification for the project have changed many times in the past year. The fact that this government arrogantly and contemptuously wants to go ahead with this speaks volumes about the government and where it believes it is at.

Several members interjected.

The SPEAKER: Member for Dawesville, I call you to order for the first time. Member for West Swan, through the Chair, please.

Ms R. SAFFIOTI: That speaks volumes about where the government thinks it is at and about the arrogance it shows to the public of WA. Today the new minister basically gave no detail of what the government is doing. Is there one contract or two contracts? The minister has to explain whether, by the end of the week, he will sign off on the \$340 million project to Coolbellup Avenue or on the entire project.

Several members interjected.

Ms R. SAFFIOTI: I am not asking the puppet master; I am asking the minister. I want to know from the minister whether he will sign one contract or two contracts. Did the minister get advice that the interchange had to go back to tender because of this significant change in the project? What happened to the legal advice? Why can the minister not table the legal advice about the risks of entering this contract? Why can the minister not release the contract? Earlier today in this Parliament the minister said that he had not read the contract, but in a press conference today he alluded to what was in the contract. Has the minister read the contract or not? This involves up to half a billion dollars of taxpayers' money. The minister must tell us whether he has read the contract. He must give us the detail in the contract. Is there going to be a heavy vehicle charge?

Several members interjected.

Ms R. SAFFIOTI: The minister is receiving more instructions.

The SPEAKER: Through the Chair.

Ms R. SAFFIOTI: We just want to make sure the minister has received his directions.

The SPEAKER: That is okay. You do not need to worry about that. Through the Chair.

Ms R. SAFFIOTI: Does the minister know what he is allowed to say?

Several members interjected.

The SPEAKER: That is enough.

Ms R. SAFFIOTI: Is there a heavy vehicle charge? How much of the \$15 million allocated in this year's budget has been spent on this new toll road? The minister would not know. Today the minister tells us that all options are on the table, including creating so much uncertainty for families living along that strip. Basically, the minister has said to all those families that although this is their future, the government cannot tell them what it is doing about their future and that they have to sit and wait for months, and potentially years, before they find out what their future is. I refer to the former proponents of stage 2 of the Roe 8 project. Members will remember that the former minister said that \$23 million had been spent to get stage 2 to this point. According to the minister, how much of that \$23 million has been spent? Has \$23 million been spent? Can the minister confirm the numbers given by the previous minister? The project is a complete shambles, with a number of complete unknowns. The project is going to Stock Road, but what happens to Stock Road and Leach Highway? We have absolutely no answers. The Treasurer laughs in the manic, erratic laugh that he has. What happens in December?

Several members interjected.

The SPEAKER: Members, thank you! Carry on, member for West Swan—through the Chair.

Ms R. SAFFIOTI: We heard that crazy manic laugh from the Treasurer. The backbench should know that I love watching the Treasurer on TV explaining the sale of Western Power. I love it! I watch the Treasurer on TV every night talking about the sale of Western Power, because that really goes down well with me.

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Several members interjected.

The SPEAKER: I just want to tell members something now: member for Warnbro and the Treasurer, you are not helping; member for West Swan, through the Chair.

Ms R. SAFFIOTI: Today government members are saying that they have a mandate, when the Premier himself said on radio that the government had no mandate. On radio, the Premier stated during the election campaign that the government did not commit to build it. That is what the Premier said. He said that the government did not commit to build it.

Mr P.C. Tinley interjected.

Ms R. SAFFIOTI: No, it was AM radio. The Premier said that the government did not commit to build Roe 8. The Premier has said that the opposition is correct and the government did not commit to build Roe 8. The government has no mandate if at the last election it did not commit to build it. It does not matter what you guys find from trawling through 2009 Labor Party websites; the government did not commit to build it.

Several members interjected.

The SPEAKER: Thank you! That is enough.

Several members interjected.

The SPEAKER: Somebody is going to be a casualty here. Treasurer, you are starting to move up the list, and so are you, member for Cannington.

Ms R. SAFFIOTI: The Treasurer is the Donald Trump of Western Australian politics it appears.

Several members interjected.

The SPEAKER: That is it! Through the Chair. Member for West Swan, direct your comments through the Chair.

Ms R. SAFFIOTI: The government has no mandate for this project. It does not know where the road is going, and it makes it up as it goes along. The government will sign a contract for purely political reasons, not for any other reason. It is not for the future of taxpayers in WA. All the government is doing is creating risk and uncertainty for taxpayers, and greater uncertainty for all those homeowners. This is a debacle of a project. Again, it is an example of the complete arrogance and contempt in which this government holds Western Australians.

MR C.J. BARNETT (Cottesloe — Premier) [3.17 pm]: I am glad that the Labor Party brought this debate on because it allows me to go through the project and it also allows members south of the river to explain to members opposite what it means for them and their constituents.

Yesterday cabinet made the decision to go ahead with the Roe 8 project. Construction contracts will be signed this week and we expect site works to be underway in December this year. It has a three-year construction period. The Roe 8 project has been part of the metropolitan region scheme since 1963, yet the opposition says that the government is rushing it! Roe 8 has been part of the metropolitan region scheme since 1963. As the number "8" in Roe 8 suggests, this is the eighth stage of the Roe Highway project. There was Roe 1, Roe 2, Roe 3, Roe 4, Roe 5, Roe 6, Roe 7 and now Roe 8! How surprising that we would construct Roe 8! Sequentially, the Roe Highway project is up to Roe 8. The Liberal Party has always supported Roe 8. It opposed the deletion of the Fremantle bypass, but that is history. The cabinet decision was based on the contract for Roe 8 being ready to be signed 12 months ago. The project was delayed by court action taken by environmental groups. The contract could have been signed a year ago and work would have been well under way at this point. The project has hardly been rushed; it was delayed for a year. Also, the government had decided to extend Roe 8, by a variation, to go through to Stock Road and to build an interchange on Stock Road. That is where the project is at.

The 2016–17 state budget allocation of funds for Roe 8 is \$540 million. The contract for Roe 8 that was signed this week is \$340 million. In the next few weeks, the variation will be put in place, which includes the Stock Road interchange at an estimated value of \$110 million.

Ms R. Saffioti: Is it estimated?

Mr C.J. BARNETT: Yes, the estimated. It will be basically that figure. That means Roe 8 plus the Stock Road interchange will be built for \$450 million, which, even with the interchange at Stock Road, is still \$90 million less than what was foreshadowed in the 2016–17 budget.

Ms R. Saffioti interjected.

The SPEAKER: That is enough, member for West Swan.

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Mr C.J. BARNETT: That is the truth of it. The contracts will be awarded to a consortium led by CPD Contractors, which was previously known as the Leighton Group, and work will commence late this year.

The project is jointly funded by commonwealth and state governments and all those agreements are in place and will operate. The contract for this construction—I have not read it—is basically a standard Main Roads Western Australia construction project. There is nothing mysterious or secretive about it. Just as we have extended the freeway north, widened the freeway and added interchanges all over the metropolitan area, it is just a standard Main Roads contract and there is nothing unusual about it.

Now, the benefits of this project—we know that the Labor Party opposes it. That is its position. It is against most things that advance Western Australia, and it is against this project. That is the Labor Party's position. Forget all the requests to table the report and the questions about our mandate; the bottom line is that the Labor Party is opposed to Roe 8. That is the Labor Party's position and members opposite do not need to say any more because everyone knows that. What will Roe 8 do? Obviously, it will reduce congestion, improve road safety in the area and improve the efficiency of transport in terms of time and cost. For the people in denial, on a daily basis, it will take 6 900 trucks off suburban roads, including Leach Highway, onto Roe Highway. That is 6 900 trucks a day! It will also take 74 000 cars and light commercials off suburban roads and put them on Roe 8.

Mr P. Papalia interjected.

The SPEAKER: Member for Warnbro!

Mr C.J. BARNETT: I would think that that is a bit of a benefit in reducing congestion, improving road safety and saving time for not only the transport industry, but also motorists. It will also create up to 500 direct jobs in construction, plus multiple indirect jobs.

I understand and respect the point of view that environmental groups have taken. The Beeliam wetlands is a sensitive area. Any wetland area is sensitive. Much of the media presentation—typically footage shown on television—is not of where this road will go. This road will not go across the middle of the lake. It will not do that. The road will go through the wetlands and between the lakes. How radical is that? It will go between the lakes! That is what it will do.

Mr C.J. Tallentire interjected.

The SPEAKER: Member for Gosnells, you will have a chance to talk.

Mr C.J. BARNETT: The project has had exhaustive environmental assessments by the state and the commonwealth, and it has those approvals. I remind members opposite that the legal action undertaken in the Supreme Court had nothing to do with the environmental standards required; it had to do with the process of assessment. No-one has challenged the environmental standards, which are strict.

Mr C.J. Tallentire interjected.

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

Mr C.J. BARNETT: As the Minister for Transport will explain in a moment —

Ms R. Saffioti: I'm sure he will.

Mr C.J. BARNETT: He will do a better job than the member opposite did.

The Minister for Environment will go through some of the environmental aspects of this project and the engineering and design changes that will absolutely minimise environmental impact. Sure, there will be an impact during construction, but if members are interested—we will give them a copy if they have not seen it—they should look at the presentation of the flythrough and what Roe 8 will look like that was given to the media today. It shows the pathways and the public access that will be provided by Roe 8. It is not just a road; it improves public access to the Beeliam wetlands. Members should have a look at that for themselves, because I can tell them that people south of the river will have a look at it and they probably will be fairly impressed when they see it.

Mr M. McGowan: A flythrough?

Mr C.J. BARNETT: We will send the member a copy. It might lighten up his day.

The basis of the trivial arguments members opposite made, saying it is rushed and all the rest of it, is that the election is in March. The caretaker period is there for good reason. The election is five months away. We will keep governing and making decisions right up to the caretaker period. We do not stop governing, like the Labor Party did. The Labor Party stopped governing; it could not make a decision about where the Ichthys project should go. The project was lost to Darwin because the Labor government could not make a decision. That is

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what happened. As to the future, the Roe Highway has always been built in stages, as is any major project. What happens next? There will be another stage that will connect Roe 8 from the interchange at Stock Road to the inner harbour, but a lot more work is to be done on that and it is not in a position for contracts to be signed. We have to make decisions on design and alignment. It most likely will be a tunnel; I think that probably is the best option, but there has been no cabinet decision on that.

Mr M. McGowan: Will it be a tunnel under the river?

Mr C.J. BARNETT: That is a fair point. Will it be a bridge over the river or a tunnel under the river? Those decisions have not been made and that is why we are not signing contracts on Roe 9. During the construction period of Roe 8, all those things will be assessed. The engineering process, the design, the costings and the environmental approvals will take place, and well before Roe 8 is completed we will make a decision as a government about building that. That is called proper, responsible government. That is what we will do.

MR W.R. MARMION (Nedlands — Minister for Transport) [3.27 pm]: This is an outstanding project for Western Australia. Roe 8 from Kwinana Freeway to Stock Road is the missing link —

Mr S.K. L'Estrange: The missing link's over there.

Mr W.R. MARMION: We have a few missing links.

This is the missing link of the transport corridor from Muchea to the inner harbour. This link will assist not only the inner harbour; eventually, it will help the outer harbour as well, which is our long-term plan. And, of course, it is an election commitment. As I said in question time —

Ms R. Saffioti: Is the Premier wrong?

Mr W.R. MARMION: No; the Premier said that it would not be built. It is going to be built; it is going to be designed and built. It will not be built until the next term now, as it turns out, because of the delay due to the court action. This was on the Labor Party's broken premises website —

The Liberals will build the Roe 8 Extension to alleviate traffic congestion

That is a direct quote from —

Mr W.J. Johnston interjected.

The SPEAKER: Member for Cannington, I call you to order for the second time. I have been very lenient on you today and I suggest that you temper your language.

Mr W.R. MARMION: Further to back that, Mr Speaker, the 9 September 2008 Liberal Party transport policy states —

The Liberal Government will provide \$20 million over the next four years to begin construction of the new Roe Stage 8 project.

It is well known that Roe 8 has been a longstanding commitment of the Liberal Party—for the last eight years. The project was in the Stephenson–Hepburn plan 1958–60. It is a very important part of the project to reduce congestion in that area. Indeed, the opposition says that it will not reduce congestion. Of course it will reduce congestion. What happens at Kwinana Freeway? We have 7 000 trucks every day going to the inner harbour —

Several members interjected.

The SPEAKER: Member for Warnbro, I call you to order for the first time; member for Cannington, for the third time.

Mr W.R. MARMION: By having another link —

Mr F.M. Logan interjected.

The SPEAKER: Member for Cockburn, I call you for the third time. Somebody is going to have a rest.

Mr W.R. MARMION: Having another link—a four-lane dual carriageway, freeway-standard road, from Kwinana Freeway non-stop right through to Stock Road—will reduce congestion on Leach Highway and South Street, obviously, and also —

Mr P. Papalia: Hang on! Where did you say—South Street?

Mr W.R. MARMION: Yes. It is the traffic on South Street and Leach Highway. They are east–west arterials. If we put in another arterial, we will take the traffic off —

Mr P. Papalia interjected.

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The SPEAKER: Member for Warnbro, thank you very much. I call you to order for the second time.

Several members interjected.

The SPEAKER: I am on my feet. Thank you. You can have a turn to speak if you want, member for Warnbro.

Mr W.R. MARMION: A lot of members want to speak on this matter, but I am up to only the second dot point. I said that Roe 8 is an east–west arterial, and so are South Street and Leach Highway. If we put in another east–west link parallel to those two roads, some traffic will come off. We now have 6 900 trucks going towards the inner harbour per day, and nearly 75 000 light vehicles and cars go that way. Some of that traffic will come off, so it will reduce congestion. That is obvious. It is a no-brainer.

Mr P.C. Tinley interjected.

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

Mr W.R. MARMION: It is obvious that if we put another road parallel to other roads and it is fast, people will use it. If people are coming down Roe Highway, they will not get off Roe Highway at Kwinana Freeway and go onto South Street and Leach Highway; they will continue through to Stock Road. It will reduce congestion. That is my first point.

Mr P.C. Tinley interjected.

The SPEAKER: Member for Willagee.

Mr W.R. MARMION: The member for Warnbro’s point was irrelevant.

As the Premier said, 400 or 500 jobs will emanate from this project. By taking the trucks that sneak down Leach Highway and South Street off those roads, the roads will be a lot safer. Indeed, I might highlight some of the design elements of the freeway before I get to the environmental aspects. I want to leave some time for local members to talk about the fantastic benefits of this very important road for Western Australia.

The very first interchange, which will be the intersection of Roe Highway and Kwinana Freeway, will be Perth’s best and most outstanding interchange. All connections will be freeway standard. There will be no stops at all. It will be a full freeway-to-freeway interchange—all legs and no stops.

Mr P. Papalia interjected.

The SPEAKER: Member for Warnbro!

Mr W.R. MARMION: The next important element of the design is the link-in to Murdoch Drive. It will allow commuters to go to Fiona Stanley Hospital from the north and south. Fiona Stanley will be a key activity centre with about 35 000 jobs there. Therefore, having Roe 8 going further to the west—to just the next stop, Murdoch Drive—it will help to activate that area and make the hospital work better. That is the first point.

There will be a flyover across Progress Road. Just before it gets there, the road will go through the wetlands. It is very important that I highlight what will happen in the wetlands, because \$45 million worth of work is being done to make sure we protect the wetlands specifically. As the Premier said, the road is not going through a lake; it is going between two lakes. There will be two bridges. One bridge will be 120 metres long and another bridge will be 70 metres long. The 120-metre long bridge will be top-down construction, which means it will be built from the top going down so it will have minimal impact on either side of the bridge.

Mr C.J. Tallentire interjected.

The SPEAKER: Member for Gosnells.

Mr W.R. MARMION: There will be underpasses for the fauna, so the fauna will still be able to go through. In fact, if members look at the fly through, they will see that it will look outstanding. It will be beautiful. Western Australians will actually be able to visit the Beelie wetlands just by driving by. There will be pedestrian and bicycle access. Part of the money will go to improve the wetlands. The member for Gosnells has his eyes down. Member for Gosnells, we will actually be putting in some work to improve the wetlands.

Several members interjected.

The SPEAKER: Thank you. We have the wall of noise.

Ms R. Saffioti interjected.

The SPEAKER: Member for West Swan. I want to hear the minister.

Mr W.R. MARMION: I want to finish with a couple of important points.

Mr Mark McGowan; Ms Rita Saffioti; Mr Colin Barnett; Mr Bill Marmion; Mr Joe Francis; Mr Rob Johnson;
Mr Matt Taylor; Speaker; Mrs Glenys Godfrey; Ms Simone McGurk; Dr Mike Nahan; Mr Peter Tinley

In February 2016, Infrastructure Australia, a fairly important body that looks at projects right across Australia, said that out of 93 infrastructure projects right across Australia, Roe 8 was the highest priority project nationally yet to begin construction. Infrastructure Australia has assessed Roe 8 as the number one project, so why would we delay building it? Why would we delay building the number one priority project in the whole of Australia? Polling has suggested that the majority of people support it. A ReachTEL poll has —

Mr P. Papalia interjected.

Mr W.R. MARMION: The public want it. We are here to deliver projects. That is my job as Minister for Transport. My first project is Roe 8, and we will go on and look at Roe 9. The other important thing that the member for Churchlands pointed out is that sequentially it has been Roe 1, 2, 3, 4, 5, 6, 7 and 8, and we will go on to look at Roe 9 next.

MR J.M. FRANCIS (Jandakot — Minister for Emergency Services) [3.36 pm]: I am pleased to put on the public record my support for this project and to completely reinforce the well-known view of every single person who voted in my seat of Jandakot at the last election. Let me tell members what happened on polling day at the last election. There were three names on the ballot paper—a Liberal Party candidate, me; a Labor Party candidate; and a Greens candidate. That was it. Obviously, the Labor candidate and the Greens preferenced me last. When I went around to every single polling booth in my electorate, as most candidates do on polling day, a large number of supporters for the No Roe 8 campaign were manning every booth and were handing out flyers that put me last. The Labor Party and the Greens were also urging voters to put me last. The No Roe 8 supporters vastly outnumbered the rest of us. Not a single voter in Jandakot was under any doubt whatsoever that the Liberal Party supported the building of Roe 8 and that the Labor Party and the Greens did not. In fact, I saw one of the most horrific things I have seen in my time of watching politics when I went to vote with my family at Harmony Primary School. The language the No Roe 8 campaigners used to me and my family about the No Roe 8 issue would make Donald Trump look like an altar boy. It was absolutely disgraceful behaviour.

Put all that aside, if there was any doubt whatsoever, about a week before the election in 2013, Piers Verstegen of the Conservation Council of Western Australia demanded to see me. He came to see me and he said, “We have doorknocked around 7 000 houses in your electorate and we have made it crystal clear that you support Roe 8 and we’ve encouraged all those people to put you last.” What happened to the Liberal Party vote in Jandakot? It went up seven per cent. Jandakot includes Bibra Lake and South Lake. It includes the wetlands, North Lake and Bibra Lake, which this road will go through the middle of. It will not go through the wetlands, but through the middle, to the south of North Lake and to the north part of Bibra Lake, just north of the existing Hope Road. There was no doubt whatsoever.

I know that the Leader of the Opposition objected to the Minister for Transport quoting from the 2009 Broken Promises website and what the Labor Party thought of the Liberal Party’s so-called commitment. I am not going to do that. I am going to quote from the Leader of the Opposition’s website that is live right now and still up there from 2013—markmcgowan.com.au. This is what the Labor Party has to say in this term of government about Barnett walking away from the Roe 8 promise. Do not worry about the 2009 stuff that it has pulled down and it says does not count anymore; this is live as we speak. It states —

- **The Liberal Party promised to build the extension at the 2008 and 2013 elections**

...

The Barnett Government has once again broken its election promise to build the Roe 8 extension.

...

“The Liberal Party has consistently promised to build Roe 8, claiming it was a defining difference between Labor and Liberal in the southern suburbs.

This is live on the Leader of the Opposition’s website. It continues —

“At the 2008 State Election, the Liberal Party promised to build Roe Stage 8 in its first term of Government.

...

“Then they had the audacity to promise that they will construct the extension if re-elected.

...

Mr Travers said the Barnett Government had betrayed the people of Riverton, Bateman, Jandakot and Southern River for the second consecutive time.

This is from Mark McGowan’s website. It states —

Mr Mark McGowan; Ms Rita Saffioti; Mr Colin Barnett; Mr Bill Marmion; Mr Joe Francis; Mr Rob Johnson;
Mr Matt Taylor; Speaker; Mrs Glenys Godfrey; Ms Simone McGurk; Dr Mike Nahan; Mr Peter Tinley

“What the Liberal Party does not understand, is that it has an obligation to honour its commitments,” ...

Now the opposition is saying that we did not make that commitment and we should not be doing it. Lastly, it goes on to state —

“Despite the Liberal Party promising this project during the 2008 and 2013 election campaigns, there remains no funding for the project in the budget and no timeframe for its delivery.”

The opposition has it today. It hates it. It cannot run around saying that there was any ambiguity whatsoever in Jandakot or the southern suburbs about our commitment to building this road and about the Labor Party’s opposition to it. It cannot possibly say that we have not sought the support of the people on this issue election after election. No single issue was bigger than this in my electorate in 2013. Everyone knew about it in 2008 but everyone certainly knew about it in 2013. We are getting on and delivering what we promised to do.

MR R.F. JOHNSON (Hillarys) [3.41 pm]: In the dying days of the Liberal–National government, we are now seeing —

Several members interjected.

The SPEAKER: That is enough.

Mr R.F. JOHNSON: We are now seeing another half a billion dollars added to the state debt—the biggest debt this state has ever had under this particular Premier.

Mr S.K. L’Estrange interjected.

Mr R.F. JOHNSON: You are okay. You are in a safe seat, sunshine, but a lot of your colleagues are not.

The poll today —

Mr M.H. Taylor interjected.

The SPEAKER: Member for Bateman!

Mr R.F. JOHNSON: The poll today and the previous Newspolls show quite clearly that the Liberal–National government will lose the next election and that this Premier will lose his seat.

Mr M.H. Taylor interjected.

The SPEAKER: Member for Bateman, I have been more than generous with you. I call you to order for the second time.

Mr R.F. JOHNSON: One-third of Liberal Party members do not want this Premier to be here. They are very worried about their seats. The government is simply enforcing a bad policy of spending money—half a billion dollars—when we are virtually in caretaker —

Mr J.H.D. Day interjected.

Mr R.F. JOHNSON: Oh, shut up, you silly boy.

We are virtually in caretaker mode, and no responsible government would do that.

The Premier said that the government will do stage 2 and all the rest of it—this road goes to nowhere at this stage—in the next term of government. The Premier will be drawing his pension then. He will be on his farm. Within a month of the next election —

Mr P.T. Miles interjected.

The SPEAKER: Member for Wanneroo, I call you to order for the first time. Give the member a chance.

Mr R.F. JOHNSON: They just cannot handle the truth. That is the problem. A month after the next election, if the predictions of the poll are correct, and I think they are, and the Liberals lose government, this Premier will be gone. He will not hang around; he will take his pension and bugger off. He will not stay around.

The SPEAKER: I advise you to watch your language, member for Hillarys.

Mr R.F. JOHNSON: Yes, Mr Speaker. That is used quite a lot.

The SPEAKER: Not here. We will let it go.

Mr R.F. JOHNSON: The polls do not normally lie; they are usually pretty accurate. This Premier will be gone. He will leave the biggest debt ever. When the next Newspoll comes out —

Point of Order

Mr M.H. TAYLOR: I raise a point of order under irrelevance.

The SPEAKER: If you make spurious points of order, I will call you to order.

Debate Resumed

Mr Mark McGowan; Ms Rita Saffioti; Mr Colin Barnett; Mr Bill Marmion; Mr Joe Francis; Mr Rob Johnson;
Mr Matt Taylor; Speaker; Mrs Glenys Godfrey; Ms Simone McGurk; Dr Mike Nahan; Mr Peter Tinley

Mr R.F. JOHNSON: Thank you, Mr Speaker. That is a classic from a one-term member. Those members in this chamber who are lucky enough to get back will be on this side of the house. It will do some of them good because it definitely does members good to have a term in opposition.

If I win my seat, all that the Labor Party will need is an eight per cent swing, not a 10 per cent swing. That would make all the difference. I invite members to just do the maths and look at the statistics because what I am saying is true.

Dr K.D. Hames interjected.

Mr R.F. JOHNSON: Oh, shut up, you silly little boy from Dawesville—the double dipper.

The SPEAKER: I have given you quite a lot of licence. You should come back to what we are talking about.

Mr R.F. JOHNSON: I would do but I keep getting interrupted by silly people in this chamber from the opposite side. I am talking about the one who double dips and claims public money for sleeping in his own bed in his own house, which is a disgrace. That is the problem with this government. It really has no fiscal responsibility whatsoever. It is spending money like a drunken sailor and it is being led by the worst one of the lot. The Premier will be gone. Mark my words, he will not hang around to keep members company. He will be gone after March. He will not be here. Remember what I said today: He will be gone. A lot of them will say, “Thank God for that.” People in my electorate will say that.

Withdrawal of Remark

Mr M. McGOWAN: Mr Speaker, I heard the Premier refer to the member for Hillarys as deranged, and I ask that he withdraw that very unparliamentary statement.

The SPEAKER: Carry on, member for Hillarys.

Mr M. McGOWAN: Mr Speaker, is your ruling —

The SPEAKER: I have heard a lot worse in this chamber than that. I will let the member for Hillarys continue.

Debate Resumed

Mr R.F. JOHNSON: I do not know whether this is acceptable. The Premier has been referred to many times as a drunken sailor.

Mr J.R. Quigley interjected.

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

Mr R.F. JOHNSON: The Premier has been referred to many times as spending like a drunken sailor. I would like to say that he is more like an alcoholic, quite frankly, the way he spends other people’s money. We can look at the debts he is running up; this one is half a billion dollars. We should let the people decide.

Point of Order

Mrs G.J. GODFREY: That is a personal attack on someone’s —

The SPEAKER: Member for Hillarys, continue please.

Debate Resumed

Mr R.F. JOHNSON: The government has really brought out the big guns now. I feel really hurt!

Several members interjected.

Mr R.F. JOHNSON: They cannot handle the truth.

The SPEAKER: Thank you. Member for Hillarys.

Mr R.F. JOHNSON: They just cannot handle the truth. I have a lot of time for the member for Belmont; I think she is a very decent person. There are quite a few decent people on the other side. There are also some terrible people that I have no time for whatsoever. But she is a very decent person. She will stand up, even for this Premier. She is very loyal. I would not be as loyal to him these days because he shows no loyalty. It is a one-way street. He will be directing this transport minister to do exactly what he wants him to do. What came out of cabinet yesterday is what this particular Premier wanted, not what the minister wanted. Why do members think we have seen the loss of two highly respected ministers who are now sitting on the back bench? We see other former ministers sitting on the back bench as well.

Mr C.J. Barnett: Such as yourself.

Mr R.F. JOHNSON: Yes, absolutely. As the Leader of the Opposition said, “Bring back Richard Court any day.”

Mr J.R. Quigley: This is deranged!

Mr Mark McGowan; Ms Rita Saffioti; Mr Colin Barnett; Mr Bill Marmion; Mr Joe Francis; Mr Rob Johnson;
Mr Matt Taylor; Speaker; Mrs Glenys Godfrey; Ms Simone McGurk; Dr Mike Nahan; Mr Peter Tinley

The SPEAKER: Member for Butler, you might think that this is a joke now. I call you to order for the second time. Member for Hillarys.

Mr R.F. JOHNSON: I think I have finished.

MS S.F. McGURK (Fremantle) [3.48 pm]: Whatever way we cut this project, it is rubbish. Never has the expression surrounding the criticism of Roe 8 as being a road to nowhere been more apt. For a long time the criticism about Roe 8 was that it went to Stock Road and stopped. In 2014, the then Prime Minister, Tony Abbott, said there was money for roads. Mathias Cormann and others—I am sure the Treasurer had something to do with it—put their hands together and said, “Let’s put some money into a major road project. We’ll pull Roe 8 off and we will build the Perth Freight Link, which will be a \$2 billion project.” Initially it was \$1.6 billion; soon it will be \$2.5 billion. Then the route for Perth Freight Link stages 2 and 3 started to become problematic. We knew that the route never went through to Fremantle port. We knew that stage 2 took out a number of businesses and homes. People who were not on the metropolitan region scheme and people who had no idea that their houses were in jeopardy all of a sudden realised they could lose their houses and their community as a result of Perth Freight Link. The government got nervous. It started to look at alternatives—the so-called tunnel option. Any way we look at Perth Freight Link, the route has been problematic. Any time the Premier or the government is confronted with an issue with Perth Freight Link, they say that they will deal with stage 2 later. At a meeting with North Fremantle residents, the Premier was asked, “What will this do to our houses and to our community in North Fremantle?” The Premier replied, “I agree this is problematic but it’s a long way down the track. Don’t worry about that. We’ll think about this later.” Today the Premier said he might even look at a tunnel under the river. That is an absurd proposition. In 2015, when asked in the upper house, Hon Jim Chown said —

A road tunnel underneath the Swan River servicing Fremantle port is not feasible. Due to the physical landscape and design requirements, particularly gradients, the length of tunnel infrastructure required to return to natural ground level would be excessive.

But when it suits them, they toss out these ideas. We are told, “We could go under the river. We’ll do a second Stirling Bridge. We’ll dig a tunnel. We’ll take other routes.” The route has always been uncertain and difficult. Now the government has retreated and said that it will just do Roe 8. Of course the exact cost of this project is clouded in secrecy and uncertainty. Federal government contributions for this project have been contingent upon doing the whole project, yet we hear that only Roe 8 has been committed to. The federal contribution to this project has been contingent on a freight user charge—tolls for trucks. When will that toll apply? Will it apply when the whole project through to Fremantle port is complete? Will it apply only to Roe 8? Will federal money be withheld until the whole project is complete, which is another area of uncertainty?

It is most galling that a business case has never been put forward to spend \$2 billion to \$2.5 billion on this whole project compared with alternative uses for that money. A business case, which should be the normal business of government, has not been released because it has not been done. How can a business case be done when the second and final routes of the project are not known? It is impossible. Today the Premier said that this project will take 7 000 trucks off Leach Highway and local roads, but how can that be if there is no stage 2 or stage 3? To invest all that money into the freight link means the government is putting all of its money into Fremantle port. This Treasurer will sell Fremantle port and triple —

Mr J.H.D. Day interjected.

The SPEAKER: Minister for Health, I call you to order for the first time. Member for Perth and member for Geraldton!

Ms S.F. McGURK: This Treasurer will sell Fremantle port and, in the process, triple the number of containers going through Fremantle port, from today’s numbers, to over two million a year. If 7 000 trucks will be taken off Leach Highway and local roads and onto the freight link, we are talking about 21 000 trucks being funnelled through. What happens after Roe 8 is completed? What happens to stages 2 and 3? There is complete uncertainty. The people from Palmyra, Bicton and my community understand that the government will increase the size of Fremantle port instead of getting on and building the outer harbour. It will increase the size of Fremantle port threefold, and as a result will increase the number of trucks travelling through those communities threefold. It is a disaster of disregard. It is disregard for the environment, decent planning and infrastructure spending. It is disregard for modern freight movement and it is disregard for communities. It is disregard for the people of Palmyra, including Tania and Damon Smirke, Laura and Chris Omodei, and Julie and Shaun Hoffmann. All those people living in Moody Glen have no idea whether they are being condemned to years of uncertainty and insecurity as a result of this government’s disastrous Roe 8 project.

DR M.D. NAHAN (Riverton — Treasurer) [3.55 pm]: I would like to enter this debate. This is not the first time we have discussed this issue in Parliament. We have discussed it many, many times over the last eight

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years. When I put my hand up for the seat of Riverton, the number one issue that I campaigned on and the number one issue that the Liberal Party campaigned on in 2005, and the issue that the Labor Party won the 2005 election on, and that I won the 2008 election on in the seat of Riverton, was Roe 8. In August 2008, I was standing on a bicycle overpass over Leach Highway near Rossmoyne high school dangling signs that read “Only the Liberals will build Roe 8”. I sent that message out in every one of my documentations. I discussed it endlessly. As the Minister for Fisheries indicated, in his electorate during the 2013 election campaign, anti-Roe 8 campaigners were out in force. They argued their preferences should go to Labor and the Greens. It was the issue that I won the seat of Riverton on by 64 votes. It was therefore the issue that brought the Liberals and Nationals into government. In our first budget in 2009–10, we allocated over \$500 million to build Roe 8. It was always contingent upon a contribution from the commonwealth. Unfortunately, the Rudd–Gillard–Rudd governments refused to contribute. Instead, we spent over \$20 million investigating in detail every aspect of this road—environmental, design and consultation. We spent the first term waiting for a proper government to come in in Canberra and make the contribution. When it did, we went ahead with it. When the Abbott government came in, it started discussions to help fund Roe 8, like it funded all of Roe Highway. We were on it. In the run-up to the 2013 state election, we did not put money into the estimates for Roe 8 because at that time we did not have the contribution from the commonwealth government. We did not have a contribution commitment from the commonwealth government because members opposite had leaned on people in Canberra not to support it. But I made a promise, and I will quote Hon Sue Ellery, who has been my shadow for eight years. In a statement in *Hansard* in the other house on 15 October 2013 she said, “Mike Nahan has made a solemn pledge to the people of Riverton at least twice in two elections to build Roe Highway. He has failed.” She went on to condemn me and the government for not meeting that solemn pledge. Now we are doing it and they are condemning us. Why is it necessary? It has been on the metropolitan regional plan for 50 years. During that 50 years, infrastructure has been planned around the metropolitan regional plan including probably the largest investment in the southern metro area—Fiona Stanley Hospital. Members opposite initially agreed to build Fiona Stanley Hospital there, and it was located there. The land was purchased in 1981 by the Department of Health because it was close to Kwinana Freeway and to Roe Highway stage 8. As a result of that planning, the City of Melville and a whole range of other entities have built the Murdoch precinct that will have 35 000 people working there. Without Roe 8, it does not work. There is congestion. What happens when ambulances are stuck in congested traffic? People die, and the opposition is pleased with that. We have also gone through the most detailed planning sessions to build Roe 8 between the two legs, over to Stock Road. It will take 7 000 trucks off South Street and Leach Highway onto the new Roe 8 to Stock Road and then down Stock Road.

The question then comes up: what happens after the Stock Road intersection? That is what we are going to get to next. Labor is like people in the Middle Ages who thought that the world stopped at the horizon. Roe 8 is there. We will go to Stock Road, and for a while the trucks, as they do now, will be pouring through the suburbs, and Labor will do nothing about them. They will increase slightly, putting residents in danger, but we will sit back and think: once we commit to Roe 8 and to Stock Road, what is next? It does not stop there; the world does not stop at the horizon, nor does Roe Highway. We will go to Roe 9, and then when we finish Roe 9, we will figure out the last stage. It is very simple—one step at a time. It is one of the highlights of my career to stand here today, having made a solemn promise to the electorate of Riverton to commit to building Roe 8, and say that we are delivering.

MR M.H. TAYLOR (Bateman — Parliamentary Secretary) [4.01 pm]: I would like to refer to a section of my inaugural speech —

There is also a clearly dominant single issue affecting both businesses and the people of Bateman—that is, the Roe Highway stage 8 extension through to Stock Road, known as Roe 8. This vital piece of regional and local infrastructure will significantly improve freight and private vehicle movements —

Mr D.A. Templeman interjected.

The SPEAKER: Member for Mandurah.

Mr M.H. TAYLOR: Thank you, Mr Speaker. I will start again —

There is also a clearly dominant single issue affecting both businesses and the people of Bateman—that is, the Roe Highway stage 8 extension through to Stock Road, known as Roe 8. This vital piece of regional and local infrastructure will significantly improve freight and private vehicle movements, reduce congestion and, importantly, facilitate critical southern access to the Murdoch activity centre. The constituents of Bateman overwhelmingly support the construction of Roe 8 and I will continue to strongly advocate for its timely completion.

The reason we have a Liberal member for Bateman is that the people in that electorate support Roe 8, and we campaigned on it. It is also the reason we have Liberal members for Jandakot, Riverton and Southern River. The other issue that has not been mentioned today that is so important about this project is that it will create 500 direct jobs and thousands of indirect jobs. We have, over the years, created a lot of jobs through public

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financing of projects such as Perth Stadium, Gateway WA and Elizabeth Quay. All these critical projects have helped to keep unemployment down, and we are very proud of that. This is another example of the government providing jobs for Western Australia, compared with the Labor Party, whose plan is to destroy jobs.

MR P.C. TINLEY (Willagee) [4.04 pm]: Has the member for Bateman not just belled the cat on what is really going on here? He identified the Liberal members in the southern suburbs—the Red Sea that government members are all fearful of and where the Premier does not go. The member for Bateman has told us exactly why Roe 8 is so important—it is important to maintain the Liberal members of Parliament in the southern suburbs. The member for Riverton himself has made an art form out of saying that he is going to build Roe 8, and he has also made an art form out of saying that building Roe 8 will take trucks off Leach Highway.

Several members interjected.

The SPEAKER: Relax! Member for Perth, I call you to order for the first time.

Mr P.C. TINLEY: I can tell members that it will not take trucks off Leach Highway. Why does the member for Riverton not come clean with the full picture? Why has he not told the people in his electorate that he has not been able to take one truck off Leach Highway, even though he has had a prohibition from Shelley Bridge to the freeway? How many infringements have been issued to trucks using Leach Highway?

Dr M.D. Nahan interjected.

Mr P.C. TINLEY: Easy, tiger, easy!

How many infringements have been issued? I will tell the house—zero infringements, because the government is not actually serious about taking trucks off Leach Highway. It just wants to create a wedge project that does not deliver a strategic plan for freight and trade for this state. If the government had a wide vision about where Western Australia sits in the global economy, it would be looking hard at this man here—Mark McGowan—to work with us to create a proper inbound and outbound freight strategy for Western Australia. The government has no idea how to develop a freight and trade strategy.

Let us be really clear about what else this is about, apart from saving the skins of Liberal members in the Red Sea. It is not about the environmental destruction of 97 hectares of wetland. No, Premier, it does not pass through the body of two waterways, because a wetland is more than water. It is a road to nowhere from which the suburbs in my electorate will not get any benefit, despite that the government might get some Gold Coast spiv to work out —

Several members interjected.

The SPEAKER: I hear a wall of noise.

Mr P.C. TINLEY: There will be no benefit for the residents of Bibra Lake, South Lake and Coolbellup, because they cannot even get onto this magical road the government keeps talking about. It is a road to nowhere, with no strategy, no plan and no conviction about where Western Australia should be in the future. I find it interesting that the Minister for Transport should get up and say glibly that this road has been on the metropolitan region scheme since 1963. Another road that has been on the scheme is Stephenson Highway–Stirling Highway, but that has not stopped the government from deleting the road reserve remaining on Stirling Highway right through the western suburbs.

Mr W.J. Johnston: Does anyone personally benefit from that?

Mr P.C. TINLEY: Somebody will personally benefit from the deletion of Stirling Highway; I do not know who, and I would not want to say. The Minister for Transport has said that it takes 74 000 vehicles —

Mr P.B. Watson interjected.

The SPEAKER: Member for Albany, you are not helping your fellow member.

Mr P.C. TINLEY: The minister said it would take 74 000 cars and 6 000 trucks off suburban roads. Are the people of Coolbellup not living in a suburb? Is Bibra Lake not a suburb? The government needs to take this to the next election. In fact, I have a better idea.

Several members interjected.

Mr P.C. TINLEY: Easy, tiger, easy!

I have a better idea. There might be room for a plebiscite. The government likes commonwealth money so much that there might be a bit of spare cash for a plebiscite. I dare the government to run one, and let us really see whether it has a proper plan for Western Australia.

Division

Question put and a division taken with the following result —

Extract from Hansard
[ASSEMBLY — Tuesday, 11 October 2016]
p6770b-6783a

Mr Mark McGowan; Ms Rita Saffioti; Mr Colin Barnett; Mr Bill Marmion; Mr Joe Francis; Mr Rob Johnson;
Mr Matt Taylor; Speaker; Mrs Glenys Godfrey; Ms Simone McGurk; Dr Mike Nahan; Mr Peter Tinley

Ayes (20)

Ms L.L. Baker	Mr W.J. Johnston	Mr P. Papalia	Mr C.J. Tallentire
Dr A.D. Buti	Mr F.M. Logan	Mr J.R. Quigley	Mr P.C. Tinley
Mr R.H. Cook	Mr M. McGowan	Ms M.M. Quirk	Mr P.B. Watson
Ms J.M. Freeman	Ms S.F. McGurk	Mrs M.H. Roberts	Mr B.S. Wyatt
Mr R.F. Johnson	Mr M.P. Murray	Ms R. Saffioti	Mr D.A. Templeman (<i>Teller</i>)

Noes (34)

Mr P. Abetz	Mr J.H.D. Day	Dr G.G. Jacobs	Mr D.C. Nalder
Mr F.A. Alban	Ms W.M. Duncan	Mr A. Krsticevic	Mr J. Norberger
Mr C.J. Barnett	Mr J.M. Francis	Mr S.K. L'Estrange	Mr D.T. Redman
Mr I.C. Blayney	Mrs G.J. Godfrey	Mr R.S. Love	Mr A.J. Simpson
Mr I.M. Britza	Mr B.J. Grylls	Mr W.R. Marmion	Mr M.H. Taylor
Mr G.M. Castrilli	Dr K.D. Hames	Mr P.T. Miles	Mr T.K. Waldron
Mr V.A. Catania	Mrs L.M. Harvey	Ms A.R. Mitchell	Ms L. Mettam (<i>Teller</i>)
Mr M.J. Cowper	Mr C.D. Hatton	Mr N.W. Morton	
Ms M.J. Davies	Mr A.P. Jacob	Dr M.D. Nahan	

Pairs

Ms J. Farrer	Ms E. Evangel
Mr D.J. Kelly	Mr J.E. McGrath

Question thus negatived.