

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 Western Australian and federal Liberal Parties for their rushed and shambolic plans for the Perth Freight Link, which has shown a complete disregard for Western Australia's needs and priorities.

There are lots of examples of a shambolic, chaotic and dysfunctional government, but there is one example above all—one example par excellence—that shows how shambolic and chaotic this government is; that is, the Perth Freight Link project. I will take members through some of the more recent aspects. The federal Treasurer himself did not even understand the details of this project in the middle of a federal election campaign. The ministers responsible will not even appear in public with the federal Treasurer, I think because the federal Treasurer does not want them there. He does not want to see them. The Premier is not even in contact with the Prime Minister of this country.

Mr C.J. Barnett: I spoke to him on Saturday.

Mr M. McGOWAN: The Premier is not appearing in public with him. The Cottesloe Beach Hotel does not count. Going into the culinary bunker down there on Cottesloe Beach does not count as appearing in public with the Prime Minister. Appearing at Julie Bishop's campaign launch is not engaging with mainstream Western Australia. It is not getting out there and meeting the public. Appearing at Julie Bishop's campaign launch with all the Ferraris and Mercedes out the front is not engaging with the general public of Western Australia and being seen with the Prime Minister of this country. We want to see the Premier out there with the Prime Minister of this country and so do our federal colleagues. The only people who do not want to see him out there, it appears, are the Prime Minister and his federal colleagues. A significant issue is going on in this state when the Premier is unable to appear in public with his federal colleagues. I digress.

Mr C.J. Barnett: I did on a Saturday.

Mr M. McGOWAN: He did on Saturday. Was that in Shenton Park? Did the Premier go around to the Treasurer's house? Did he go around there and catch up with a few people at the Treasurer's house?

The Perth Freight Link is just one of a number of issues. I was gobsmacked just before to hear the Treasurer of this state, the former head of the Institute of Public Affairs Australia, saying that the first offer to construct the new port in Kwinana would be given to the owner of Fremantle port. That is a prime example of a state Treasurer not applying good economic policy and, I might also add, not communicating with the commonwealth. He misrepresented the head of the Australian Competition and Consumer Commission, who said in his speech the other week —

“I was very concerned to hear press reports about a possible plan to offer the new owner of the port of Fremantle the right to develop a new port south of Fremantle in the future ...

Back then it was only possible. Today the Treasurer confirmed that he will enter into that arrangement if he gets the opportunity to privatise the port of Fremantle. If the government is going to give first rights to that owner to a new port in Kwinana, therefore eliminating any prospect of competition, that is another reason—in fact, a cast-iron, solid-gold reason—to oppose the privatisation of the port of Fremantle. The ACCC agrees with us on this issue. I digress. We are on the Perth Freight Link proposal.

Mr C.J. Barnett: This is the fourth time you have moved an MPI on this. At least change your speech; make it interesting.

Mr M. McGOWAN: It is only \$2 billion. Admittedly, the government has blown the state's debt by \$37 billion, so it is only small bickies for the Premier, but \$2 billion to most people is a large amount of money and is symbolic. It is representative of the way that the government has been governing this state. Earlier today, the Premier was out there commenting about the stadium. It is his second-favourite project after Elizabeth Quay. He said that it is a bit disappointing that the commonwealth government did not give us any money. The state government did not ask the federal government for money, but it is a bit disappointing that the commonwealth government did not give us any money. Why does the commonwealth government give Queensland and other states money for stadia, but Western Australia misses out? That is because this government is so useless and so hopeless that it cannot put a good case to the commonwealth for a contribution towards a stadium, even though other states are successful in getting contributions. It is because the Prime Minister does not want to be seen with the Premier; he is too

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embarrassed to be seen with him. The Premier's office would be on the phone saying that the Premier has to be there for the announcement of the money for the stadium and the Prime Minister would be saying, "Well, we can't give them the money then. We can't have him near us. We don't want him anywhere near us." That is no doubt the Prime Minister's office's answer.

Several members interjected.

The SPEAKER: Thank you! We just want to hear the Leader of the Opposition.

Mr M. McGOWAN: When I was in the Navy, there was an old saying about submarines diving deep to escape detection; that is what the Premier has done. He has dived deep. The Liberal Party has him in deep cover; it has him in a cryogenic storage to keep him away from the Prime Minister.

The state is not getting any money for Perth Stadium. Through the Fremantle port sale, the government is engaging in some of the worst economics anyone, including the ACCC, has ever seen. That is a very significant issue that will have to be teased out with the former IPA chair or president or whatever he was. We also have the Perth Freight Link. We have apparently moved matter of public interest motions about the Perth Freight Link four times. As I have said, it is symbolic because the government is pouring \$2 billion of state and commonwealth money down the drain. Exhibit A, the most recent component of this ongoing saga, is that the federal Treasurer, Scott Morrison, was here last week—I have met him, but the Premier probably has not. He said, and I quote —

"As you know, it has to get under the river ...

His staff later clarified that he did not say that; he said that it would have to go over the river. In any event, the understanding of the federal Treasurer in contributing \$1 billion of commonwealth money towards this state government is that there will be a tunnel under the river. This shambolic dysfunctional project has been struck down by the Supreme Court at one level. The cost is expanding as we go along. It will bowl over part of the Beeliar Wetlands and connect to a port that will reach capacity —

Mr D.C. Nalder: When?

Mr M. McGOWAN: It is 25 years hence, according to the Treasurer. A few years ago, Troy Buswell was saying that it would be in six or seven years.

Ms R. Saffioti: He said 2021.

Mr M. McGOWAN: Troy Buswell was saying 2021, but his third successor, the current Treasurer, says that it is 25 years hence. I trust Troy first, to be honest.

Mr F.M. Logan interjected.

Mr M. McGOWAN: I trust Troy on this issue. He does live in Shenton Park. Was Troy at the meeting? Was he at the meeting at the Treasurer's house that morning in 2014? He rolled up with Dean and the relatively quiet member for Forrestfield. The point I am making is that even in light of all those issues that have come with this project, the commonwealth does not even know what it is contributing money to. This is the latest instalment in this ongoing saga that needs to be teased out. Why does it need to be teased out? It is because of opportunity cost. If we put \$2 billion into a project that does not work, that is \$2 billion we cannot spend on other projects that do work, such as our Metronet proposal. We are saying to this house and the people of Western Australia that this is a shambolic, chaotic, dysfunctional government led by a Premier whose federal colleagues are too embarrassed to be seen with him, and that Labor has an alternative plan to use state and commonwealth resources to meet the long-term needs of the people of Western Australia.

Dr M.D. Nahan interjected.

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

Mr M. McGOWAN: That is the choice that the people of Western Australia have before them. It is just another day in WA of shambles, dysfunction and chaos under the leadership of the current Premier of Western Australia. I say "current" advisedly because who knows, with his colleagues and friends around him, how long he will be there.

MS R. SAFFIOTI (West Swan) [3.22 pm]: I rise to talk about the Perth Freight Link—a saga that has more twists and turns than *Days of our Lives*. It is a unifying project. It is unifying the Minister for Transport and the Treasurer—the Treasurer, who has an unhealthy obsession with Roe 8, and the Minister for Transport, who has an obsession with stage 2 of the Perth Freight Link, because Mathias Cormann told him to! That is what the Perth Freight Link project is all about. It is about the Minister for Transport and the Treasurer getting together and undermining the Premier. We know that the Premier does not support stage 2 of the Perth Freight Link—he said so. I refer to an ABC news report in November last year, which states —

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... Premier Colin Barnett has confirmed plans to shelve stage two of the controversial Perth Freight Link project, saying the State Government “might see where we’re at in 12 months’ time”.

He conceded the project had encountered fierce community opposition and that it was more expensive and complex than the government had anticipated. The Premier went on to say —

“We’ve also got one eye firmly on the construction of an outer harbour at Cockburn so the decision will ... be influenced by that.”

That is where the Premier was at in November last year. But these two—the Shenton Park dream team—were getting together, obsessed about this Perth Freight Link project, even though the Premier could see it was not a wise expenditure of government money. These two—one who has an unhealthy obsession with Roe 8 and the other because Mathias Cormann told him so—went out and put the state’s entire financial capacity into this project. That is what they have done. Over the last three weeks, we have seen more chaos and dysfunction over this project.

Mr C.J. Barnett: And shambolic—don’t forget that!

Ms R. SAFFIOTI: And it is shambolic! I thank the Premier; I missed that. I thank the Premier very much for his advice. I always welcome the Premier’s advice.

What have we seen over the past few weeks? The federal Treasurer went through the issue and found it a bit complicated. He was not quite sure where the project was ending. He must have thought that, because he was putting \$1 billion worth of commonwealth funding into this project, surely it must get to the port! I am not a big fan of the federal Treasurer, but I fully agree with him on that: he should assume that if the commonwealth is putting \$1 billion into this project, it should get to the port; but it does not.

We saw, through information obtained under the Administrative Appeals Tribunal process, that the Western Australian state government and the federal government were trying to withhold from the public freedom of information documents requested by Hon Alannah MacTiernan that showed serious consideration of the project commenced only in March 2014, which I will go through. We saw the Matusik report, which came about because the head of Main Roads Western Australia knew someone in Queensland—I will also go through that. We saw that the government has no figures on placarded loads that will continue on so-called suburban streets and that it is reducing the subsidy on freight on rail. That is important. This government, which claims to be so concerned about trucks on roads, is reducing the subsidy for putting freight on rail from 31 December. That is not good policy. Let me go through this. The Leader of the Opposition has already outlined this.

The federal Treasurer was the headkicker and he was coming over to make a point about the Perth Freight Link. Members in this place saw him when he came to Western Australia and dug in over the divisive Perth Freight Link. He talked about an expected cost blowout and tried to compare that project with Melbourne’s East West Link. But the federal Treasurer failed to acknowledge the report of the Victorian Auditor-General’s Office that severely criticised the former Victorian Liberal government for entering into risky contracts before an election. The Auditor-General said that the government was poorly advised and had rushed the contract signing and created financial risk for Victorian taxpayers. That is what the Victorian Auditor-General said about the former Victorian Liberal government. This is the example that the federal Treasurer gave, even though the Victorian Auditor-General severely criticised the former Victorian Liberal government for rushing into the signing of the contract. That is the first point.

The second point is that the federal Treasurer did not know that the Perth Freight Link project ended a few kilometres from the port; he thought it had to go under the river, because surely he would expect that, if he was putting in \$1 billion, the project might end up at the port. That is what he was thinking.

Mr P. Papalia: You would think so!

Ms R. SAFFIOTI: Yes, you would. I refer to the second point. Members will remember this government saying that this project had been developed over years. Evidence given by a Main Roads officer in the Administrative Appeals Tribunal case reads —

On or around 19 March 2014, the Government of Western Australia ... through its agency Main Roads Western Australia ... provided some initial project information about the proposed Roe 8 extension ...

Information on Roe 8 and High Street was given to the federal government. That is what the state government did. In March 2014, this project started developing and it was funded in the federal budget about a month later, but it did not appear in the state budget. The Minister for Transport said that it had been programmed for years, but evidence from federal and state public officers shows that this \$2 billion project was dreamt up in March 2014, which was a few weeks before the announcement of the Perth Freight Link project. A \$2 billion project was dreamt up in a few weeks! The reason the government gave for not disclosing the information and

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trying to keep it secret—this is my favourite—is that it contained confidential information used in the preparation of the 2014 state budget. Hang on—the project was not in the 2014 state budget! Again, there was secrecy and the government was withholding the information.

I will briefly go on to the Matusik report. How was this report dreamt up? Why did the government dream up the Matusik report? Why did it think it had to go through some consultants? It is because the Minister for Transport was sitting around with a few property people, including Nigel Satterley from Satterley Property Group—he was a good guy then! The Treasurer does not like him, but the Minister for Transport sat around the table with him.

Mr D.C. Nalder: Tell the whole story.

Ms R. SAFFIOTI: The minister can get up and speak. It states here that the minister sat around at a meeting with the Real Estate Institute of Western Australia and that Nigel Satterley was at the meeting.

Mr D.C. Nalder: And so was the Property Council of Australia.

Ms R. SAFFIOTI: I am not saying that the Property Council of Australia was not there; I am saying that Nigel was there. The Treasurer is claiming some incredible things about that developer, yet the Minister for Transport was sitting around a table with him. Is Nigel Satterley good or is he bad? I am pretty confused about the Liberal Party's view of him these days! The minister said that he had to do a report. The opposition wondered how he chose Matusik and where he came from. In the estimates hearing the head of Main Roads Western Australia answered —

From my work in Queensland, where I used to work in the property industry, ...

He chose Matusik; that is what he did. What sort of government is the Premier running? The reality for everyone else in the Liberal Party is that the Minister for Transport's obsession with the Perth Freight Link means that other projects are not getting funded. The rail line from Thornlie that the member for Southern River has been arguing for is right at the back of the queue. Where are the Wanneroo bypasses that the member for Wanneroo and the federal member for Cowan have been arguing for? Where is the much-needed Armadale Road bridge over the freeway to ensure that congestion does not become a major problem over the coming years? Where is that? Because the Minister for Transport has sunk all that money into the Perth Freight Link project, no-one else has funding to complete their projects.

As I said, what is so incredible about this project is that it is a symbol of the leadership tensions on the other side. The Treasurer and the Minister for Transport are plotting against not only each other, but also the Premier, in unison. The member for Forrestfield, the consigliere—everyone knows what that is—is the adviser bringing the families together! My personal favourite is the role of the former candidate for West Swan, Natasha Cheung. We should remember that this was a candidate the Premier put forward to launch the 2013 campaign. Her speech was all about why she left the Labor Party to join the Liberal Party. It was all about why the Labor Party was bad. There she was, organising a meeting in Shenton Park. She gave a speech describing why she left the Premier and why she is now moving on to another leader. She also gave a speech like that in Shenton Park. That is another example of complete dysfunction in the government, and Perth Freight Link is a symbol of the chaos and division in the government.

MR D.C. NALDER (Alfred Cove — Minister for Transport) [3.29 pm]: I am thrilled to have an opportunity to extol the virtues of the Perth Freight Link project for the fourth time. Let me start with some of the misleading information given by the Leader of the Opposition. He likes to trash this project, yet at the same time he wants to replicate Infrastructure Australia here in Western Australia. Infrastructure Australia rates this project as the number one project that has not yet started in Australia. If we want to replicate the model in Canberra, surely we would look at what Infrastructure Australia is saying and how it assesses projects; it rates this project as its number one project in Australia that is yet to commence.

Mr P. Papalia: It's the only one they've looked at.

Mr D.C. NALDER: No, it is not the only one it has looked at. It is strange how this project gets the sign-off as a very good project from Infrastructure Australia, yet members opposite sit in here and try to trash the project.

Mr P.C. Tinley interjected.

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

Mr D.C. NALDER: As I have said in the past, this project will save lives. All of a sudden, it is silent on the other side. Members opposite talk about a shambolic project and we are talking about a project that will save lives. It will save lives for a number of reasons. The first reason is that we will remove the need for trucks to stop at a significant number of traffic lights.

Ms R. Saffioti: How many?

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The SPEAKER: Member for West Swan.

Mr D.C. NALDER: It will be 16. Members opposite would like us to think that this is a shambolic project, yet it will save lives. The intersection of North Lake Road and Leach Highway is the number 11 black spot in the state. We know that the number of incidents that involve trucks on Leach Highway is double the metropolitan average. We know that one of the biggest problems we have with trucks on our roads is that a number of inexperienced drivers, in particular, will often pull in front of a truck when a set of lights is changing. Any situation that involves a heavy vehicle that has to pull up quickly can be catastrophic. This is a great opportunity to build a project that will dramatically save lives. It will also dramatically reduce the congestion on South Street.

We have two key hospitals—Fiona Stanley Hospital and St John of God Murdoch Hospital—in that precinct. We know that the intersection of South Street and Murdoch Drive is congested. It is anticipated that it will fail in the next five years. We have looked at a lot of different models of what can be done at that intersection. It is very difficult, with the amount of traffic that is expected to flow through that area. It is anticipated that 35 000 people will be working in the Murdoch precinct and there will be 115 000 daily visitors. With the completion of Roe 8 by 2021, we will see 23 800 vehicles come in from the south entrance each day. We are looking at a 30 per cent reduction of vehicles on South Street. We know that that will provide better and easier access to two of our key principal hospitals.

We have talked about the job creations from this project. Those opposite have a manifest full of motherhood statements about the creation of jobs in Western Australia. There is nothing tangible in it. They want to create jobs by creating more services within the government. They are not real jobs that will improve productivity. If we look through the manifest that the Leader of the Opposition has put forward, we see very little that demonstrates anything tangible.

Several members interjected.

The SPEAKER: Member for Warnbro, I call you to order for the first time. Member for Butler, I do not want to hear you.

Mr D.C. NALDER: Yet the Labor Party wants to take away a project that would deliver 2 400 direct jobs and 10 000 indirect jobs. I do not know what it will replace it with.

It is really interesting that the Labor Party has had this Metronet plan for a long time.

Mr F.A. Alban: A fantasy.

Mr D.C. NALDER: It is a fantasy. The Labor Party talks about it costing a couple of billion dollars. Its number one project is completing the Forrestfield–Airport Link project—a \$2 billion project. If that is going to cost \$2 billion, what is the rest of the money being spent on? The Labor Party talks about removing level crossings. It has gone very quiet on that. There are over 100 of them. At an average cost of \$50 million, we are talking about \$5 billion. The Metronet plan refers to running a line to Ellenbrook off the Midland line at Bayswater. I have checked this out.

Mrs M.H. Roberts interjected.

Mr D.C. NALDER: There is no capacity on the Midland line —

Several members interjected.

The SPEAKER: Member for Midland, I call you to order for the first time. Member for West Swan, I do not want to hear from you.

Mr D.C. NALDER: There is no capacity on the Midland line to deliver the frequency of services required by 2031 across all three lines when we look at the Forrestfield–Airport Link, the Midland line and then a line to Ellenbrook unless we duplicate the line all the way to the CBD.

Mr B.S. Wyatt interjected.

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

Mr D.C. NALDER: Mr Speaker —

Ms R. Saffioti interjected.

The SPEAKER: Member for West Swan, I call you to order for the first time, is it?

Mr P.C. Tinley: Yes.

The SPEAKER: Thank you, member for Willagee.

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Mr D.C. NALDER: It is interesting to look at this a little closer. We know that the cost of the Cockburn–Thornlie line will be in the vicinity of \$350 million to \$500 million. I have been informed that because of the difficulties and the lack of space that is available on the Midland line, this is likely to cost more than double. That is before we do something with Perth central station.

Members opposite talk about the cost of Metronet, and I can assure members that it is full of flawed assumptions. What is even more interesting about this is that the Labor Party’s plan to deliver a rail line to Ellenbrook involves level crossings, not grade separating.

Mr W.J. Johnston: How do you know what we’re going to do?

Mr D.C. NALDER: It is funny what I know. The Labor Party is running a whole line about removing level crossings, yet it plans to build new lines with level crossings. Members opposite talk about our “shambolic plans”. We are just getting started. The Labor Party will come under more and more scrutiny over the next six to nine months over its so-called transport plan.

Ms R. Saffioti interjected.

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

Mr D.C. NALDER: Let us look at Labor’s plan. It just said that the Perth Freight Link was a shambolic plan because we are not building the last mile. If I follow that logic through, does the fact that we are building the Aubin Grove train station on the Mandurah line mean that the Mandurah line was a shambolic project when Labor completed it? I am following the same logic of the opposition. I have explained to members opposite a number of times that the modelling shows us that minor capital works at the intersection of Canning Highway and Stirling Highway will mean that the traffic flow across the bridge will be better by 2026 than it is today.

We know that work still needs to be done across the river; we have acknowledged that. We have said that the work will cost in the order of half a billion dollars. If we can utilise minor capital works money now to ensure that the traffic flow will be better than today for the next 10 years, then I believe, as a responsible government, we would be far better to shift that money into other projects like public transport rather than spending the half a billion dollars right now.

It is really interesting that members opposite are calling it shambolic but, at the same time, they argue that the Aubin Grove train station was not required when the Mandurah line was built and we are building it now. Members opposite cannot follow the same logic through on the Perth Freight Link.

Mr F.M. Logan interjected.

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

Mr D.C. NALDER: The Leader of the Opposition wants to talk about the economics of the Perth Freight Link; let us have a little look. We had to submit the projects to Infrastructure Australia. We undertake benefit–cost ratios. This project is more interesting because it did pose a challenge. It posed a challenge because we have considered the introduction of a freight charge. We have spent well over a year working with the transport industry on a value-capture method.

Several members interjected.

The SPEAKER: Members!

Mr D.C. NALDER: We have worked with the transport industry for well over a year to look at whether we could identify a win–win situation with industry by establishing a charge for the industry to contribute to the construction of the infrastructure project and, in return, industry would pocket productivity benefits through the creation of that infrastructure. We have worked with the transport industry across three measures: fuel, maintenance and time saved. We have applied that right across the total project, which includes not only Roe 8 and the Fremantle tunnel, but all the way through to Muchea. The economic benefits or the productivity gains for the transport industry are extremely large. We know that productivity measures can be taken into consideration and this is one thing that we continue to work through and it has not been finalised. It is interesting that we have not done anything like this in this state’s history to work with industry to consider productivity gains or the additional profit that will be generated and looked for industry to contribute to the cost of the infrastructure. We have the potential to fully cover the cost of this state’s contribution to these infrastructure projects.

If members opposite want to look at economics, can they give me another project in Western Australia in which we may be able to generate productivity gains and additional profit to industry, and be able to make a freight

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charge that will cover the state's cost of the infrastructure? Can members opposite give me another one? If they want to talk about economics, they have to understand what the impact or the cost will be to the state and what the benefits to industry will be. Any assessment of this—the reports are there, available online with Main Roads—shows it is a fantastic project economically if we look at the benefits and the productivity gains.

Mr F.M. Logan: What a load of rubbish.

The SPEAKER: Member for Cockburn.

Mr D.C. NALDER: Mr Speaker, the member for Cockburn would like to put on record that this is a load of rubbish.

Mr F.M. Logan interjected.

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

Mr D.C. NALDER: I would like the member for Cockburn to go out and talk to the truckie industry and ask why it is so supportive of the project.

Several members interjected.

Mr D.C. NALDER: It is really interesting that truckies would support this project if we are turning around and establishing Western Australia's first freight charge.

When we talk about the outer harbour—I have raised this before in this house—members opposite float between the outer harbour and the inner harbour as though one minute it is an overflow and the next minute they are shifting the whole lot. Members opposite reference a 2002 report in which the port's capacity would be reached by 2021–22. It is really interesting, and what members opposite seem to forget, that if we look at the report, the assumption was that we would be at around 950 000 twenty-foot equivalent unit containers by 2016. We are actually at 740 000 containers so we are some 200 000 containers, or about 25 per cent, less than what was anticipated in the report. Members opposite talk about reaching capacity in a few years, yet the modelling back then had us at a much higher number and stronger growth than what we experienced. We have experienced strong growth, but we are at 740 000 containers a year, not 900 000 containers.

With technology and further productivity for improvements over the wharf, we advised that the capacity is significantly more and it will buy us space. It is really interesting that, if we take that into consideration, I have not heard or had it confirmed by members opposite whether they will close the Fremantle port altogether and relocate it or use it as an overflow port. They do not want to admit to anything at the moment because there is a lack of substance in their arguments—an absolute lack of substance. It is really interesting that members opposite talk about capacity and shifting it all to the outer harbour, and therefore this project is a waste of time. If we look at this project's benefit–cost ratio—again, I am repeating what has been said before in this house —

Several members interjected.

The SPEAKER: Members!

Mr D.C. NALDER: Members opposite can see all the reports that reference this on the Main Roads website.

Mr F.M. Logan interjected.

The SPEAKER: Member for Cockburn!

Mr D.C. NALDER: We have advised members opposite that 86 per cent of the benefit of the benefit–cost ratio is not truck movements. We have identified that there will be huge productivity gains for the trucking industry —

Ms R. Saffioti interjected.

The SPEAKER: Member for West Swan.

Mr D.C. NALDER: There will be huge productivity gains for the freight movement but 86 per cent of the benefit of the benefit–cost ratio will be for vehicles other than trucks. That includes commercial vehicles, which is tradies and all those people—basically, all vehicles under 4.5 tonnes. It is for utes and it will involve private vehicles. When this issue was raised in this house last time as a matter of public interest, I tabled the road modelling that showed all the traffic numbers across all roads.

Ms R. Saffioti interjected.

The SPEAKER: Member for West Swan.

Mr D.C. NALDER: Members opposite would like to think it is wrong.

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Mr W.J. Johnston: The minister said it was wrong!

Mr D.C. NALDER: No, I did not say it was wrong. I have tabled the traffic modelling from Main Roads.

Several members interjected.

The SPEAKER: Members!

Mr D.C. NALDER: Members opposite will have time to speak later. I have tabled the traffic modelling from Main Roads that shows the levels of traffic in both 2021 and 2031. It shows the figures separated from heavy vehicles. Members opposite reference that the road modelling that does not show the regulatory effect of mandating which roads trucks leaving the port must take. The regional operational model modelling under Main Roads does not make that adjustment. Members opposite challenge some of the figures around the truck numbers in different reports but, if they look at the total volumes, trucks account for a marginal amount; we are talking 5 000 to 6 000 versus 45 000 to 50 000 other vehicles. If we have a cost-benefit ratio in the order of 2.5 or 2.6, and 86 per cent of it is for vehicles alone, if members opposite were to remove the total port—which I do not think they are saying they will do—so no trucks went down there, then I am sure members opposite would replace it with high density residential living. That would add more vehicles down there; I am sure they would. Maybe I am dreaming and members opposite will make it a nice grassy park. Economically, this is a very sensible project and a very responsible investment. I do not know of another project in Western Australia that would stack up better than this project. We must acknowledge the fact that the freight charge can generate a revenue stream that will fund the state's contribution, and also acknowledge the lives that will be saved, the jobs that will be created at a time when they are needed, and the improvement in amenity.

The opposition wants to criticise the Matusik Property Insights report. The findings of this report are endorsed by the Real Estate Institute of Western Australia and the Property Council of Australia.

Several members interjected.

Mr D.C. NALDER: I will get that in writing for members opposite.

The findings of this report —

Mr J.R. Quigley interjected.

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

Mr D.C. NALDER: The findings of the Matusik report have been endorsed by the Property Council of Australia and REIWA. I will go and get that endorsement to demonstrate that to members opposite. Members opposite hate this concept —

Mr J.R. Quigley interjected.

The SPEAKER: Member for Butler, if you keep shouting out, you are going to be having a rest.

Mr D.C. NALDER: In that report Matusik found that there would be a reduction in fatalities in the order of 70 per cent. It also said that over 10 years, property values would increase relative to all other property values in the order of 50 per cent.

Mr P.C. Tinley interjected.

The SPEAKER: Member for Willagee, I call you to order for the second time. I suggest you put your name down to speak.

Mr D.C. NALDER: The report also found that sales activity would increase by 40 to 50 per cent over a 10-year period. If we model the property increases, it is a relative thing. Additional stamp duty will be generated for the state to help contribute to that.

Ms S.F. McGurk interjected.

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

Mr D.C. NALDER: I find it absolutely amazing; we want to construct a project that is going to improve local amenity, save lives, create jobs and actually generate a revenue stream that will fund the state's contribution, yet the opposition wants to kill it off. I find that amazing.

A funny thing happened the other day. The federal Leader of the Opposition said that a future federal Labor government would redirect that money, but that it would continue to fund the upgrade of High Street. That is where things get really interesting, because I was criticised a little while ago for stage 2; members opposite said I had an obsession with it. What is really interesting about stage 2 is that I wanted to look at an alternative to High Street. The former Labor Minister for Planning and Infrastructure, Alannah MacTiernan, sold off the

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Fremantle eastern bypass, which I still believe was an absolute disgrace, and I cannot believe the member for Fremantle does not stand up for the people of South Fremantle, who have to put up with trucks coming down Hampton Road. She commenced the planning for High Street, so Bill Shorten, the federal Leader of the Opposition, is going to go back to that project. We have had all the Palmyra residents coming in to complain about the Perth Freight Link project, and that was the route that went down High Street and Leach Highway, beside the Palmyra residents. If we were to revert to this project, it would mean a double trench through Royal Fremantle Golf Club. There would be massive numbers of trucks. All the trucks are now going down behind the Palmyra residents.

Ms S.F. McGurk: No, they don't.

Mr D.C. NALDER: Well, where do they go?

Several members interjected.

The SPEAKER: Members!

Mr D.C. NALDER: These trucks are going to turn left onto High Street and then disappear. They are going to jump over past Fremantle Cemetery and the residents of Palmyra and are just going to disappear. This is absolutely ludicrous. The opposition is criticising us for taking the time to analyse all the options and come up with a solution that actually reduces the impact on the local suburbs around the area, including Palmyra and Melville et cetera.

Ms S.F. McGurk interjected.

The SPEAKER: Member for Fremantle!

Mr D.C. NALDER: Perhaps the member for Fremantle would like to get up and talk.

I want to also touch briefly on the Beeliar wetlands, which, again, the Leader of the Opposition wanted to jump into. The original plan goes —

Several members interjected.

The SPEAKER: Member for Gosnells!

Mr D.C. NALDER: The Leader of the Opposition made the assertion that we are bulldozing the Beeliar wetlands and digging it all up. As I have said numerous times, we have redirected that route north to avoid Bibra Lake. There are six hectares of wetland area —

Several members interjected.

The SPEAKER: Member for Gosnells, I call you to order for the first time, and member for Wanneroo, I call you to order for the second time. Thank you.

Mr D.C. NALDER: There are six hectares of wetlands. It is —

Mr C.J. Tallentire interjected.

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

Mr D.C. NALDER: There are six hectares of wetlands that will be impacted at Dog Swamp and Horse Paddock Swamp. We are going to put a bridge over the top of them. There are 30 hectares of virgin bush, 60 hectares of degraded bush and another 100 hectares of sand, so we are purchasing 430 hectares of coastal plain as an offset. This will save in excess of 400 000 tonnes of carbon emissions, yet members opposite —

Mr C.J. Tallentire interjected.

The SPEAKER: Member for Gosnells, do you want to go home early today? Carry on.

Mr D.C. NALDER: Members opposite want to turn straight out to Cockburn Sound and build the outer harbour. The last time I spoke on this, I tabled a strategic environmental assessment undertaken by Alannah MacTiernan. That assessment revealed that, of the four options, whether they were land-backed or island-based, around 400 hectares of Cockburn Sound would be impacted. The six hectares of wetlands that we will be bridging over represents 0.5 per cent of the Beeliar wetland area. That area of 400 hectares represents about 30 per cent of the northern shelf of the Cockburn Sound area. Eventually, when it is the right time, we also want to move to the outer harbour, but we acknowledge that there is an environmentally sensitive issue there that needs to be thought through carefully.

As I have said, this is a responsible project and a great project for Western Australia; it will save lives, dramatically reduce congestion, deliver jobs at a time when Western Australia needs them, create huge

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productivity gains for industry, and create huge benefits for the local community. This is a project that everyone will look back on and wonder why we did not do it sooner.

MR B.S. WYATT (Victoria Park) [3.57 pm]: I will make a few comments. Is it any wonder that the state's finances are where they are? The Minister for Transport's problem is that his credibility is zilch. He is going to release all these documents that apparently put forward the economic case for the Perth Freight Link in its entirety. He must provide to this place assumptions, not summaries, of the \$2 billion project committed to by the Liberal Party, state and federal, before Infrastructure Australia got anywhere near it. Again, today the minister based fatality figures on a report by a Queensland real estate agent that did not even make the effort to come across to Western Australia. If the Minister for Transport is going to rely on reports like that, people are going to become suspicious. He stood here and said that fatality figures were based on —

Mr D.C. Nalder interjected.

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

Mr B.S. WYATT: Those fatality figures are based on the report of a Queensland real estate agent. Then, highlighting the fact that the dysfunction in the Liberal Party permeates to Canberra, Scott Morrison, the federal Treasurer, has said that he thinks the Perth Freight Link will go under the Swan River all the way to the port. I would have liked to have been there when he jumped back into the car and got on the phone, "Dean, what are we committed to? What are we funding? This thing is not even getting to the port! I just humiliated myself in the media, and you're not even getting us to the port! What's going on?"

A reasonable person might describe the way in which this government has committed to this multibillion-dollar project as crazy, as off the wall, or as ridiculous. I can only assume that the report in *The West Australian* of 2 June this year about a meeting between the Treasurer and the Minister for Transport was in respect of the Perth Freight Link. The Treasurer is quoted in that report as saying that they came to meet him—I am referring to the member for Forrestfield up the back, and the Minister for Transport —

"Then both of them, but particularly Dean, made some suggestions to me," Dr Nahan said.

"I thought they were slightly off-the-wall and ridiculous, and the meeting ended pretty quickly thereafter."

I can only assume they were talking about the Perth Freight Link, because it could not have been anything else. However, I am intrigued about the role of the member for Forrestfield, "Mr Decline to Comment". The consigliere, Tom Hagen from Forrestfield—I like the reference to *The Godfather*—clearly gave Mr Nalder, the minister, a call and said, "Hey, Johnny Fontane, I can get you into a little movie. Let's sort out a meeting with Mr Jack Woltz down the front here, the Treasurer, and get Johnny Fontane into that movie, because Tom Hagen, the consigliere, knows what's going on." I am sure Dr Nahan knows what happened to Jack Woltz. He ended up with a horse's head in his bed! That is what happened! I know that the wily old operator from Cottesloe is all over the Treasurer and the Minister for Transport like a rash! If I were to put my money on anyone, it would be on the wily old operator from Cottesloe. The Treasurer and the Minister for Transport will be bumbling around for a while yet, and, meanwhile, "Mr Decline to Comment" up the back here from Forrestfield —

Mr B.J. Grylls interjected.

Mr B.S. WYATT: Let me give the member for Pilbara a piece of advice, as someone who knows how to stuff up a leadership challenge! Dean and Mike actually have a challenge. I think the Violet Grove disagreement, outside the home of Dr Nahan in Shenton Park, has got a way to run yet. I loved the interview, with Dan Emerson standing by the Sulo bin. I particularly loved this bit from Dr Nahan —

I don't know if there's two, you can assess that.

That was followed closely by —

... as you say there are two versions, one is false, and that's not mine.

I think that might be Dean—Johnny Fontane—looking for his premier role in that war movie, where he goes over the trench and cleans up the member for Cottesloe. As I have said, I think the member for Cottesloe is all over the Treasurer and the Minister for Transport like a rash. The Violet Grove disagreement has got a way to run yet, and I think we all know that.

I want to bring it back to the nightmare that is the Perth Freight Link. We have watched the government commit to a \$2 billion spend on a piece of infrastructure, a couple of weeks before the federal budget was delivered, because it was desperate for something to commit to. We have watched the government run to a Queensland real estate agent to justify the safety concerns. We have watched a ham-fisted, clumsy minister who cannot make the case for this project. If the Premier, when he sat in this seat, had watched the government of the day behave in

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that way, he would have said, “I don’t think that’s the way government should be spending \$2 billion.” Is it any wonder that people outside of this place are sceptical? I listened intently to what the Minister for Transport said. I did not understand a word he said. When the minister is spending \$2 billion on a project and he cannot make a coherent argument for that project, and when he has to rely on a Queensland real estate agent for advice on that project, I guess we will be back in this place having to solve this problem after the March election.

DR M.D. NAHAN (Riverton — Treasurer) [4.04 pm]: I would like to make some comments on this motion. Members opposite say I have an obsession with Roe 8. Well, I do. Roe 8 has been in the planning for 50 years. Members opposite say it was rushed. The last I heard, 50 years is not a rush. The former Labor government set aside the land for it. When we first came into government in 2008, we allocated \$20 million to the planning of Roe 8. Over the following four years, we undertook the most extensive planning ever undertaken for a road project—route, design, community assessment and environmental assessment. However, 30 years before that, the Department of Health bought land at the corner of where Roe 8 was going to be built. That is because it expected Roe 8 to be built on that site. The previous Labor government then decided, quite rightly, to build Fiona Stanley Hospital on that site. St John of God Murdoch Hospital, and Murdoch University, also expanded their facilities. That means that 55 000 people will go past that site on South Street. All the modelling shows that by 2021, there will be gridlock on South Street, and all the people in my electorate know that. I will tell members opposite what will happen. If we do not build Roe 8, people will die. When people are injured and are flown to Jandakot Airport by the Royal Flying Doctor Service —

Mr D.J. Kelly interjected.

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

Dr M.D. NAHAN: — and the ambulance tries to take them to Fiona Stanley Hospital, they will be caught in a gridlock among trucks and cars on South Street. Members opposite are saying that we should rip all the money away from that project, even though it is 80 per cent funded by the commonwealth, that the remainder will be funded by a freight charge, and that we should put that money somewhere else. That will leave injured people in an ambulance stuck in traffic—people from the areas of members opposite, as well as from my area. Members opposite say I have an obsession with this. Life and death is at stake here. We have been planning for this for 50 years. We planned for the road. We planned for the hospital. We built the hospital. Now we have to build the road. The reason it has taken us five years to do it is because we had a Labor government in Canberra—the Rudd and Gillard government—that refused to meet its commitment to fund 50 per cent of Roe 8, as it had funded the rest of it. We then got a sensible government in Canberra, and almost immediately it agreed to fund Roe 8. That is because the federal government knows this is a serious issue of life and death. Members opposite might laugh at these issues. They might say it is not an issue that we have to address. However, if people in my electorate are sick and go by ambulance to Fiona Stanley Hospital or St John of God, they will not be able to get access because the opposition has stopped the building of Roe 8. That is a disgrace. Members opposite have been sitting here for eight years, bagging this project, when they have no alternative, just to placate a few nimbys who live alongside Roe 8. This is an issue of life and death. Members opposite are a disgrace.

MS S.F. McGURK (Fremantle) [4.07 pm]: People know that the Perth Freight Link is a dud. When we speak to people in the community, they know that this project is a dud. They know that for a range of reasons.

Dr M.D. Nahan interjected.

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

Ms S.F. McGURK: People know that spending over \$2.5 billion on a road to a 120-year-old port that is reaching capacity does not make sense. They know it is a poor plan because of the failed and very flimsy environmental approvals that were successfully challenged. They know it is a dud because we have had three versions of stage 2, yet we still do not know the route for the second stage of the Perth Freight Link. They know it is a dud because they are talking about tripling the current number of containers to the port of Fremantle to 2.1 million a year. They know that that has to mean more trucks on all our roads around Leach Highway. I notice that the Mayor of Melville is sitting in the gallery today. I do not know whether the mayor understands this, but the City of Melville has been sold a pup. The people of Melville have been sold a pup. It is poor governance to move one community’s problem onto another by putting in a \$2.5 billion road to Fremantle port that will triple the number of containers in and out of Fremantle port to over two million a year. It will mean more trucks along Leach Highway and to the northern suburbs. People do not realise that yet, but when they do, they will be angry. They do not realise that the tunnel will not permit placard loads or dangerous goods, and that those dangerous goods will continue to have to go along Leach Highway and around the corner of Stirling Highway and High Street, which the Minister for Transport has talked about a lot. What he fails to understand is that that

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upgrade, which is still necessary, starts at Carrington Street so that it does not impact the people of Palmyra. It goes along the golf course —

Mr D.C. Nalder interjected.

Ms S.F. McGURK: That is right, and it will be necessary regardless of whether the freight link is built. That is a dangerous —

Several members interjected.

The SPEAKER: Order, members! We have one minute to go.

Ms S.F. McGURK: That is a dangerous corner, but because so much money is being sunk into the freight link, that intersection is being ignored and it will continue to be a dangerous corner. People know that this is a dud. The Perth Freight Link is a failed project.

Division

Question put and a division taken with the following result —

Ayes (20)

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

Noes (34)

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

Pair

Mr J.R. Quigley

Ms W.M. Duncan

Question thus negatived.