

FREMANTLE — NEW ROAD AND RAIL BRIDGE

**615. Ms S.F. McGURK to the Minister for Transport:**

I have a supplementary question. Why does the minister not get his priorities straight and replace —  
Several members interjected.

**The SPEAKER:** Member for Wanneroo, I call you to order for the first time. I want to hear the supplementary question in silence.

**Mrs M.H. Roberts** interjected.

**The SPEAKER:** Member for Midland! I want to hear the member for Fremantle.

**Ms S.F. McGURK:** Why does the minister not get his priorities straight and replace the Fremantle Traffic Bridge to get more freight on rail instead of building the Perth Freight Link?

Several members interjected.

**The SPEAKER:** Member for Churchlands, I call you to order for the first time. Member for Wanneroo, I call you for the second time. Start again, please, member for Fremantle.

**Ms S.F. McGURK:** Why does the minister not get his priorities straight and replace the Fremantle Traffic Bridge to get more freight on rail instead of building the Perth Freight Link?

**Mr D.C. NALDER replied:**

Get more freight on rail! Western Australia—Perth—shifts more freight via rail than any other capital city in Australia. We shift more by rail—14.2 per cent. We have an ambition to shift 30 per cent and we have invested in the last 12 months on increasing and lengthening the spur down at the port and on creating overtaking lines on the rail line so that we can continue to grow freight by rail. As I have said, the government—the opposition has been supportive of this—has had an aspiration of getting up to 30 per cent shifted by rail. That means a minimum of 70 per cent still needs to move by road. I really do not understand the level of this questioning. I m trying to explain it as clearly as I can.

Several members interjected.

**The SPEAKER:** Members!

**Mr D.C. NALDER:** It is wrong to think that the problem is about Fremantle getting extra containers on rail. The challenge is in shifting containers by rail and shifting them out to Kewdale. Then what happens? They are put on a truck and half of them come back again. There is a certain percentage. When we have talked to industries around the world, they have said if we ever got to 30 per cent, it would be best practice. Therefore, shifting containers by truck is essential and necessary. We are saying we want to create a dedicated route to shift those trucks away from suburban roads and highways. That is what we have said. We want to create a safer environment for our communities. We want to reduce congestion in our communities and we want to make it more efficient for industry. We can achieve all three things with the creation of the Perth Freight Link. I cannot understand their argument, particularly when I sit down and look at the plans that Alannah MacTiernan had, which was the freight link along High Street and Leach Highway. It is absolute nonsense from the opposition.