

PERTH–DARWIN HIGHWAY

**29. Hon KEN TRAVERS to the parliamentary secretary representing the Minister for Transport:**

I refer to the Liberal Party election commitment of 26 February 2013 regarding construction of the Perth–Darwin highway.

- (1) Can the minister confirm that the commitment was to construct the highway from the current Tonkin Highway termination at Reid Highway to join Great Northern Highway at Brand Highway in Muchea?
- (2) If no to (1), what does the minister believe the election commitment was for?
- (3) Can the minister confirm that the commitment was to commence construction of the highway as outlined in part (1) in 2016 and complete it by 2019?
- (4) If no to (3), what does the minister believe was the commitment?
- (5) Can the minister explain how building only the section of the Perth–Darwin highway north of Gnangara Road without a connection to Reid and Tonkin Highways will remove trucks from Great Northern Highway and the prime tourism and wine grape–growing parts of the Swan Valley?

**Hon JIM CHOWN replied:**

I thank the honourable member for some notice of this question. It is acknowledged that, unlike the Labor Party, this Liberal–National government is committed to the Perth–Darwin highway.

- (1) Yes.
- (2) Not applicable.
- (3) Yes.
- (4) Not applicable.
- (5) The Perth–Darwin national highway is to connect directly with Tonkin Highway. It is intended that the new road will remove a significant volume of trucks from Great Northern Highway once fully constructed by providing a more direct and efficient route to key industrial areas in the metropolitan region. Great Northern Highway will continue to carry some trucks with local destinations, and a small number of oversize loads.