



Committee Secretary,
Senate Rural and Regional Affairs and Transport References Committee

Inquiry into the decision to commit funding to the Perth Freight Link project

Thank you for your invitation to make a submission on this important issue.

I was involved with the planning for the Metro Freight Network Strategy from 2001 to 2008. I participated in this planning process as a community stakeholder and I was a member of a sub-committee that examined the local impacts of the strategy

The WA Government established the Metropolitan Freight Network review in 2001 to examine the options for the future transport of freight through the Metropolitan Area. As part of this review it held several freight network congresses where all stakeholders were invited to attend and express their views on the options.

In April 2004 a workshop was held at Murdoch University to rank the options for improving freight access from Kewdale to the Port of Fremantle. A large number of options were presented and these were evaluated by the participants and then ranked using multi-criteria analysis. The unanimous conclusion of that workshop was that stages 8 and 9 of the Roe Highway were not needed and that the best solution was to upgrade the existing access roads and increase the use of rail. The development of a new port in Kwinana was recommended so that it could relieve the pressure on Fremantle.

The outcomes of this planning workshop and the preceding Freight Congresses led to the establishment of a Local Impacts Committee, of which I was a member, along with other key stakeholders. It met on many occasions over the following three years and considered a program of road and intersection upgrades to provide improved access for trucks to the Port of Fremantle and greater safety for all road users.

The results of this work formed part of the Government's Six Point Plan for the Metro Freight network, which was released following approval by the Freight Congress in 2008. The 6-point Plan (attached) included the construction of Roe 7 to the Kwinana Freeway, an early start on the new harbour at Kwinana, and steps to improve traffic flow on existing access roads to the Port of Fremantle.

The Metro Freight Network Strategy was a carefully considered, consultative and cost effective approach to the short, intermediate and long term needs of the freight industry in the Metropolitan Region. Funds were allocated in the 2008 State Budget and in the forward estimates to implement some aspects of this plan.

Roe Highway stage 7 was constructed and some improvements were made to traffic flow on Leach Highway and South Street, but there was a change of Government in WA in 2008 and the remainder of the Six Point Plan was abandoned in favour of an older plan (the Hepburn-Stephenson Plan of 1965) which relied on building Roe Highway stages 8 and 9 to provide access to the Port. This option had been considered and rejected by the Freight Congress. However, there was no consultation with the stakeholders who had carefully planned the Metro Freight Network Strategy. The State Government simply announced that it was going to build Roe 8 and it set up a consortium called South Metro Connect to plan this road. SMC did hold three

community workshops but these were simply to collect comments on its designs for Roe 8. The planning for the new Outer Harbour was suspended even though a private consortium had already received environmental approval in 2000 to construct a new harbour at James Point in Cockburn Sound. The road and intersection upgrades were also abandoned as the Government focussed its attention on Roe 8.

Late in 2014 the State Government announced its intention to sell the Port of Fremantle and to put the new Kwinana port on hold. It then announced that it would construct the Perth Freight Link, a toll road consisting of Roe 8 and a new highway through Fremantle to the Port. Stage 2 of the Perth Freight Link has never been publicly discussed or reviewed by the EPA. The costs and benefits of the Perth Freight Link and comparisons with the Six Point Plan have never been publicly released.

In my opinion the planning of the Perth Freight Link is a tragic failure of Government process. All of the careful planning and consultation by the previous Government has been abandoned in favour of a vague design based on outdated planning from the 1960s that was never submitted to environmental impact assessment. The new plan has not been discussed publicly with the key stakeholders and the details of stage 2 of the PFL are still uncertain. No cost benefit analysis is publicly available and comparisons with other options are lacking.

I believe that the Commonwealth should not invest taxpayers' funds in the current proposal for the Perth Freight Link. It is a very expensive and high impact project and I am not convinced that it is the best option for the freight industry or the community in WA.

Philip Jennings
President

27 August 2015

Decision to commit funding to the Perth Freight Link project

Submission 13

6 Point Plan - Windows Internet Explorer
http://www.dp.wa.gov.au/freight/1614.asp

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From 1 July 2009, the Department for Planning and Infrastructure became the Department of Planning and the Department of Transport. State Land Services and Pastoral Leases became part of the Department of Regional Development and Lands.

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6 Point Plan

The 6 Point Plan (also known as the 6 Step Plan or 6 Step Solution) encapsulates the major, high priority initiatives of the Metro Freight Network Strategy.

The following list briefly describes each of the Plan's 6 points, and provides links to pages with more detail and the current status of the projects being undertaken.

1. Extend Roe Highway to Kwinana Freeway
A new highway will take traffic away from South Street and Leach Highway, while catering for increasing levels of traffic heading to the growing industrial areas of Cockburn and Kwinana.
2. Put more freight on rail
Improved rail linkages between Kewdale, Kwinana and Fremantle will help industry transport freight by rail instead of by road.
3. Build inland container terminals
A container terminal at Kewdale will ensure that trucks do not have to drive to and from Fremantle just to pick up or return an empty container.
4. Make better use of our roads
Currently, many trucks going to Fremantle port are empty. Better scheduling, backloading and a truck booking system at the port will ensure that the number of trucks entering or leaving the port empty will be significantly reduced.
5. Plan now for the Outer Harbour at Kwinana
A new port will take much of the growth in traffic from Fremantle Port.
6. Improve existing roads
Upgrades of Leach Highway, Stock Road and High Street will improve efficiency and reduce the impact of traffic on local residents.

In addition to the 6 Point Plan, other initiatives dealing with project evaluation, statutory processes and transport policy are also being undertaken. For information on these go to Other initiatives.

6 Point Plan project list

- Extend Roe Highway to Kwinana Freeway
Road Issues:
Roe Highway [Project 2.1]
- Put more freight on rail
Rail / Intermodal Strategy:
North Quay Rail Link [Project 2.4]
North Quay Rail Terminal [Project 2.5]
Develop Kewdale Intermodal Terminal [Project 2.6]
Kewdale-Hazelmere Integrated Masterplan [Project 2.7]
Midland Rail Realignment Study [Project 2.7]
Upgrade Kewdale Line for double stacking [Project 2.8]
Trial new technology for rail freight [Project 2.9]
Road Issues:
SW & GS Freight Link [Project 2.12]
- Build inland container terminals
Rail / Intermodal Strategy:
Develop Kewdale Intermodal Terminal [Project 2.6]
Kewdale-Hazelmere Integrated Masterplan [Project 2.7]
Port and Related Planning:
Kwinana Container Terminal [Projects 2.6 and 3.2]
- Make better use of our roads
Rail / Intermodal Strategy:
Industry Strategy [Project 8.1]
Road Issues:
More efficient truck operations [Project 8.1]
- Plan now for the Outer Harbour at Kwinana
Port and Related Planning:
Planning for Outer Harbour [Project 3.1]
Rowley/Anketell/Thomas Road [Project 2.11]
- Improve Existing Roads
Road Issues:
Grade Separation & Traffic Signals [Project 6.2]
Prevent Hot Spots [Project 7.1]
Resolve Hot Spots [Project 7.2]
Fremantle Eastern Bypass [Project 2.2]
SW Metro Corridor Project 2.3]
SW & GS Freight Link [Project 2.12]

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