

FORRESTFIELD–AIRPORT LINK

**58. MR S.J. PRICE to the Minister for Transport:**

I refer to the McGowan Labor government's commitment to creating local Western Australian jobs by building Metronet and delivering an unprecedented expansion to Perth's rail network. Can the minister update the house on how it is the McGowan government has overcome significant engineering challenges and is now driving the ambitious Metronet Forrestfield–Airport Link project to completion?

**Ms R. SAFFIOTI replied:**

I thank the member for Forrestfield for the question. It is a significant day as tunnel-boring machine *Grace* has arrived at Bayswater station. This is a significant milestone for the Metronet project, and I want to say a great thank you to all the workers involved in what is a very, very challenging project.

I think it is important to outline the history of the project. As members know, Hon Ken Travers put the Forrestfield–Airport Link project, a rail line to the airport, on the agenda in 2012. The Liberal Party followed that 2012 commitment. Significantly, at the 2017 election, the project was meant to be well underway under the former Liberal government. The Liberal Party had been in government for 8.5 years. We inherited a contract; we did not inherit a project. Not one metre of tunnelling was underway at the time of the election, so it was up to us to make it happen, and making it happen is what we are doing, members. I will be the first to admit that it has not been the easiest of projects; it is a very challenging project and, of course, there is so much more work to be done. Of course, throughout the project we have made safety a priority and pushed the time line back a year to make sure we put all our effort into safety. Today is a significant milestone. An eight-kilometre tunnel runs from Forrestfield to Bayswater—by far the longest tunnel project on our public transport network ever. It is a major engineering feat and I would like to thank again all those workers—the 600 workers who are on site delivering this project. Unlike other tunnel machines in other states, we are tunnelling through significant challenges such as gravel, soft rock clay and significant underwater pressure. Tunnel boring machine *Grace* has travelled under significant roads, the airport and the Swan River. I would like to thank all the workers so far. It is a significant milestone that TBM *Grace* has reached Bayswater today. There are more than 54 000 locally fabricated concrete segments and, as I said, 600 workers on site. The next part of the project is that TBM *Grace* will be dismantled over the next month. TBM *Sandy* is close behind, and we hope to see TBM *Sandy* very soon—in the next three or four months. This project, together with the rest of Metronet, is a transformation of our rail network. This is a significant milestone and something that I think we should all acknowledge today. This is a key part of WA Labor's Metronet project.

Several members interjected.

**The SPEAKER:** Members, please!