Will it work?
• Designs being done on the run. Dropped from the sky...

• East Fremantle and North Fremantle not yet resolved. No time savings yet...

• Trucks may just keep going down Leach Highway.
Would you pay a toll to go around the City of Melville and a few marginal seats....?
The economics?
Figure 8. Map of PFL as it relates to other major freight links being built. Source: Perth Freight Link, Business Case Executive Summary
• The $1.6b only reaches Canning Highway. How much more to cross the river and get into the port?
• At least $0.5b for doubling the bridge.
• BCR of 2.8 based mostly on 10 minutes time saving. But no time savings unless last stages solved.
• Tunnels cost around $250m per km.....
• Economic opportunity costs lost in Fremantle and Kwinana. How can we possibly afford to do it again in just 5 years for the Outer Harbour?
Conclusions from PFL Business Case...

• PFL money much better spent where long term benefits exist helping Outer Harbour to happen....new technology, much better access

• Most likely outcome of PFL is abandonment of Outer Harbour (spent all the money on PFL) and abandonment of rail to raise tolls to pay for PFL.

• Loss of productivity as don’t get optimal outcome for freight or for urban activity.
The alternatives?

1. New technologies
2. Switch to Rail, including a tunnel
3. Tunnel the Road (FEB)
4. Cap and Transition
5. Improved Transport Management
1. New technologies

A. Conveyor belts – 7kph belt in tunnel; theoretical only; still requires intermodal terminals.

B. Barges – only if inland industrial areas on the river; still requires intermodal terminals.

C. Freight Trams – Dresden VW; not on containers yet.

D. Freight Gondolas – cover the city in container ski lifts....
Figure 28. Unloading from the ship directly onto the UCM

Figure 29. Underground Container Mover. Images of the UCM from Denys.be
2. Switch to Rail, including a tunnel

- Will need intermodal terminals.
- Will increase train movements from 6 per day to 18-35 per day.
- Tunnels $250m per km.
- Still hitting the limit in Inner Harbour in a few years.
Figure 20. The Rail Tunnel option, in blue, beginning a long slow grade down at 1 to 2% to arrive 25 meters under the surface of the Swan River to then travel underground until arriving in Spearwood. The red line is the least expensive extension to the TransPerth network to date - merely extending operations along an existing RoW - dropping off passengers on new platforms at the Esplanade, South Beach, Cockburn Coast, and Coogee.
3. Tunnel the Road (FEB)
The alternative route extends Roe Highway west of Stock Road along the Roe Highway road reserve in Hamilton Hill. It then heads north as a tunnel, starting just before Clontarf Hill and running underground to join Stirling Highway near High Street.
• Still impacting FEB suburbs
• Tunnel $250m per km
• Inner Harbour reaches limit in a few years.
4. Cap and Transition
Preferred scenario....Cap and Transition

Most likely scenario...No Outer Harbour, No Rail......
Residential and commercial land value increases in Fremantle and Rockingham, freight activity land value increases along ‘PFL’
5. Improved Transport Management
Truck delivery times....

Figure 5. Freight Distribution and delivery times around the Perth Metro. Source: Port of Fremantle 2012 “Container Movement Study”
“Transport operations at the port remain concentrated in daylight hours, Monday to Friday. This creates pressure on services and facilities during these periods, and will not be sustainable as port volumes grow in the future.

One (truck) operator said that ‘... evening operations are a more cost-efficient way to operate as they avoid a lot of the inefficiencies seen during the day due to the various parties in the supply chain not working in a unified manner.’ The operator found that double the volume could be handled compared to daylight operations.”

FPA, Truck Productivity Study, 2014
What does privatization mean for the PFL?
“There is a need to build an outer harbour, logically in Kwinana, and a lot of work has been done on that. This lease also will look at not only recycling assets from the Port of Fremantle but also to solve the issue of how you fund and build the overflow replacement port.”

Mike Nahan, May 14, 2015, AFR.
Land development opportunities for freight in Kwinana and people in Fremantle.

Figure 7. Outline of the Proposals. Blue lines indicate existing freight rail plus the tunnel portion, clearly marked. The red line is the proposed extension of the TransPerth passenger rail service to Coogee. White polygons are the proposed freight handling areas and the green area is the zone of highest land value increases from these changes.
Future Perth?
The Ring Rail, LRT and BRT plus development sites for the next 30 years growth in Perth

Potential of 7000 residents on Inner Harbour

Source: CUSP
What you can do to old container harbour sites....
Darling Harbour
Barangaroo – old port area
Conclusions

• The PFL to the Inner Harbour is poorly considered as a freight option and is disastrous for Fremantle’s future growth, the surrounding suburbs and the Beeliar wetlands.

• The PFL should be redirected to the Outer Harbour and an immediate Cap and Transition Plan implemented on the Inner Harbour, including truck management to reduce use in peak times.