

MORLEY-ELLENBROOK LINE

A Shorten Labor Government will invest \$700 million towards the construction of the Morley-Ellenbrook line in Perth's north-east as the first allocation from its \$1.6 billion *Fair Share for WA Fund*.

Why are we doing this

The West hasn't been getting its fair share from Canberra – that is why the Federal Labor Opposition announced the *Fair Share for WA Fund* in August 2017. The Fund brings Commonwealth funding for Western Australia up to the equivalent of a 70 cent GST floor from 2019.

The Liberals shouldn't be hiding behind a report on the GST before acting to address the GST shortfall.

Malcolm Turnbull keeps saying he recognises the GST shortfall – but he's not doing anything to fix it, instead starting fights with other states, shifting the problem from one jurisdiction to another.

Western Australians want jobs and infrastructure for their state – that's what a Shorten Labor Government will deliver.

Who will benefit

The project will be undertaken in partnership with the McGowan Labor Government and will create several thousand direct and indirect jobs in the Perth region.

The new line, part of the Perth METRONET, will connect the north-eastern suburbs to world-class public transport from Ellenbrook to the city, linking passengers to the major employment hubs of Malaga and Morley along the way.

Without transformative projects like the Ellenbrook Rail Line, the economic cost of traffic congestion in Perth will increase almost nine-fold to \$15.9 billion a year by 2031.

With funding to be provided in the first Budget of a Shorten Labor Government, construction is set to commence in 2019, with detailed planning and design work already underway by the McGowan Government.

Labor's record

The former Labor Government invested a record \$6.9 billion on WA infrastructure, increasing per capita investment from \$154 per West Australian to \$261.

This investment delivered major projects including Gateway WA, the Perth City Link, the Swan Valley Bypass, and upgrades of the Leach, Tonkin, Great Northern and North West Coastal highways.

While the Liberals keep talking, Labor is acting. We'll deliver more funding, more infrastructure and more jobs for WA.

Abbott/Turnbull's Record on infrastructure in WA

In 2016-17 alone, the current Government cut investment in the State's transport infrastructure from \$227 million. At budget time last year (2016) West Australians were promised \$842 million in infrastructure funding, only to receive \$614 million.

They cut funding for fixing dangerous blackspots on local roads (\$4.9 million); they cut funding for major road upgrades (\$191 million); they cut funding for upgrading the roads that the cattle industry rely on (\$12 million); and they cut funding for roads that connect communities and regional towns across the State's north (\$34.2 million).

Indeed, despite the State being home to more than 10 per cent of the Australian population Western Australia's share of the Federal infrastructure budget was just 8 per cent in 2016-17.

Every major Federally-funded project currently underway in the State was originally identified and funded by the former Federal Labor Government.

Financial Implications

Funding for this commitment will come from the \$1.6 billion *Fair Share for WA Fund* announced in August 2017.