

**Submission
No 23**

INQUIRY INTO IMPACT OF THE WESTCONNEX PROJECT

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The WestConnex business case has not calculated the fuel/energy requirements for the vehicles using the toll-way for the life-period of the project, i.e. 30 years. Context: China's oil production has peaked 2010-15. Therefore the whole Asia-Pacific region has peaked while consumption is growing relentlessly. See attached file 1. China is militarizing the South China Sea and also the Northern Indian Ocean to secure its oil supply routes. Chinese demand growth in the last years was around 500 kb/d every year. 2 years of such growth i.e. 1 mb/d is Australia's total annual consumption. It is easy to see that this cannot continue for more than a couple of years without serious conflicts which will impact on the availability of fuels. It is possible that a financial crisis in China or a trade war reduces China's GDP growth and therefore oil demand growth. Stagnation or recession in China will negatively impact Australia's GDP. In such a case, the economic parameters which were used to calculate future traffic on WestConnex will be invalid. As this scenario comes along with a credit crunch all toll-ways will come into financial problems. Transurban sits on \$17 bn debt This company is too big to fail and will have to be bailed out by the government. File 2 attached Whatever the scenario WestConnex increases Australia's oil vulnerability. File 3 attached Last not least Appendix H of the M4-M5 Link EIS shows that motorists' time spent in cars will increase by up to 83% in 2033 NO MATTER WHETHER WESTCONNEX IS BUILT OR NOT (File 4 and 5) Conclusion: WestConnex is absolutely risky and not viable. It should be immediately stopped. The same applies to all other road tunnels and toll-ways under planning