

**Submission
No 308**

INQUIRY INTO IMPACT OF THE WESTCONNEX PROJECT

Name: Ms Janet Kossy

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The Director
c/- Legislative Council
Standing Committee on Public Accountability
Parliament House
Macquarie Street
Sydney NSW 2000

Submission to the Inquiry into the Impact of WestConnex

Name: Janet Kossy

To the Director,

Please find my comments on the Inquiry into the impact of WestConnex based on the Terms of Reference as follows.

I agree to my name being published.

(b) The cost of WestConnex project, including the size and reasons for overruns

The costs are obscene. Billions in taxpayer money and in unfair tolls to make developers richer while increasing the transformation of our city into a dystopia of ugliness, pollution and social division. All powered by corrupt and secretive connections between politicians, finance and development. For example the fact former Roads Minister Duncan Gay is now employed by a transport construction firm that is getting government contracts--some without even going to tender.

Many proposals have been suggested that would more genuinely solve problems of congestion and access at far lower monetary cost, not to mention the human costs of Westconnex. These proposals include alternation to existing roads as well as public transport options. I don't think we really know much yet about the ultimate monetary cost or overruns, because everything is being done to evade transparency. The business case has been discredited by the SGS report to the City of Sydney. And it is outrageous that Westconnex has not been benchmarked against public transport options, so that cost comparisons and relative efficiencies were not analysed and documented.

(c) The governance and structure of the WestConnex project including the relationship between Sydney Motorway Corporation, Roads and Maritime Services, the Treasury and its shareholding Ministers

The transfer of responsibility from a government authority to a private company, The Sydney Motorway Corporation, was a sneaky sleight of hand to reduce accountability and transparency for the largest public infrastructure project in Australia.

The sale of a controlling share in SMC will make things even worse, and the fact Transurban was allowed to bid without even waiting for the ACCC report re: its monopoly status, indicates eagerness