



Parliamentary Debates

(HANSARD)

THIRTY-NINTH PARLIAMENT
FIRST SESSION
2016

LEGISLATIVE ASSEMBLY

Thursday, 16 June 2016

Legislative Assembly

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THE SPEAKER (Mr M.W. Sutherland) took the chair at 9.00 am, and read prayers.

WILLIAM PATRICK MITCHELL — PAROLE

Petition

MR I.C. BLAYNEY (Geraldton) [9.01 am]: I have a petition from 405 petitioners regarding William Patrick Mitchell; it requests —

To the Honourable the Speaker and Members of the Legislative Assembly of the Parliament of Western Australia in Parliament Assembled —

We the undersigned, say that William Patrick Mitchell who committed the violent murders of a mother and her two daughters aged seven and five respectively, and her sixteen years old son, at Greenough in February 1993, should not be granted parole, but be imprisoned for the term of his natural life.

Now we ask the Legislative Assembly to ensure that William Patrick Mitchell is never released from jail.

[See petition 380.]

PAPERS TABLED

Papers were tabled and ordered to lie upon the table of the house.

POLICE — SERVICES DEFINITION AND RESOURCE MODEL PROCESS

Statement by Minister for Police

MRS L.M. HARVEY (Scarborough — Minister for Police) [9.02 am]: I rise to inform the house of the progress of the WA Police services definition and resource model process. WA Police commenced the SDRM process in July 2013 to review and evaluate efficiency, productivity and savings opportunities across the agency. The process has been conducted in three phases, with each phase taking place over a 17 to 20-week period. Phase 1 involved corporate and business support areas, phase 2 involved specialist and operational support areas and phase 3 involved frontline police stations and facilities. An assessment of all resources, costs and services produced by the areas were captured and defined, followed by the development of productivity and efficiency opportunities. Opportunities identified through the SDRM process range from realisable and tangible savings to more efficient and effective use of resources to enable greater value for money or opportunities as a result of releasing valuable resources from back office functions. The first iteration of the SDRM process has been completed and the outcomes will continue to be implemented over the next 12 to 24 months.

I am delighted to inform the house that, to date, the SDRM process has realised \$35.4 million per year in efficiency and productivity opportunities, which has enabled WA Police to maximise service delivery, and, most importantly, to reinvest in frontline areas, with a particular focus on the Frontline 2020 metropolitan policing model. This focus on identifying and targeting opportunities to maximise resources deployed to frontline roles has enabled the release of 118 police officer FTE from back office roles to the front line. This process puts police where the community needs them. WA Police is now embedding the SDRM process and methodologies into everyday business practices, and they will now be utilised as a permanent function for continuous business review and improvement. I am very proud of the efforts of WA Police in achieving a more efficient and productive way to do business, and I look forward to informing the house on the future successful outcomes that this process is sure to bring to the agency.

LANDGATE — LAND REGISTRY PLATFORM — ADVARA

Statement by Minister for Lands

MR D.T. REDMAN (Warren-Blackwood — Minister for Lands) [9.05 am]: I would like to take this opportunity to inform the house of an exciting development at Landgate.

Mr D.A. Templeman: He's here!

Mrs M.H. Roberts: Where have you been?

Mr D.T. REDMAN: Already the opposition is happy to hear it!

The SPEAKER: Members!

Mr D.T. REDMAN: Landgate is internationally recognised as an innovative leader at the forefront of developing and managing technology and world-class land administration systems. Our land titling system underpins the Western Australian economy, with more than \$40 billion in mortgages registered at Landgate every year. In 2014 Landgate committed to invest \$40 million in developing a new land registry platform to meet Western Australia's future needs for an effective and efficient land administration system relevant to the modern era. This new land registry platform became operational in late 2015, with new capabilities being progressively introduced. I am pleased to say that all land transactions in WA are now conducted through the new land registry platform and that more than 200 000 transactions have been registered using the new system. As a result of the new land registry platform, property transactions that once took up to seven days to be processed can now be processed in less than 30 seconds. These sorts of improvements will be extended to the full range of property transactions conducted at Landgate in the near future, as we move toward a more electronic marketplace.

As a result of this development, Landgate is now uniquely positioned to provide world-class land titling services to other land title service providers, both nationally and internationally. As the house would be aware, the security and history of land ownership and land titles registries underpins the economic and social prosperity of not only this state, but also all Australian states and territories. It is this shared regulatory history and commonality between land titles registries that is attracting commercial interest in Landgate's new land registry platform. In December last year Landgate established Advara, a company to pursue commercial opportunities using the new land registry platform. A number of Australian and international jurisdictions are seeking new ways to meet their needs for effective and efficient land administration systems. As a result, Landgate, through Advara, will be uniquely positioned to export the capability developed in Western Australia and generate further economic and social benefits for the community of Western Australia. Through Advara, Landgate is continuing to show the world what can be done by using innovative, groundbreaking technology in the area of location information, and by doing so is taking the next important step to meet the future needs of our state.

Mr W.J. Johnston interjected.

The SPEAKER: Member for Cannington, I call you to order for the first time.

COUNTRY LOCAL GOVERNMENTS — BETTER PRACTICE REVIEW PROGRAM

Statement by Minister for Local Government

MR A.J. SIMPSON (Darling Range — Minister for Local Government) [9.07 am]: Since 2013, the Liberal–National government has provided more than \$10 million from the country local government fund to strengthen governance, transparency, accountability and service provision in country local governments. While a small number of local governments fail to meet their statutory obligations, the majority of country local governments look at how they can better plan for new community facilities and services in the future. The integrated planning and reporting framework is a key achievement of the Liberal–National government and has increased the number of local governments with long-term asset and financial plans from less than 20 per cent to 80 per cent. We have also made a significant investment to support local governments in managing their facilities, from recreation centres to libraries, and in ensuring that they can afford to deliver an increasing variety of services, from waste collection to aged-care facilities.

The better practice review program provides local governments with the opportunity to identify areas for improvement and to showcase innovative projects. I would like to make a special mention of the shires of Broomehill–Tambellup, Toodyay, Morawa, Irwin, Northam, Esperance, Wyalkatchem and Broome, and the towns of Narrogin and Port Hedland, which have all volunteered to be part of the better practice review program. These reviews have identified that those local governments that demonstrate good practice have a great workplace culture and, even more importantly, focus on listening and responding to what their community is telling them.

The Liberal–National government, through the country local government fund, has also invested more than \$1.5 million to deliver training to country elected members. Since that training started, there has been a 100 per cent increase in the number of councillors choosing to do their diploma of local government, and many of those councillors are from regional areas.

Over the next two years, the new country local government fund projects will provide an even greater range of programs to strengthen council accountability and performance. Three key focus areas are identifying strategies for local governments to better balance revenue constraints with increasing demand for a wider range of community services; supporting innovation in community development and promoting closer links between local government and community organisations; and supporting young leaders in local government, plus encouraging more young people to stay in the regions through the creation of entry-level positions in country local governments. These initiatives are fundamental to the government's commitment to strengthen the local government sector in WA and to better outcomes for residents and ratepayers.

DEPARTMENT OF MINES AND PETROLEUM — GEOVIEW.WA*Statement by Minister for Mines and Petroleum*

MR S.K. L'ESTRANGE (Churchlands — Minister for Mines and Petroleum) [9.10 am]: The Department of Mines and Petroleum's innovative online mapping application known as GeoVIEW.WA is a finalist in the 2015–16 Western Australian Information Technology and Telecommunications Alliance INCITE Awards. The INCITE Awards showcase information and communications technology innovation and excellence across 10 categories, recognising individual achievement, product innovation and project excellence. GeoVIEW.WA is a state-of-the-art geoscientific information product that allows stakeholders to visualise, interrogate and integrate various publicly available mining, exploration, petroleum, geoscience and remote-sensed imagery data. Free and easy access to these pre-competitive and open-file company information databases reduces the risk for explorers and encourages efficient exploration in Western Australia. The user can access GeoVIEW.WA via DMP's website to view information within any self-defined area of interest. The information can be downloaded for further analysis to assist in exploration and subsequent mine development and planning.

In addition to geoscience information, GeoVIEW.WA also has land-use planning information layers. For example, the information available has allowed users to see the area covered by the Perth and Peel Green Growth Plan for 3.5 million, thus facilitating community and industry feedback in the planning process. There is a total of 140 layers of information within GeoVIEW.WA. Between December 2015 and April 2016, more than 22 000 customers viewed and queried location information using GeoVIEW.WA and more than 900 maps were generated using tools available within the system during 2015. GeoVIEW.WA was an important contributing factor in the "Fraser Institute Annual Survey of Mining Companies: 2015" that ranked Western Australia's Geoscience databases third in the world. Additionally, GeoVIEW.WA won the Western Australian Spatial Excellence Award in 2013.

GeoVIEW.WA has revolutionised the way DMP delivers information to its clients. As opposed to providing paper maps from stocks that were compiled and printed years previously, the GeoVIEW.WA application provides clients with current information from across a number of DMP business systems, as well as from some external sources such as Landgate and Geoscience Australia. GeoVIEW.WA is also delivering information from other DMP systems that are dominantly textual but with a spatial component, and customers querying data in GeoVIEW.WA are passed through seamlessly to the related textual databases for more detailed information. I commend the DMP for the service they are providing to users through this innovative online mapping application.

WESTERN AUSTRALIAN OF THE YEAR AWARDS— YOUTH AWARD — ASHLEE HARRISON*Statement by Minister for Mental Health*

MS A.R. MITCHELL (Kingsley — Minister for Mental Health) [9.12 am]: I had the pleasure recently of attending the Western Australian of the Year Awards, which recognise the highest level of contribution made to Western Australia by those born and bred in our great state or those who have chosen to make Western Australia their home. I am pleased to advise the house that the recipient of the Youth Award at the Western Australian of the Year Awards was Ashlee Harrison, who will join me at Parliament House today.

Ashlee is not only a former student of Greenwood College in the seat of Kingsley, but also the chief executive officer and founder of the mental health charity zero2hero, which aims to ensure that every young person is educated and empowered to effectively deal with mental health issues. Ashlee noticed a gap in mental health education before the point of crisis and established a range of educational and early intervention programs for young people. She did this at a young age and with great determination. Ashlee is to be commended for commencing a program based on her own personal experiences. Ashlee founded zero2hero in 2009 as an organisation committed to suicide prevention, inspired by conversations she had had with her younger brother after the suicide of their stepfather. Ashlee wanted her brother and family to be able to openly communicate about what had happened, and it is an approach she has taken to schools across the state. zero2hero provides innovative school-based programs for children and young people that develop their understanding of mental health issues and awareness of mental health services. Ashlee set up the charity at the age of 21 years. During her seven years working in the sector, she has partnered with organisations such as Lifeline, Suicide Prevention Australia and Foundation for Young Australians. This amazing young lady leads a team of staff and volunteers that reach over 80 000 young Western Australians every year through zero2hero's programs. For example, schools around the state are today seeing students complete Camp Hero, an intense five-day camp and workshop in which students complete training in suicide alertness to better equip them to help those who are suffering from mental illness and depression.

Ashlee is what Western Australia is about—she is bright, young, innovative, compassionate, determined, enthusiastic and successful. Ashlee has been recognised by *The Australian Financial Review* as one of Australia's 100 women of influence. She was awarded a Pride of Australia Medal in 2015, won the

Western Australian Youth Award for Education in 2013 and in the same year was also a Young Australian of the Year finalist. To set up zero2hero at such a young age, with such great ambitions, is remarkable. I hold Ashlee in awe for what she has already achieved, but I know that much more will be accomplished. Mr Speaker, Ashlee Harrison is a most worthy recipient of the youth category in the Western Australian of the Year Awards and I wish her well for a very successful future.

BUS SERVICES — MIDLAND ELECTORATE

Grievance

MRS M.H. ROBERTS (Midland) [9.15 am]: I grieve to the Minister for Transport about public bus services in my electorate. If it is not enough that this government started its term of government eight years ago by taking money off budget for Midland train station, it is now depleting my electorate of bus services. I have made some very reasonable requests for the reinstatement of services, but I keep getting the brush off from this minister and the government. This is not just an inconvenience to my constituents; it is causing hardship to them. The suburbs that I particularly want to grieve about today, even though I could grieve about a whole lot more, minister, are Greenmount, Darlington and Koongamia.

I wrote to the minister about services in Koongamia last year when he removed the service from Scott Street and inconvenienced a lot of people there. When I say inconvenienced, I do not know whether the minister has ever been to Koongamia, Darlington or Greenmount, but they are hilly suburbs. They are not new suburbs; they have been around for decades and decades—probably the best part of 100 years. We are not talking about some new outer suburbs or whatever. These are all suburbs within just a few kilometres of Midland town centre and the minister is taking bus services away. I make reference to the hilly nature of these suburbs because for the elderly, the disabled and others getting from point A to point B when a new bus stop is much further away is a real problem. Imagine them doing it with a walking frame or a wheelchair or some other device. Try doing that after a hip replacement or a knee replacement or whatever. Try doing that without a footpath. Maybe the minister has footpaths in every street in his electorate, but I do not. That is not the nature of these hills suburbs.

Many of the new routes that the minister expects pedestrians to take are really dangerous. They have been made even more dangerous because many more people are being expected to cross four lanes of traffic on Great Eastern Highway. The minister has dressed up these bus route changes as being necessary because of safety concerns on Old York Road. The bus service on Old York Road is the principal issue that I want to raise today. I want the minister to revisit the changes to services on Scott Street and what that has done to Koongamia, because that is just wrong and it is having a very sad impact on my constituents there. But now the minister has taken more services out of Darlington and Greenmount, which is affecting people there. We have gone from having 35 services a week to a single service in the morning on a weekday, and only when school is on. It is just nonsense. I know that the minister has correspondence from me on this issue, which he has probably looked at, so given the shortness of time I will not repeat those points. I expect that the minister has read that correspondence. I also know that the minister has received correspondence from Mr Timothy Siragusa. I expect that he has sent the minister at least one letter containing quite a lot of detail about these services—services such as routes 320, 321 and 328 and the changed route 323, which is not helping anyone.

There are minimal changes that could be made. There are ways around the so-called safety issues for bus drivers to which the minister referred. It is a cop-out to say that this is somehow driven by concerns about safety, bus routes and so forth. What the minister has done—he should admit this—is reduce the number of services without coming up with an alternative service on the basis that it will add time to the journey. That does not cut it with anyone. People need bus services. I do not know how the minister expects people in Greenmount and Darlington to use public transport. It is the old chicken-and-the-egg argument, because as services are withdrawn and there are fewer of them, fewer people use them because there is nothing much left to use. It is just wrong. I know that the minister is under pressure because of his budget. I know that there are demands in developing new suburbs and that he is under pressure to provide services to those suburbs, but it is not right to take away existing services. People make life decisions when they purchase a house no matter what age they are. Some people who have purchased a house in this area are elderly, and they have done so on the basis that they know that they can walk to the bus stop that is out the front of their house or just down the corner. Some people in their 50s, 60s and 70s have bought houses in this area knowing that in their old age, they will need to rely on public transport. They were in a position in which they had an easy and safe walk to a bus stop to catch the bus to Midland train station, which then opened up the world to them because from there they could catch a train to Fremantle, Mandurah or Joondalup. They cannot do that in the situation the minister has created.

There is a lot of detail in Mr Siragusa's letter. I make it very clear that he is not the only complainant. If the minister looks at his records, I expect that other people have taken the liberty to complain to him. My office has been inundated with phone calls about this issue. I will not be fobbed off with talk that only a few people were catching the bus and that it is about safety and whatever. The minister should tell us quite clearly how many bus services have been cut each week and how much money the department is saving by giving a reduced service because it is a real problem.

I have made other requests, and the minister will be hearing more about this one. I refer to the situation in which the department will not provide a school bus service across the hill from suburbs such as Koongamia and Greenmount so that students can get across to Swan View Senior High School. This is a major problem for students going to Swan View Senior High School. We have a ludicrous situation in which students who live in Koongamia or Greenmount have to catch a bus down Great Eastern Highway to Midland and change buses at Midland train and bus station to get a bus up Morrison Road to get to Swan View Senior High School. That is quite a long journey. If the department provided just one small bus service, a short service, for the schoolkids across the top of the hill—I am talking about a matter of less than two kilometres—that service would encourage the use of public transport, especially in an area such as Koongamia, which is not an affluent area. People need that service. I am getting an answer before the member for Belmont makes her grievance.

The SPEAKER: Patience please, member for Belmont!

MR D.C. NALDER (Alfred Cove — Minister for Transport) [9.22 am]: I thank the member for Midland for raising this grievance. The provision of bus services across metropolitan Perth is a constant challenge for the department. Since coming to government, we have increased the number of buses in the fleet by 30 per cent, with an increased record level of new kilometres right across the metropolitan area. But we still have to review all services from both a patronage and safety perspective.

I note that the member for Midland wrote to me about this issue in March this year and that she received a response from my office. I will continue to look at some of the specific issues that the member raised today about coming down and going back out. I would like the department to help me better understand the issue. I will provide the information that I have been provided about the services, but before I do, I just add that since coming to government, we have made sure that in upgrading the fleet—we have spent just under half a billion dollars in upgrading the Transperth bus fleet—we moved away from gas, an initiative undertaken by the previous government, which meant that because of the lack of pressure, we could not get any buses out in the member's electorate.

Mrs M.H. Roberts interjected.

The SPEAKER: Member for Midland!

Mr D.C. NALDER: We have been able to upgrade a lot of buses in the eastern metropolitan area and provide a better service as a result of that move.

Transperth has regrettably, but through necessity, withdrawn the Midland-bound 320, 321 and 328 bus services from Old York Road, Greenmount. This was due to safety concerns associated with right-turn movements onto Great Eastern Highway. Safety is of paramount importance, and I expect that the member for Midland will appreciate that we hold our passengers' welfare in the highest regard.

Mrs M.H. Roberts: There are alternatives —

Mr D.C. NALDER: I will talk about them —

Mrs M.H. Roberts interjected.

The SPEAKER: Member for Midland, I call you to order for the first time.

Mrs M.H. Roberts interjected.

The SPEAKER: Do you want to be called for a second time? I will oblige you.

Mr D.C. NALDER: Member for Midland, I will step through what has happened, the logic that has been used and the information that has been provided to me by the department.

Traffic conditions on Great Eastern Highway have intensified, and, as a result, Transperth's contracted service provider, Swan Transit, had increasingly expressed concern about buses performing the right-turn manoeuvre. Given that the median strip is not wide enough to allow buses to rest in the centre of the road, they were required to pull through all four traffic lanes on Great Eastern Highway in the one manoeuvre in high-speed traffic. As a result of the concerns raised by the service operator, Transperth commissioned an independent road safety audit. The outcome of the audit confirmed the concerns raised by Transperth's service operator. Several safety issues were identified with bus operations at the intersection of Great Eastern Highway and Old York Road. As I mentioned at the beginning of my response, this is regrettable, but Transperth did not consider this issue lightly.

Several options to modify the intersection were considered to improve the safety for buses making the right turn. However, all options were ruled out because they created other safety issues and/or were very expensive. The first option considered was to widen the median on Great Eastern Highway by at least six metres to make it large enough to hold buses so that they could make the turn in two movements. This would require the realignment of at least two traffic lanes on Great Eastern Highway, property acquisition and the construction of retaining walls. The second option was the installation of a roundabout, but this would also involve significant property acquisition and the construction of retaining walls. The third option was the installation of traffic signals.

However, it was determined that it simply was not logical to stop all Great Eastern Highway traffic coming down Greenmount Hill at a new set of traffic signals, particularly considering the need for an arrester bed prior to the lights. It is also important to note that each day only around 16 passengers were boarding in Old York Road prior to the withdrawal of the services to Midland. I reiterate that the change only affects services travelling to Midland; services from Midland will remain in Old York Road.

In order to cater for the bulk of passengers affected, who are primarily school students travelling to local schools, Transperth introduced a route 323 service commencing from Old York Road, Greenmount, travelling via Swan View Road to Midland station. This service runs from Old York Road after Bona Vista Road—it is stop 14963—via Old York Road. It turns right at Swan View Road, left at Morrison Road and right at Talbot Road to travel the normal route to Midland station. This trip commences at 6.50 am only on school days and has been timed to enable students to travel to all Midland and foothill-area schools. After this time, Old York Road passengers must make their own way to existing stops on Great Eastern Hwy east and west of the Old York Road intersections.

Although I acknowledge the concerns raised about patrons having to cross Great Eastern Highway, I am unable to support the reinstatement of the Midland-bound services in Old York Road because of the identified safety issues. I understand that a number of alternative service alterations or reroutes of the bus services have been suggested. However, Transperth does not consider them to be viable alternatives because they either present with similar safety issues or result in a significant additional time impost for existing passengers.

I appreciate the concerns of the member for Midland's constituents. It is regrettable that Transperth is unable to offer any relief. However, safety is paramount in any given scenario, and I accept Transperth's position that there are no viable alternatives given our obligations to other passengers and road users, residents who may not necessarily appreciate the acquisition of their property and our fiscal responsibilities when considering the value-for-money prospect of any new road project or modification.

GATEWAY WA PROJECT — TRAFFIC NOISE

Grievance

MRS G.J. GODFREY (Belmont) [9.29 am]: My grievance this morning is to the Minister for Transport. Gateway WA was designed to cater for an expected doubling by 2030 of both passenger air travel and freight and container transport in the Kewdale area. The project also helped by addressing some of the state's most accident-prone intersections. The Gateway WA project began in 2013 and was funded with \$676 million in federal government funds and \$310 million from the state government. The Gateway WA project is to date the largest road project undertaken by Main Roads and I was pleased to attend the official opening in April this year along with the Prime Minister, Hon Malcom Turnbull, MP; the federal Minister for Infrastructure and Transport, Hon Darren Chester, MP; the state Minister for Transport, Hon Dean Nalder, MLA; and the federal member for Swan, Steve Irons, MP.

The Gateway project has produced some impressive statistics—165 lane kilometres of road constructed, 460 000 tonnes of asphalt laid, 21 kilometres of principal shared path built for cyclists and pedestrians, the planting of over one million plants, approximately 1 000 people working on the project at its peak, 11 bridges built, four new interchanges constructed, seven intersection upgrades, the widening of Tonkin Highway to six lanes between Great Eastern Highway and Roe Highway, and the upgrade of Leach Highway to an expressway standard from Orrong Road to Perth Airport. The project services 172 000 vehicle movements a day.

Although Gateway WA will provide many ongoing benefits, it is the local community in Belmont that has faced the greatest burdens during the construction phase of the project, and by that I refer to the noise, dust and road configuration changes. Whenever locals had concerns with those issues, Gateway WA handled inquiries and although I am still working with some constituents on their particular concerns, overwhelmingly, the project's liaison group worked well with the local community.

The greatest ongoing impact Gateway WA will have on the area is the increase in traffic noise, which will only increase over time. To mitigate this, approximately seven kilometres of noise walls were built and, to its credit, Gateway WA has used those walls to breathe life into the project with well thought out art and colour along the walls. The location of the walls was decided on projected sound levels affecting residents above a noise threshold. For example, when a residential tenancy was affected by traffic noise above a certain level, sound walls were installed. This approach has left gaps in the noise wall, which are unsightly and unfortunately give the appearance of a project that is only half done. Beyond this, residents are now faced with increased traffic noise and it is on their behalf that I raise this grievance. On 16 March this year, I tabled a petition in this chamber asking for the gaps in the sound wall to be filled. The essence of that petition, and the sentiment of many locals, is summed up in a sentence from that petition, which I now quote —

It is frustrating to see how a project as large as GatewayWA can improve our City so much and yet leave some areas worse off, all for the sake of small stretches of soundwall.

That sentiment has not changed and on behalf of the people of Belmont, I call on the Minister for Transport to address this issue and close the gaps along Tonkin Highway.

MR D.C. NALDER (Alfred Cove — Minister for Transport) [9.33 am]: I thank the member for Belmont for her grievance, and for her considerable efforts in representing the residents of the Belmont electorate on a range of issues. As the member would appreciate, numerous approaches are received by my office and Main Roads for the provision of noise amelioration measures from residents living adjacent to or near major roads. Although noise walls are incorporated in the construction of new roads where deemed appropriate, there is no funded retrofitting program across the existing state road network or dedicated program for monitoring noise levels. Main Roads has been developing a long-term strategy that will target treatment priority of major freight routes where the noise from heavy vehicles can have significant impact day and night on adjacent residents. However, due to more pressing road funding issues around the state, this strategy will not assist the immediate problems being encountered by the member's constituents.

With regard to the member for Belmont's particular grievance, I appreciate that the Belmont area, particularly locations adjacent to the Gateway WA project, have seen a lot of change over the past few years. Significant effort has gone into the planning of Gateway WA, including the design for the installation of noise and amenity walls in the vicinity of residential development. I am sure that the member would agree that the delivery of this significant project has been done extremely well and the end product is outstanding. However, I acknowledge the issues the member has raised with me on behalf of her constituents regarding specific locations where walls were not deemed as required by the project team at the time of the original project design. I understand from the member's representations on this matter, both in Parliament and in her correspondence, that the two areas of greatest concern are located along Tonkin Highway in the vicinity of Towie Street and at Ascot Park, where a future residential development is planned.

In response to the member's request and in recognition of her continued representation on this matter on behalf of her constituents, together with the unique and extensive scope of the Gateway WA project, I have asked Main Roads to provide detailed cost estimates to install appropriate walls at these locations. I expect to have this information within the coming weeks. In any event, I can confirm that I have approved funding for the works to proceed at the earliest possible time. As soon as Main Roads has completed the required procurement process and works time frame, I will advise the member of the details. I thank the member for continuing to represent her constituents so vigorously in raising this important matter with me.

BREARLEY AVENUE, BELMONT — CLOSURE

Grievance

MS R. SAFFIOTI (West Swan) [9.35 am]: My grievance today to the Minister for Transport is on behalf of members of the Belmont community, regarding the closure of Brearley Avenue. This was raised a couple of weeks ago, but members of the community followed up with me and asked whether I could follow up this issue in Parliament because they want to not only ensure that I present a bit more detail but also try to get a better outcome. As many people know, Labor has been undertaking Metronet forums throughout the community and we recently held one in Belmont. One of the key outcomes or key issues that was raised at the meeting —

Mrs G.J. Godfrey: Where was my invitation?

Ms R. SAFFIOTI: I do not get invited to anything that members opposite do. It was a public meeting that was advertised on my Facebook site.

Several members interjected.

The SPEAKER: Thank you, I am sorry you were not invited, but let us move on.

Ms R. SAFFIOTI: It was a very well attended meeting, one of the most well attended, so people are very keen to hear about —

Ms E. Evangel interjected.

The SPEAKER: Member for Perth!

Ms R. SAFFIOTI: It is unusual, I know; Liberal Party members do not understand that the Labor Party goes out in the community and has open meetings, so it is quite odd for them. When they have a meeting, they register everyone's name and get their background to ensure that only Liberal Party members attend.

Several members interjected.

The SPEAKER: Thank you. I know that does not happen at your functions, member, but in any event, the member for West Swan has the call.

Ms R. SAFFIOTI: We had a very, very productive Metronet meeting in Belmont and a number of issues were raised. Brearley Avenue was a key issue. As I said, it was raised in this place a couple of weeks ago following that Metronet meeting, but there are some significant outstanding issues I want to raise, in particular about the timing of the response by the Minister for Transport.

The key issue is about access to Brearley Avenue. The government plans to close Brearley Avenue, but there are issues to do with access to local businesses and to local residents in the area. The Minister for Transport said —

I have asked Main Roads to investigate alternative access options, including the potential for improved access at Boulder Avenue. I anticipate receiving this advice by the second quarter of 2017.

That is after the next state election. It is a major issue and it has been a significant issue in the local Redcliffe community. There is a residents' group and it has been raised at a special electors' meeting. It is a significant issue for not only a lot of people who live there but also a lot of the businesses in the area. The idea that we will not get a response until the second quarter of next year is abysmal and we need more action. I will list the main problems raised by residents about the closure of Brearley Avenue. Residents are dissatisfied with the level of modelling and analysis undertaken on traffic movements in the area. They are concerned about poor access within the cell and the creation of more suburban rat runs such as Stanton Road in particular, which is in close proximity to two primary schools. They are concerned about the lack of access to businesses in the area and they feel that their concerns were not listened to initially. This issue needs to be addressed as soon as possible. We cannot wait until the second quarter of 2017 before giving businesses more security and residents an assurance that planning has been undertaken in such a way that their local areas will not be continually subjected to rat runs. This is the key issue. The planning around these precincts, in particular Forrestfield and Redcliffe with the new rail line, has created enormous issues. There has not been enough integration and coordination between the tiers of government and the different agencies in the Forrestfield and Belmont precincts about what the Department of Planning, the Public Transport Authority and the councils are seeking and what the community is asking for. I know this area pretty well. Other major issues are access issues and the potential expansion of Great Eastern Highway in that area. The road structure being developed will mean a greater number of rat runs in the area and Stanton Road will be used more to access that area close to Tonkin Highway.

Minister, everyone deserves a more detailed answer and more advice before the second quarter of 2017. Businesses need to know how they will continue to operate in the future and the residents need some certainty about how their suburb will operate given that traffic management will be a major issue because of the increased density. If we limit or reduce access or we do not properly think through the flows within that cell, we could create potential congestion issues. Increased density, road closures, the impact on businesses and the creation of rat runs are all issues that have not been properly addressed. As I said, it was the number one issue raised with me at the Metronet forum. Although this issue has already been raised in this place, people have followed it up with me. I received emails asking me to raise the matter in this place. I congratulate Hon Samantha Rowe for the work she has done in this area —

Mrs G.J. Godfrey interjected.

The SPEAKER: Thank you! The member for West Swan has the call.

Ms R. SAFFIOTI: In particular, her coordination of these —

Mrs G.J. Godfrey interjected.

The SPEAKER: Member for Belmont, I call you to order for a first time.

Ms M.M. Quirk: You've touched a nerve.

Ms R. SAFFIOTI: Obviously.

Mrs G.J. Godfrey interjected.

The SPEAKER: Member for Belmont!

Ms R. SAFFIOTI: This is a serious issue that I am raising in Parliament. I am not sure why people are so upset about it. It is a serious issue that has been raised directly with me by the residents and business owners in the area. They want a better answer and a better timetable to provide certainty on this matter. I have read through the Liberal Party's 2013 transport policy and I did not see this road closure highlighted as a key feature. Labor had planned a station at a different location, which would not have created these issues. However, this is what we have. We need more certainty and better access for businesses and residents in the area.

MR D.C. NALDER (Alfred Cove — Minister for Transport) [9.43 am]: I find it fascinating that the member for West Swan is spending so much time on another member's electorate in a grievance. I assume it is because the Liberal-National government is doing so much work in those northern corridors to provide great outcomes in the electorate of West Swan that she has to look to other electorates to find a grievance.

The issue of Brearley Avenue was covered in a grievance raised in this place by the member for Belmont on 19 May. I can advise that Brearley Avenue is a state road under the care and maintenance of Main Roads Western Australia. It is disappointing that some of the information that the member for West Swan raised was not really accurate, particularly about rat runs. Part of the reason for closing Brearley Avenue is the traffic flow on Great Eastern Highway. It is a three-way intersection so it is quite complex. The road has been closed partly

to ensure an even flow along Great Eastern Highway so that we do not get rat runs through the local communities. For many decades, Brearley Avenue has served as a main access point to the Perth domestic airport precinct. The long-term process will involve the relocation of all domestic activity to what is considered the old international terminal. In recent years, many significant changes have occurred with both traffic movements and the evolving nature of the airport, which is why we have looked at this whole process. The closure was not highlighted in the 2013 traffic report that the member raised because at that point we had not committed to a fully underground rail service, which I believe is a far better outcome for the people in those communities. Yes, the opposition's station was to be located in the middle of Tonkin Highway. However, we are providing an underground service, which means there will not be the same level of interaction with and impact on noise and visual pollution with a railway line going through or nearby these areas. We have been able to deliver that outcome by utilising an aboveground budget. In fact, we are doing it for significantly less than what the Labor option would have cost. We are getting a great outcome for the people of Belmont. This is not to say that it has not posed challenges. We acknowledge that by changing and delivering an underground solution we have had to refocus and look at its impact. The majority of people I talk to who own properties at Redcliffe are quite excited about the redevelopment opportunities and potential increase in the value of land as a result of this infrastructure being created for the people of Redcliffe. The majority of them are quite excited by the delivery of this service because we know that the addition of this type of infrastructure adds greatly to the value of those properties. I reiterate that I understand a number of local residents and business owners would like to see Brearley Avenue remain open. The member for Belmont has raised this issue and championed the cause for those residents. We have taken the matter seriously and we wanted to look at different options. I acknowledge that in November last year, the member for Belmont organised a public forum that I attended.

As I stated in response to the member for Belmont's grievance, the state's position is that Brearley Avenue will need to close. This decision has been made in light of the imminent commencement of the construction of the railway station, the need to reduce congestion at the existing intersection, as I said just a little while ago, and to support the vision of the "Development Area 6" revitalisation strategy and the planning potential of the area, which I understand the City of Belmont has actively been involved in. With regard to this decision, I am also mindful that the planned closure will present a number of access difficulties for some local residents and businesses. I have acknowledged these concerns, as conveyed by the member for Belmont on their behalf. Although the permanent closure will occur, it is appropriate to explore the options to minimise any issues for the whole community. Accordingly, I committed to the member for Belmont that I would ask Main Roads to investigate the alternative access options, including the potential for improved access at Boulder Avenue, which I have done. This is on top of the work undertaken at Fauntleroy Avenue and —

Ms R. Saffioti: Coolgardie.

Mr D.C. NALDER: Yes, Coolgardie Avenue. Thank you very much. This will ensure better access in and out of Redcliffe for the local community. The advice that I have received from Main Roads Western Australia is that it will take some months to fully option out those. I am conscious that we will move into caretaker mode after Christmas and early February and it is likely that we will not have that information until after the election. As a result, given that we have been told that it will be that time, I have indicated that we will maintain Brearley Avenue and keep it open through to First Avenue to provide access go those local businesses and the local community so that there is continued access until we understand what we can do with the Boulder Avenue intersection. We do not know what will come from that after the election. Whoever is responsible for the portfolio and whoever is in government can make those appropriate decisions.

I acknowledge the concerns raised by the member for West Swan, but I reiterate the message that I provided. I also thank the member for Belmont for her strong representation on behalf of her constituents. I state that this is the first time the member for West Swan has raised this matter with me and I am not aware of any letter from the member regarding this issue. We are committed to providing a fantastic outcome for the community of Redcliffe. I believe that the addition of this infrastructure through this neighbourhood has been carefully considered and I believe that we are providing a far superior outcome by providing a rail service that stays underground, but it does pose significant challenges that we continue to work on.

PORT HEDLAND — DUST MANAGEMENT

Grievance

MR B.J. GRYLLES (Pilbara) [9.51 am]: I rise to grieve to the Minister for Transport about dust management at Port Hedland port. In March 2010 the government released the Port Hedland Air Quality and Noise Management Plan. The Premier said in his press release —

Premier and State Development Minister Colin Barnett said the Town of Port Hedland and export industries had worked with the State Government to provide a plan that ended 40 years of contention.

"The Port Hedland Air Quality and Noise Management Plan balances community development and renewal, with the continued growth of vital export industries," Mr Barnett said.

“It will help the transformation of Port Hedland and South Hedland that will result from the Liberal-National Government’s Pilbara Cities initiative.”

...

A comprehensive air monitoring system would be established and industry, the Town of Port Hedland and government agencies would work together to implement the plan and achieve the recommended dust levels as projected in the Taskforce Dust and Noise Management Plan.

The dust levels for emissions from the port were set in interim guidelines and the technicality of that is the dust particle being monitored is PM10, particle size 10, and that was set at a level of 70 micrograms per cubic metre during 24 hours. It is monitored and determined whether we emit less than 70 micrograms per cubic metre in a 24-hour period. Because of the vagaries of the weather the government set the target of not exceeding that more than 10 times a year. That was the plan in March 2010.

The Port Hedland Port Authority as the manager of the port then set about putting in place the requirements to ensure that that would happen. It had Sinclair Knight Merz identify the following key dust mitigation techniques to lower dust emissions from the bulk handling operations. The Pilbara Ports Authority was told by SKM that it should do the following to ensure that it met the guidelines set by the task force —

- All ore brought into, stockpiled and loaded through the Port of Port Hedland is at, or above, the Dust Extinction Moisture (DEM) for that particular ore type.
- Major transfer stations or transfer stations located adjacent to ship loaders are fully enclosed with extraction (either wet or dry).
- All transfer stations are to have a fogging system installed.
- All trafficable areas are sealed and regularly cleaned and maintained (including traffic management).
- A meteorological forecast system to predict adverse weather conditions and allow for early action for dust management.
- All ship loader booms are fitted with sprays at the loading chute.
- Water cannons used on all stockpile areas to maintain the Dust Extinction Moisture (DEM) of the product and prevent dust emissions associated with wind erosion.
- All stackers should be of the luffing/slewing type to reduce drop height and be fitted with water sprays on the boom.
- Car dumpers should be fully enclosed and fitted with dust extraction ...

The port authority has identified those measures in an effort to meet the guidelines as have been set. The Department of State Development, local industry and industry players have all worked together on these guidelines and put in place these requirements to make sure that we can deliver on dust management within the port. That work has been done. Then we get to the important part when we start to monitor it and see what has happened. The way the monitoring works is the National Environmental Protection Council sets national environmental protection measures. Normally, for dust in other parts of the nation, the level is 50 micrograms per cubic metre five days a year; that is what industry should be aiming to emit in best practice. Port Hedland is dry and dusty and it is next to the ocean so it has salt in the air, the industry task force in Port Hedland set the level at 70 micrograms per cubic metre 10 days a year. Already industry has been given more scope to emit more than the national environmental protection measures because of the intricacies of Port Hedland. Standards were set and we started to monitor.

We remember from the initial plan that industry and government agencies would work together to implement the plan and achieve the recommended dust levels. What did the monitoring find? Over 24 months of monitoring in 2012 and 2013 the 24-hour exceedences, which were allowed to be 20 days over those two years, were exceeded at Richardson Street by 26 days and at Kingsmill Street by 41 days. We have not got close to meeting the standards set by industry. The standard of the national environmental protection measure of 50 micrograms was exceeded on 120 days at Richardson Street and 144 days at Kingsmill Street. We have a major problem with dust emissions coming out of the port authority and the users are not managing that dust at the boundaries of the port. Further, the national environmental protection measure for annual average PM10 levels is 25 micrograms per cubic metre. That is the annual average that should be aimed for. Every single monitoring point in Port Hedland—not only in the west end, but also in the east end—exceeded that annual average PM10 level across the whole of Port Hedland. The control monitor in the Yule River, a dry sandy river 40 kilometres from Port Hedland, does not exceed those standards. This is not background dust coming from the region, because the Yule River control does not exceed it. This problem is from dust emissions from the port.

I ask the minister as part of this grievance: Which of the dust mitigation techniques identified by Sinclair Knight Merz in 2013 have been implemented by the port? What compliance measures does the Port Hedland

Port Authority enforce on users? What penalties are applied for noncompliance? Has the Port Hedland Port Authority identified which port users are responsible for the dust exceedences? Has the Port Hedland Port Authority established a response to the findings of the health risk assessment?

I have previously spoken highly of the Port Hedland Port Authority and its innovation in driving the increase in throughput through the port, which has been quite amazing, but it would seem that the focus on increasing output through the port has not been matched with a focus of maintaining dust levels at the guidelines that have been set. This is having a detrimental effect on Port Hedland and its development and I urge the minister to rectify the problem.

I take the minister back to the quote in March 2010 from the Premier. In the minister for Mines and Petroleum's words —

Port Hedland will continue its development as a major regional centre ...

Port Hedland's development as a major regional centre is diminished by this dust issue and it is up to the port authority and the minister to ensure that industry users comply with the guidelines they set themselves for dust management.

MR D.C. NALDER (Alfred Cove — Minister for Transport) [9.57 am]: I thank the member for Pilbara for raising this grievance this morning. I would like to also state that I will provide the information that I have been given, but when issues that have been raised are not covered here this morning, I commit to the member for Pilbara to follow up with the department and respond in writing to him on the specific concerns. The information that I would like to share is that the Port Hedland dust management task force was established in 2009 to plan for and provide effective dust and noise management strategies in Port Hedland. It works to balance the interests of the Port Hedland community with the export industries, which are vital to the town and the Western Australian economy. I acknowledge the member's credit to the port authority for the increased productivity that it has been able to drive through that port. It has potentially saved industry tens of billions of dollars of port expansions when we have seen the capacity shift from around 150 million tonnes a year to in excess of 500 million tonnes a year.

One of the task force's first tasks was to develop the Port Hedland air quality and noise management plan, an integrated government and industry strategy for future land use and dust management in Port Hedland. The plan also sets out clear goals and allocated responsibilities to all stakeholders, including the Pilbara Ports Authority and the Port Hedland Industries Council, known as PHIC. I would like to stress that it is the Department of Environment Regulation that regulates dust emissions in Port Hedland, not the PPA.

The PPA takes dust monitoring very seriously and works collaboratively with industry and state government agencies, through its involvement with the PHIC, to support air quality monitoring programs in the region. The PPA holds a part V environmental licence from the Department of Environment Regulation for its operations at Utah Point and its eastern operations, including berths 1 and 2 only. The PPA has port boundary-related conditions which require it to monitor and report any exceedences of the dust levels prescribed in its licence. It uses the wind direction and the Taplin Street site as the reference points to assess overall compliance with source dust emissions.

The PPA has completed the actions allocated to the port as part of the task force's 2010 plan. It has relocated all external stockpiles from the eastern side of the harbour to the Utah Point facility. All bulk material handled on the eastern side under the management of the PPA is now undertaken within closed sheds or by using containers. The PPA monitors dust at Utah Point and its eastern operations using best practice technologies and processes.

Dust control measures include the use of water cannons and mister sprays, and requiring all product delivered to the site to be at the correct moisture levels to limit dust generation. Conveyor systems and transfer stations are all sealed to limit dust emissions on site. The condition and quality of product delivered to the PPA's Utah Point and eastern operations is the responsibility of the shippers using these facilities. However, if this is not done properly, the PPA takes action to limit, and in some cases refuse to take delivery of, the product until the correct quality objectives can be met.

As the industry regulator, the Department of Environment Regulation sets penalties for noncompliance with environmental licences. All other port users handling bulk granular materials such as iron ore or salt also hold Department of Environment Regulation part V environmental licences, which regulate the dust levels permitted from their individual sites. Industry, including the PPA, will sustain continuous improvement in dust management and monitoring, and will continue to be subject to risk-based regulation by the Department of Environment Regulation. The PHIC will maintain its network of air quality monitors in the region and continue to make data available to the regulator and the wider community via its website.

Just in reference to the specific questions raised, I will take them on notice and if additional information is required to be provided, I will do so in writing.

**JOINT STANDING COMMITTEE ON THE COMMISSIONER
FOR CHILDREN AND YOUNG PEOPLE**

Seventh Report — “Everybody’s Business: An examination into how the Commissioner for Children and Young People can enhance WA’s response to child abuse” — Tabling

MS L.L. BAKER (Maylands) [10.01 am]: I present for tabling the seventh report of the Joint Standing Committee on the Commissioner for Children and Young People, titled “Everybody’s Business: An examination into how the Commissioner for Children and Young People can enhance WA’s response to child abuse”.

[See papers 4222 and 4223.]

Ms L.L. BAKER: Children are amongst the most vulnerable members of our society. The ease with which their vulnerabilities can be exploited has all too frequently been displayed, whether within families or institutional settings. At present, the Royal Commission into Institutional Responses to Child Sexual Abuse continues to take evidence from the community. This evidence is shocking, as it reveals the enormity of the problem and unveils many harrowing stories from survivors of child sexual abuse. In Western Australia in 2012, the special inquiry examining the abuse that occurred at St Andrew’s Hostel in Katanning revealed the enormous costs of failing to listen to children when they raise concerns about the behaviour of an adult in a position of trust and power. The special inquiry made it clear that Western Australia’s approach to child protection has changed since the abuse occurred at St Andrew’s Hostel in Katanning during the 1970s and 1980s.

The child protection system in Western Australia is extensive and staffed by dedicated professionals. During the course of this inquiry examining the role that the WA Commissioner for Children and Young People should play in relation to preventing child abuse, the committee was fortunate to have learnt a great deal from the men and women who have dedicated their working lives to protecting children from harm. This report, “Everyone’s Business”, makes it clear that while significant improvements have taken place, there remains much that can be done.

The extent to which lessons have been learnt and applied during the decades since the abuse at St Andrew’s underpinned much of the committee’s work. We were particularly keen to identify gaps in service provision and to recommend an expanded role for the children’s commissioner wherever it was possible and appropriate to do so. In particular, we were keen to ascertain whether children were listened to more readily now than they had been in the past, and whether the child protection system was better equipped to support child victims through the difficult process of disclosing abuse.

Navigating the child protection system has been described as a fraught process. Minimising for children the trauma associated with disclosing abuse must be an imperative for everyone in this community. With this aim in mind, the committee has made a number of recommendations relating to the role and function of the children’s commissioner. These recommendations focus on giving the commissioner a greater role to play in preventing and responding to disclosures of abuse by raising awareness in the community about the nature of child abuse. The committee is recommending that the children’s commissioner establish a dedicated online portal through which information about services, advice, emerging issues and best practice for responding to child abuse can be accessed. The portal should be uniquely branded and linked across all government websites and provide information for the whole community, from the child protection sector through to children and parents, or community and sporting organisations.

I would like to talk about some of the findings in more explicit detail at this point. Finding 2 reads —

The Committee finds that the trend towards colocation of services and improved interagency cooperation is a positive development in the Child Protection Sector.

The George Jones Child Advocacy Centre in Parkerville is a very good example of how this could and should work across the community. Finding 3 reads —

The Committee finds that a reportable conduct scheme providing independent oversight of complaints of child sexual abuse in institutional contexts in Western Australia would provide additional protection to particularly vulnerable children in care.

For those who have not heard the term before, a reportable conduct scheme is one in which the oversight of complaints of child sexual abuse in institutional contexts is conducted by an independent body from the lead department and all service providers. “Reportable conduct” is defined as any sexual offence or sexual misconduct committed against, with or in the presence of a child; any assault, ill-treatment or neglect of a child; or any behaviour that causes psychological harm to a child. Currently, New South Wales is the only Australian jurisdiction that operates such a scheme. Under the New South Wales reportable conduct scheme, the NSW Ombudsman has powers to assist agencies in building capacity to respond to complaints and/or reports of child sexual abuse. The NSW Ombudsman scrutinises the systems for preventing reportable conduct by employees of designated government and non-government agencies and other public authorities and also the

systems for handling and responding to reportable allegations and reportable convictions involving those employees.

Finding 5 is of particular relevance and importance to our committee. It reads —

Adopting a trauma-informed care and practice model for responding to child abuse victims will improve the ability of the Child Protection Sector to focus on the recovery of the child.

Again, for those not familiar with this term, I would like to describe what it means. The term “trauma-informed practice” is described in the committee’s report as —

3.9 A practitioner adopting a trauma-informed approach seeks to understand the young person’s experiences, asking ‘*what happened to you?*’ More traditional approaches have tended to adopt a pathology-based approach, asking ‘*what is wrong with you?*’

3.10 A trauma-informed approach is one that influences every aspect of working with young people who have experienced trauma.

This approach requires all systems within the organisation and its culture to be fully integrated. Achieving integration means working together in a complementary way, where each part of the whole understands its role and that of others in relation to the therapeutic task. The report continues —

3.11 Unfortunately, many aspects of the child abuse investigation process are not carried out in a way that is trauma-informed, and in fact each step of the process can lead to re-traumatisation for the child. Adopting flexible, available and accessible support mechanisms for child abuse victims is essential to addressing and limiting their trauma.

Finding 6 states —

The Committee finds that consistent and continuous support for child abuse victims is not currently provided by the Child Protection Sector.

Many services providing support, counselling and therapeutic responses for children and their families affected by child sexual abuse are currently at capacity.

The committee is deeply concerned that there are a number of specialists providing therapeutic services for child sexual abuse victims in Western Australia who refuse to accept referrals for children in care. The committee’s recommendation that relates to those comments is recommendation 1. It states —

That the Government takes immediate action to investigate capacity limitations and unmet demand within support services for child abuse victims and the provision of appropriate service models and funding.

Another issue that concerned the committee after it was uncovered is in finding 10 and the subsequent recommendation, recommendation 2. Finding 10 states —

The Committee finds that the Department of Education is not currently required to report on the extent of protective behaviours education being delivered within each school in Western Australia.

When the department was asked about the level and frequency of the rollout of protective behaviours courses, the department was unable to answer that question. Personally, I am gravely concerned by that. Accordingly, the committee recommends at recommendation 2 —

That the Minister for Education requires the Department of Education to report annually on the extent of protective behaviours education being delivered within each school in Western Australia.

Finding 16 states —

The Committee finds that Kids Helpline provides valuable assistance to the Child Protection Sector and children in WA, and should be provided with adequate funding to match the demand for its services.

From that finding, members will understand that Kids Helpline is not given enough money to do the job that it could do. It would be very beneficial to both the child protection sector and to the survivors of abuse if more funding was given to Kids Helpline.

Obviously I will not go through all of the committee’s findings, but finding 21 refers to the Commissioner for Children and Young People developing educative programs focused on the priority areas that are identified in the committee’s report. Three priority areas are mentioned, including educating and encouraging children about how to disclose child abuse and educating parents and the community about the processes to follow to support a child when a disclosure is made. These programs must be in addition to the Child Safe Organisations WA program that the Commissioner for Children and Young People is developing.

I would like to refer to the committee’s final recommendation, recommendation 8, which states —

That the Children's Commissioner work with oversight agencies to clearly map the extent of monitoring and oversight of organisations who provide services to children and make recommendations to government to address any gaps in scrutiny.

That basically means the sector needs to be mapped because it is confusing in its current state; it is very difficult to navigate. By mapping the sector in detail, we will understand how we can make the whole system far more accessible to children and for people reporting abuse. Finally, the commissioner should work with the sector to map the services available to support victims of child abuse. That collaboration will establish duplications or gaps in service specifically for child abuse victims and allow the commissioner to make recommendations to government that address shortfalls in service.

As I have said, the committee recommends the expansion of the children's commissioner's complaint monitoring function, with the aim of developing the capacity of the child protection system to respond to disclosures of abuse. The children's commissioner has a legislated responsibility to monitor trends and complaints, allowing the office to gain a strategic view of the situation. That would be of assistance to the sector as it develops and implements new policies and services.

A matter of extraordinary concern to the committee is that any discussion about vulnerable children must acknowledge the experience of Aboriginal children in Western Australia. That is already in the commissioner's remit, but the committee has gone further in its discussions, based on the evidence presented to it. Appointing a dedicated person within the office of the Commissioner for Children and Young People to respond to the unique needs and challenges faced by Aboriginal children is important if their voices are to be heard and valued. To that end, the committee recommends the appointment of a special adviser or—I underline and put in bold letters “or”—consideration be given to appointing a children's commissioner for Aboriginal children. This issue has been raised for as long as the commissioner's legislation has been debated in this house. It was part of the review, but it has still been rejected. This committee finds that it is an essential role. It would add greatly to the protection of Aboriginal children if the commissioner was resourced appropriately to appoint such a person.

The other recommendations in “Everybody's Business” that I have mentioned are directed towards strengthening specific aspects of how agencies might better protect children from abuse and respond when disclosures of abuse are made and where policy and services can be improved.

I would like to thank all those people who gave evidence to the committee as it prepared this report. On several occasions, individuals came forward and shared their stories and provided the committee with important firsthand evidence of the ongoing impact of child abuse on survivors. This was often a painful and extraordinarily confronting journey for this committee. I would also like to say that our committee ranges from members such as Hon Robyn McSweeney, who has vast experience in the child protection sector; me; Hon Sally Talbot, who has vast experience in the Legislative Council's processes and is a very talented woman in her own right; and Eleni Evangel, MLA, member for Perth. We have a very wide range of experiences. Some are extremely experienced in these issues and others are addressing them for the first time. It was challenging. I would also like to thank the many community sector providers that contributed to this inquiry. These organisations and people step up when government is either unable or unwilling to.

Finally, I would like to thank my fellow committee members, as I have just outlined, for their contributions during the inquiry. I must make special acknowledgement of our hardworking committee support persons, Ms Renee Gould and Ms Vanessa Beckingham, who worked tirelessly to put this report together. In recent weeks, we also had the support of Mathew Bates who stepped in to ensure that the report was printed on time and came to the house today.

This has been an exceptional opportunity to look at a very complex system with, if you like, some naive and some experienced eyes, and to work together on what would be the best contribution that our Western Australian children's commissioner should and can make to improve the child protection system in Western Australia.

MS E. EVANGEL (Perth) [10.19 am]: The tabling of the report “Everybody's Business: An examination into how the Commissioner for Children and Young People can enhance WA's response to child abuse” is the result of a significant body of work undertaken by the Joint Standing Committee on the Commissioner for Children and Young People. It included 35 public hearings, 35 submissions and 28 briefings with key agencies, resulting in the report's 21 findings and eight recommendations.

By way of background, in November 2011 the government appointed retired Supreme Court judge Hon Peter Blaxell to undertake a special inquiry into the response of government agencies and officials to allegations of sexual abuse at St Andrew's Hostel, which was the residential care facility for children attending Katanning Senior High School. In doing so, it was noted that the inquiry was established because of the emergence of information that certain public officials had been made aware of Mr McKenna's suspected behaviour over the 15-year period but nothing was done. As hostel warden between 1975 and 1990, Dennis McKenna and his brother Neil McKenna, the senior male supervisor between 1985 and 1990, committed serious offences of sexual abuse against children in their care and were convicted for their crimes—Dennis McKenna for crimes committed between 1977 and 1990 and Neil McKenna for crimes against a female

student in 1991. The underlying question in this inquiry was: why were these crimes able to carry on for so many years and where did our agencies and officials fail our children?

Blaxell's special inquiry report "St Andrew's Hostel Katanning: How the system and society failed our children", tabled in September 2012, makes a number of findings. However, of particular interest is the point made that the aftermath of a complaint may cause more damage to a child victim than the abuse itself. Blaxell went on to say that the best way to overcome this terrible situation is to provide the child with support, and this notion helped form recommendation 2 of the Blaxell inquiry, which in turn was the focus of consideration for this committee's inquiry and refers to the development of a robust child-focused central complaints system for any complaint concerning child abuse, regardless of the public sector agency that the matter relates to. It is referred to as a one-stop shop for any complaint concerning child abuse.

The government accepted all the recommendations of the Blaxell inquiry report and named the Commissioner for Children and Young People as the preferred body to fulfil the one-stop-shop complaints role. A statutory review of the Commissioner for Children and Young People Act refined this role into a child abuse complaints support role and Blaxell's recommendation 2, and was captured in recommendation 12 of the statutory review. The committee instigated its own examination into how this complaints role should operate and recommended that the best way for the WA children's commissioner to help protect children from abuse or to support their journey to recovery as survivors is through an enhanced education and outreach role to increase awareness about child abuse matters; the creation of a central online portal that hosts information about services, advice, emerging issues and best practice for responding to child abuse; and an expanded complaints monitoring function to allow the children's commissioner to monitor complaints made by an adult on behalf of a child and complaints made about services provided to children by public sector agencies and the non-government sector.

In line with the committee's views, most submissions to the inquiry rejected the idea of the commissioner receiving individual complaints and the referral of individual complaints. It was widely noted that the logistics of such a task would make it impossible under current resourcing arrangements, would impact on the ability of the commissioner to provide education, outreach, advocacy and other essential services, and would duplicate the work performed by other agencies and some of the administrative issues that may arise. The commissioner's views are reflected in finding 13 of the inquiry, which states —

The Committee finds that it is not appropriate for the Commissioner for Children and Young People to provide a specified child abuse complaints support function that consists of directly receiving and referring allegations of child abuse.

I draw attention to the evidence provided by former CEO of the Youth Affairs Council of Western Australia Mr Craig Comrie, who reinforced these views.

As I mentioned earlier, Mr Blaxell refers to a "child's friend" who supports a child or young person to negotiate the services and supports available to them and provides consistent, ongoing personalised support. The need for such a friend was highlighted in one public hearing with the victim of horrific child sexual abuse over a number of years starting at a very early age. In disclosing her abuse, she told the committee of her compelling journey following the disclosure, describing departmental and court processes at times as traumatic, and the impact that certain individuals and/or officials had on her self-esteem and ability to navigate the process and system. For example, something as simple as the way a judge looked at her in a court hearing sent her spiralling into the depths of depression, whereas she credits her ultimate survival largely to a police officer who provided personalised support and offered great kindness and compassion throughout the process.

At page 5 of the children's commissioner's submission 9D of 31 March 2016, he recognised that there was a gap in the provision of an advocacy and support service for children and young people who had been victims of abuse or neglect, and adopted the term "advocacy and support service" rather than the "child's friend", as referred to by Blaxell. The commissioner indicated that the office is currently investigating a model of advocacy and support services and submitted that, consistent with the committee's view, the George Jones Child Advocacy Centre is the closest WA model that falls in line with Blaxell's child-friendly one-stop shop, and additionally identifies Coram Voice in the UK as another model of particular interest. Along with the need for investment to establish an individual advocacy and support service, the commissioner noted that considerable investment in support services like Kids Helpline should be increased in WA, especially to assist children in remote areas.

In relation to the provision of education and outreach in recommendation 12, the committee supports the prioritisation of the needs of Aboriginal children and vulnerable or disadvantaged children, and recognises the benefits of having within the office an expert or commissioner of Aboriginal background. Additionally, it is important to note finding 18, which states —

The Committee finds that the Commissioner for Children and Young People should provide appropriate and accessible education and outreach assistance about child abuse matters to all vulnerable children and their families within the state, and not only to those children in the care of a government agency or service provider.

Protecting our children and young people is everybody's business, and I would like to acknowledge the recently appointed children's commissioner, Mr Colin Pettit. Mr Pettit has a big job ahead. However, in the brief time he has been in this role, he has demonstrated skills, dedication and commitment to his responsibilities ahead. I am sure this joint standing committee report will provide further framework to be adopted and implemented for the benefit of all children and young people in WA.

In conclusion, I would like to thank the committee staff, principal research officer, Ms Renee Gould, and research officer, Ms Vanessa Beckingham, for their amazing work and, additionally, my fellow committee members, the chair, Ms Lisa Baker; deputy chair, Ms Robyn McSweeney, MLC; and committee member, Hon Sally Talbot, MLC. Of most importance, I would like to extend my sincere gratitude to all those who gave evidence throughout the course of this inquiry.

Although we have come leaps and bounds since the Katanning days, the report "Everybody's Business: An examination into how the Commissioner for Children and Young People can enhance WA's response to child abuse" provides tremendous scope for improving the lives of children and young people, and this is absolutely everybody's business.

APPROPRIATION (CAPITAL 2016–17) BILL 2016

Third Reading

Resumed from 15 June.

The ACTING SPEAKER (Mr I.M. Britza): Before I give the call to the member for Armadale, I remind members that the rules pertaining to the scope of debate for the third reading of the Appropriation (Capital 2016–17) Bill 2016 are the same as those for other bills; namely, debate is to be confined only to those items found in the bill.

DR A.D. BUTI (Armadale) [10.29 am]: Thank you very much, Mr Acting Speaker. It is obvious that my comments will be within the confines of this debate. I refer to page 727 of volume 2 of the *Budget Statements* regarding widening Armadale Road. Yesterday I mentioned the state government's position of not committing to the bridge and I mentioned the views of the current federal candidate for the seat of Burt, who said, "I'm waiting to hear from residents about whether they see that putting an extra lane on the freeway or building a bridge has priority." Actually, we need both. We need a dual carriageway, which I believe the government committed to during the Canning by-election campaign. However, we cannot build just the dual carriageway and not develop the bridge because that would only increase congestion. He said he wanted to hear from the residents but he had not heard and that the matter had not come up in conversation with the residents. Let me tell the Treasurer and anyone else in the Liberal Party about residents' concerns. I have here letters published in the *Armadale Examiner* of 9 June 2016. One letter states —

Re 'O'Sullivan unconvinced bridge is necessary'... I have been watching the progress of this key piece of infrastructure closely and was delighted to hear the Labor Party recently announce funding for the bridge as part of its election campaign.

I believe the North Lake Road Bridge is the other major piece to the puzzle that Cockburn Central and Armadale Road freeway entry and exits.

As outlined in your article it was disappointing to read that Liberal candidate Matt O'Sullivan would not commit funding to the project based on little feedback received from the community.

Based on that point alone I thought it was imperative that I write to you and voice my support behind the North Lake Road Bridge project as this is a concern of the local community and Mr O'Sullivan should be made aware of this fact given he is requesting to seek evidence from residents.

That is from a resident in Harrisdale.

The Minister for Corrective Services stated in an interjection to me previously that this bridge is incredibly important to his electorate and to "watch this space". We are watching this space and nothing is happening. Another letter from Graeme Hill, the owner of the Dôme cafes in Armadale and Kelmcott, states —

Re 'O'Sullivan unconvinced bridge is necessary', ... has Matt driven that road between 6.30am and 9am and 3.30pm and 6pm?

If he has then I wouldn't need to explain the disaster that this road is during these peak hours.

I travel this road every day and will always try to avoid these times to travel.

Heading east during these time it is not usual to be stopped as far back as Tony Ale on Hammond Road.

Heading west it is usual to come to a stand still by Liddelow Road.

When Armadale Road gets widened to two lanes and the entry to the freeway is not done then all we are doing is giving everyone faster access to the car park that the freeway entries have become.

It is imperative that the North Lake Bridge go ahead as this will give thousands of commuters an alternative route and will go some way towards relieving the road planning disaster in the Cockburn Central area.

This congestion will only worsen when the Cockburn ARC opens early next year. Businesses wishing to settle in the fast growing City of Armadale will largely depend on having reliable access to the freeway and train station at Cockburn.

Let's not handcuff Armadale and let's allow Armadale residents to enjoy better access to employment opportunities and lifestyle by having better access to the freeway.

In another letter, Elton Swarts, the owner of WA Business News, writes —

Personally I have some respect for Matt O'Sullivan wanting to be assured that the bridge is necessary ...

Due process is good.

However, I'm concerned when he waits for residents to tell him they need it.

Progressive cities such as Singapore don't wait for residents to say what they want in terms of infrastructure, they have multi-year plans.

I'm concerned that we seem to be moving more and more to poll based decision process and less to strategic planning.

On a strategic basis, what is the sense of ensuring Armadale Road connects well with Cockburn, dual lanes all the way, only to have a bottle neck at Cockburn Central.

It is already slow getting over the Kwinana Freeway bridge near Cockburn Central.

East-west links are really important for the south east corridor.

To me it feels that investing in a dual lane Armadale Road without the bridge is like a farmer buying a three legged sheep dog.

This is a strategic long-term issue for both Cockburn and Armadale.

It is incredibly disappointing that in its budget, this government committed only to assisting with the dual carriageway along Armadale Road and provided no commitment to the North Lake Road bridge, which is a necessary part of this project. It will probably be wasting money to commit to funding the dual carriageway and not the North Lake Road bridge. Due to the advocacy of the federal Labor candidate for Burt, Matt Keogh, the federal government has committed to both, but, unfortunately, this state government and the Liberal candidate for Burt do not feel it is necessary. It is incredibly disappointing and shows a complete lack of vision and long-term planning. It shows us that this government's policies are in total disarray when it comes to properly funding major infrastructure projects in the metropolitan area. This dual carriageway and the North Lake Road bridge are necessary not just for the enjoyment of residents but also for business opportunities and the proper functioning of industry. It is absurd that the government is spending \$2 billion on a project that does not have support from any reputed town planner or transport expert—none.

Dr M.D. Nahan: Infrastructure Australia.

Dr A.D. BUTI: Does it support the Perth Freight Link in its current form? Is the Treasurer going to table that information?

Dr M.D. Nahan: It's the highest-rated project by Infrastructure Australia.

Mr M. McGowan: It was the only project put in.

Dr A.D. BUTI: It was the only project put in.

Dr M.D. Nahan: It is the highest-rated project in Australia.

Dr A.D. BUTI: The point is that it is absurd that the government is spending so much money on a project that will not even go to the port and once again it will do the same thing on Armadale Road. The government wants to develop a dual carriageway on Armadale Road, which will come to a dead end, as Graeme Hill, the owner of Armadale and Kelmscott Dôme cafes stated. It will allow people to more quickly get to a car park. Why put funding into a dual carriageway when it will lead into a bottleneck? It is the government's inability to properly fund the project. We know it is not committing to the project—because it has very badly mucked up the state's finances. It does not matter what the Treasurer says; he cannot stand there with a straight face and say he has managed the economy well. He cannot do that. He may be able to do everything else and talk about meetings he has had or not had but he is unable —

Mr M. McGowan: He doesn't give enough detail on those.

Dr A.D. BUTI: That is true. He is unable to stand here with any conviction and say that he has managed the economy well, because he has not. Despite that, he wants to put more money into the Perth Freight Link project, which is an absolute waste of time and is supporting the Liberal Party's commitment to widening the Armadale Road, but will not commit funding —

Dr M.D. Nahan: Do you support that?

Dr A.D. BUTI: Federal Labor has already committed to the North Lake Road bridge.

Dr M.D. Nahan: Will federal Labor fund it?

Dr A.D. BUTI: Of course. Did he not see the commitment?

Dr M.D. Nahan: Why are you talking about our issue? If federal Labor wants to fund it, we will receive the money from it.

Mr W.J. Johnston: Only if we win the election.

Dr M.D. Nahan: Fair enough. That's an issue for federal Labor.

Dr A.D. BUTI: I am not asking for an interjection.

Dr M.D. Nahan: You did.

The ACTING SPEAKER: Thank you, minister.

Dr A.D. BUTI: If he was making sense, I would, but he is not.

The issue is that federal Labor has committed to funding North Lake Road bridge. The state Liberal government has not committed to funding that at all, nor has the federal Liberal government. That is the issue. At the moment we have a federal Liberal government and a state Liberal government and neither of them have committed to funding the North Lake Road bridge. Also, unlike the Labor candidate for Burt, Matt Keogh, the federal Liberal candidate for Burt does not see it as a priority and he says that he does not have evidence of residents seeing it as a priority. I have just read a selection of letters in the *Armadale Examiner*. No letters in the *Armadale Examiner* supported the Liberal Party's position on this bridge. It is an incredibly important piece of infrastructure.

Closer to home in the Armadale region we have the issue of Denny Avenue. I refer to the following statement at page 728 of the budget papers, under "Significant Issues Impacting the Agency" —

Traffic congestion is an issue for Government, Main Roads and the broader community that needs to be appropriately managed to ensure that the transport network supports efficiency and productivity.

Obviously, the lack of funding for North Lake Road bridge will not help solve that problem. I have had a long saga with the Minister for Transport about the Denny Avenue project. This project goes back a long way. In 2001, the newly elected Labor government created the Armadale Redevelopment Authority and we had the development of the Kelmscott town centre. Denny Avenue became an important issue at that time. Alannah MacTiernan, the former Labor Minister for Transport, believed that proper planning needed to take place to address that issue. The solution that was agreed to at the time by Main Roads, the community reference group, the local government and the Armadale Redevelopment Authority was to construct a rail underpass at Davis Road, which is about 200 metres toward Armadale from Denny Avenue. That project was progressed over a number of years, with proper community consultation. However, with the change of government in 2008, that project went off the radar.

The late Don Randall, the former federal member for Canning, was very committed to this project. We both wrote to Dean Nalder, the Minister for Transport, a number of times, asking him to meet with us but the minister refused to meet with us. The minister said, in response to a grievance that I raised with him some time ago, that he did not want to meet us at Denny Road because he did not want to politicise the issue. However, the minister did meet with the then Liberal federal candidate for Canning, Andrew Hastie, during the Canning by-election. The minister would not meet with the representatives of federal Parliament and state Parliament, the late Don Randall and me, because he did not want to politicise the issue, but he was happy to have a photo opportunity with Andrew Hastie. I refer to an article in the *Armadale Examiner*, which states —

Transport Minister Dean Nalder said the state government should have some ideas about how to address traffic issues at Denny Avenue, Kelmscott, in the next few months but watered down the possibility of a grade separation.

What are those ideas? I have not heard of those ideas. We have heard nothing from the transport minister. No funding has been allocated in the budget to try to solve the issue at Denny Avenue. Don Randall was on this issue all the time. Both he and I wrote a number of letters to the Minister for Transport. The way this Minister for Transport operates is that he will get up in Parliament in response to dorothy dixers and talk about how he has visited the electorate of the member for Swan Hills or the electorate of the member for Forrestfield.

The minister seems to go only to the electorates of sitting Liberal members. The Minister for Transport is one of the most political transport ministers we have ever had. He determines priorities according to whether they will be of political advantage to his party. Alannah MacTiernan as transport minister, and even Troy Buswell when he was transport minister, talked to me a number of times about the issues in Armadale. Hon Tuck Waldron, the former Minister for Sport and Recreation, came out and visited me in my electorate, along with some community groups. However, the Minister for Transport will not do that. The minister did come to Denny Avenue on one occasion—not during the election period—and he did not let me know until about one minute before he got there. That is an absolute disgrace.

Mr W.J. Johnston: He does not get there because he's in Shenton Park!

Dr A.D. BUTI: True! That might be the case.

Mr D.A. Templeman: All roads lead to Shenton Park!

Dr A.D. BUTI: Yes. I am sure that if a grade separation was needed at Shenton Park, that would happen very quickly.

Ms R. Saffioti: Especially if the member for Forrestfield was there!

Dr A.D. BUTI: Yes!

The point is that anyone with any commonsense would understand that Denny Avenue is a bottleneck. It is a major problem. There are now three sets of traffic lights in the space of 150 or 200 metres, there is a railway crossing, and there is a train station about 200 metres from the railway crossing. Members do not need to listen to what I have to say about the problems with Denny Avenue. They can listen to the residents. Mr O'Sullivan might also want to listen to the residents. I refer to another letter in the *Armadale Examiner*. The letter is headed "Worst in the world", and it states —

Re Denny Avenue ... we moved from Roleystone to Camillo in January after many wonderful years of driving quite freely and unhindered all around the Kelmscott and Armadale areas.

Since the move and the creation of what must be one of the worst road traffic controls I have ever come across in the world, and we have lived in many parts, we find our days in Kelmscott lessening and our money spent in the businesses of that side very rare.

The frustration that overcomes me when I head towards the lights on Railway Avenue, only for them to turn red, the barriers go down and you know your five-minute trip is now going to take nearly 20.

And every one of the powers that be that orchestrated this catastrophic road system knew this is what would happen, what fool wouldn't and they did it anyway. Really.

A waste of money, a lack of intelligence and ingenuity and a stressor that all of us residing in this area can do without.

When the accidents still flow due to road rage frustrations, who will claim responsibility for that?

It's madness.

Another letter, headed "What a mess", states —

I travel to Thornlie twice a week and will not use Denny Avenue.

I cross at Gosnells and find the Albany Highway lights quicker and safer.

Why on earth Spud Shed was allowed to build there without proper thought to traffic flow I don't understand.

It's a mess.

I must say that Spud Shed is very supportive of the need for a grade separation at Denny Avenue. The minister has said that he has been to Denny Avenue and he does not believe there is a problem. That is absurd. As the member for West Swan would know, Kelmscott High School is on the west side of the railway line. That is a very large school, with up to 1 600 students. A number of those students come from the Kelmscott hills, Roleystone and Karragullen et cetera. They have to cross Denny Avenue every day. It is a major bottleneck. I try my best not to have to cross that road. Denny Avenue is an absolute mess, and this government has refused time and again to put it on its list of priorities for infrastructure development. As I have said, the Minister for Transport refused to meet with both the federal member and the state member of Parliament. That is absolutely appalling. What is even more appalling is that the minister was prepared to meet with the Liberal candidate—not a member of Parliament, but the Liberal candidate—in the Canning by-election for a photo opportunity. The only commitment the minister has been prepared to make is to say that he has some ideas about how to address the traffic issues on Denny Avenue. I am not sure what those ideas are. We are still waiting to hear about that.

The state and federal Liberal governments have been an absolute disgrace when it comes to road and rail infrastructure in the Armadale region. The problem of North Lake bridge is not related just to the electorate of Armadale. As the Minister for Corrective Services has stated, it is having a major effect in his electorate. People are seeking to avoid Armadale Road by going along Nicholson Road. I am sure the member for Cannington has been affected by this, because it is causing increased traffic in his electorate.

Mr W.J. Johnston: On Nicholson Road, yes.

Dr A.D. BUTI: The Nicholson–Armadale Road intersection is one of the worst when it comes to the number of accidents. It is absolutely appalling that this government, in cahoots with the federal Liberal government and the Liberal candidate for Burt, failed to realise the importance of addressing these important issues. Thank goodness we have a federal Labor candidate for Burt and a federal Labor Party that is committed to addressing these priorities from a social and economic perspective for the residents in the south east corridor of Perth. No manner of interjections from the Treasurer will change the fact that this state government has failed the residents of the south east corridor and, in many respects, even further west because, of course, this affects all those suburbs leading towards the freeway and even those on the other side of the freeway. The Cockburn and Armadale councils are working together on this issue because it is a no-brainer that it is important to the proper functioning of the Cockburn and Armadale local government authorities. It is an important issue, but we have not received a commitment from the government on it. It is just burying its head in the sand about the importance of this issue.

I will now address the issue of hospital funding in my electorate. In the budget papers the government refers to a commitment in the forward estimates to funding the redevelopment of the Armadale–Kelmescott Memorial Hospital. Initially, the funding was for next year, but I think it is now put out to 2019–20 or 2020–21. I do not have the actual page in front of me. Once again, the project has been put out. Every year in the last two or three years, the time frame for redevelopment of the Armadale–Kelmescott Memorial Hospital has increased. This is the only public hospital in the south east corridor between Pinjarra and Bentley. We know what this government thinks about the Bentley Hospital—it keeps trying to close down services. We have Royal Perth Hospital, which the government does not have any real interest in anymore, and Bentley Hospital, from which it continues to try to cut services. Due to the advocacy of the members for Cannington and Victoria Park and the opposition health spokesperson, the government had to change its mind on doing that a few times. May I warn, if need be, or give some advice to the member for Cannington: keep a careful watch on Bentley Hospital, because I am sure the government will try to reduce services anytime it possibly can. It is appalling that this government has cut services at Bentley Hospital and that it continues to try to cut services.

When it comes to the Armadale hospital, which services a mammoth area, the government continues to delay redevelopment. The government may say people, “It’s okay, you can go to Fiona Stanley Hospital.” The problem is that people cannot get to Fiona Stanley Hospital, because the government has not committed to properly fund the arterial routes.

Dr M.D. Nahan: You need Roe 8.

Dr A.D. BUTI: Roe 8 will not help people coming from Armadale to get to Fiona Stanley. They are trying to come along Armadale Road over North Lake bridge—once Labor has built it. What has that got to do with Roe 8? Nothing! At the moment, Roe Highway goes over the freeway. What has that got to do with residents coming from Armadale along Armadale Road to try to get to Fiona Stanley Hospital? This Treasurer has no idea. He has no idea about which person he is backing. He has no idea about which version he should agree to. He has no idea about the state’s budget. He has no idea about his own professional history and the reputation that he built up, because he has come into this house and trashed his previous history. Whether members agree with him or not, when he was chief executive officer of the Institute of Public Affairs, they would have recognised his position. He is very dry on economics and Milton Friedman would have been his poster boy—I am sure he had a poster Milton Friedman in his room—and that is fine because everyone has different ideas and different ideologies, but he has come into this chamber and given up all that and he has not provided any philosophical rationale for that. The only rationale for that is that it gives him a ministerial office, a ministerial car and maybe a bit more gravitas in his dealings with the member for Forrestfield and the Minister for Transport on who will be the next Premier or Leader of the Liberal Party. The Treasurer has lost all credibility. The Treasurer’s credibility when it comes to economics is zero. The Treasurer has a PhD in economics, so he did know something about economics. The government’s position on committing to infrastructure in the Armadale region is a disgrace.

MR D.A. TEMPLEMAN (Mandurah) [10.54 am]: I wish to make a contribution to the third reading debate of the Appropriation (Capital 2016–17) Bill 2016 specifically in relation to policing and capital appropriations for the state closed-circuit television strategy infrastructure fund. I want to highlight to the house my increasing frustration about this government’s rhetoric on policing in Western Australia. On numerous occasions I have said in this place and indicated to the Minister for Police that the model that has been foisted upon Mandurah and the Peel region, which absorbed the then Peel police district into the south metropolitan police district to create

the largest police district in the state that covers a huge number of people and a large number of local governments and, indeed, geographically a very large and diverse area of the state, is not working. It has not worked. It has been a failed process and a failed model and the minister now needs to ditch it. In relation to the Peel police area, we need to have our Peel police district returned as an entity in its own right, we need to have it resourced appropriately and we need to make sure that it is a government priority. The minister can no longer hide behind the model. We have had police and crime statistics showing massive problems in the Peel region with a variety of crimes. Also, only recently, we have seen domestic violence figures that show that the Peel region is in the top two. That is an appalling statistic.

On the weekend, on Saturday, we had another incident in the Smart Street Mall in Mandurah central, in the central business district, around one of our nightclubs. A fellow from Gwelup, with his mates and their girlfriends, was in Mandurah for a fiftieth birthday celebration and there was a situation in which he and his group, including some young women, was harassed and eventually set upon. He experienced appalling injuries, which included him having to receive treatment at Peel Health Campus. He had to have 15 staples in his head and knives pulled as a result. I want to table a photograph.

The ACTING SPEAKER (Ms J.M. Freeman): Member, you cannot table it, but you can lay it on the table.

Mr D.A. TEMPLEMAN: I would like to lay on the table a photo of James Hobbs that appeared *The West Australian* showing the injuries he sustained.

THE ACTING SPEAKER: It is laid on the table until the end of the day.

Mr D.A. TEMPLEMAN: Thank you. That experience and numerous others in the central business district highlight why this model is not working. I am not attacking the police in my district. I have absolute support for our new officer in charge, Steve Thompson. He and the men and women of the police service operating in Mandurah and the Peel region are remarkable and hardworking, and I have no complaint with them. But I do not believe that they are supported by a model that allows them to be as effective as they need to be and can be.

I want to highlight a letter that was received by the City of Mandurah from the Minister for Police, only as late as 31 May 2016, regarding the closed-circuit television capital project that is known as the state CCTV strategy infrastructure fund. The City of Mandurah applied under the \$5 million funding pool to the state CCTV strategy infrastructure fund for a project that was focused on providing updated and more effective CCTV camera surveillance equipment in the CBD of Mandurah, which of course includes Smart Street mall. I will quote from the City of Mandurah's letter to me received even as late as this morning, about this. The letter states —

The Project outline is;

6 x Replacement CCTV Cameras

8 x Additional CCTV Cameras (covering Smart Street Mall/Mandurah Terrace intersection through to Pinjarra Road as a priority area)

Optic Fibre, laid underground;

- **City of Mandurah to Smart Street Mall**
- **Smart Street Mall to Mewburn Centre**
- **Reading cinema to Ocean Marina**

Project officer costs

The optic fibre is key as the current system relies on wireless which has a high 'drop out' rate and has caused Police and the City frustrations. Optic fibre would remove this forever.

The City of Mandurah put in the application and this is the letter it got from the minister, with regard to this capital project. It states —

Dear Mr Newman —

Who is the CEO of the City of Mandurah —

I am writing to you regarding the Expression of Interest (EOI) submitted by the City of Mandurah in relation to the State CCTV Strategy Infrastructure Fund.

A considerable number of EOIs were received from local governments with over \$10 million in funding sought from the \$5 million funding pool. All EOI submissions were considered by an Assessment Panel in accordance with the criteria outlined in the State CCTV Strategy Infrastructure Fund Guidelines.

Unfortunately, whilst your application was reviewed positively by the Assessment Panel, there is not currently sufficient funding available to immediately progress your application. As a result, your application has been 'Approved, pending available funding'.

The State CCTV Strategy Secretariat will now commence working with approved applicants to complete a formal Proposal of Works. It is expected that upon completion of the Proposal of Works phase some project costs may be materially lower than the indicative funding figures quoted in the original EOI submissions.

Should this be the case, then ‘additional funding’ will become available from the initial grant pool and will be redirected to projects on the standby list. The Secretariat will contact you should funding become available that will enable your project to proceed.

If you have any queries in relation to this grant, please contact the State CCTV Strategy Secretariat ...

That was signed by the Minister for Police, Liza Harvey. I do not know what more criteria the government needs than the experiences in central Mandurah over a long time regarding crime and safety and particularly the safety of people in our entertainment precinct. I do not know what else is required for this project to be seen as a priority and to receive funding from this capital investment fund. I am very concerned, and I would bet that all of the unsuccessful applications have been approved, pending available funding. I reckon that is what has happened, and I will ask that question to the minister, that of all those received, and all of the projects that were assessed, what is their status, and which were successful? I hope that we do not find in that list of those that were successful in those local government areas that they might correspond with Liberal-held seats. It would be very interesting if that were the case, and I will be checking that.

I want to tell members that this issue is important. It is important for the City of Mandurah’s status as being seen as a safe place for people to come to and to enjoy the various facilities and activities in the central CBD. When we have front-page and high-profile media experiences, such as Mr Hobbs’ on the weekend, it really puts into jeopardy the City of Mandurah’s status as a safe place to visit and indeed to recreate and enjoy activities in the entertainment precinct. I want to applaud the City of Mandurah; I criticise the City of Mandurah when I believe it needs to be criticised, but I do not criticise it at this stage. The City of Mandurah is working and has been working for a long time on a whole range of projects including liquor accords and addressing the issue of safe taxi access for people leaving nightclubs, particularly in the early hours of the morning. It has done all of these things as a proactive effort, but now when it asks the Barnett government and puts a case forward, it is rejected, effectively because there are not enough funds. It demonstrates again that this government has not only the wrong priorities but also a total lack of understanding of what is required to ensure community safety throughout the state, and in my electorate of Mandurah.

I simply say this to the Minister for Police: given all the evidence, including the very savage attack in the central business district in Smart Street mall only last weekend and on top of a number of other ongoing issues in that central business district entertainment precinct over time, why was the City of Mandurah’s application for upgrades and improvements to CCTV facilities in that area still overlooked? I hope it is not because politics has got in the way of this and it is not approved because it happens to be in my electorate. I hope the member for Dawesville will support me in the request for this money. I would like to see the Minister for Police reassess the City of Mandurah’s application as a priority. I think it should be reassessed as a matter of priority, given this latest incident.

In the CBD we also have a whole range of other ongoing policing issues. The police superintendent for the south metropolitan area needs to be looking at a far greater and ongoing police presence in the CBD, particularly on weekends and during times when young people are out and about and need to be made to feel safe. It is not appropriate that people go to these entertainment precincts and they experience the stuff that Mr Hobbs and his group of people experienced last weekend, so I am pleading with the minister and the Treasurer to find, effectively, \$234 000. The federal Labor candidate Barry Winmar has already secured a \$100 000 commitment from the federal government towards the CCTV cameras, so \$100 000 is already committed federally. I hope that will be matched by the federal Liberal candidate and maybe it will, I do not know. However, this is a clear concern for the community in which I live for young people and families who want to ensure that the young people who go out at night to enjoy themselves, as they have a right to do, can come home safely and not end up at the Peel Health Campus with 16 staples in their head, like Mr Hobbs did on the weekend.

Mr R.F. Johnson: As a part-time resident of your honourable constituency, I wholeheartedly agree with what you are saying and what you are asking for. There is a prevalence of violence which is beginning to happen in Mandurah in the wrong places, and I support you 100 per cent in asking for more CCTV cameras.

Mr D.A. TEMPLEMAN: Thank you, member for Hillarys, because I know you have a place down there and you frequently visit there, and you, like me, want to see the place safe.

Mr R.F. Johnson: Absolutely.

Mr D.A. TEMPLEMAN: That is not just for people who live in Mandurah, or indeed in the region, but for people who come and visit.

Mr R.F. Johnson: Tourists.

Mr D.A. TEMPLEMAN: Yes, it is tourists. Mr Hobbs came down for a fiftieth birthday. He does not live in Mandurah, he is from Gwelup. He came down to celebrate a fiftieth birthday with his mates and girlfriends who were there. We would expect that when they go to a nightclub or any nightclub in that precinct, or any of the other facilities there—there is a couple of bars, a tavern and also some late-night eating places—that they would be safe. Why can we not do that? Minister for Police, I want to see this application reassessed immediately and urgently. I want to see the money that has been applied for by the City of Mandurah supported and indeed allocated, and, for goodness sake, get these things in place as soon as possible. Let us not have this elongated process that goes on.

The fact is that even if it were approved today, I wonder how quickly we could get them in. I would have thought that the surveillance cameras could be put in place relatively quickly. Why should people in Mandurah wait for such important infrastructure? The CBD is a policing hotspot. I honestly believe that if we still had the original Peel district policing model, autonomy within the region and the resources that those police men and women require, we would not see incidents like this, or if there was a sparking of incidents like this, the police would have the resources to immediately act. If the closed-circuit television resource that we are asking for were in place, we would know who these people are and we would have evidence. Understandably, the police probably have very little evidence apart from witness statements. They are appealing for witnesses on the night to come forward. If the CCTV camera infrastructure were in place, the police would probably be halfway towards solving the crime and locking up these mongrels who did this to Mr Hobbs and who terrorised his group who were visiting the nightclub for a birthday party. Do it minister! Get off your bum and look at this as a real issue because, I tell you what, the model is failing. The minister is failing the police men and women of this state because she is sitting on her hands.

MR P. PAPALIA (Warnbro) [11.10 am]: I want to talk about capital expenditure that is actually absent from the budget inasmuch as there is an identified risk in budget paper No 3 of the daily average prison population in correction facilities across the state. It is the third year in a row that budget paper No 3 has identified the extraordinary growth in the prison muster and the daily average prisoner population growth as a risk to the budget process to the extent that this year it confirms an additional recurrent expenditure totalling \$147 million provided to the budget. I know that that is recurrent and we are talking about the Appropriation (Capital 2016–17) Bill 2016, but it impacts on the capital. The question to be asked as a consequence of this warning that has been given every year for the last three years in budget paper No 3 is this: do we have enough accommodation within the correctional facilities across the state to house the incredible growth in the prison population that this government has created? Having lost control of law and order in Western Australia, we have seen nine consecutive months of double-digit growth in crime statistics across the metropolitan area. We have had nine consecutive months of growth in crime in Western Australia to April this year. It is clear confirmation that everything that the Barnett government has done in the field of law and order has failed. This is reinforced by the fact that we have record numbers of people in prison. One has to ask whether the right people are going into prison. One also has to ask whether our prisons are doing a good or a bad job of changing behaviour. According to the government, the whole idea behind incarcerating people is to send a message to change the behaviour of people and to warn them that the penalties have been extended and an increasing number of people are being put in prison. The argument is that if offenders are locked up, they will learn their lesson, they will come out and they will not reoffend. There is a problem with the theory in that practical experience on the ground confirms that it has failed. Something is wrong with the formula. My own theory is that the prisons have become crime universities.

Under the Barnett government, relatively minor offenders are being put in prison. To penalise them through the removal of their liberty has not been the last alternative or last option of law enforcement, and other interventions have not been tried, which might be more successful in changing their behaviour. The Barnett government, as a first priority, is putting people in prison. That sounds good and it sounds as though the government is being robust in its response to crime, but in reality someone at the early stages of their offending pathway, when they are most receptive and responsive to an intervention that would change their behaviour for the better, is being classified as a maximum-security prisoner. They are being stuck in a remand prison. Because they are at the start of their offending career and they have a short sentence—in all likelihood between six to 12 months—they get no intervention in prison. These offenders are receiving no rehabilitation in prison. A person with a sentence of between six and 12 months who is an addict or an abuser of substances or alcohol, or who has a mental illness or any other issue that has led them to offend, receives no rehabilitation while in prison to change their behaviour. They go to the back of the queue. In those circumstances, 64 per cent or 65 per cent of the people who go into prison come out having had no intervention in the prison system, with the exception of one: what they have received is an introduction to their next drug dealer, their next bikie gang member or a long-term criminal looking for someone to influence and take under their wing. We have taken someone who has otherwise been stupid, ignorant and selfish, and made an error and committed a relatively minor offence, and put them in close proximity with someone who is much better at being a criminal than they are.

Dr A.D. Buti: You need a PhD.

Mr P. PAPALIA: Within a short time they emerge from prison with the fastest PhD a person can get in Western Australia: a PhD in crime under the Barnett government. They will come out of the university of Hakea or the university of Bandyup and be more capable of reoffending than they were when they went in. The Barnett government has surrendered to the criminals having said there is nothing else that it can do than to lock them up in close proximity to serious criminals and make them more serious criminals themselves. The Barnett government has witnessed a growth in the prison muster and an increase in the rate of growth of the prison muster as a consequence, but it behoves the government to fund accommodation for those people. The university has to expand. It has more students so they must be accommodated. When we look back to determine whether there has been an adequate expansion of our prison system to accommodate these people, the answer is: I do not think so.

Having had the Department of Treasury warn us of the daily average prisoner population growth being a threat in the last three budgets, what has happened over the years? It is not as though the Barnett government has not wasted money on the prison system. As it has done in a number of other fields, it has done its best to waste capital expenditure in the prison system. When the Barnett government first took office, there was money to throw around at all manner of things. We did not have to worry about things according to the government because we were in the throes of the biggest revenue windfall from royalties in history. It was the biggest revenue bonanza in the history of Western Australia and probably any jurisdiction in Australia, and there was no thought for the future. The government threw hundreds of millions of dollars at things as wasteful as the prisons. I refer to the *Hansard* of 15 June 2010 when the Minister for Corrective Services, who also happened to be a bloke who had a bit to do with the budget, Hon Christian Porter, was trumpeting the planned capital works expenditure on prisons. He said —

... between May 2009 and June 2014 we intend to add 2 590 beds. That represents a capital infrastructure program of \$656 million.

An amount of \$656 million expenditure on more beds in prison was being trumpeted as a wonderful commitment and advance by the Barnett government way back in 2010. Later that year, on 19 October 2010, through a dorothy dixer in this place, the minister again took the opportunity to tell everyone how wonderfully accomplished the Barnett government is at wasting money in the prison system. Interestingly, the purveyor of the dorothy dixer, the person delivering the dorothy dixer, was the current Minister for Corrective Services. Hon Joe Francis was asked to present a question to the minister about how many additional facilities were being created in the prison system and Hon Christian Porter stood and said —

Obviously, when there is a shortfall between operational bed capacity and population, we have safety concerns, health concerns and management and administration concerns.

He then went on to say how wonderfully they had expanded the capacity of the prison system and that it now had an operational capacity of 5 107. He also went on to trumpet the fact that he was about to waste \$656 million of capital expenditure in the prison system.

We then leap forward a bit to 1 March 2012 when we had a new Minister for Corrective Services. Like so many portfolios under the Barnett government, this one tends to be handballed around quite regularly. At last count we have had four ministers over the years. This minister was Terry Redman. The then opposition spokesperson, Hon Fran Logan, asked a question about the amount of money being spent and the number of beds being created within the prison system. In response, Hon Terry Redman said —

We presently have 5 178 beds within our prison system, including work camps.

On 1 March 2012, we had 5 178 beds. The interesting thing is that there was a bit of a lull or a hiatus in the rate of growth of the prison muster; it went back to historical levels for a couple of years about a year and a half ago. The government must have been quite relieved because all its \$656 million worth of expenditure on expanding prison bed numbers may have looked like the number of beds would have crept just above the number of prisoners coming into the prison system; it might have just enough capacity. Sadly for the government, the crime university is far more effective than the government's ability to waste taxpayers' money on building more beds in the prison system. Remember that in March 2012, Hon Terry Redman said that there were 5 178 beds in the prison system. We could say that the government subsequently brought on the West Kimberley Regional Prison, but I think that may have been counted in those numbers. The government could anticipate that the Eastern Goldfields Regional Prison would come on and I think that accounts for net additional beds of 110. If we are being generous and we assume that West Kimberley and Eastern Goldfields were not in those numbers originally and we add them, we come to a rough figure of around 5 395 beds in our prison system, according to the government.

The problem, of course, is that the university is pumping out graduates far faster than the government can keep up with the creation of positions. Today the prison population is 6 289. It is close to 1 000 more than the capacity of the prison system, according to the ministers over the past few years. Having already spent \$656 million on a crime university, the government is now confronted with the challenge of where to find more accommodation

for its new students. Part of the crime university system is that graduates regularly come back for further qualifications. The more we pump out of a system that is failing, the more they will reoffend at a higher rate and the more will come back into the prison system, the more victims of crime we will create and the more beds we will have to pay for. The question I am putting to the Treasurer today is: what is your plan, Treasurer? The last three years' budgets have all identified capacity within the prison system or the average daily prisoner population number as a risk to the budget. This year the government has already added \$147 million above and beyond the budget, but budget paper No 3 states —

Notwithstanding this substantial injection of additional funding, if prisoner growth continues to exceed forecasts, there is a risk that further funding may be required (including in 2015–16).

We may have to put in more than \$150 million recurrent above the budget. That would not be surprising because the recurrent budget in corrective services has blown out every year by 8.5 per cent on average. This year it was about 9.5 per cent. That is not the issue that I am talking about today. Today I am talking about what is being done with capital expenditure and planning for the next prison required under this government, because its only plan is to build prisons. Its only plan is to allow more and more Western Australians to suffer at the hands of criminals, because there will be more victims as a consequence of the crime university graduates that the government is pumping out. The government's only response is to house them subsequent to committing the crimes. What is the government doing about that? The government's own budget papers identify it as a serious risk.

As an indicator for the people of Western Australia when they are considering whether they want the government to waste more money on more and bigger crime universities, they have to consider that in the entire history of Western Australia, right until 2008, the state accumulated around \$3.6 billion of debt. In this single budget year, the deficit alone exceeds that amount. The Barnett government in one year has blown out the budget by more than all the debt accrued in the history of Western Australia prior to it coming to office. The debt has hit \$31 billion and it is projected to grow to \$40 billion in a couple of years. We still have to build hospitals and real schools and support real education and policing in the community. We still have to build public transport. That money has to come from somewhere. If the Barnett government's priority is instead to build crime universities and pump more and more criminals in the system, create more and more victims of crime, the money has to come from somewhere. We are talking serious money.

As an indication, if we want to build a metropolitan prison to house around 1 000 people—it was just done in Darwin; the new prison in Darwin has a capacity of 1 050—a modern prison of that capacity costs \$500 million. That is not small potatoes. That is not small money in the context of austerity. We are talking about every penny being pinched to fund teachers and the government is sacking education assistants and public servants. It is adding to the unemployment problems in the state. When the government sacks public servants, it cuts services. In that context people need to deliberate on whether this government is capable of managing the state's finances. If the government has no other response to crime than building bigger and bigger prisons that are pumping out more and more repeat offenders, we have no hope. We have no choice other than to build another prison. If the government is going to build another prison, it will cost another half a billion dollars. That is a half-billion dollars that we cannot use for those good things we would like to be doing.

The sad fact is, as evidenced by the statistics, if we build another prison, it will not reduce criminality or the number of victims of crime. It will add to it. It will increase the rate of offending; that is the evidence before us. If members want to know how urgent this matter is, they should look at the statistics for the last couple of years. I went back and looked at the six-monthly growth rates in the prison muster—the actual number of people in prison on the six month mark over the past few years. From 30 May 2014 to the start of January 2015, there was a growth rate of 2.1 per cent. Over the next six-month period, it rose to 2.6 per cent. In the six-month period after that, from the middle of 2015 to December 2015, the rate of growth in the prison muster escalated to 3.9 per cent. From the end of December to the start of June this year—that is when I had the last look—the rate had escalated to eight per cent. The rate of growth in the prison muster is doubling every six months at a time when we already have record numbers of people in the prison system, and the government has identified the prison population as a risk to the budget, although it is talking only about recurrent expenditure; it is not even talking about capital expenditure.

Another abject failure of this government with regard to law and order policy is the rate of re-entry to prison of people who have offended in the same way that they did when they previously entered the prison system. We can forget some of the spin that is delivered by the government when it talks about recidivism rates, which generally relates to whether offenders reoffend within two or five years after release. I went back to a more basic assessment, because we are not getting much in the way of information from the government nowadays. I sought out a more fundamental measure: how many people in one financial year returned to the prison system in Western Australia after having previously been released. I looked at total prison entries in a given financial year and asked how many of them had been in prison previously. That is a pretty raw and basic measurement. We would hope that if the prison system was working, that number would be getting smaller and there would be

a reduction in the numbers of people returning to prison, having already experienced the Western Australian prison system under the Barnett government and having learnt their lesson. Sadly, that is not the case.

In 2012–13, 6 590 people entered the prison system, of which 4 493 had already been in prison before, which is 68.1 per cent. That is a very large percentage. In 2013–14 the percentage was 68.7 per cent. In 2014–15 we reached the plateau I referred to earlier and the rate went down slightly to 68.6 per cent. The next statistic is quite concerning because it reflects the recent rapid growth in the prison population. In 2015–16 to the end of December—which does not even include the current year, during which the prison population rate has increased more sharply—the rate of re-entries, the number of people who had returned to the prison system as a proportion of the overall prison entries in that year, was 70.9 per cent. That means that 70.9 per cent of people who came into the prison system in that six months had been in prison before. The percentage has grown over the course of four financial years from 68 per cent to more than 70 per cent. That is an abject failure, writ large, as evidenced by the statistics. There is no spin by which the government can talk its way out of this. We have had double-digit growth in crime statistics, month on month, for nine consecutive months.

Mr P.C. Tinley: A crime wave.

Mr P. PAPALIA: An unprecedented crime wave, according to the Minister for Police. The Minister for Police has said that we are in the grip of an unprecedented crime wave in the midst of the biggest growth in the prison population in the history of the state and the consequent demand for additional accommodation.

Dr A.D. Buti: The only area of the economy that's growing.

Mr P. PAPALIA: Well, debt is growing; that is another area of the economy. But beyond debt, this is the biggest growth industry under the Barnett government. It is a sad fact that even before the government lifted the public sector recruitment freeze, it exempted the Department of Corrective Services so it could go out and recruit a further 300 or so prison officers. It was one of the very few areas that were exempt from the recruitment cap, because the government has lost control of crime.

Mr W.J. Johnston interjected.

Mr P. PAPALIA: That is a good point by the member for Cannington. A year ago, 350 education assistants were sacked by this government in a desperate bid to rein in growth in the public sector. However, this year, it is employing 300 prison officers. That tells us what has happened; there is a shift in priorities. This is a government that does not care about educating our young people and encouraging them on to a proper pathway. This is a government that has no response to law and order; it has lost control of law and order. This is a government that has overseen an incredible growth in crime in recent times—a crime wave of unprecedented proportions, according to the Minister for Police. This is a government whose only response is to sink hundreds and hundreds of millions of dollars into a corrective services system that is doing nothing to reduce crime and is only adding to the problem. It is adding to the threat of more and more victims of crime within our society.

Before I conclude, I will refer to another set of statistics that I find interesting. It gives an insight into why our prisons are failing, apart from the fact that they are massively overwhelmed by numbers. I applaud and respect the prison officers and other staff who work in our prisons under these terrible conditions—massively overcrowded, very dangerous conditions. I do respect that, unlike the minister and unlike the Barnett government, who attack the workers and blame them for the problem. Having created a massively stressful environment, the government blames the workers, but I defend and respect them. However, they cannot perform to the level they would wish to, and I have talked to them about this. They want to do well and they want to do better. It is not only prison officers; it is also community corrections officers. People want to do better but they are being overwhelmed by numbers and are under-resourced, and as a consequence they are not delivering and the prison system is therefore turning out more and more criminals.

As I said before, it is just logical that the earlier on in their criminal pathway offenders are encountered, the more likely we are to be able to change their behaviour by providing them with appropriate interventions. These include rehabilitation programs, particularly for those with addictions; violent offender treatment programs; and cognitive skills programs. If those are the programs that they are deemed to be in need of and we deliver them at an early stage of their criminal pathway, we are much more likely to have a successful outcome. If we wait until they have reoffended to such an extent that they receive a really serious criminal sentence that extends beyond one year and well into multiple years, in all likelihood we are going to fail anyway. They will have already been set on their path and will not be open to or capable of responding to an intervention.

I looked at the statistics over the past two calendar years, 2014 and 2015, for offenders who had received sentences of between six and 12 months and were eligible for different programs and I tried to find out how many of them actually received those programs. In 2014, 127 individuals went to prison for addiction-related offences—alcohol and all other types of drug addictions and abuse are grouped together—and of those, only 67 had programs delivered to them before they left the prison system. In 2015, there were 140—note the growth—of whom only 75 received programs.

I turn now to the statistics for cognitive skills programs. Cognitive skills is just about trying to educate people on alternatives to punching people and giving them different pathways in their thought processes and thinking to respond to stressful environments. In 2014, 115 people were identified, in that bracket of six to 12-month sentences, as being in need of those programs; of those, only 65 of them got them. There were 121 in 2015, of whom only 79 got them.

The figures are quite alarming. Of the offenders serving a prison sentence between six and 12 months who were identified as needing a violent offender treatment program, not everyone received it, even though they had a short sentence. Out of 35 eligible offenders in 2014, only 28 got it, and out of 34 in 2015, only 26 got it. For sex offenders, similarly, not everyone gets it: three offenders were identified as needing it but did not get it in 2014, and were still released. In 2015, there were another three. There are small numbers, 24 and 26 offenders, in both categories. The point is that when I add up all the different eligibility criteria and the number of programs that they are eligible for, 305 were eligible in 2014 but only 184 got the totality of the programs. Of 339 eligible offenders in 2015, only 219 received them; but, most importantly, under “addictions”, in both years less than half of the eligible offenders received addiction intervention programs.

A crime university has been created. The question is: where is the capital to expand the university? The government has created the demand; it now has to accommodate it, unless it is going to do something else about it. It is clear that the government is not going to do that because it has failed on law and order. The Barnett government has lost control of law and order. There are more victims and more crime, and it is a direct consequence of the government’s failed policies. It is costing Western Australia hundreds and hundreds of millions of dollars and it is only getting worse. The government has no clue about how to fix it; it only has to accommodate the offenders. Where is the money for the new prisons?

MR W.J. JOHNSTON (Cannington) [11.40 am]: I rise to make some comments about the Appropriation (Capital 2016–17) Bill 2016. Interestingly, I would love to talk about what is happening at Western Power and its expenditure, but I cannot because it is not covered by the budget. It is not part of the legislation that we are dealing with here, through which the Parliament is authorising capital expenditure by the state of Western Australia.

Dr A.D. Buti: Really?

Mr W.J. JOHNSTON: Yes. It is a government trading enterprise and GTEs are not part of the budget. They are part of the total public sector in Western Australia. Its operations do not contribute to the budget deficit in this state, except in payments from those organisations to the budget. People get confused. Because Western Power, Horizon Power and Synergy are part of the total public sector and contribute to net debt in Western Australia, people do not realise that they are not in fact covered by the appropriation bills that make up the budget that the Parliament itself authorises. I cannot talk about the capital operations of those organisations. I would love to have highlighted a matter regarding a battery that it was announced would be installed in Carnarvon on 24 November last year but has never been. I would love to be able to highlight to the Parliament all the details of that but I cannot because it is not covered by the capital appropriation of the state of Western Australia because it is a GTE—an off-budget agency—and the Parliament does not get to authorise its behaviour. GTEs are covered by the legislation of the Parliament and, so long as the GTEs operate within that legislation, they do not get authorisation for all their expenditure. They do of course get ministerial authorisation for their expenditure in accordance with the act that binds them, but not parliamentary authorisation. We cannot discuss Western Power. Whether Western Power is owned by the government or owned by a private organisation, it does not impact on the budget of Western Australia other than the money that flows back to the budget from those GTEs. I want to spend a minute on —

[Interruption.]

Mr J.E. McGrath: My apologies.

THE ACTING SPEAKER: Member for South Perth, I call you for the first time.

Mr W.J. JOHNSTON: What a rude interruption! None of us is ever going to give him too much of a hard time because I am sure it has happened to all of us at one stage or another.

Last Friday evening the parliamentary iftar dinner was held. I have had the honour to co-host that dinner with Hon Liz Behjat, MLC, Liberal member for North Metropolitan Region. I was not able to attend this year’s dinner, so Hon Kate Doust, MLC, stood in my place. I believe both Hon Liz Behjat and Hon Kate Doust made good contributions at the dinner. The dinner is of course organised in cooperation with the Intercultural Harmony Society Inc, which has a large Turkish membership. My electorate has a large number of Turkish people in it, which is why I became involved. I have been very pleased to host that dinner with Hon Liz Behjat for the past few years. I note that it was the last time that Hon Liz Behjat will co-host the dinner with me because, of course, she has been dumped by the Liberal Party and will not be on the ticket at the next state election. I am sure there must be some reason that Hon Liz Behjat is not an acceptable candidate to the Liberal Party, having served two

terms. I am sure somebody in the Liberal Party will explain to the community why she was dumped off the ticket. I look over at my colleague the member for Hillarys, who resigned from the Liberal Party. I understand the Liberal Party lost another member today in that Hon Nigel Hallett has also resigned from the Liberal Party.

Mr P.B. Watson: Something about the *Titanic*!

Mr W.J. JOHNSTON: Yes. In the lead-up to the 1993 state election, which of course the Labor Party lost quite dramatically, there were a couple of resignations. It is interesting to watch an ex-minister and an ex-parliamentary secretary both leave the Liberal Party, and an active member in Hon Liz Behjat being dumped by the Liberal Party. It is quite interesting to see these things occurring.

Mr C.D. Hatton interjected.

Mr W.J. JOHNSTON: Why was Liz Behjat dumped, member?

Mr C.D. Hatton interjected.

Mr W.J. JOHNSTON: Sorry, what was that?

Mr C.D. Hatton interjected.

Mr W.J. JOHNSTON: Sorry, I cannot hear the member! Why was Liz Behjat dumped? I cannot quite hear what the member is saying about Liz Behjat. Liz Behjat was dumped by the Liberal Party and I cannot understand —

Mr C.D. Hatton interjected.

Mr W.J. JOHNSTON: Member for Balcatta, I cannot quite hear what you are saying about Liz Behjat. You've got to speak up! It is so far down the back of the chamber; it is often hard to hear what the member is saying. We are happy for some Liberal to stand and tell us why Hon Liz Behjat was dumped off the ticket of the Liberal Party. After all, she shares the member for Balcatta's electorate. Balcatta is part of North Metropolitan Region.

Mr C.D. Hatton: She is a very good colleague and a very hardworking colleague.

Mr W.J. JOHNSTON: That is why the party dumped her! The party dumped her because she is a great colleague! She has co-hosted the parliamentary iftar dinner five times and now she has been dumped by the Liberal Party. I wonder who the Liberal Party will use to co-host the dinner next year. That is quite interesting.

I look forward to the next couple of weeks. I live in a marginal Liberal-held electorate in Western Australia. In the lead-up to the 2010 federal election I enjoyed getting a postcard from the Premier urging me to vote for my local Liberal. I wonder whether that will happen again.

Point of Order

Mrs G.J. GODFREY: This is not relevant.

The ACTING SPEAKER (Ms J.M. Freeman): With respect to that point of order, can I just remind the member for Cannington that this is the third reading of the Appropriation (Capital 2016–17) Bill. The member would be aware that the rules pertaining to the scope of the debate on this bill are the same as they are for other bills—the debate is to be confined to those items found in the bill. It needs to be about capital appropriations. The point of order is probably founded. The member needs to come back to the point of the debate.

Debate Resumed

Mr W.J. JOHNSTON: Thank you very much, Madam Acting Speaker. I am indebted to you for your kind guidance to make sure that I do not stray from the standing orders.

Mr J.E. McGrath interjected.

Mr W.J. JOHNSTON: It was very kind guidance. It was interesting —

Mr J.E. McGrath interjected.

The ACTING SPEAKER: Member for South Perth, do you want me to call you again?

Mr W.J. JOHNSTON: Member for South Perth, I just defended you in here, so do not worry about that.

I draw attention to the Perth Stadium project. It is interesting that during last year's estimates process, the member for West Swan and I sought information about the impact of the financing component of the stadium operations. I have the *Hansard* of the Estimates Committee B hearing of 10 June 2015. The member for West Swan asked about the obligations arising from the stadium, and at page 11 of the *Hansard* of the Estimates Committee B hearing of 10 June 2015, Mr Mann, who is an official at Treasury, is reported as saying —

I can certainly give the member the value of the state's 60 per cent capital contribution; it is \$489 million. As to the balance—the capitalised components of the finance lease valuation—that breakdown is confidential.

Members will remember that the government was trying to claim that the 40 per cent capital cost being raised by the private sector for the stadium construction was being paid for by the private sector when, of course, it was creating an obligation that would be paid for by the state of Western Australia. I went through last year's *Annual Report on State Finances* and I noted that on page 81 it detailed the obligation to calculate the interest rate implicit in a financing lease. I asked the Treasurer last year what the implied interest rate was. Let us understand that that lease obligation is made up of different components. The state simply pays the bill for the total of those amounts; it does not necessarily pay for each individual item separately. The government has to decide whether to allocate it as a capital component, which is included in the authorisation under this bill, or as an operational component, which is authorised obviously under the recurrent bill. It also has to decide on the effective interest rate that will be borne by the taxpayers, not the interest rate paid for by the private operator who has raised the lease, because that is up to that operator. It has to decide what the calculated effect of borrowing through that mechanism is, because it can just borrow the money itself, so it has to be able to compare the two costs. The Treasurer explained that the implied interest rate is 7.77 per cent. This year Treasury provided with the budget a fact sheet headed "Perth Stadium Financial Impact", which explains that the value of the financial lease is \$423 million, but the Treasurer has explained that the implied interest rate that is used for the calculation by the government is 7.77 per cent. That is a very interesting issue, because it is three times more than the WA Treasury Corporation can borrow the money for.

[Interruption.]

The ACTING SPEAKER (Ms J.M. Freeman): Member for Swan Hills, was that you?

Mr F.A. Alban: Yes.

The ACTING SPEAKER: Given that we have just had one such occurrence in Parliament, members might want to have a quick look and check that that will not happen to anyone else. Member for Swan Hills, I call you for the first time, given that I called the member for South Perth.

Mr W.J. JOHNSTON: What a rude interruption! As I say, we all make similar mistakes now and again. The disciplinarian in the chair has acted appropriately, as I am sure would other Acting Speakers.

Treasury Corporation could have borrowed the money for one-third of the cost, but the government says that, over 28 years, it will save \$310 million by getting the private sector to do it. That is complete rubbish. It is just not true. We know it is not true because the government has never published the report that it says shows it. It must be so heavily qualified that the government is too embarrassed to release the information. Again, this is a disgrace. The government got out-negotiated on the stadium deal, and that is why the Labor Party will have an investigation into these disgraceful secret deals. We need to have it. At the time that the government made the announcement about the 60–40 funding split, it tried to imply that it was a public–private partnership and that the private sector would carry the risk of some part of the stadium. That is simply not true. There is no transfer of risk to the construction contractors for this project. There is no financing risk; there is no risk at all. If some construction risk is passed to the contractors, I am happy to have that looked at, but we do not need to have a PPP to transfer the construction risk. There are a lot of other ways to do that. Indeed, people in the engineering sector say that Main Roads Western Australia squeezes out the last little bit of construction risk in its existing contracting format. The idea that we need a PPP to do that is wrong, and the fact that the government will not publish the details shows that we are right. If we were wrong, it would publish it, and then we would not be able to make the claim. We can make the claim only because the government will not publish it, and it will not publish it because it knows that it is true. It claims that in current value terms, there will be a \$310 million saving over 28 years, but that is a net present value figure, which means that it is calculated after inflation.

The government might be saying that most of the benefit will occur in the last 10 years, but that is completely irrelevant. It is the same as the con job that has been done at Fiona Stanley Hospital, where the nonclinical services have been outsourced so that the only flexibility the government has at Fiona Stanley Hospital is with the clinical services. I will quote Treasury —

The financial impact of the Perth Stadium during its operating phase is multi-faceted and complex, ...

Absolutely it is, because the government has put itself in the centre of every risk involved with the stadium. It is carrying the risk of the usage of the stadium and it is carrying the risk of the financing of the stadium; it is carrying the risk of every single aspect of the stadium. No wonder the private sector wants to be involved; it has no downside. No matter what happens at the stadium, the private sector will make money. The only people on the hook for the stadium are the taxpayers, because the government is standing behind every single deal. It is part of every deal. Get a load of this; a stadium operator has been hired, but the stadium operator is not contracted to the Australian Football League or the West Australian Football Commission. The government is contracting to the AFL and the football commission. That is ridiculous. I know people who have operated Stadium Australia in Sydney and they have talked to me about how complex it is to get content. If a Bledisloe Cup rugby union match between Australia and New Zealand is to be held at Stadium Australia, it has to pay the Australian Rugby Union for the match to be held, the stadium has to be what it calls clean—there is no advertising in the stadium—and it

does not get the gate takings. The gate takings go to the ARU, the proceeds from the sale of the advertising that gets picked up by the cameras during the match go to the ARU and the ARU gets paid for the teams to turn up. The only thing Stadium Australia gets is the food and beverage takings. I bet \$100 that the Socceroos, who are playing at nib Stadium later this year, will get the whole gate takings. The last time the Socceroos came to Perth, people bought their tickets through the Football Federation Australia website, not through Ticketek, which normally sells the tickets for nib Stadium. I have not looked, but I bet it is the same. The ticket take for nib Stadium for the Socceroos will go to soccer Australia. That might be a good deal but let us understand what is happening. Stadiums pay for content but we are including \$100 million in the budget to pay for content to go to a stadium where a private operator will get the profit from the stadium's operations and we are guaranteeing the private operator the income. We are guaranteeing the West Australian Football Commission the income from the new Perth Stadium. We have done a deal with the Western Australian Cricket Association to guarantee it income. We have guaranteed the maintenance contract for 28 years; that company will not bear any risk. We will be paying 7.7 per cent on the debt for the life of the stadium lease.

An opposition member: The government is an absolute patsy.

Mr W.J. JOHNSTON: The problem is it has been out-negotiated. Whoever was responsible for this deal was not competent. That is the base position here. It is driven by ideology. I love it when the Treasurer says, "Oh, well, Eric Ripper had a policy about PPPs." Yes, he did but part of that policy was the need to get value for money and that is why during the life of the Labor government there was one public private partnership, and that was the courts complex. All the other PPPs that people spruiked to us were rejected because they did not provide taxpayers value for money. Instead, we are the ones who are taking all the risk in the Perth Stadium deal. It all falls back on the government. Mr Mann, as a loyal public servant doing his job, was providing information on the stadium contract and said, "Oh well, all these future revenues will pay off the expenses." But, actually, we still accept 100 per cent of those expenses and if there is a gap between the income and the cost, the taxpayer will bear those expenses, not the private sector. Let us remember that the government does not operate the existing stadium at Subiaco; it is operated by the WA Football Commission. The commission bears any losses it incurs, but in future, the new stadium will be owned by the government.

It is amusing. Coming from my house or somewhere the other day I was driving past the stadium with my 18-year-old son in the car. He looked at the construction works and asked, "Hey, dad, who's building that stadium; is it being built by the government?" I said that the government was building it. He asked, "How come we're selling the port to the private sector but we're not making the private people build the stadium?" What a good question.

Ms M.M. Quirk: Your chest swelled with pride.

Mr W.J. JOHNSTON: It did.

I recently had a briefing from some merchant bankers about some issues and they asked: was there anything the Labor Party might want to sell? I am not authorised to make any comment about that, but I jokingly asked, "Would you like to buy the stadium?" And they said no because nobody in their right mind would walk into the spot left by the government. The government has allowed the private sector to extract all the value out of the new stadium and be left with only the risks. Any profit out of it will go to the private sector first and only after they have made a profit will there be any return to the taxpayer. That is the structure of the deal. It is dopey. The government is allowing the private sector to use Western Australia's balance sheet to build the damn stadium and they are not taking any of the risk. One journalist tweeted the day that the government made its 60–40 announcement and said that it was 60 per cent funded by the government and 40 per cent funded by the private sector. I tweeted straight back and said, "No, it's 100 per cent funded by the state government; it's 60 per cent through borrowings and 40 per cent through a 28-year obligation on the lease." It is the same thing. We found out afterwards about an incredibly high effective interest rate. Let me make it clear: I am not saying it is the effective interest rate; the Treasurer of Western Australia says it is the effective interest rate—7.7 per cent. That is the effective interest rate paid on the lease obligations for the Perth Stadium.

I move now to Elizabeth Quay—another dumb deal by the Western Australian government. I looked at some of the comments made about that deal and I draw attention to *Hansard* of 9 August 2011, when I was a mere opposition backbencher, and outlined in some detail the risks involved in that project. I made the point to the then Minister for Planning, now the Minister for Health, about the incredible risks being taken on because the project was based on the idea that the private sector would develop buildings on the sites. The point I made to the minister five years ago was that there was no shortage of vacant land or land that could be developed in the Perth CBD. I pointed out to him that that included sites such as the old Emu Brewery site in the city. Indeed, the Woodside building is now underway there. We were competing with the Emu Brewery site for construction at Elizabeth Quay and the private sector could do a better deal on the brewery site than it could on any of the Elizabeth Quay sites. I warned the minister five years ago that we cannot develop three similar projects at the same time. No private sector developer would try to do that. It is unbelievable that the state government borrowed money to try to develop three competing projects at the same time. Of course, the government had

private sector partners to do it. The private sector partner at Riverside East is Lendlease Corporation. I am sure Lendlease will make a lot of money from Riverside East. The government will not but I do not blame Lendlease for out-negotiating the state of Western Australia to do a good deal at Riverside East. Likewise, I do not have any problem with Mirvac Group walking away from the Northbridge project because it is a private developer, which is trying to make money. Of course, next to the project site Mirvac has walked away from, other private sector interests have developed Kings Square, which have competed with the government's development of NorthLink, and those developers have all finished their projects. I went to the opening of the Shell building, which is a very fine piece of infrastructure. It will have a lot of spare space now because of the downsizing of the oil and gas sector; nevertheless, it is a nice building. I think there is a whole empty office building down there built by the private sector. Before any new buildings can be built by the government on NorthLink, the private sector will have to fully sell all the available space in Kings Square at the same time as the government is trying to develop Elizabeth Quay.

It is interesting that I pointed out that Elizabeth Quay would inevitably have problems with litter floating around on the water in the inlet. I understand that the Metropolitan Redevelopment Authority pays some people to go out in a little tinny every day to scoop all the litter out of the corners of the inlet with one of the things we use to scoop leaves out of our swimming pool. That is exactly what I said would happen. I am no genius and plenty of people on the Liberal side are always happy to give me a character assessment. Let us think about this. If they are right, how dumb are they? If I was able to work that out and I am an idiot; what does it say about them? They thought it would not happen and it has. If I am stupid, what does it make them? Everyone who talked about this project and who was not on the payroll of the Liberal Party or the Western Australian government knew that it was a dumb idea, it would not work and it would not make any sense, and that is exactly what has happened. Even worse was the dolphin being killed by the polluted water down there. We know that it must have been seriously related to Elizabeth Quay because the government has not told us what happened. If the death of that dolphin was unrelated to Elizabeth Quay, the government would have held a press conference on the bridge. The government has not done that, because it knows that is what happened. If I am wrong, the government should release the details. The fact is that the government has covered up another issue. People cannot swim in the quay. The government told us that one of the reasons it wanted to build Elizabeth Quay is so that it could hold sporting events there. The first sporting event that was held at Elizabeth Quay had to be cancelled because the water in the quay is polluted and not safe for swimming.

I love the fact that the government used to criticise the people who are called the City Gatekeepers. The government called these people "The Grasskeepers" because they wanted to keep the grass on The Esplanade. I drive past Elizabeth Quay every day. Guess what? The grass is back! Did they get some pensioners from Nedlands to lay out the grass? Is that what happened? It is ridiculous. The government spent \$440 million not to build any buildings, and it has now put the grass back. I said once that there might be some dongas at Elizabeth Quay selling coffee. I was wrong; it was dongas selling whisky! How wrong could I be? The government says we should look at all the events that have been held at Elizabeth Quay. The reason the government is holding events at Elizabeth Quay is that it cannot sell any of the blocks of land. If the government had sold the blocks of land, it would not be able to hold events there.

Ms R. Saffioti: It's just moving them from somewhere else.

Mr W.J. JOHNSTON: That is right; it is moving them from the Perth Cultural Centre to Elizabeth Quay. If the plan to sell those blocks of land had worked, the government would have had to hold the *Fringe Festival* somewhere else. Five or six years ago, I said that the plan would not work, and I was right. Only two blocks of land at Elizabeth Quay have been sold. One is the block that will go under the apartments. I have always said that the apartments will go off; no problem. The other is the block that has a put option with Chevron. Chevron has the option to put that block back to the government. I bet London to a brick that after the election, the incoming Premier—whether it is Liz or Mark—will get a call from Chevron saying that they want to exercise their put option. No private sector operator will build a new office tower when there is a 24 per cent vacancy rate for offices in the Perth CBD. The government is planning to take 1 500 office workers from the city of Perth to Fremantle. That is a good plan. However, there will then be another empty office building in the city. Elizabeth Quay has 36 000 square metres of retail space. In this era of online shopping, that is a joke. The day Elizabeth Quay opened, none of the restaurants were open. It was a joke, and it continues to be a joke.

MR C.J. TALLENTIRE (Gosnells) [12.12 pm]: I am pleased to speak on the third reading of the Appropriation (Capital 2016–17) Bill. I begin by noting that overnight we heard that the promise of a major piece of capital expenditure for the high schools in my electorate will not be fulfilled. The Liberal Party made a promise at the 2013 election to refurbish schools that were built prior to the 1980s. I woke this morning to hear the Minister for Education, Hon Peter Collier, say on ABC News that he would not be fulfilling that promise. At the 2013 election, many people imagined that if they voted Liberal, they would be voting for the refurbishment of schools such as Thornlie Senior High School and Southern River College. However, people now realise that they have been misled and that promise will not be fulfilled. I acknowledge the role that the shadow Minister for

Education, Hon Sue Ellery, played in exposing this broken promise. The Minister for Education in the other place has now acknowledged that this is a broken promise. I think that will be a lesson to the people of this state. When they look at the Liberal Party's commitments for the next election, they will recall what the government said last time around —

The Liberals are committed to rebuilding our secondary schools in the next term of Government. A key focus will be on redeveloping those secondary schools built before the 1980s to make sure they can provide the best possible learning environments to cater for students' education and social development needs.

I think the people who read that would have thought that was a commitment to refurbish schools such as Thornlie Senior High School and Southern River College. However, that promise has now been broken. Let us be in no doubt about this. Those schools are badly in need of refurbishment, and I am sure there are many other examples across the metropolitan area.

The former federal Minister for Education, Christopher Pyne, has made the comment that good teaching outcomes are not necessarily dependent on small class sizes. I think he has been roundly condemned for that comment. There is a need for a good student–teacher ratio. Similarly, we need to provide a good environment in which our young people can learn. If kids at a school put off going to the toilets because they are unsanitary and smelly, that will impact on their ability to participate in lessons. Good facilities are critical to a good education.

Southern River College has a group of students who have an outstanding capacity in the performing arts. These young people have flair and confidence. They also have integrity when it comes to their performances. I understand that the student body made the decision to not go overboard with outlandish costumes. One event that they put on was *Concert on the Green*. When they perform, they like to be attired in the same way. They wear a simple costume, with black T-shirts and black trousers, and they look great. The emphasis is on their ability to sing, play a musical instrument or perform in some other way. I commend them for their commitment to the integrity of the performing arts. However, Southern River College does not have a performing arts centre. That is a great shame. We hear about the amazing facilities at other schools. The students at Southern River College desperately need a performing arts centre. They deserve to have a school that has contemporary conditions and facilities that are a pleasure to be in. We in this building all know that we work better when we have good conditions to work in. That is just the way it is. People perform better, are happier and have a better outlook if they are not in an office that is freezing cold because it has a broken down heating system, is dingy, or does not have a window.

On my way to Parliament today, I went past Rossmoyne Senior High School. That school is probably at the top of the pack when it comes to the facilities that are provided to students. I know that is a big school, with a big student population.

Dr M.D. Nahan: It has 2 100 students, member.

Mr C.J. TALLENTIRE: That student population is not just from the immediate catchment area but is drawn from far afield. People are very keen to have their children go to that school because it has a very good academic record and great facilities.

Dr M.D. Nahan: Member, over 20 demountables are on Rossmoyne's site. It has that front building that you drive by that is brand new—it is beautiful. Adjacent to it is the performing arts building that was funded by the previous Labor government, and behind it there are quite a few demountables.

Mr C.J. TALLENTIRE: The growth of that school is something that perhaps could have been better managed, but the facilities that I see as I ride by on my bike look outstanding compared with the facilities at Southern River College, which is a school that has had exceptional growth as well. It has gone from some 400 students to 1 400 students.

The ACTING SPEAKER (Mr P. Abetz): It is about 1 200, I think.

Mr C.J. TALLENTIRE: It has 1 200 students—thank you, Mr Acting Speaker. That is dramatic growth. If we look at it in percentage terms, the growth rate at Southern River College probably exceeds the growth rate at Rossmoyne Senior High School. My point is, Treasurer, that capital investment in our schools needs to be shared across electorates and, most importantly, we need to acknowledge that good educational outcomes can be achieved by investing in schools to make sure that students have the best facilities possible and we do not have people having to contend with dingy, smelly toilet facilities, for example. I have heard stories about flooding at Thornlie Senior High School when it rains, and some of the rooms feel damp, cold and unpleasant. The facilities at that school really take me back to the 1970s when the school was built. An upgrade of facilities at that school is long overdue. It is high time that the Treasurer acknowledged that he has failed to meet that election promise. He actually did that overnight, when he acknowledged that he had broken a promise to build high-quality schools across Western Australia. "Building High Quality Schools across WA" is the heading of a Liberal Party policy document from 2013, but that has not happened.

I turn to another capital expenditure issue in my electorate. We have a major roundabout at the Yale Road–Garden Street–Nicholson Road intersection. I have written to the Minister for Transport about this intersection, which features on the RAC’s risky roads list. The member for Southern River and I have made strong pleas for the phase 3 expenditure for that roundabout. The phase 3 expenditure is for the installation of metering with traffic lights to control the flow of traffic on to the roundabout, bearing in mind that slip roads were constructed in phase 1 and phase 2 so that traffic could avoid going on to the roundabout. That was necessary and it was done, but the important third phase to install metering has not been done. In fact, somehow, the City of Gosnells has been led to believe that things have improved to the point that they can now hand back the money. The City of Gosnells was given some \$486 000 for the traffic metering to be installed, but that funding has been clawed back. I have a letter from the Minister for Transport about this, which reads —

I am advised by Main Roads that the \$486,000 funding referred to in your correspondence was returned to the Metropolitan Road Project Grant pool for redistribution by the Metropolitan Regional Road Group. This was due to the City of Gosnells modifying the Regional Road Group funding request to reduce the scope of work they wanted to deliver for Stage 2 and also removing the Stage 3 works which reduced the funding required from \$2 million to \$1.4 million.

I am not aware of anyone in the City of Gosnells who says that that roundabout works safely without metering. Everyone tells me that they find the layout somewhat complex. This is because the roundabout was designed around the installation of metering, yet we do not have that and we have a heap of misses, sometimes not-so-near misses and crashes. A lot of people avoid the roundabout and cause congestion elsewhere. We have frustrated motorists trying to come home or go to work and getting stuck at the roundabout waiting on Yale Road because there is a flow of traffic coming down Nicholson Road in the evening that prevents them getting on to the roundabout. It makes life difficult for everyone, and having to contend with it causes a lot of frustration. The minister said to me that if the City of Gosnells considers that stage 3 of Yale Road–Garden Street–Nicholson Road project is now warranted, it can make a further submission to the metropolitan regional road group for funding. This is the sort of capital works that is desperately needed in the electorate to help deal with traffic congestion. Of course, there are far more substantial capital works that need to be done, such as extending the train line from Thornlie through to the Mandurah line and improving bus services, and making sure that people have other transport alternatives. The key thing that could be done in a matter of weeks would be capital works to install metering. That could be done in the next few weeks and it would make a huge difference to people’s daily commutes.

I want to turn to another issue now, which I know members opposite have often championed—the installation of closed-circuit television in various areas around my electorate and in electorates across the state. Closed-circuit television is often held up as an answer to crime, but I think we have to question that. I am not sure whether CCTV really does increase the clear-up rate, the detection rate or the apprehension rate, but I am quite sure that it does not prevent crime—I do not think that it does. The Liberal Party talks a lot about CCTV installation, but it does not actually deliver it. I have an example of this. My constituent Ms Kirrin Lill, who lives in Thornlie, wrote to me, the Minister for Police, the Minister for Transport and the general manager of Transperth trains about a very unfortunate incident that occurred when her car was parked at the Thornlie train station. I will read her letter —

Three of my windows had been smashed with a heavy object, each one struck with a single blow—enough to cause major damage, but insufficient to gain entry.

Given that no obvious attempt was made to enter the vehicle, nor remove any of its contents, I can only conclude that this was a crime committed purely for ‘fun’—and one that has cost me lost work time, as well as an insurance excess to pay.

When people have these annoying attacks on their property, even if nothing is stolen, they have all the inconvenience that goes with it. There is all the reporting people have to do and the time that they have to set aside while they take their vehicle to the smash repairers. It is just something that we could all do without. We were told that there is good CCTV coverage at the train station and the Park ‘n’ Ride system is in place to supposedly help control activities at the train station. People are paying their \$2 a day at the station—hundreds of dollars of revenue per day, as Ms Lill states—but it has not led to an upgrade in security. The capital expenditure here is for the CCTV. In her letter Ms Lill asks —

... is there CCTV throughout the carpark? Does the **PTA/Police** consider it adequate for identifying perpetrators?

No-one has been apprehended for this incident; in fact, we found out through correspondence that the CCTV was not even working properly when this event occurred. I have a copy of a letter that the Minister for Police sent back to Ms Lill about this, which states —

... I note you outline two concerns for the attention of Western Australia Police. These concerns relate to the adequacy of the CCTV in the car park of Thornlie Train Station for the purpose of identifying offenders and the strategies ...

That is, used by Canning Vale police. The minister continues —

The CCTV systems in place at Thornlie Train Station are owned and monitored by the Public Transport Authority (PTA).

Straightaway the minister removes herself from taking responsibility on the issue. She continues —

I understand you indicated your satisfaction with the actions taken by local police and re-emphasised your concerns regarding the adequacy of CCTV in the car park at Thornlie Train Station.

Why do I raise all this around CCTV? Again, it was a Liberal Party promise at the last state election. A commitment by the Liberal candidate for the Gosnells electorate was published in the local paper. It states that there was a commitment to —

- Additional CCTV cameras for train stations and bus depots, such as Gosnells and Thornlie Train Stations.

There it was. The commitment that was published on 26 February 2013 was a commitment towards CCTV, and it was stated that that would be part of the Liberals' law and order update. "The Liberals are tough on crime" goes the headline. It is a paid advertisement that was in the local paper. It goes on to state —

Colin Barnett, David Goode and the Liberals will make our community safer.

...

- Additional CCTV cameras for train stations and bus depots, such as Gosnells and Thornlie Train Stations.

What happened? We find that we still have these cases, such as the one that Kirrin Lill experienced, when clearly whatever funding was made available for closed-circuit television has failed us. It is just an example of chest beating on an issue, claiming that people are tough on crime, when they are simply just putting up adornments that do not work, whether they are adequate in the first instance. There is certainly no hint here of addressing the underlying causes of crime. That is what really should be done. We should be addressing why we have these problems; that is what it should be. Yes, tough on crime, but tough on the causes of crime. We should be headed that way with this problem and then we would see a significant reduction in the amount of petty crime, such as smashing the side windows of cars and breaking into those cars.

I want to turn to some other items of capital expenditure in my shadow portfolio area and note the government's very, very poor attempt to acquire land for conservation. I have heard the Minister for Environment talk about how the conservation estate is part of the state government's response to the problem of climate change. The theory—it is a valid one—is that if we have a comprehensive, adequate and representative conservation estate, we can allow for the movement of species and for the genetic flows of plants and animals so that they can, to some extent, cope with shifts in climatic bands—changes in rainfall, for example, or changes in temperature. Some shifting can go on. If we have a well-connected conservation estate, one that has all the connections, the corridors and the linkages, then, yes, there is something in that theory, but it is not being backed up by money at all. The minister has not provided any money of significance for conservation land acquisition. This would be one of the most important areas of capital expenditure when it comes to tackling the problem of climate change, yet when we look at page 540 of the budget, all we see is an indication of \$305 000 for conservation land acquisition in 2016–17, and it increases to \$360 000 through the forward estimates to 2019–20. If we are talking about \$305 000 and \$360 000, I do not think that is going to buy any land at all of any import for conservation purposes. That is just not taking this job seriously. There is no way that the government could buy land for addition to the national reserve system with that amount of money. It is totally unreasonable. In the Department of Parks and Wildlife, there is a very skilled officer—I think he might be close to retirement—who does his best to acquire land for conservation purposes, but the government has to give the guy a chance. The government has to give him some money to acquire land for conservation. With privately owned land, people are saying to the government, "Why are you not allowing us to do other things on this land?" The department has to be in a position to acquire that land and add it to the conservation estate. That is a very important part of our response to climate change, yet it is not being treated seriously at all.

Another issue that the government likes to talk about a lot is the Kimberley science and conservation strategy and all of that work, but let us look at where some of the money is going on that. An item of capital expenditure which we need and which could save us a lot of money is a Kimberley science and conservation centre in the Kimberley—perhaps in Broome. I hear about scientists who come in to do work on worthy projects, but they are spending \$150 a night at the Mangrove Hotel to stay in the Kimberley, so there goes some of the Kimberley's science and conservation strategy budget. It goes straight to the Mangrove Hotel for accommodation. Why not create a centre—a Kimberley science and conservation centre—where we could have accommodation and also facilities for people to do their necessary research? It could be an important location for people to come together rather than having them spread out at the various hotels, paying rather high amounts each night for their accommodation. That is another example of how the capital expenditure priorities of the government are just not tackling the problem.

I also want to look at the metropolitan region improvement special purpose account. By the end of 2016–17, this account will have a massive sum in it. It is anticipated that at the end of the next financial year the closing balance in this account will be \$354 million. My understanding is, and we had this confirmed in estimates, that that money is there for the acquisition of land, especially privately owned land that has been designated as a Bush Forever site through the Bush Forever scheme. Why are we not making those acquisitions? Why are we not doing it? It is land that is being negotiated perhaps, but this has been going on since Graham Kierath introduced the whole bush plan, the Bush Forever project, back in 2000. We have had years to negotiate with private landholders and acquire this land, add it to the conservation estate and work out whether it is the local government or the Department of Parks and Wildlife that is best suited to manage the land. All those sorts of details have to be tackled, but the point is that we have a large amount of money. At the end of the financial year that we are about to complete, 2015–16, it is estimated the account will have \$285 million in it. That is a very hefty sum, yet that money is just sitting there, not being spent. When many other challenges are facing government, why are we not investing that money by purchasing land that could then be looked after as part of the conservation estate? It just seems that, on the one hand, we have the poor old Department of Parks and Wildlife with its \$300 000 budget, and it is not in a position to buy anything at all, and, on the other hand, we have the Western Australian Planning Commission with millions of dollars—\$350 million—and it is not prepared to spend it. Just what is going on? Why are we not taking conservation expenditure—that is, capital expenditure for conservation purposes—seriously, when it is one of the best responses we could probably have to climate change and adapting to climate change? It would make a lot of sense to do that.

I note as well that when it comes to the asset investment program of the Department of Agriculture and Food that some money has been designated for the regional natural resource management program. In the current financial year it is down to \$3.5 million, and then \$2.5 million in the next financial year. This money could be spread right across private and public lands. It is in the asset investment program. It is money that I imagine would be useful to put towards protecting our natural assets. It is part of that concept of natural capital that we have to embrace when it comes to looking after the natural resources of the state. Why has that level of funding been dropped by over \$1 million from this financial year that we are about to enter into and the next? It suggests that the government is not serious about maintaining and looking after our natural capital.

I have outlined some of the areas of capital expenditure that the government has got wrong. I know that the Treasurer likes to say that the opposition, on the one hand, says that more should be spent and then, on the other hand, says, “What’s going on that we’ve got debt and deficit?” But when I see \$350 million sitting in the metropolitan region improvement fund account, I gasp at the poor management of things. When we consider some of the points I raised in the recurrent debate earlier this week about the government’s failure to bring in money promised to it from various resources sector interests in the north of the state, we see mismanagement going on. On the one hand, we are not bringing in money, and then when we have it we are not spending it properly. One has to wonder what is going on. This budget is riddled with examples of mismanagement.

I have great hope that in the next 12 months we will see a change of fortune for the state and that with a Labor government in power we will have a well-managed set of books, our budget will be properly managed and the errors of this government’s way, which I pointed out, will be a thing of the past.

MS J.M. FREEMAN (Mirrabooka) [12.42 pm]: I rise to speak on the Appropriation (Capital 2016–17) Bill 2016, accepting this budget’s capital appropriations. I particularly want to speak about the Public Transport Authority of Western Australia and its new works outlined on page 750 of budget paper No 2—namely, Metro Area Express light rail. I was somewhat bemused to find MAX light rail in the budget papers, given that this government and particularly the Minister for Transport have pretty much made it clear that it will not be delivered to the people of Mirrabooka, despite the promise in the lead-up to the 2013 election. It was announced well and truly by previous transport minister Troy Buswell in the last term of government. It was announced with much fanfare to the point that the Premier stood in Mirrabooka and said, “Buy properties now. This is the place to buy properties!” People did so and planning has been based on that promise. However, we are none the wiser on the delivery of MAX light rail. I understand that the government is proposing a substandard transport system of buses, despite that promise. That goes against the state government’s submission to Infrastructure Australia for federal funding in August 2012, which clearly states on page 8 —

Buses suffering from the effects of congestion, taking both a significant time to access the city as well as having highly variable travel times resulting in buses being unable to keep to timetable.

That is one reason that MAX light rail was necessary and important. I will refer quite extensively to this document, which was authored by the Department of Transport, Main Roads Western Australia and the Public Transport Authority, and was made available through the other house’s estimates process last year. This document clearly argues for a rapid transport system into that central northern corridor and eastern corridor that takes into account many other areas that members in this house represent. It takes into account the state seat of Mount Lawley, which the Speaker of this house represents, and the seats of Morley and Girrawheen. It impacts on the seat of Balcatta. It has a massive impact on the public transport capacity for the seat of Mirrabooka, and of

course the seat of Perth is also impacted on by the light rail. It is somewhat surprising to find that even though the state Minister for Transport, Hon Dean Nalder, said on 9 March 2015 that the MAX light rail was to be deferred for 15 years in favour of a bus network, we still have in the out years—the forward estimates for 2017–18, 2018–19 and 2019–20—a line item for MAX light rail. I pondered over this last night. What is this about? Why would the government keep that in there? What sort of nasty, duplicitous, non-transparent or opaque process would keep something like that in the budget when the government is basically saying that it will provide a bus service? In an ABC online news article on March 2015, the minister stated —

“We believe for the next 15 to 20 years, as a minimum, we can provide the solution with a bus,” ...

However, in the other house, prior to the estimates, the question was asked: how much has been budgeted in 2016–17 for examining bus rapid transport along Alexander Drive, and how much in each year of the forward estimates has been budgeted for a bus rapid transport along Alexander Drive? The answer was: nothing; nil; nada. The minister says that the government will provide us with a rapid bus transport system and put off MAX light rail for 15 to 20 years, but this budget has a line item for MAX light rail. The minister has said something that is completely different from what is in the budget, yet no budget at all is provided to deliver on what he is says is the alternative. The minister has defended his policy shift by saying, “We are not going back on the promise of a light rail. It’s not a broken promise. It’s just that we are doing it differently. We are now doing it with a rapid transport system for buses.” That is just not accurate. It is just not what is in this budget, which is still referring to light rail. It is not referring at all to the bus service that this government believes will deliver the same experience, and I quote —

Mr Nalder insisted it was the same project.

“Everything that we’re looking at is to see if we can’t deliver exactly the same experience for the community with a bus as with the light rail,” he said.

Hansard cannot report sarcasm, so for the benefit of Hansard I say that with absolute pure sarcasm on the basis that that is not the case. That is stated in the government’s own submission about the Perth light rail to Infrastructure Australia for federal funding of August 2012.

Debate interrupted, pursuant to standing orders.

[Continued on page 3625.]

AUSTRALIAN FIRE SERVICE MEDAL — ROBERT KINGMA

Statement by Member for Maylands

MS L.L. BAKER (Maylands) [12.50 pm]: A Maylands firefighter was honoured today for his role in breaking down stigma surrounding mental health in the state’s emergency services. Robert “Hank” Kingma has received an Australian Fire Service Medal as part of the Queen’s Birthday Honours for his key role in the development of a wellness branch at the Department of Fire and Emergency Services. Mr Kingma joined the fire brigade in 1976 and six years ago took on a role at DFES as a wellness officer and joined a team of psychologists, a chaplain and later an exercise physiologist in the new branch. He said that the reality is that people working in the emergency services are likely to see more traumatic incidents than the average person in the street would, and there is a greater demand on those people. Over the years there were a lot of people whom he knew and worked with who he subsequently realised had mental health issues and had left the job, and that was a great shame. It is fantastic if we can point out signs and symptoms to people to observe, for not only themselves but others, and the things that they can do to maintain good mental health. Mr Kingma took the lead in two of the first large-scale wellness responses for DFES—the response to the Parkerville and Margaret River bushfires. He said career firefighters, volunteers and bush fire brigades were all involved. People who lived directly in the vicinity of the fires got direct intervention. They sent psychologists and members of the wellness branch to those brigades. Congratulations to Mr Kingma for his award and recognition in the Queen’s Birthday Honours this week.

ROTARY CLUB OF OSBORNE PARK — ROTARY TEAM CHALLENGE FUNDRAISER

Statement by Member for Balcatta

MR C.D. HATTON (Balcatta) [12.52 pm]: The Rotary Club of Osborne Park is a great club that supports international, youth and community projects. Osborne Park Rotary also directly supports the Multiple Sclerosis Society of Western Australia. One of its major fundraisers is the Rotary Team Challenge, a long distance cycle, ride or walk. The fundraiser has raised well over \$100 000 in recent years for MSWA. The event involves teams of two to four people, with each team choosing to run, walk or cycle a variety of distances. The main event is a 75-kilometre run or bike ride, which starts at Bernard Park in Northam and ends at the old Swan View train station. Alternative distances to run, cycle or walk are a 22-kilometre short course, departing from Chidlow, or a 50-kilometre course, departing from Bakers Hill. This year my wife and I joined the 44 volunteers who helped on the day and, once again, I pay thanks to the Osborne Park Rotarians for inviting me to assist at the finish line

and to award medals to the great participants. The dedicated members of the Rotary Club of Osborne Park can again be very proud of their volunteering and fundraising in support of MSWA and a number of other projects. Congratulations to all the participants, to MSWA and to the various sponsors. I encourage anyone interested to register for next year's event, the 2017 Rotary Team Challenge, to be held on Saturday, 6 May 2017.

ALFRED GEORGE BAIRSTOW — TRIBUTE

Statement by Member for Albany

MR P.B. WATSON (Albany) [12.53 pm]: I rise to inform the house of the recent passing of Alfred George Bairstow. In 2010, Fred received the Emergency Services Medal for his dedicated service to the Albany Sea Rescue Squad of which he was a life member. From its conception in 1975, Fred played a huge role in the development and progress of the squad to bring it to where it is today. In the early days he was skipper and was doing hands-on fundraising alongside his brother-in-law Bill Seymour. For 11 years he was heavily involved in projects with other members, such as building demolitions, cake stalls, picking mallee roots, bagging sheep manure and selling car raffle tickets outside the city post office. If machinery or boats were required, the task was left to Fred. As a professional master mariner, Fred was the go-to skipper for the longer offshore and along-coast rescues or long tows. Crews who went with him had a great sense of wellbeing, knowing that with Fred as skipper they were in safe hands because he would always make decisions based on the safety of his crew and the vessel. Fred held the positions of vice president, boat captain, engineer, training officer and, finally, patron up to his passing. He was invaluable to the training of crews and passing on his local knowledge and experience as an old local seafarer. In a social atmosphere, Fred and his brother Wally provided entertainment, playing their instruments for evenings and get-togethers. Fred was one of life's true gentlemen and was also active in the Mission to Seafarers and the Uniting Church. Farewell, fair weather and fair sailing.

NEW BELMONT COMMUNITY CENTRE

Statement by Member for Belmont

MRS G.J. GODFREY (Belmont) [12.54 pm]: Last week I attended a very exciting announcement in Belmont. Steve Irons, federal member for Swan, and the federal Treasurer, Scott Morrison, announced that a re-elected Turnbull Liberal government would provide \$9.6 million for a new Belmont community centre. The new Belmont community centre will include a library, a modern museum, dedicated office space for not-for-profit organisations and a new senior citizens' centre. It will also include a creche and cafe.

The new library and digital hub will have a focus on modern technology to drive local innovation and education. The modern museum will have new facilities capable of enhancing the learning experiences of local families and create a tourism destination. The co-location of the museum and the library will raise the museum's profile and provide a more secure environment for the collection of artefacts. The new Belmont senior citizens' club will accommodate 200 people. It will replace the current one, which was constructed in the 1960s and is now outdated and does not fully meet the needs of the club's changing membership. Office space will be dedicated for the co-location of not-for-profit organisations to help address the gaps in community service delivery. Youth Focus is keen to have a presence in the new facility.

On 21 March 2016, I presented a Lotterywest grant of almost \$4 million to the City of Belmont for this multipurpose community centre. I thank Steve Irons, who has achieved so much for Belmont through his advocacy. This new Belmont community centre and library will make sure that we can continue to look after the local people of Belmont.

JOHN COLLETT — TRIBUTE

Statement by Member for Mandurah

MR D.A. TEMPLEMAN (Mandurah) [12.56 pm]: It is with great sadness but also with a great deal of appreciation that I acknowledge the passing of Mr John Collett, a former chair of the Peel Development Commission, chair of Fairbridge Western Australia, and a tireless contributor to our region and the local community.

John Collett was truly a remarkable human being. A long-term employee of Alcoa Australia, he gave back so much to the region he called home and loved. John championed the unique values of our natural environment through his work and advocacy with Landcare Australia initiatives, and he invested his time and energies into our young people through his involvement at Fairbridge and as a member of the Peel Masonic Lodge. He also contributed to improving the lives of our region's older citizens as a board member of Coolibah Lodge.

John Collett was chair of the Peel Development Commission while I was Minister for Peel, and his understanding of and passionate advocacy for our region was legendary. He encouraged many people in our region to pursue the opportunities and enterprises that he knew would ultimately benefit our entire region. A true gentleman, John Collett was a wonderful advocate for the development of the Peel region. We have lost a genuine contributor and such a positive influence on so many. John deserves our acknowledgement and gratitude for what he achieved. I express my deepest sympathies to his wife, Karen, and the Collett family and all his friends and supporters.

ELLEN STIRLING PRIMARY SCHOOL FATHERING PROJECT*Statement by Member for Swan Hills*

MR F.A. ALBAN (Swan Hills) [12.57 pm]: We live in a busy and complex world. Our lives are dictated by our work commitments, which in turn are directly linked to our financial commitments. Home mortgages or rents, together with the daily costs of raising a family, are generational burdens that all parents have to bear. This is particularly true in Ellenbrook, where a great proportion of our dads are fly in, fly out workers, which is a more recent phenomenon. Dads are away a lot and considerable pressure is placed on this modern family lifestyle, especially for the dads. Enter Matt Pinkard, associate principal of Ellen Stirling Primary School, with a unique initiative, the Ellen Stirling Primary School fathering project.

I attended the project's dads-and-kids-only event held at Bunnings Ellenbrook on 1 June 2016. Dads and kids were given the opportunity to design and build their very own jellybean dispenser, which they could take home with them. A sausage sizzle was provided. Principal Dean Goldspink, a team of his schoolteachers, and the dads' committee provided support for this great evening initiative, which deserves to be promoted throughout other schools—no cooking for mum for one night and no rush to get home for dinner! The event was a raging success with a huge amount of positive feedback. Congratulations to this school for extending its educational support by supporting the parents and students in their family life. This is a glowing example of a modern adaption of education within our community environment. What commitment by our teachers!

*Sitting suspended from 1.00 to 2.00 pm***QUESTIONS WITHOUT NOTICE****PARLIAMENTARY LIBERAL PARTY — MEMBERSHIP****374. Mr M. McGOWAN to the Premier:**

I refer to the resignation from the Liberal Party of Hon Nigel Hallett and the member for Hillarys in the last few weeks over policy concerns, including the government's handling of regional issues, road safety and debt, combined with the current division over taxi reform and government division —

Several members interjected.

The SPEAKER: Member for Swan Hills, I call you to order for the second time.

Mr M. McGOWAN: I will start again. My question without notice is to the Premier. I refer to the resignation from the Liberal Party of Hon Nigel Hallett and the member for Hillarys in the last few weeks over policy concerns, including the government's handling of regional issues, road safety and debt, combined with the current division over taxi reform and government division over privatisation. Is this not further demonstration of a lack of confidence in the Premier's leadership of the Liberal Party and the state of Western Australia?

Mr C.J. BARNETT replied:

I have a fairly old-fashioned view that when a member of Parliament is elected with the support and nomination of a political party, that member has a responsibility to honour that sponsorship and support.

Several members interjected.

Mr C.J. BARNETT: I do.

Several members interjected.

The SPEAKER: Thank you! Premier.

Mr C.J. BARNETT: Mr Speaker, they went feral within 30 seconds today—that is a record!

The reality is that very few members of Parliament would be elected if not for the nomination of a major political party—that is the reality—and no matter how good we all think we are, we would not have got into this place without the support of a political party. Therefore, I think it is —

Mr D.J. Kelly interjected.

The SPEAKER: Member for Bassendean, I call you to order for the first time.

Mr D.J. Kelly interjected.

The SPEAKER: Member for Bassendean!

Mr C.J. BARNETT: It may be an old-fashioned and simple view that I hold.

An opposition member interjected.

Mr C.J. BARNETT: That is another stunningly intellectual comment from a member opposite.

Nigel Hallett—good luck to him. He has left the Liberal Party; so be it. I do not think anyone in the Liberal Party is shedding tears over that. Hon Nigel Hallett and the member for Hillarys were disgruntled members who decided to leave. That is their decision—see you later!

PARLIAMENTARY LIBERAL PARTY — MEMBERSHIP

375. Mr M. McGOWAN to the Premier:

I have a supplementary question. Has the Premier spoken to Hon Nigel Hallett and the member for Forrestfield about their concerns about him; and, if so, what was their advice?

Mr C.J. BARNETT replied:

For goodness sake! You really have to be joking. I think I said hello to Nigel Hallett yesterday.

Mr B.S. Wyatt: Is that why he quit?

Mr C.J. BARNETT: Maybe, maybe! Mr Speaker, really; members opposite are pathetic. The reality is that I have been the Leader or the Deputy Leader of the Liberal Party for every campaign from 1993 onwards. I have been the unopposed Leader of the Liberal Party as Premier for nearly eight years. Sure, some members are disgruntled, but when members have served in a government and had the privilege of being a minister, they should remember that and repay the party to the best of their ability and provide good government.

DEPARTMENT OF STATE DEVELOPMENT — AGRIBUSINESS UNIT

376. Mr R.S. LOVE to the Minister for State Development:

Before I ask my question, I recognise and welcome the staff and students from Falcon Primary School, which is in the member for Dawesville's electorate.

Can the minister update the house on the progress of the Department of State Development's new agribusiness unit?

Mr W.R. MARMION replied:

Before I answer the question, I acknowledge the year 6 students from Currabine Primary School, which is in the member for Ocean Reef's electorate.

I thank the member for Moore for the question. I know he is a strong supporter of agriculture in his region and a promoter of innovation and innovative techniques in the agriculture industry. Indeed, State Development has set up an agribusiness unit. It was set up in March this year by the previous Minister for State Development and is headed by Rob Delane, who was the former director general of the Department of Food and Agriculture. The unit's focus is to enhance investment in Western Australia into the agricultural sector and to assist the agriculture industry to get a scale of business that it can export from Western Australia and, of course, the Department of State Development will be involved in any infrastructure projects that are needed to support the development of agriculture in Western Australia. The Department of State Development is the ideal agency to do this, because we have a number of overseas trade offices that have a focus on investment into Western Australia and exports out of the state. To beef up the trade offices, we focused on putting on specific staff to deal with agriculture and agricultural investments. We have added someone to the Indonesian, Indian and Singaporean offices, joining China, Japan and the Middle East, which already have an officer specifically focusing on aquaculture. Rather than hopping on a plane to visit all the trade offices, which would have been a bit difficult and expensive for the state, I took the opportunity to meet with them when they were in Western Australia for the LNG 18 conference. I had a discussion with the trade offices about the importance of focusing on agriculture investment in Western Australia.

One of the projects on our books that is worth mentioning briefly is Project Sea Dragon. It is a typical project that my department gets involved in, which cuts across a number of agencies. It will link in with the very good program that is being run out of the regional development and agriculture area, the Open for Business program, which is also working within Western Australia. Project Sea Dragon operates in a number of towns; indeed, Exmouth, Wyndham, Kununurra and Legune, which is across the border in the Northern Territory, will be involved and there will also be hatcheries in Darwin. It is one of those more complex projects ideally suited to the Department of State Development to put together. It is a great opportunity for Western Australia to export prawns into the South-East Asian zone and it is something that we will be strongly supporting. I know the member for Moore will be supporting it as well.

Just to conclude, and to show how important agriculture is to Western Australia, its gross value is \$11.6 billion in our economy and exports total about \$7.8 billion. This demonstrates the importance that the Liberal-National government is putting on agriculture investment. The new agribusiness unit in the Department of State Development will assist our government to increase investment in Western Australia and help scale up the agriculture industry to export to the valuable South-East Asian market.

STATE ECONOMY — DIVERSITY — EMPLOYMENT

377. Mr M. McGOWAN to the Treasurer:

I refer to the loss of 40 500 full-time jobs in Western Australia over the past 16 months, and 54 000 extra unemployed Western Australians on the government's watch. Has the Treasurer failed in his central responsibility to create full-time jobs for Western Australians and diversify our state's economy?

Dr M.D. NAHAN replied:

I thank the member for the question. We know that the Leader of the Opposition, the member for Rockingham, is doing his best to talk down the economy. He is trying to spread depression and uncertainty throughout the economy, because he knows that what really drives the economy is confidence. He is trying to hurt the economy for his own advantage. The labour force data came out again today, and indicated that in the month of May the unemployment rate in Western Australia went up by 0.1 per cent to 5.7 per cent—the second lowest of any state. He left that out. Our unemployment rate is second only to that of New South Wales, given the adjustment we have experienced from the largest boom in the nation's history when, for year after year on our watch, Western Australia made up 50 per cent of the total employment growth in this nation. When we came into government there was zero unemployment—2.8 per cent. We came in and created thousands of jobs on our watch. As the construction comes down, many of them are leaving the state—back to New Zealand, New South Wales and Victoria. The reality is that we are, in the main, finding jobs for the many thousands of people who are losing them in the mining, oil and gas sectors. Many are coming back to Perth; many are going out. We have the second lowest unemployment rate in the nation, in the most difficult structure. Look at Queensland: its unemployment rate is a good one percentage point above ours. It is going through structural change.

Mr F.M. Logan: Look at their full-time employment numbers.

Dr M.D. NAHAN: Yes, they are coming down, but they are employed. We are going through a difficult structural adjustment in this economy; there is no doubt about that, but the unemployment rate of 5.7 per cent is the second lowest in the nation, and our participation rate in the workforce is by far the highest in the nation.

The opposition sees nothing but negativity. Members opposite are gloating, and they are trying to augment the problem by undermining the population's confidence in the job market and others. That is the Leader of the Opposition—a person who sees advantages in trying to talk down the economy month after month. His policies—the little red book that he flashes around in a very bad example of some kind of Maoist—are vacuous. When the opposition looks for a model for Western Australia, it does not look to Silicon Valley, Singapore or maybe Israel; it looks to South Australia. Let us go back and build up those protectionist walls; let us go back into old-time manufacturing. South Australia does very well, but the problem with that model is that we keep South Australia alive. If we joined South Australia, we would all be poor.

STATE ECONOMY — DIVERSITY — EMPLOYMENT

378. Mr M. McGOWAN to the Treasurer:

I have a supplementary question. Does the Treasurer regard the loss of 40 500 full-time jobs in the last 16 months, and 15 000 full-time jobs since December, and 50 000 extra unemployed on his government's watch to be a good result?

Dr M.D. NAHAN replied:

We are going through the most difficult adjustment this economy —

Mr M. McGowan: It is a simple question. Is it a good result?

Dr M.D. NAHAN: Let me answer it. I will answer it; not the Leader of the Opposition. He asks questions; I answer them. Just calm down.

Several members interjected.

The SPEAKER: Members!

Mr M. McGowan: We like having you on your feet.

Dr M.D. NAHAN: I like the Leader of the Opposition asking questions. I like him a lot; he is an example of what an opposition leader should not be. Every time he and his mates stand and talk down the economy, especially on television, we know that we do not want them leading this state.

But back to the question: tens of thousands of jobs have come out of the mining and liquefied natural gas sectors. Most of those jobs were created on our watch because of policies implemented by this government. We created the jobs, and many of those people are now going back to where they came from in New South Wales or elsewhere and finding work. Some of them are coming back, but in the main they are finding work in Western Australia. We have done the hard yards, as the member for Nedlands outlined, in investing in broadening the base of the economy in agriculture, tourism and fisheries, and it is paying off. They are finding work. I tell you what: if the opposition were on this side, the unemployment rate would certainly be much higher.

MYCOUNCIL WEBSITE — CITY OF BAYSWATER

379. Mr I.M. BRITZA to the Minister for Local Government:

Before asking my question, I want to acknowledge the students in the public gallery from the Geraldton Senior College, in the electorate of the member for Geraldton.

I have been interested to see how the City of Bayswater's finances compare with those of local governments around it, especially using the recently launched MyCouncil website. Could the minister update the house on how my community, and also community members, can access this site and gain the advantage of it?

Mr A.J. SIMPSON replied:

I thank the member for Morley for his question and his interest in his local government. The member is referring to the MyCouncil webpage that was launched last month. It has been a fantastic tool for ratepayers and the community as a whole to see how their local governments are operating. It is a very good tool, especially right now as we head into a rate rise coming up with budgets being set by local governments and rate notices being calculated with their differential rates. There is an opportunity for ratepayers to go onto the webpage and see where their money is being spent. They can quite clearly see everything to do with roads, rates, rubbish and, more importantly, governance.

The webpage has been accessed by over 76 000 people; close to 500 people a day are clicking on the website to have a look. It is interesting to see the demographics of those looking, and the areas they come from. The member for Mandurah would be interested to know that over 1 200 people from his electorate have clicked on the City of Mandurah to have a look.

Mr D.A. Templeman: They were all me!

Mr A.J. SIMPSON: There you are—the member has been working hard!

More importantly, the member as an ex-councillor would know that it is very important to be able to keep an eye on this to make sure it is comparative with where we need to be. Local government is big business. Last year, \$1.9 billion in rates was collected by 138 local governments—just under \$2 billion of ratepayer money was collected. That is big business. Local governments look after \$40 billion worth of assets and employ 16 000 full-time staff. The important part is that ratepayers have access to information about where their rates are being spent, and how much of their money is being put into wages, employment and so forth. An important part of what we are trying to do here is ensure accountability and transparency of local governments on where their money is being spent. It is important to also keep in mind the \$280 million that comes through the financial assistance grants that help out local governments in their day-to-day running. There is much talk about what the grants commission gives to local governments to make sure that we can keep them sustainable.

Member for Morley, from the perspective of the City of Bayswater, 37 per cent of its operating budget, or just over \$27 million, is spent on recreation and culture, including community halls, recreation centres, libraries and parks, and 15 per cent, or just over \$11 million, on education and welfare, including services to children and youth services. It is a very good local government, and the member for Morley can be very proud of it. More importantly, I cannot emphasise enough that this is a time for local governments to have a look at what their community needs are, and make sure they are reflective. We are looking at the moment at a consumer price index rise of just under two per cent. The local government index is 0.7 per cent, which is the cost of doing business for local governments. The increase in costs of materials, wages and labour is 0.7 per cent on the sector this year, so I am making sure that local governments reflect that in their rate increases this year as they move forward, and ratepayers have access to a webpage that explains where their money is going. It is an opportunity for them to ask questions about how their money is being spent.

TAXIS — HARSHIP FUND

380. Ms R. SAFFIOTI to the Minister for Transport:

I refer to the government's proposed changes to the taxi industry in Western Australia, which will have an impact on many mum-and-dad investors across the state. Does the Minister for Transport still maintain that a transition payment of \$20 000 and very restricted, limited access to a hardship payment is sufficient to compensate taxi plate owners, many of whom are suffering significant loss, including the possible loss of their homes?

Mr D.C. NALDER replied:

I thank the member for the question. With regard to the transition and reform of the taxi industry, I believe that the government has been very responsive and responsible to a long overdue need for reform of the industry. This is something that also has a situation whereby we are going to allow a better service to be provided for the broader community. In challenging and looking at this we have undertaken a number of things, some of which have involved more than what other jurisdictions have done. For example, we have been able to withhold

20 per cent of the lease plates off the marketplace, ensuring that we allow a more viable environment for taxis. If New South Wales were to have undertaken something similar, it would have cost the New South Wales government in the order of \$600 million, looking at the peak price of taxi plates. The New South Wales offer of \$20 000 per plate was restricted to two licences. We have not had any restriction of any sort. If we were to do a comparison, we would find that we have been very generous in the way that we have considered this.

In looking at the hardship allowance, we have taken into consideration a number of issues. At this point in time, I have not been provided with the final definition of hardship, but we will continue to monitor that, nor have I been provided with any information about the level of claims at this point in time. A number of members in the party room have raised a number of concerns, and I meet with members all the time. We are continuing to monitor this. I have said all the way through that as a good government we will continue to monitor this. We want to ensure that we provide the appropriate response. We do not want to underpin any economic conditions. There has been a downturn in the market. We have also been approached by country taxi plate owners who are also looking to access payments when there will be no impact on the country environment by the reform. We know conditions have toughened up because of the economy. We know there will be an impact by the reform. We are continuing to monitor it. I also need to wait for the definitions to be provided by the Department of Transport as to the level of claims so that we can better understand it. If we need further adjustments, we will make the appropriate announcements at that time.

TAXIS — HARDSHIP FUND

381. Ms R. SAFFIOTI to the Minister for Transport:

I have a supplementary question. Will the government be increasing the amount of compensation to taxi plate owners, yes or no, given the legislation is already in this place?

Mr D.C. NALDER replied:

I need to clarify a couple of points here. Firstly, there is a small piece of legislation in phase 1. That will essentially allow us to make the payments out of the taxi industry development account to the taxi plate owners. The more comprehensive taxi reform, or phase 2 of the legislation, will be ready towards the end of this year or early next year. If we are going to look at larger changes and greater compensation, it would need to occur in phase 2; it cannot be made in phase 1.

Several members interjected.

Mr D.C. NALDER: I have been very clear.

Mr P. Papalia interjected.

The SPEAKER: Member for Warnbro!

Mr D.C. NALDER: We are making a \$20 000 transition adjustment. We have made available access to a hardship fund. I am waiting on the department —

Ms R. Saffioti interjected.

The SPEAKER: Member for West Swan!

Mr D.C. NALDER: I am waiting on the department to provide me with a definition of the hardship fund. At the same time I have no report on the level of claims.

Ms R. Saffioti interjected.

Mr D.C. Nalder: At this point I have no report from the department on the level of claims. I do not have the definition or that report but we are going to make a \$20 000 payment per plate immediately, and that will give us time to understand the actual impact. As a responsible government, we will continue to monitor and work through it.

PILBARA CITIES — KARRATHA — QUARTER HQ

382. Mr B.J. GRYLLS to the Minister for Regional Development:

Before I ask my question, on behalf of the member for Murray–Wellington I acknowledge the very good looking students from Harvey Senior High School. Welcome to Parliament.

It was great to have the minister in my electorate earlier this month for the official opening of the Quarter HQ in Karratha. Can the minister please explain to the house why the opening of the Quarter is another important step towards fulfilling the Liberal–National government’s Pilbara Cities vision?

Mr D.T. REDMAN replied:

I thank the member for Pilbara for the question. What an exciting day it was.

Mr F.M. Logan: Is that where you were?

Mr D.T. REDMAN: No, it was not.

Mr F.M. Logan interjected.

Mr D.T. REDMAN: Why doesn't the member for Cockburn ask me a question on it?

A couple of weeks ago the member for Pilbara and I were in Karratha for the opening of the new Quarter HQ facility on the main street of Karratha—a significant centre in our north that needs long-term sustainable growth—supporting it with the investment of \$66.7 million of royalties for regions funds to support the development of a commercial facility, three floors of commercial space in town, some retail space at the bottom and also some service worker accommodation. It was a significant day to see the milestone of that facility being opened. There is also a hotel site that is push-button ready to go.

Mr F.M. Logan: How is the hotel going?

Mr D.T. REDMAN: It is there and it is push-button ready to go.

Mr F.M. LOGAN: I know it's there; how's it going?

Mr D.T. REDMAN: It is going good.

The SPEAKER: That is enough, member for Cockburn.

Mr D.T. REDMAN: This building complements the Pilbara Cities vision of building a city of 50 000 by 2035 in the north. What has happened is there is the Pelago development at one end of town and at the other end of town we have the new GP Super Clinic. A new arts precinct is also being developed. Now we have the Quarter, and of the three floors, 70 per cent of the commercial space is either already let or in final closing negotiations, which is really encouraging.

Several members interjected.

Mr D.T. REDMAN: There is government agency accommodation. Those government agencies have come from second, third or fourth-rate facilities in other parts of town.

Several members interjected.

Mr D.T. REDMAN: Those people have known the legacy of the Labor government in the north. Now they are able to move into high-quality commercial space, commensurate with the best we have in Western Australia. That means we are encouraging commercial development in the centre of town. We are already in negotiation with a lot of players to complete that and fill that up. I am really happy with this investment. It complements all the other investments that we in this government have made in the north. What is interesting is that since 2008 the regional economy has grown by a third.

Mr F.M. Logan interjected.

The SPEAKER: I was hoping that you would run out of steam, member for Cockburn, but I have had no luck. I call you to order for the first time.

Mr D.T. REDMAN: Since the Liberal and National Parties came into government in 2008, the regional economy has grown by a third—that is \$22.5 billion—including the recent challenging times in the economy. The Pilbara region is responsible for 40 per cent of the nation's exports, 95 per cent of the nation's iron ore exports and something like 70 per cent of the nation's LNG exports. Here is the opposition railing against investment by this government in a part of a state that is driving not only the state economy but also the national economy. We know exactly where its priorities sit. To support this investment, complementary to what is a significant economic driver for this state, is an easy decision to make. It was great to be there on that day to see the outstanding job that LandCorp, Mirvac and Doric have done to deliver that project on time and on budget.

Several members interjected.

The SPEAKER: That question is finished.

“WATER FOR GROWTH: URBAN” WATER OUTLOOK 2050 — DROUGHTPROOFING

383. **Mr D.J. KELLY to the Minister for Water:**

I refer to the report the minister released yesterday on WA's urban water needs out to 2050 and specifically that WA's urban water demand will grow by up to 80 per cent, or 450 gegalitres, by 2050 despite improvements in water efficiency.

- (1) Does the minister now admit that she and the Treasurer were wrong to claim that they had droughtproofed Perth?
- (2) Given the serious water supply challenges that face WA, how does the minister justify taking over \$1 billion from the Water Corporation's capital budget?
- (3) Is the minister not jeopardising WA's future water supplies by taking record net payments from the Water Corporation to bolster the state's worst budget?

Ms M.J. DAVIES replied:

(1)–(3) It perplexes me a little bit that the member, who is the shadow Minister for Water, thinks that we are not going to continue to plan for the growth of this state and the metropolitan area. That is exactly what the document was about. The document is about exactly what the Department of Water and good government are supposed to do, which is to continue to make assumptions about growth in this state and plan for the future. That is exactly right.

Mr D.J. Kelly interjected.

The SPEAKER: Member for Bassendean, I call you to order for the second time.

Ms M.J. DAVIES: For members who are not familiar with the report, it projects future water demand and supply by combining data related to current water use, water resources, economic growth and population forecasts. That is exactly what the people of Western Australia expect government to be doing. It lays out exactly where we think we need to be in making sure that we have appropriate water resources that are safe and secure for the future growth of this state. I absolutely think that is what the Department of Water is supposed to do. I do not understand why the member is concerned about us doing that kind of work. It does not make any sense to me. It is responsible planning to ensure that we make the appropriate investments as this state continues to grow to ensure that we can cater for economic and population growth, as well as managing the very challenging climate that we have here in this state.

“WATER FOR GROWTH URBAN WATER OUTLOOK 2050” — DROUGHTPROOFING

384. Mr D.J. KELLY to the Minister for Water:

I have a supplementary question. Minister, part of planning for the future is assessing where we are. This is the report. Can the minister tell me where the report states —

Mr J. Norberger interjected.

The SPEAKER: Member for Joondalup, I call you to order for the first time. Repeat your question, member for Bassendean.

Mr D.J. KELLY: Minister, part of planning for the future is assessing where we are. Can the minister tell me where in this report the minister’s claim is supported —

Several members interjected.

The SPEAKER: Member for Wanneroo, I call you to order for the first time and I call the Leader of the National Party for the first time.

Mr D.J. KELLY: Can the minister tell us where in this report the minister’s claim that she has droughtproofed Perth is supported? Here is the report and the minister has it there: where does it state that? It is a simple question, minister.

Ms M.J. DAVIES replied:

We have had a number of questions on this, and I think I have explained it very well. This state government put together a plan, released while the current Minister for State Development was Minister for Water, around investing to ensure that we had climate independent sources and that we were managing the impact of a drying climate on the environment over a period of time. As a result, we have invested in desalination plants, we have brought online Australia’s first groundwater —

Mr D.J. Kelly: Where is it in the report, minister?

Ms M.J. DAVIES: I am answering the member’s question.

We have brought online Australia’s first groundwater replenishment scheme, and that will —

Several members interjected.

The SPEAKER: Member for Bassendean!

Mr D.T. Redman: You were going to pump it out of the Yarragadee.

Mr W.J. Johnston: Rubbish! That’s bullshit!

The SPEAKER: Oh, for God’s sake!

Several members interjected.

Withdrawal of Remark

The SPEAKER: Member for Cannington, I want you to withdraw that, please.

Mr W.J. JOHNSTON: Sorry? I do not know what you said, Mr Speaker.

The SPEAKER: Can you please withdraw that?

Mr W.J. JOHNSTON: I withdraw.

The SPEAKER: Right. I call you to order for the second time.

Questions without Notice Resumed

The SPEAKER: Continue, minister.

Several members interjected.

The SPEAKER: Leader of the Opposition, let us get going! Premier, let us go!

Ms M.J. DAVIES: I am trying to answer the question, Mr Speaker.

We have invested according to the plan laid out by this state government. We have invested in desalination and increasing our recycling. If members look at the state government's record, they will see that we are reducing the amount of water we are taking from very environmentally sensitive areas and moving to deeper aquifers. We are looking at and continuing to manage our demand management. More than 50 per cent of our water is provided through desalination, meaning that the water available to the households under our current population in Perth is very much secure in that people can turn their taps on, have a shower and flush their toilet. We need to make sure that our population continues to grow, we can not only manage the impacts of a drying climate, but also population growth. This state government is planning for growth. We are planning for growth, not just in the Department of Water and how we accommodate for that, but in every other department. That is what that document is about. It is about making sure that, from a secure base, we have the appropriate planning in place to ensure the security of water for this state.

TOURISM — HUMPBACK WHALES

385. Mr I.C. BLAYNEY to the Minister for Environment:

At the end of last year, the minister approved swimming with humpback whales as a major new nature-based tourism initiative for our state. Could the minister please update the house on this initiative?

Mr A.P. JACOB replied:

I thank the member for Geraldton for the question.

Throughout our term, this government has been committed to looking for opportunities to expand people's opportunity to experience nature in Western Australia, particularly within our marine and national parks. We have a very strong focus, particularly in this period of transition for the WA economy, on enhancing tourism experiences in Western Australia. We recognise that, first and foremost, many of our tourism experiences are based around the unique nature experiences that can be had here in Western Australia. Indeed, "innovation" is a bit of a buzzword at the moment, and often —

Several members interjected.

The SPEAKER: Member for Willagee, I call you to order for the first time and I call the member for West Swan for the first time. Member for Cannington, you have been called twice.

Mr A.P. JACOB: The opportunity to swim with humpback whales in Western Australia, which will open from next month, is a great example, I believe, of innovative ecotourism, and, indeed, innovation that government can undertake to expand economic and tourism opportunities in this state in a way that does not cost government money. Sometimes it is simply looking at the opportunities there are and allowing for things to happen. I will start off by saying that to the best of my knowledge, Western Australia will be only the fourth place in the world that will offer tourists the opportunity to swim with this iconic species—the humpback whale. It will build on the already successful whale shark swimming tourism that has built up around Ningaloo Marine Park and Exmouth, and also the whale tourism experiences. Importantly, it segues in very well with the end of the current whale shark season, which ran this year from late February but is slowly coming to an end. The humpback whale swim tourism opportunity will extend that tourism opportunity up on our Ningaloo coast for anywhere up to three months. We chose Ningaloo in the first instance because an industry has already built up around that whale shark and whale-watching tourism experience. Ningaloo's international brand has already been built around the whale shark experience, and we think to now be only the fourth place in the world that can offer a whale swim will sit very well with that brand that Exmouth, Coral Bay and Ningaloo have built up for themselves. The trial will start in July and will use knowledge that has been gained from the whale shark programs. That will now provide what will be an extraordinary thrill of swimming with some of the world's largest mammals. Importantly, a very good conservation message sits within this program as well.

Several members interjected.

The SPEAKER: Member for Girrawheen, I call you to order for the first time. Quick answer, please, minister.

Mr A.P. JACOB: I am trying, Mr Speaker.

This will not only open up another ecotourism opportunity, but also tell an important part of the WA conservation message. The whale shark was delisted from our endangered list only late last year, and Western Australia has seen the humpback whale population recover to somewhere around its pre-whaling levels. The trial will be very closely monitored and evaluated, including through real-time electronic monitoring systems. That will assist us in determining how we can continue to, hopefully, roll out these tours in the future, and even potentially open up the opportunity for such tours into other parts of the state.

ASSET SALES — TAB

386. Mr M.P. MURRAY to the Leader of the National Party:

My question without notice is to the Leader of the National Party, whom I thank for gracing us with his presence today.

Opposition members: Hear, hear!

Mr M.P. MURRAY: I refer to the sale of the TAB coming before cabinet.

- (1) What is the National Party position on the sale of the TAB?
- (2) When the proposal is brought before cabinet, will the National Party ministry be contributing or abstaining from the discussion?

Mr D.T. REDMAN replied:

- (1)–(2) I am not privy to what comes before cabinet from another minister. I do not think that it is appropriate for me to comment on something that is either going before cabinet, has been thought about going before cabinet or is even before cabinet. That is not a discussion for here. I have made the point that the Minister for Racing and Gaming has carriage of that. It is his business to bring that into cabinet at a particular point in time.

Mr P.B. Watson interjected.

The SPEAKER: Member for Albany!

Mr D.T. REDMAN: No doubt those discussions will be had at that point. We have made the point that we will support the sale of the TAB only if that is in the best interests of the industry.

ASSET SALES — TAB

387. Mr M.P. MURRAY to the Leader of the National Party:

I have a supplementary question. As the Leader of the National Party is part of the government, with the minister responsible for racing and wagering a member of his party, why is he not taking a firm position on this ongoing issue?

Mr D.T. REDMAN replied:

I think our position has been clear.

Several members interjected.

The SPEAKER: Thank you! Member for Collie–Preston!

Mr D.T. REDMAN: The National Party has been clear on its position publicly. If and when decision-making points come to be made in and around our policy, we will do exactly that.

Several members interjected.

The SPEAKER: That question is finished!

AUSTRALIAN BUREAU OF STATISTICS — LABOUR FORCE DATA

388. Mr J. NORBERGER to the Treasurer:

Can the Treasurer please update the house on the Australian Bureau of Statistics labour force data released today and what the government is doing to continue to broaden the state's economy?

Dr M.D. NAHAN replied:

I would like to thank the member for the question; at least he is really interested in the issue, rather than in making it worse. The labour force data did come out, as it generally does at this time of the month. As I indicated in response to an earlier question, the unemployment rate on an annual basis is six per cent in Western Australia, which is the second lowest rate of any state. The advice from Treasury is that we forecast for 2015–16 an unemployment rate of about 6.25 per cent, and we are confident it will come in below that. I might add also that we have by far the highest participation rate in proportion to the population looking for jobs in the job market of any state. Over the last few years, since we came into government, we have been the major source of job creation in this nation, with over 180 000 jobs created in Western Australia since 2008. Fifty per cent of the total number of jobs created in Australia were in Western Australia during that period—50 per cent! Members opposite see that as a negative. Now we are going through a shift from investment to production. It has been going on for some time.

Several members interjected.

The SPEAKER: Members!

Dr M.D. NAHAN: We have been saying this for two to three years; members opposite are a bit slow. We have also invested heavily in diversifying the economy, and it is paying off. There have been 100 000 additional international tourists over the last three years. There has been a 30 per cent increase in agricultural exports. We are seeing a large growth in start-ups, in innovation, particularly from engineers. By the way, of all the major cities in the world, we have the third highest incidence of engineers. Those engineers came over here to participate in the investment boom, and when the jobs finished there, they started coming out with bright ideas for introducing new start-ups in this state. That is why we have invested \$20 million over the next four years in innovation to make sure those innovative engineers stay here, innovate here and create jobs. We are also investing heavily in agriculture, not only in irrigated agriculture but also across the board. Of course, we have invested substantially—\$47 million—in tourism. We knew—this is very important—that as we moved from an investment to a production phase there would be a reduction in the private sector construction workforce. Interestingly, if members look at the data, construction jobs are growing. Why? Because of our asset investment program. We have continued, despite the difficult revenue times, a major expansion in investment in a whole raft of areas, from hospitals to stadiums to urban development. Since 2008 that has created over 91 000 jobs and is a major source of job growth in the construction sector. I have sat here all this week listening to members opposite bag the stadium.

Several members interjected.

Dr M.D. NAHAN: Elizabeth Quay has attracted over 1.8 million people to it since it opened in January—1.8 million people have come and visited Elizabeth Quay. It has attracted them to the city, added vibrancy to the city and helped tourism. All members opposite do for the hospitals—the new children’s hospital and Fiona Stanley Hospital—is bag them. They complain about this, but this has created thousands of jobs in this state and actually created the infrastructure of the future. That is why we have the second lowest unemployment rate in the nation despite the adjustments we have. What does the Leader of the Opposition think of that? It is all negative.

TOLL ROADS

389. Ms R. SAFFIOTI to the Minister for Transport:

I refer to the budget papers, which show that the government is spending \$5 million this financial year, \$15 million next financial year and has budgeted another \$47 million for 2017–18 on infrastructure to support toll roads in WA.

- (1) Why has the government already spent \$5 million on this project given that it has no legislative authority to implement tolls?
- (2) Given that the National Party has stated that it will not support government legislation to introduce tolls, has the National Party now changed its mind and indicated support for toll legislation?

Mr D.C. NALDER replied:

- (1)–(2) One of the things that we have been looking at doing is implementing GPS trackers in all commercial vehicles of 4.5 tonnes and up. We have been looking at this as part of the process. When we talked to the federal government—this is on the record already—the federal government agreed to provide funding on the basis that we establish a freight charge. When we first looked at a freight charge, it was considered that we would probably go down the e-TAG route with the gantries over the freeway. I requested the department to explore more modern technology given the age of e-TAG, and it came back with a report that suggested that we could implement GPS technology where we could install it in every vehicle of 4.5 tonnes and up in Western Australia at 50 per cent of the cost of installing gantries across the total freight corridor, which extends from Fremantle to Muchea. As part of that process, if we can establish that at 50 per cent of the cost, a huge number of benefits are there for the state.

Ms R. Saffioti interjected.

The SPEAKER: Member for West Swan!

Mr D.C. NALDER: One of those benefits is that, for the first time, we would actually have real, live, actual data for planning in Western Australia. As we continue to look at the state’s requirements in transport needs, the GPS information could provide us with commercial data or data for commercial vehicles from 4.5 tonnes and up so that we could provide better planning for our infrastructure products. The second element with regard to this GPS technology —

Mr B.S. Wyatt: Has any of it gone in yet?

The SPEAKER: Member for Victoria Park!

Mr D.C. NALDER: The second element with regard to this technology is that if we can connect it with the port, we can actually get greater efficiencies and greater connectivity between the Fremantle port and the freight movement across roads and rail et cetera. I encouraged the department, as part of the budgeting process, to actually investigate it further. I have had Main Roads Western Australia undertake a study trip to New Zealand to look at what has been undertaken in Auckland.

Point of Order

Ms R. SAFFIOTI: I asked where the \$5 million was spent and why it was spent without any legislation.

The SPEAKER: I think the minister has answered the first part, but why was it spent without legislation? We are running out of time, minister.

Questions without Notice Resumed

Mr D.C. NALDER: As part of this, I have asked the department to undertake further studies about GPS technology. It went to New Zealand to look at what work the company has been doing over there. GPS technology has also been rolled out in Oregon, in the United States. I requested that Main Roads staff seek an understanding of that technology so that we can better understand what this technology can provide for Western Australia. If we can undertake this process and deliver a lot more benefits for Western Australia, then I believe it was a worthwhile spend at this point in time. With the work that we have been doing with the freight industry, it is very supportive of establishing a freight charge on the basis that it will create a win-win situation for everybody. If we proceed with the project and as we proceed with Roe 8, the Fremantle tunnel and the NorthLink project, I have encouraged that we look at establishing a freight charge, which I believe is warranted in this situation.

TOLL ROADS

390. Ms R. SAFFIOTI to the Minister for Transport:

I have a supplementary question. Exactly where was the \$5 million spent?

Mr D.C. NALDER replied:

If the member would like to put the question on notice, I will get —

Several members interjected.

The SPEAKER: Members! Minister, a quick answer; we are running out of time.

Mr D.C. NALDER: If members opposite would like to talk to me about every line item in my budget and expect me to recall them offhand —

Several members interjected.

Mr D.C. NALDER: I have provided an indication of what —

Several members interjected.

Mr D.C. NALDER: I believe this government has a fantastic track record of delivering infrastructure projects under budget and ahead of schedule, unlike the previous Labor government. How many times did it have to go back and change the budget for the Mandurah rail? For heaven's sake, Mr Speaker. We are undertaking fantastic work in transport and if members opposite would like more specific details, they can put their questions on notice.

The SPEAKER: Thank you. That concludes question time.

Mrs M.H. Roberts interjected.

Mr D.C. NALDER: I think the member for Midland got out of the wrong side of bed today, given what she has been contributing to the house.

Several members interjected.

The SPEAKER: Thank you!

LEGISLATIVE ASSEMBLY ESTIMATES COMMITTEE B

Supplementary Information B10, B11 and B13

MR D.C. NALDER (Alfred Cove — Minister for Transport) [2.52 pm]: I rise in accordance with standing order 82A to provide —

Mr B.S. Wyatt interjected.

Mr D.C. NALDER: The member for Victoria Park always makes it personal.

The SPEAKER: Thank you; that is enough. It is finished. Let us move on.

Mr D.C. NALDER: I rise in accordance with standing order 82A to provide additional information in relation to Legislative Assembly Estimates Committee B supplementary information numbers B10, B11 and B13, asked on 24 May 2016. In my response to supplementary information, I agreed to provide additional information when it became available. I now table this information.

[See papers 4224–4226.]

APPROPRIATION (CAPITAL 2016–17) BILL 2016*Third Reading*

Resumed from an earlier stage of the sitting.

Ms J.M. FREEMAN: I was speaking on the Public Transport Authority of Western Australia's budget line item for the Metro Area Express light rail. Given that there is a line item for the MAX light rail and there is no funding for any of the buses that the Minister for Transport spoke about, it begs the question whether the line item was left in for the purposes of the election in March 2017. While the Premier is in the house, going into an election is it the Liberal–National government's intention to again seek to dupe the people of the Mirrabooka electorate by again promising the MAX light rail? Frankly, there has been no indication at all from the Minister for Transport that the MAX light rail project will proceed. In fact, he has said in media statements that the people in the area can have the same experiences with buses. However, there is no indication of that same experience if members look at the department's submission to Infrastructure Australia for federal funding for Perth light rail.

The SPEAKER: Members, people cannot hear. If you want to have meetings, go outside.

Ms J.M. FREEMAN: Mr Speaker, you know that the MAX light rail corridor was deemed to include services to an area that you represent—Mount Lawley. The corridor includes Perth, Morley, Balcatta and Girrawheen—areas that are really important in terms of servicing. The Perth light rail submission to Infrastructure Australia mentions this. It states —

The central northern corridor of Perth is home to approximately 16% of Perth's population who currently have limited access to quality mass public transport and who have limited alternatives to driving by car or travelling east-west to the Northern Suburbs Railway.

In the last term of government, the Premier went out with great fanfare and told people buy their properties now and move into the area because it would be great with the MAX light rail. The minister said last year, in March 2015, it will now be buses. He defined the dramatic policy shift but he maintained that the light rail project, without light rail, is not a broken promise; buses somehow make light rail! The question we have to ask is, if it is still in this budget —

Mr W.J. Johnston: Light rail was going to kill children on Fitzgerald Street!

The SPEAKER: Thank you!

Ms J.M. FREEMAN: Yes, the Minister for Transport said that light rail would kill children on Fitzgerald Street. Frankly, member for Cannington, if it is so dangerous then why would the minister keep it in the budget? There is a line item for it in the budget. Despite the fact that the minister somehow thinks people will have the same experience with buses, the Department of Transport's submission states on page 8 —

Slow bus services are less attractive than fast bus services, and the lack of transit priority infrastructure along this corridor impacts on the ability to operate high frequency services on congested corridors.

Above that on page 8, it states —

Timetabled bus travel times have also increased in this period. The average peak period timetabled journey time along Alexander Drive from Beach Road to the CBD has increased from 36 minutes in 2006 to 39 minutes in 2011. Similarly bus travel times on Flinders Street from Mirrabooka to the CBD has increased from 27 minutes in 2006 to 41 minutes in 2011, and along Wanneroo Road from Beach Road to the CBD from 40 minutes in 2006 to 52 minutes in 2011.

I know that is a lot of information to take in, but the crux of it is that buses take longer and buses are not as effective. There is no doubt that this submission to Infrastructure Australia shows throughout that a rapid bus transport system is no alternative to a rapid and effective transport system. In the Labor Party's case, it is promising that through Metronet but in the Liberal–National government's case, it promised that to the people of Mirrabooka through the MAX light rail project. It has reneged on that promise but it is kept in the budget and I am extraordinarily suspicious about why it is maintained there. When the current Prime Minister took over from the previous Prime Minister—when the coup happened and Malcolm Turnbull was installed as Prime Minister in late 2015—I wrote to him then and to Jamie Briggs, the then Minister for Cities and the Built Environment. He has not had the greatest time himself. I said it is great that they had made an announcement that the federal government was going to have a minister for cities and it was going to respond to the need for transport infrastructure in our communities by placing emphasis on that away from roads. I pointed out that the 2011 census clearly showed that the residents of the Mirrabooka electorate overwhelmingly relied on cars. Over 60 per cent use cars as their primary mode of transport, fewer than five per cent rely on trains, and fewer than 10 per cent utilise inconvenient bus services. I pointed out that this was the promise and I even congratulated the federal government on its change in policy. I pointed out that the Barnett Liberal government had made a promise to the people of Mirrabooka to deliver MAX light rail into the area. I asked for an

understanding of what the federal government's commitment to that was. Hon Jamie Briggs responded to me in November 2015 and said that he had visited Perth for a number of discussions and there was clear interest in a range of modes of transport, including light and heavy rail. I have heard nothing in this federal election campaign about any commitment to having the MAX light rail funded by the federal government, yet it is still included in the state budget. I have heard nothing about it and we have three weeks left until the federal election. Maybe something is coming that I do not know about, Premier. Jamie Briggs referred me to the preparation of the 15-year "Australian Infrastructure Plan" in response to the issues identified in the audit. I have looked at that plan to see whether it has outlined anything about that. I note that page 52 of the "Australian Infrastructure Plan" states —

Access to jobs via car in Perth is higher than the other cities ... good public transport access to jobs diminishes the greater the distance from the city centre.

That is certainly the case, but there is nothing in that plan about the Metro Area Express light rail. I cc'd the letter I wrote to the Prime Minister to the state Minister for Transport and the response I got in November was that the state government was looking at alternatives —

Ms M.M. Quirk: Rickshaws?

Ms J.M. FREEMAN: Yes, rickshaws! The letter states —

Work to date indicates that both light rail transit and bus rapid transit have the potential to deliver transformational benefits.

We all know that that is where the minister is heading, although, as I pointed out before, questions were asked in the other house about the amount that has been allocated in both this budget and forward estimates for bus rapid transport and there is no budget for that—none, nil. We have this peculiar situation in which the minister is telling us that there will be a bus rapid transit system, yet in the budget is still the MAX light rail line item. We cannot but think that there is some ill intent about that. We cannot but think that the people of Mirrabooka should be sceptical that they will again have their candidate come out and say that this is what will be delivered to them. We cannot but think that the government will again hype delivering MAX light rail into the area without actually meaning it, delivering it or having done work towards that. Frankly, the minister has made it really clear that that is not the intention.

I want to go back to this letter before I move on. The response from the Minister for Transport's chief of staff on 5 November states —

The Premier has recently stated that the State will seek reinstatement of Commonwealth funding for major passenger rail projects.

One assumes that that includes MAX light rail. As I said before, I have not seen or heard in this federal election campaign anything that would give the people of Mirrabooka any hope that the promise that was made to them by this Liberal–National government will be delivered. It is not that it is not needed. It is clearly established in the Perth light rail draft submission to Infrastructure Australia that there is a need. I will take the house through a few areas in which it states that. Page 6 states —

The central northern corridor of Perth is the only corridor without a mass transit system.

The submission points out at page 7 —

The opening of the Perth to Mandurah rail line provided a successful transport solution for moving people in the southern corridor of Perth, and resulted in most corridors of development in Perth being served by a high frequency/high movement passenger transport service.

That is exactly what the people of Mirrabooka need; they need a high-frequency, high-movement passenger transport service but they do not have it. They are car dependent. Their mode of transport, the congestion on the roads and their lifestyles are big issues. The report goes on to state that if we want to deliver beyond the 2030 or 2031 report—I would need to find it—that it is absolutely vital to deliver high-frequency, high-movement passenger transport into the central northern corridor, which includes those seats that I have already mentioned.

Members might think that just because the light rail has not been delivered that it is no big deal, but it has disadvantaged people in the community already because a number of bus routes have been changed because of the expectation of MAX light rail. I contacted the minister of behalf of Mr and Mrs Chapman who live at 19c Shadycroft Retreat, near my electorate office. They do not have a car and they rely on public transport to get them around. They are pensioners; Mrs Chapman has Parkinson's disease and her husband is 86. They do their banking and shopping at Dianella Plaza. They used to be able to get the 888 bus on Yirrigan Drive near their home but now that route has been changed. It is too far for them to walk to now access a bus to be able to do things in their daily life that they have done in the past. When I wrote to the Minister for Transport asking why he changed that route—it was a perfectly good route and it provided access for people—the minister basically

said that the change to the 888 bus route was intended to establish demand for the promised future light rail route. But making that change removed a highly useful bus route that provided a complementary bus service. The Chapmans are not the only people who have complained about the change in bus routes by the Department of Transport and the Public Transport Authority because of the proposed MAX light rail route. They have changed and realigned a few bus routes around that area, disadvantaging many in the community.

Another aspect of this matter that disadvantages the community is that people made plans and bought land around the MAX light rail route, in particular at the end of the route in Mirrabooka. There were plans that the current tavern, the pub there, was going to be turned into apartments with shops beneath. It is currently this small pub with a large car park around it and there is no doubt that the area needs revitalisation. The City of Stirling has done really well to revitalise the area, with the extension of Milldale Way, but that has all been put on hold. Private investment in the area has all been put on hold because of the uncertainty about rail into the area. I was talking to a training provider just the other day and it said one of the reasons it came into a disused building was the understanding that it would have good access to public transport with light rail. That organisation invested a whole bunch of money into that area to be able to deliver a vital training and employment service in an area that has high unemployment. It is not as if people were not investing in the area on the basis of the government's promise. There is land that the Department of Housing owns. It sold a piece of land across from that land, where I understand a health consortium was looking at building a health facility, and it has had trouble gaining interest in that land. I have not had the opportunity to speak to the person heading the project. I have tried, but we have had a few problems getting together. It seems to have been delayed. I am not suggesting that it is not because of the economic downturn, but there is no doubt that it is more difficult to interest people in a project when the promise of light rail given before the 2013 election by the successful government to the people of the Mirrabooka area has not been delivered. The promise was to have an effective, efficient, fast and rapid public transport into that area. I cannot but think that that would have had an impact on generating interest in that health facility there. The good thing about that particular site on Milldale Way, which is a large tract of land, is that we are looking at getting aged care facilities into the area.

The member for Southern River is having problems with his computer. It is the third time today. He probably needs to be noted for that. We could call him a klutz, but that would be rude in *Hansard*!

There is no doubt that rapid transport into the area is needed and this Labor opposition has a plan for effective and efficient transport into the Mirrabooka area into the future, and Metronet includes that.

Mr C.J. Barnett: When?

Ms J.M. FREEMAN: There is no doubt that it is long term, Premier, but we did not go to an election like the government did promising the people of Mirrabooka that it would be delivered by 2018.

Mr C.J. Barnett: Calm down. I just asked the question when.

Ms J.M. FREEMAN: We did not, Premier. I would be resigned to the fact that the government did not live up to its promise, but the fact reference to it is kept in the budget is just rude. It is rude to the people and it really indicates that the government will try to dupe people in that area into believing that it will do something again. That is not the case. If the government is going to do public transport by bus, change the line item in the budget. Be honest. Tell the truth to the people of Mirrabooka. That is what they want and that is what they need. That is the development the area needs. It does not need a line item that pushes light rail out into the future and a minister who says something completely different. That is just not fair to the people in the area. It is clear from all the documents that the government put before Infrastructure Australia that that central corridor absolutely is crying out for a rapid transit system. Basically, people in the area are paying the price. People living around the area could be spending up to \$1 900 a month on the combined cost of driving to work through car ownership. Think of what could be done for the area around there to assist the people living there. Frankly, it is a low socioeconomic area. If the government put a rapid transport system there it would mean that they had an efficient way of getting around instead of having to rely on cars. That is what they currently do. There are all the costs associated with cars that keep rising, including petrol and now the additional licensing costs. There is no doubt that the government needs to fess up to the people and alter the budget to clearly reflect the intention of the government, and it is not MAX light rail.

MR B.S. WYATT (Victoria Park) [3.15 pm]: I rise to speak to the Appropriation (Capital 2016–17) Bill 2016, which I guess really brings to an end the final budget of the Barnett government as it makes its way through the lower house of the Parliament.

Mr F.M. Logan: It is the worst budget ever in history.

Mr B.S. WYATT: It will be known as an infamous budget, member for Cockburn.

I could not let this pass. I like to listen to the Premier on FM radio because I find that he is perhaps at his most relaxed, self-reflective and willing to consider his place in history. I was struck this morning when listening to Nova, I think, that the Premier compared himself with Franklin D. Roosevelt—Franklin Delano Roosevelt.

I have heard the Premier compare himself with Charlie Court and I have heard him compare himself with C.Y. O'Connor—those great state and nation builders that he sees, but clearly that is not enough.

Mr C.J. Barnett: Forrest!

Mr B.S. WYATT: John Forrest! I have heard him compare himself with John Forrest. It is clearly not enough anymore and now the Premier sees himself on the international scale—not just international scale, but in the grand sweep of the history of modern democracy in comparing himself with Franklin Delano Roosevelt, who won no less than four presidential elections. The backbench is shivering behind the member for Cottesloe. It was interesting, because ultimately I was struck not just by the Premier's comparison to one of the great American presidents, but by the fact that he compared himself with a Democrat president. I am inclined to agree that Roosevelt was one of the great American presidents. I am surprised the Premier did not compare himself with, say, Richard Milhous Nixon, or at least someone from the right party—that is, the Republican Party—which I thought the Premier might like to compare himself with. But no, he compared himself with Franklin Delano Roosevelt. I was impressed by that, but I am getting the feeling that the Liberal Party is looking for a new deal! I think the Liberal Party might be looking for a new deal with the Premier. We have already seen activity by the Treasurer and the Minister for Transport, who are not in this place at the moment, perhaps suggesting that the day is coming. The Violet Grove disagreement of spring 2014 is a date that will live in infamy —

Point of Order

Mr C.J. BARNETT: This is the third reading of the bill relating to the capital budget. If the member for Victoria Park wants to raise a capital item, maybe a statute, then he would be valid, but he is not valid in talking about what he is.

The ACTING SPEAKER: Thank you, Premier. I will remind the member that this is a debate on the capital appropriation bill.

Debate Resumed

Mr B.S. WYATT: The Premier is right. I understand his sensitivities in respect of this and I understand that he likes to perhaps think of himself as a wartime Premier. I think he does. The Premier has nothing to fear but fear itself. Perhaps the Treasurer and the Minister for Transport are the people whom he should fear, because of the issues he faces as the presumptive heir to the traditions of Franklin Delano Roosevelt. One of the reasons for FDR's thumping first re-election was, of course, because he repealed prohibition. I can only assume that the Premier has looked to FDR's example and that is why so much money is being thrown at Elizabeth Quay in the way of parties and all sorts of taxpayer-funded activities. It is the Premier's equivalent of the repeal of prohibition. I, for one, enjoy the Premier's comparison with FDR. Perhaps it is grandiose, but I look forward to his next appearance on Nova.

Mr M. McGowan: Caesar!

Mr B.S. WYATT: That is right; perhaps we will go back to the Caesars of history, because the reflections of a Premier, perhaps mindful of his place in history, is now starting to get a little out of hand, one may suggest.

Mr M. McGOWAN: Napoleon!

Mr B.S. WYATT: Napoleon-esque!

I understand why the Premier is perhaps a little bit sensitive to critique of the way he reflects upon himself.

Mr J.H.D. Day: I think history will be a lot kinder to him than most Labor Premiers of recent times.

Mr B.S. WYATT: Oh, Leader of the House!

I will come back to question time because there was an exchange —

Mr C.J. Barnett interjected.

Mr B.S. WYATT: I am coming back to the capital bill, Madam Acting Speaker.

I want to go back to question time because the Treasurer made the point that the opposition had been whingeing and critiquing Perth Stadium. The Treasurer, a little bit like the Minister for Transport—those conspirators in the Violet Grove disagreement—seem to mistake critique of policy as critique of them. Both of them have a glass jaw: the Treasurer in particular has a chronic glass jaw; and the Minister for Transport has one as well. One cannot forget that the biggest critique of and the biggest opposition to the stadium came from the Treasurer himself. Who can forget what the Treasurer said not long after becoming Treasurer? He said —

“The stadium? Probably not, myself. ... I probably wouldn't have done the stadium.

“I can understand it is very popular. Probably not, but as a Government minister I am committed to it.

“But I probably wouldn't have gone ahead with that.”

Sometimes the Treasurer forgets things that he said even five minutes before. I want to note what has happened during the term of the Barnett government, and the transition of the Premier over what has been a lengthy parliamentary career. I like to quote, and the Premier knows that I like to quote, this speech that he gave in Parliament many years ago, on 28 August 1991. I think the Premier has described it as his first substantial speech in this place, so it cannot have been too long after he was elected to Parliament. I have quoted this before, but I will quote it again. During debate on a motion to appoint a select committee on state debt, the Premier said —

Only by running Budgets on a surplus basis can we hope to reduce our debt over time. Thirdly, we need a change in policy in the way in which we operate our State Budget. We need to shift the financing of non-income generating assets away from debt finance into finance from current revenues. That is the socially responsible thing to do, it is the economically responsible thing to do, and for this generation it is a fair thing to do for the coming generation.

Mr C.J. Barnett: All correct.

Mr B.S. WYATT: It is interesting that the Premier said, by way of interjection, said that that is all correct. I like to watch the Premier and the Treasurer as they transition on a minute-by-minute basis between being ministers and commentators on the performance of the government. The Premier is the first Premier in basically 20 years who has departed from that particular position on the funding of non-income generating assets. Richard Court broadly tried to stick to it. He had some financial problems, but he broadly tried to stick to it. Certainly Geoff Gallop and Alan Carpenter stuck to it. The Treasurer would have us believe that since 2008 we have been in great economic decline and that that is what the government has done. There has been a shift and perhaps the inability to deliver on income-producing assets motivated the Premier to move to a scenario in which he has funded, during the term of his government, non-income generating assets entirely from borrowings! The Treasurer said, as noted by the member for Cannington—we have seen the transcript—that the huge revenue boom that WA experienced went to wages, by and large. It is still the highest revenue per capita in Australia and it is projected to stay there. But then the government borrowed heavily to fund the construction of non-income generating assets. Instead, as the Premier said, of moving that from debt finance into finance from current revenues, what did he do? He funded the non-income generating assets from debt finance.

As I have moved around Western Australia, certainly those engaged in this debate in the business community have been scratching their heads and asking whether the government understands that at some point, when it finishes constructing non-income generating assets, that will have an impact on the recurrent budget. I have said that I hope it understands that, but I am not convinced it does. Ultimately, that first term of wage growth, contrary to the government's wages policy, was still embedded in the books. Treasurers have tried a range of clumsy different methods to try to reverse some of that out. The workforce renewal policy is perhaps the starkest in terms of a clumsy and ham-fisted way to go about reversing that out. That did not work. Premier, at estimates last year and again at estimates this year, the Treasurer confirmed that all those savings that were booked in under the financial administration plan were slit; they were all pushed out. Tens of millions of dollars were pushed out because it could not meet those savings. Of course it could not make them! It was a ludicrous position to try to reverse out wage growth in the first term of the Liberal–National government. That is what happened.

I will make some comments about the Treasurer, because he says things that are entirely inconsistent with what he said a minute before. I am worried that the Treasurer either does not care about the figures that come from his mouth or he does not understand them. Since the Treasurer delivered his budget speech, I have been particularly critical about his use of the total public sector asset base as justification for asset sales. In the budget speech, the Treasurer referred only to the total asset base, not to net worth. That is interesting in itself, because there was historically—up until Troy Buswell removed it as Treasurer—a fiscal measurement that measured net worth, which is the growth of the state asset base. One of those fiscal strategies was to ensure that net worth increased year on year. That was removed by Troy Buswell during his second incarnation as Treasurer. He got out of that. In the fiscal strategy of the budget, there is no measurement that takes into consideration the asset base net worth or growth. I was intrigued that the Treasurer would look at one side of the balance sheet, if you like—the asset base—without looking at the liabilities. That confused the Deputy Premier when she was on radio as well. I went through that yesterday. I can understand her confusion, because the Treasurer confused the issue. During my contribution on the recurrent bill, I made this point again when the Treasurer was sitting there. I told him what the Deputy Premier said. She was confused, as I said, and did not understand the difference between gross and net. I get why the Deputy Premier may not get that.

Mr C.J. Barnett interjected.

Mr B.S. WYATT: That is what it was. I went through all that, Premier. I might have a bit of time to go through that again. I just want to deal with this point here.

Five hours after I gave that speech on Tuesday night, the Treasurer got up at 10 minutes to 11 and said —

Under our watch, net worth in the public sector has grown by 76 per cent. In terms of assets minus liabilities, we have added \$50 billion worth of net worth over our period in government.

Mr C.J. Barnett interjected.

Mr B.S. WYATT: No, I am talking about net worth. That is 76 per cent or \$50 billion. The Premier, by way of interjection, said that was right.

Mr C.J. Barnett: That is \$28 billion of debt, so that works out.

Mr B.S. WYATT: No, just wait, Premier; it is net worth. I decided to look at that. I like to check the figures because the Treasurer is known for saying things and getting them wrong. At the end of the financial year in 2008, the net worth of the state was \$92 780 million or \$92.7 billion. As at the end of financial year 2015–16, the net worth of the state was expected to be \$118.9 billion. That is an increase of \$26 billion. I looked again. The Treasurer said that \$50 billion had been added in net worth. No, it is \$26 billion, and it is not 76 per cent, it is 28 per cent. The problem is that the Treasurer had five hours to get that confirmed when I was addressing this issue yesterday, and still makes up some figures that are wrong, to try to buttress his own argument. He went on to say that this is not like Labor, so I went back and had a look. Between 2001 and 2008, the net worth of the state increased by \$60.5 billion, or 188 per cent, versus 26 per cent in the term of the Barnett government. This is the problem and the annoyance that we have on this side of the chamber.

Former Treasurers Christian Porter and Troy Buswell were sophisticated debaters. They were actually enjoyable to debate. We all know that Troy was very good in this place at beating up on the opposition. He was very good at it. He is the best I have seen from the Liberal Party, by a long shot. He was fantastic. But, when he sat there in consideration in detail he was always willing to argue on the merits and the figures, as was Christian Porter. He used the correct figures; he did not just make stuff up, or use figures plucked out of the air, which is the problem with the current Treasurer. His glass jaw means that he reverts to the idea that Labor must always be bad, and therefore he will just make stuff up to prove his point. That is an incredibly frustrating way to debate, when the Treasurer constantly makes figures up. The net worth figures are another classic example.

The Premier interjected about the Deputy Premier. On radio, the Deputy Premier said that we had \$119 billion of total assets leveraged against \$28 billion of debt. The problem with that was that she used a gross figure compared with a net debt figure, when the real figure, of course, was some \$80 billion in liabilities. That is what the government's budgets do every year, and it is doing it again in this one. The net worth is total assets minus total liabilities, not the net debt position. We cannot have these debates if the Treasurer is going to come in and make these figures up. While the Treasurer is sitting there I will just ask him. He has these two very specific sets of figures.

Dr M.D. Nahan: What are you referring to?

Mr B.S. WYATT: I am referring to the Treasurer. Last night, he said —

Under our watch, net worth in the public sector has grown by 76 per cent. In terms of assets minus liabilities, we have added \$50 billion worth of net worth over our period in government.

Where did those figures come from?

Dr M.D. Nahan: The budget papers.

Mr B.S. WYATT: When I look at the budget figures—I have them here, all copied—I see that as at 30 June 2008, net worth was \$92.78 billion. This budget has net worth this year at \$118.9 billion. That is an increase of \$26.1 billion. Where does the Treasurer get \$50 billion from?

Dr M.D. Nahan: I will have to go through them again.

Mr B.S. WYATT: I have to understand this, because either the Treasurer is making this up or he has an explanation.

Dr M.D. Nahan: I will get you an explanation.

Mr B.S. WYATT: Please do, because the Treasurer then went on to make the point that \$50 billion is a 76 per cent increase. I look at that \$26 billion increase and see 28 per cent. I will be interested in what the Treasurer comes back with. It causes no end of angst when the Treasurer continues to make up figures, whether on radio or in this place. It makes it very hard to debate. I look forward to hearing from the Treasurer. I hope that while I am still on my feet he can come back and explain to me how he got those figures.

We see it again. The other week the Treasurer got up, referring to a property developer friend of the Treasurer saying that last year Labor got all these donations, and the Liberals got none. I pointed out the reality, and I did not hear from him again. I always hear the Treasurer saying on radio that the *Pre-election Financial Projections Statement* in 2008 showed Labor was going to increase net debt to \$16 billion; I have heard him say that a few times. The statement showed it increasing to \$9 billion. I am not finicky. We all get it if it is \$50 billion but the Treasurer says \$45 billion or \$55 billion or thereabouts. In the heat of the battle, I understand that, but the Treasurer's figures are nowhere near the ballpark. I want the Treasurer to come back to me with that, and explain how the state's net worth increased between 2008 and 2016 by 76 per cent, or \$50 billion, because that is not what the budget shows.

I will make one final point before I sit down. Much has been said about the budget, and it speaks for itself. It speaks for itself dramatically, and not much needs to be said about it. The point I make is about the make-up of debt. Again, I hear the Premier running a line that all the debt is in the utilities. The member for Cannington —

Dr M.D. Nahan: Show me a quote where I said that.

Mr B.S. WYATT: I am not quoting the Treasurer; I am quoting the Premier. Listen, Treasurer.

The Premier said that most of the debt is in the utilities, and that that is okay. However, when we watch what has happened over the term of the Barnett government we see that the vast majority of debt has been accumulated in the general government sector. When the member for Cottesloe became Premier, the net debt of the general government sector was negative \$3.6 billion; that is, we were net debt free, and we had an asset base bigger than the future fund is ever going to be—\$3.6 billion negative. As at the end of this financial year, 60 per cent of total net debt will be held in the general government sector. By the end of the forward estimates, 63 per cent of total net debt will be held in the general government sector. That is not incorporating the utilities, colleagues.

The opposition does not get the bully pulpit of government but it expects the government to at least try to be accurate. I know that the government does not get it right in here, but at least in the public debate it should try to be accurate to allow debate to take place on a sensible basis. At the moment, we are getting rubbish from the government. I know the Treasurer is easily offended. He takes every critique of the government as some sort of personal slight, and I know the Minister for Transport is closely following him.

I want to conclude my reflections on the budget with the headline to an article by Shane Wright: “Treasurer’s plan is too little and far too late.” Year after year, the Labor opposition said that the government was taking the state’s finances on a trajectory of high debt and operating deficits. We were mocked and laughed at, as backbencher after backbencher and frontbencher after frontbencher got up and said how wonderful the things were that the government was building, and how highly we were paying our public servants. Then we arrive at the situation of high debt, the majority of which is being held by the general government sector, and the government stands startled, blinking in the sunlight, blaming the goods and services tax. I do not think Western Australians will cop that argument. They understand the unfairness of the GST, but they also understand that the GST is not our only revenue base. They understand that the government must deal with the circumstances in which it finds itself, which this government has not done.

Is it any wonder that we have this kind of an asset sale program, subject to re-election and subject to the interests of the taxpayer, and we will make decisions at some point to put it into a fund? Is it any wonder that the budget has been received so appallingly badly, uphill and down dale? The Premier is right, ultimately, in that first sentence I quoted him on from that August 1991 speech —

Only by running Budgets on a surplus basis can we hope to reduce our debt over time.

He is right, and that is why the former Labor government ran surpluses, so it could fund its capital works program from those surpluses without ripping into the balance sheet with excess borrowing.

Geoff Gallop, Alan Carpenter and Richard Court understood the comment of the Mr Barnett in 1991 that stated —

We need to shift the financing of non-income generating assets away from debt finance into finance from current revenues.

The Premier, in his interjection to me when I said that, said that that is right. The problem is that he never followed through on that during his Premiership. He can say these things and say that is actually correct, but his actions while Premier have not delivered that. That is why we have a balance sheet that is going to take a couple of terms of government to correct. That is why the Premier was right when he said —

That is the socially responsible thing to do, it is the economically responsible thing to do, and for this generation it is a fair thing to do for the coming generation.

The Liberal Party has delivered us into this financial mess, not the federal government, not the Commonwealth Grants Commission, not America, not China; it has been the Liberal government. It has delivered this financial mess, year after year, consuming the balance sheet of its capacity, operating on the assumption that the commodity prices were going to stick around at record high levels for a lot longer than anybody thought, and it now finds itself trying to blame anything other than itself. That is the reality. When the majority of that net debt is in the general government sector—as I said, it is 60 per cent—from the state’s position when coming to government of being net debt free with \$3.5 billion in assets to 60 per cent net debt, the government has only itself to blame. This government has enjoyed the highest revenue per capita the entire time of the Barnett government and it has delivered a financial mess. That is why the people of Western Australian will be holding this government to account.

MR P.C. TINLEY (Willagee) [3.41 pm]: I want to pick up in the debate on the third reading of the Appropriation (Capital 2016–17) Bill 2016 from where the shadow Treasurer left off. Much of what he and many members have talked about is the dance down the sorry trail that has led us to where we are today. The

state now has the worst set of books it has ever seen and the worst set of finances of any Australian jurisdiction ever in the history of this country. We also have the highest level of gross and recurrent debt and the deficit is running at an inordinate \$3 billion-plus. That cannot be sustained by this government and, on the current estimates, certainly cannot be repaid, at least not by the next generation. Much of what people have said in here is about how we have got to this position, and it has been very interesting and instructive to listen to them. Now we want to see some evidence that the government has finally heard and understands the mistakes that it has made. We are seeing some green shoots of some sort of intellectual revival within the Liberal and National Parties and an acknowledgement that they might have to attend to a future that they cannot yet plan for or envisage. We saw the knee-jerk reaction of the Premier, who suddenly decided that Tourism is sexy and that he would take over the portfolio. He recognised the need to point to the fact that we somehow understand the need for innovation and the need to throw 20 million bucks at it, that he will decide what to do with it once he has thrown money at it and that eventually something will fall out of the sky and it will all work out. If we simply do that, we will not have an understanding of the sort of future we are trying to prepare for. It is a little sad that only now, nearly eight years down the track after this government took control of the treasury bench, the government understands that it needs to have a strategy or a plan. The funny thing about booms, which have been repeated over many cycles, is that we are very good at planning in a boom but not for a boom. We had the biggest single revenue intake in this state's history and probably in any mining jurisdiction's history of the world no doubt. The government happily accepted that revenue windfall but squandered it on wages, conditions and public sector debt without acknowledging that perhaps we should have been quarantining some of that revenue for a future that we cannot yet envisage. It is the future that particularly concerns me.

The future that I really must talk about is the future of my constituents, which is where we should all start and finish when we get elected by constituents. We serve those constituents here, and there is no greater challenge to the social and economic amenity of the people of Willagee than the Perth Freight Link. The biggest single threat that they are facing in their daily lives is the prospect of a six-lane—three lanes each way—privately owned tollway ripping through their communities to a port that is past by its use-by date and to a cul-de-sac at Marmion Street, falling short by at least one kilometre from the very port it is deemed to be servicing.

I am particularly concerned about some of the persistent lies of various people in the community about what benefits the Perth Freight Link will have on traffic. I again bring to *Hansard* a particular piece of information from the Department of Transport, the "Perth Freight Link Project: Developing Transport Networks; Delivering Safer Works" by Main Roads. The latest iteration of it, tabled by the Minister for Transport, refers to various options for total traffic yield and of the total traffic usage on each segment of road related to the Perth Freight Link, including the gross numbers for the amount of heavy haulage. It refers to two options by 2021: the first is to do nothing and the second is Roe 8 and the Fremantle tunnel. The same analysis was also done for the period up to 2031. It is very interesting, because part of the report that has not been released includes the assumptions that members opposite are particularly keen to talk about. I refer to the lives that will be saved by a reduction of total traffic on the roads when the Perth Freight Link is built. The assumptions of deaths per vehicle have not been published. The minister has not tabled that in here or made it public anywhere else to give us confidence that the numbers support those sorts of allegations. Members opposite, particularly local members who purport that the Perth Freight Link will derive benefits to their electorates, often refer to the reduction in vehicle numbers, particularly around Leach Highway. That is actually not true. The modelling shows that by 2021 the number of vehicles on Leach Highway at the highest section between Stock Road and North Lake Road will reach 37 000 vehicles by 2021. That is described in the report as the Fremantle tunnel and Roe 8 section. There will still be an increase in the number of vehicles and trucks on Leach Highway. According to those figures, 2 400 trucks a day will use Leach Highway. The report does not contain the full information and we do not get all the assumptions that would be important to critique the report, but I can only assume that the evidence is that those 2 400 trucks using that section of Leach Highway will, by and large, be legal loads. That is to say that unless the regulations are changed, a truck driver with a consignment note to pick up a container from the port and deliver to an address in City Beach, Cottesloe or Shelley will be entitled to use the road transport system. By 2021, the 2 400 trucks a day that are using that particular section of Leach Highway will represent an increase in the number of trucks that currently use the road now. Why? It is because the other assumption this modelling works on is an increase in the twenty-foot equivalent units or containers through the port of up to 1.7 million. After reading this report, I do not know where those numbers have come from on the impact of the volume of container traffic. Are the 2 400 trucks on Leach Highway by 2021, with the tunnel and Roe Highway stage 8, representative of 1.7 million containers or what is the proportion in between?

The other point of great concern to constituents in the seat of Willagee is the so-called Matusik report—a cleanskin report prepared by a Gold Coast property analyst that can probably be bought online and describes or supports any particular desired outcome in relation to property values. The report refers to the increase in property values should the tunnel be built. But the Matusik report does not cover what the Perth Freight Link will do to the suburbs it quite conveniently did not include in its report. What will happen to the value of the housing and property in the suburbs of Coolbellup, Bibra Lake, North Lake and even sections of Kardinya as the

six-lane freeway drives its way across the wetlands from the freeway to Stock Road? The report does not state that it will divide those communities, that there will not be any on or off-ramps for the residents around those suburbs to utilise the six-lane freeway—they will have to do all sorts of different manoeuvres to go out of the suburbs to even get onto it—and what the purported 81 000 vehicles that will use Perth Freight Link and the railway will do to the amenity of that community. There will be 81 000 vehicles going through Coolbellup and Bibra Lake—quiet, leafy, old graceful suburbs that will be stripped apart as a result of this failure.

I turn to what we do not know about because the business case or its detail will not be released. The information provided to bidders for Fremantle port will not be made public, and it has not been provided to the opposition so that it can assess what is being offered for sale. Therefore, we have to assume that the toll road will eventually also be part of the Fremantle port sale. We have to assume that if the government is giving first right of refusal on the outer harbour to the potential port buyer, it would have to include, for the purposes of making sure the road network and enabling infrastructure around the port supports the sale, the toll road. Here we have a situation of selling a monopoly—something we have only one of—to a provider of a service that will also want to take control of the infrastructure that will also be revenue-generating should it ever come to pass—namely, the private toll road. I make the comment on Perth Freight Link in relation to its capital appropriation component.

The only other point I wanted to make was about the \$20 million worth of innovation that has suddenly been dreamt up by this government as a sop towards the idea that we should have some sort of future development plan. The government is coming very late to the party. The word is already out that when it comes to science and innovation, this government has definitely been missing in action. I remind members that when the Labor government left office in 2008, there was a single line item, amongst many, in the science and innovation sector segment of the budget that provided \$80 million over the forward estimates, not to mention what was being vicariously invested through other departments. We saw the funding dwindle over the eight years of this government down to about \$12 million last year. The latest budget did not even have a capital allocation for the purposes of science; it did not even register. There was no allocation whatsoever. There was a small allocation for the office of the Chief Scientist, and that was it. That is an appalling record. We are talking about a diversified economy that has to adapt to a rapidly changing world. I think this government should be absolutely ashamed of the lack of attention it has given to science and building capacity within industry for the purposes of developing a diversified economy, and particularly the capacity for small-to-medium enterprises to take advantage of a growing Asian market and be innovative in the way they develop their businesses.

The resource sector has it; it is onto it. There is a record number of backdoor listings for resource companies taking on tech projects and various forms of technology because they know. The flow-on private capitalists are speaking right now. It gets the diversified economy and the need to move fast. Public capital cannot move that fast, and the public capital within the confines of the Barnett Liberal–National government certainly cannot move fast because there is none left.

We need to understand entirely what is happening on a global basis. Disruptive technologies and innovation in relation to the manufacturing sector alone are worthy of looking at. I mentioned during private members' business yesterday in this place what is actually happening. Adidas is picking up its entire factory in China and moving it back to Germany and the United States for production because it needs to move to where the various skill sets that will deliver the product it needs, and away from what is now a growing wage base from the Chinese manufacturing sector. The month-on-month wage increases in China, although from a low base, are getting quite significant. Adidas—a multinational large, large business—is moving its shoe production out of China to Germany and the US because it needs to be next to automated services.

The other thing we need to look at and be very wary about when talking about the allocation of \$20 million for innovation is that it will never be enough around the area of what is happening in materials technology. I am talking specifically again about carbon fibre. Carbon fibre pricing is something we need to watch. I will tell members why: 10 years ago carbon fibre was \$US120 a pound. During the past 10 years, the price has reduced to around \$US12 a pound.

Dr M.D. Nahan: Is that all sorts of carbon fibres or the principal one?

Mr P.C. TINLEY: No, the principal one.

Dr M.D. Nahan: But, you know, member, that is taking place across the board on inputs and manufacturing production.

Mr P.C. TINLEY: That is right. The latest technology—I will not even attempt to read it—is basically by-products from the petrochemical industry. The other point to note is that the consensus is—I have run this to ground a fair bit—that when carbon fibre gets to about \$US5 a pound, it will then be cost-competitive for many of the applications that currently use steel. These numbers, like a lot of them, can be interpreted; I am not saying there has been an annual four per cent reduction in the price of carbon fibre over that period, and that is not to say that it has been an even decline, and it is not to say the last few per cent getting to \$US5 a pound will not be a very tough get.

Dr M.D. Nahan: It is also applying to alloy.

Mr P.C. TINLEY: That is right. If somebody finds a new way to use some of the alloys, we are all going to be in trouble. With 50 per cent of the global steel supply, it is not surprising that it is going to have a significant impact on a commodity on which we are trade exposed to the level that we are. The innovation fund of \$20 million is too little, too late, and the attention the government is applying to the future is woeful in the extreme.

MR P.B. WATSON (Albany) [3.59 pm]: It gives me great pleasure today to talk on the Appropriation (Capital 2016–17) Bill 2016. What has happened with the budget is interesting. One of the big things that has happened over time in the Albany electorate is the promise by the government for the Albany gas pipeline project. I would like to thank the member for Cannington, Bill Johnston, for asking a question on notice about this of the Minister for State Development. The first part of the question was —

I refer to the Bunbury to Albany Gas Pipeline Project Steering Committee and I ask:

- (a) please provide the current membership of the Project Committee;

The answer given by the government's Department of State Development was —

- (a) In November 2013 commercial and financial work regarding the pipeline, including the functions of the Steering Committee, was put on hold when the Government considered alternate project options.

The second part of the question was —

- (b) please provide the dates of meetings of the Project Committee for each of the following years:
- (i) 2013;
 - (ii) 2014;
 - (iii) 2015; and
 - (iv) 2016;

The answer was —

- (b)—(i) The Project Steering Committee met on 26 March 2013 and 13 August 2013.

The third part of the question was —

- (c) since the GHD Report “Department of State Development Bunbury to Albany Pipeline Project Gas Distribution and Customer Construction Cost Estimates Rev C” of June 2013, have there been any other external or consultants reports regarding the project ...

The answer to that was —

- (c) External reports produced since June 2013 were:
- Bunbury to Albany Gas Pipeline—Feasibility Study Manjimup to Mt Barker: Level 1 Flora and Fauna Assessment, October 2013, ...
 - Bunbury to Albany Gas Pipeline—Environmental Constraints Analysis, December 2013, ...

Mr V.A. Catania: Do you agree with the pipeline going to Albany?

Mr P.B. WATSON: No. There is no-one there to service it.

Mr V.A. Catania: Wouldn't it be of some benefit to Albany?

Mr P.B. WATSON: The member for Pilbara tried to get Fletcher International Exports to do it and also Grange Resources. He said to Grange Resources, “If you don't use the gas pipeline, we're gonna make it hard for you.” Grange Resources fell away, Fletcher has got its own power, and the Albany Chamber of Commerce and Industry does not want it.

Mr V.A. Catania: Why is that?

Mr P.B. WATSON: There is no benefit in having it down there. For people to get it locally, they would have to get all their connections changed because the area is not set up for it. It is going to cost us. When we were in government, AlintaGas looked at it and said it was not viable. It was going to cost the government at that time probably \$15 million a year, so it is just not viable. The thing that worries me is that, for two campaigns now, the Premier has said that we are going to have the gas pipeline. Looking at the answers we have got here, nothing is happening. The Premier is now coming out in the local media saying that it is going to happen. It is very disappointing to get the people of Albany's hopes up that this is going to happen. I would like to see that the money that has been put aside in the forward estimates for this be put towards something that is more viable for

Albany, rather than just sitting there for a period and nothing happening to it. It is very disappointing for the people of Albany—false promises by this government for two elections. I am kind of hoping it promises it again, because it is not going to happen in the Premier’s lifetime, but he seems to think it will.

Another interesting point concerns the questions that the member for Girrawheen asked about ACROD parking at the new stadium. Apparently there are 63 permanent ACROD bays out of a total of 342 permanent bays. It does not seem to me to be a lot of bays for the number of people who would want to go to a 60 000 or 65 000-seat stadium. It says that it is a high percentage of the 342 permanent bays, but a lot of those permanent bays will probably be used by people who do not need one. If we want to make this stadium for everybody, I think there should be more ACROD bays. One question we would ask is: do they have to pay for those bays? People have got ACROD passes. It will be interesting to see, with all the other things going on with the stadium, what happens about these little things down at the bottom. I thank the member for Girrawheen for following up this question through her shadow portfolio.

I get back to the stadium. We heard that Townsville got \$100 million for its stadium. What they did —

Mr D.J. Kelly: They asked! That helps.

Mr P.B. WATSON: They did a business case. Before they built they said, “We’ve got our business case here. Let’s go to the federal government and ask.” What did they get? They got \$100 million. We have Premier Barnett who says, “I do it my way. I do not care what everybody else does; I do it my way.” He starts building it and obviously the costs blow out, so he decides to ask the federal government for some money. Mr Turnbull said, rightly, “Rack off hairy legs; you’re not getting anything.” It is about how one plans these things. The dictatorial theme of the Premier is to stand in the chamber and say, “I do it my way.” Maybe his way of dealing with things in the old-fashioned way has gone. He should have done what Townsville did; he should have done a business plan. I was talking just yesterday with one of the groups that is involved with the stadium. A lot of different agencies are involved—cricket, football and all the people who want to be involved in this thing. The government has started thinking that there are only 12 or 18 months to go, so now it goes out and consults. I know that cricket is happy with its deal. I think it is a good deal for cricket and it is a good deal for the stadium, but all these things should have been done before the stadium started to be built. The Premier wanted a new stadium and he did not care how he got it. Off the government went and started building the stadium. The stadium is probably going to open in 2018, so it will probably be 18 months before it opens, and football cannot agree with the deal it has been offered. Cricket has. The stadium is going to be used 10 days a year for cricket and there will be probably 22 games and maybe a final for football, although the way both teams are going at the moment they will not be playing in the finals. That is 32 weeks a year at this stadium when the total cost comes in at over \$2 billion. I just cannot understand why everything like this was not done before. There has been no money from the AFL. The AFL has not put in a cent. We can look at the amount of money it put into Simonds Stadium, the stadium for the Western Bulldogs, and the new Adelaide Oval, as did the federal government. Collingwood put all its own money in, because that is the way we roll at Collingwood. Money is being put into all these other areas and we cannot get it; we cannot get the money from the AFL and we cannot get the money from the federal government. I think it is because of the attitude of the Premier, who says that he does not need to do it the same way as everyone else; he will do it his way. It obviously has not worked.

Mr D.J. Kelly: Was there no money from Kerry Packer?

Mr P.B. WATSON: No, Kerry Packer has done pretty well out at the stadium.

Mr D.J. Kelly: Absolutely.

Mr P.B. WATSON: He has all the land and all those punters. I remember one day when I was saying how the casino would be very close, the Minister for Transport said there would probably be buses to take people to it afterwards. That is great for the Premier who is kind of anti-gambling, but it does not happen when it comes to Kerry Packer. Is it Kerry Packer?

Mr A. Krsticevic: It is James Packer; Kerry Packer is dead.

Mr P.B. WATSON: He is still hovering over us as a ghost. Talking about tourism and things that we lose, the cruise ship *Astor* used to cruise up and down the coast in Western Australia and it has now gone to Adelaide. That was very disappointing. Cruise ships that come through Albany are a very big part of our local economy, unless it is a weekend when some of our shopkeepers do not open their shops. When cruise ships come through, they bring a lot of money into town.

We have been talking about Uber and the new Taxi Amendment Bill that is coming in. I will give an example of one issue from the other day. A taxidriver said to me, “Watto, I had a fare evasion the other day. I knew who it was and I went to the police and asked what was going to happen but they said they don’t do anything.” Then he went to the Department of Transport and it said it does not do anything. However, if taxidrivers are in the city, something is done; the Department of Transport comes in to deal with fare evaders, and it also provides cameras in taxis. I would like to see some of the royalties for regions money put into cameras. In the regions, taxidrivers

do not have to have cameras and if they do, they have to pay for them themselves. In the city, cameras are paid for by the government. That is another thing whereby people in the regions are disappointed that those sorts of things are not happening to them, unlike everyone else.

There is no money in the forward estimates for the Albany ring-road. It is so important for Albany to have that ring-road done. When people come into Albany, there is a major roundabout at the top of the hill on Albany Highway. Is that okay, Mr Acting Speaker?

The ACTING SPEAKER (Mr N.W. Morton): Obviously, it needs to be linked to the Appropriation (Capital 2016–17) Bill 2016.

Mr P.B. WATSON: Yes, that is right. The ring-road needs money that we asked for the government to put in the budget. There is no money in the budget, which is very disappointing. I am trying to say what the effects are, because I know how strict you are, Mr Acting Speaker, and I know that the Clerk is so tough on me, but I am trying to fit it in under that!

The ACTING SPEAKER: I am watching you like a hawk!

Mr P.B. WATSON: I know. Anyone who comes into Albany will come around the main roundabout and they will see there are five little outlet roads. If people go up there in the afternoon or first thing in the morning when people are taking their kids to school or picking them up, it is an accident waiting to happen. Trucks are coming in—grain trucks and woodchip trucks—and it is very, very hard to get across that intersection. Just the other day, I was going through the intersection and a truck just went straight through. If I had not seen him, I would have hit him but it would not have done him any damage. It had three trailers on the back and it just went straight through the intersection. He did not give a hoot about who was coming. If I had been a learner driver, someone a bit younger, or even a tourist—who we have a lot of on the roads—they would have been cleaned up. We have to get that ring-road built. It will take trucks around the back way, down George Street and down to the port. That will take a lot of pressure off not only the roundabout, but also the surrounding streets.

Concerning the budget for sport and rec—this might be a little bit close—I was talking to a gentleman from Albany just this morning whose son is in the state football and cricket teams. We have to find a way for parents who are going up to Perth with their kids. This is a special circumstance, but it has cost him probably \$10 000 just so his son could have the same sort of support as people who live in the city. These are the sorts of things we should do with royalties for regions funds to retain people in Albany. That parent said to me that it is getting to the stage now when they will have to move to Perth. They cannot afford to keep going up all the time and they want the best for their children, but they have to go to Perth for that.

What else can I get away with here? The Buy Local policy is something I could just stick in under this topic. Someone from Albany Autos spoke to me about someone who had come in from Main Roads. The guy from Main Roads had come in and said, “Listen, we’ve bought four cars in Perth but they can’t get them down here; can you get them down here for us?” He came to me and I said, “What about the Buy Local policy?” I got onto Main Roads and they said, “Oh, we just do it occasionally.” I happen to have Buy Local on my licence plates—Buy Local gets your kids a job. Is the member for Churchlands the Minister for Small Business?

Mr S.K. L’Estrange: Yes.

Mr P.B. WATSON: This is something that we really need to look at in regional areas, minister. We want to keep regional areas, local people and local businesses going and we want to see that all the money stays in the area.

Regional Express—can I get away with that, Mr Acting Speaker? The government provided us with this tremendous airline, and we are so lucky to have it! It was great to hear ABC radio this morning playing a clip of the Minister for Transport saying that the people in my region should just be lucky enough to have it. Apparently the switchboard lit up because this gracious minister gave us the opportunity to have an airline! I rang Regional Express Airlines and it said the reason it took people off the plane was there were too many males on it; 22 of the 34 passengers were males, which made the plane too heavy. That is why 11 pieces of luggage were taken off. This is a major regional centre with an airline that, when there are too many males on board a full flight, they take people’s luggage off. I will take members through the scenario; I love telling this story. A person goes to the airport and they put their luggage in. They say, “Yes, beautiful.” There is no security there, so they can have what they like in their luggage. Rex does not have security so people can walk in there with a gun in their backpack and a hand grenade in their pocket. The person will go through the airport and sit down and talk to everyone. Then they go out to the plane and someone tells them, “Listen; we’re a bit heavy, so all those cases over there, they’re not going”!

Mr P. Abetz: It’s better than crashing, isn’t it?

Mr P.B. WATSON: When the member gets on a plane in Perth, does he get his luggage at the other end?

Mr P. Abetz: Yes.

Ms R. Saffioti: He said it's better than crashing.

Mr P.B. WATSON: Crashing?

Mr P. Abetz: Yes, if the plane's too heavy, they are saying safety has to come first.

Mr P.B. WATSON: The member is missing the point. We are a regional centre!

Several members interjected.

The ACTING SPEAKER: Members!

Mr P.B. WATSON: Fancy bringing that up! Is the member saying he wants people to crash?

Mr P. Abetz: No, I am saying they put safety first.

Several members interjected.

The ACTING SPEAKER: Members! I am on my feet. Member for Armadale! Member for Southern River, I do not think that the member for Albany was asking for interjections. Member for Albany, can you direct your comments through the Chair.

Several members interjected.

The ACTING SPEAKER: I am on my feet! I want to listen to the member for Albany and no-one else.

Mr P.B. WATSON: Thank you, Mr Acting Speaker. The person gets to the airport and is sitting around until they say it is okay to go out to the plane. Once they get out there, they say, "Listen guys, the plane's too heavy. We have to take luggage off. All those 11 pieces there aren't going."

One bloke says, "Hold on a minute. Mine's going to Sydney." So they take his luggage off this rack and then they go back into the luggage hold and take out two cases, because his luggage weighed 20 kilograms. A woman sitting on the plane sees that one belongs to her so she comes running out of the plane to grab the suitcase and they tell her that it has to go on the next plane. She says, "Yes, but I'm going to Perth and I've got a conference tomorrow. All my clothes are in there." The pilot tells her to take whatever she needs out of the case. This woman is down on her knees pulling—I will not say what she is pulling out—all these things out of her case on the tarmac right next to the propeller. Then someone else on the plane notices her case is out there, so she rushes out and grabs her boots. All these people are getting back on the plane with their little bits and pieces. It is not the luggage handlers doing all this but the guy who is going to fly the plane, the pilot, who is stressing and pulling his hair out. Everybody gets in the plane and we take off. We then get to Perth and what happens next? Everyone gets off the plane and it is pouring with rain. Those people who have no clothes for the next day are absolutely drenched. No-one has brollies or anything like that because this is a cut-price airline.

Ms R. Saffioti: Just another day.

Mr P.B. WATSON: Yes, I was going to tweet "Just Another Day in WA". Imagine what a tourist would think of that. Imagine what a businessperson would think of that. Regional Express Airlines has said that it happens only occasionally, not all the time. I agree with the member that it is a safety issue, but surely when the ticket is sold, the company should tell people that they can only take luggage that weighs up to a maximum of 15 kilograms, because it is only a 34-seater plane. Every other plane has a maximum of 20 kilograms. The airline did not issue any press release to let people know this. When the people who had to leave their luggage behind got to Perth, they had to stand in line and give Rex their address. The next flight left Albany the day after at 6.30 am and probably got to Perth by about 8.00 am. By the time the courier would have delivered their luggage, everyone who worked that day would have already left home wearing smelly or wet clothes. This is just not good enough. We are a major regional centre. In March I tried to find out from the minister what happened the last time when the medical supplies were taken off the plane. I know that that problem has been fixed, but the company also took luggage off the plane then. The company has said that it has never done this before, but I know people who will sign a statutory declaration saying that their luggage was taken off the plane that day. Do people get a refund for not having their luggage taken on the plane? No; nothing happens. All the company did was to deliver it to them the next day. Why was this not looked into? Albany is a major regional centre. The minister has said that the major airlines did not want to fly from Albany, but three companies put in for the contract. Why was this not looked into when the contract was drawn up? Why were the people in Albany, local government, the federal member or I not consulted? No-one was consulted. The Department of Transport said that this is the way it is and this is what is going to happen, and it wonders why it gets so much feedback.

I might be pushing this to the limit, but I would like to congratulate Jared Tallent who got a silver medal at the Olympic —

The ACTING SPEAKER (Mr N.W. Morton): You will need to tie this in somehow.

Mr P.B. WATSON: I am the shadow Minister for Sport and Recreation and an ex-Olympian and I feel for this guy. He is going to get his gold medal on Friday, 1 460 days after he should have won it.

Mr D.J. Kelly: I remember that race. He was robbed.

Mr P.B. WATSON: I was robbed too. I am sure all those people who finished in front of me were full of drugs. I would like to get them pre-dated —

Several members interjected.

The ACTING SPEAKER: Members!

Mr P.B. WATSON: The next thing I will talk about is maintenance for Homeswest or the Department of Housing. In Albany we have people who sleep in cars up at the fort, who couch surf and who live in unsafe conditions. We have young people who stay in houses that are not safe. We have over 50 houses waiting for maintenance work; that would house a lot of people. In this day and age when we look at the wealth of the country, the people who struggle the most are missing out. I go for a walk every morning and I used to see this lady down by the rest centre walking over to a car at about half past five in the morning. I went over one day and asked her what was wrong. She said that she could not get a house. I have known her for some time because she would catch up with me on Saturdays when I had a coffee. I noticed her mental health had deteriorated, so I got in contact with her daughter and we eventually got her a house. If I had not been walking down there that morning, she still would have been sleeping in the car. That is not good enough. People are slipping through the cracks. Everyone should be able to go home at night and have a roof over their head. It does not matter who you are or what you do; you should be able to go home, lock the door and feel safe. I would not like to be sleeping in a car. There are people who do it. I have been advised by police that they move people along who sleep at the fort. When I am in Perth, I stay near Northbridge. I walk through there in the morning and it is terrible; I see people sleeping in doorways and in really bad and sometimes dangerous conditions. We have to do something. We have to address the basic needs of people. It does not matter which party a member comes from, we must address the problem.

As shadow Minister for Sport and Recreation, I would like to congratulate the Keepers. We hold an annual soccer game in Albany: the Catchers versus the Keepers. The Catchers are the police and the Keepers are the prison officers. I am very proud to say that the Keepers won the Peter Watson trophy.

The ACTING SPEAKER: Member, this is sounding more like a 90-second statement.

Mr P.B. WATSON: I have three minutes to go, so can I make it a three-minute statement?

It is great that our community services in Albany do a good job. One other thing I will talk about, and I mentioned it the other day, is the ambulance service in regional areas. The other day I was talking to a man at Wellstead who works in the ambulance service. He said that at Wellstead they service areas as far away as Esperance and down to Albany. They might attend an accident on the road and then drive back to Albany or Esperance and the phones just drop out. The driver in the front has a two-way radio. However, the person in the back who looks after the patient might suddenly have to make a life-and-death decision. He suggested that they have satellite phones so that wherever they are, they can instantly get in contact with the hospital or someone who can make that decision for them. How bad would it be if someone was in an ambulance and fighting for their life when all of a sudden the person looking after them had no power or control to look after them? I think that the phones cost only \$3 000. That is something our National Party members might consider funding through the royalties for regions initiative. I do not think that the expense is in buying the phone, but in running it as they go along. This is a very important issue. If a person gets into an ambulance and they are in a bad way and need to get to a hospital to save their life, they should have the same opportunities that people in the city have. I know we choose to live in the country, but we should have the same facilities that everyone else has.

MR J.R. QUIGLEY (Butler) [4.29 pm]: I have a number of things to address in this debate on the third reading of the Appropriation (Capital 2016–17) Bill 2016 and they have to do with transport. I will take a bit of the chamber's time this afternoon to canvass those matters, although I am concerned about the time I take, given what has transpired between the government and the opposition. In relation to capital expenditure in the electorate of Butler, the budget papers reveal that the government has been nothing if not dishonest with the people and constituents of Butler, but that is consistent with its behaviour. I am very concerned that I stand here this afternoon at 4:29 pm speaking on behalf of the people of Butler in the context of what has just happened in this chamber. I do not know whether I am to be interrupted at 4:30 pm, because we were told by the government Whip that the Treasurer had other business to go to—that is, a function to celebrate the end of Ramadan. We were told that the Treasurer would have to go —

Point of Order

Mr A. KRSTICEVIC: I raise relevance —

Mr P.T. Miles interjected.

The ACTING SPEAKER (Mr N.W. Morton): Member for Wanneroo!

Mr A. KRSTICEVIC: I raise the question of relevance to the bill.

Mr D.A. Templeman: We will suspend instead if you are not careful. You want us to have a say or suspend?

The ACTING SPEAKER: Members!

Mr A. KRSTICEVIC: All right; keep going.

Debate Resumed

Mr J.R. QUIGLEY: Keep going? Okay; I thank the member.

We were told that this debate was to finish at 4:30 pm because the Treasurer had to go to a function to celebrate the end of Ramadan.

Several members interjected.

The ACTING SPEAKER: Members!

Mr J.R. QUIGLEY: It was then put to us that if anyone got up to speak at 4:30 pm, the Treasurer would leave anyway and the Premier would then take over the passage of this bill in this chamber. It is not the Premier's bill; it is the Treasurer's bill. I am very concerned about the time I am taking to speak this afternoon, because I do not know whether the guillotine is going to fall halfway through the speech I am making on behalf of the constituents of Butler. See, the Treasurer is taking a point of order now.

Point of Order

Dr M.D. NAHAN: The debate is on the bill for the appropriation of capital. I am here. The member is talking about hypotheticals. I am not going anywhere. If the member wants to be here all night, we can be here all night. Get on with the activity and please stop being a prima donna.

Mr J.R. Quigley interjected.

The ACTING SPEAKER: I am on my feet. Member, we are discussing the third reading of the Appropriation (Capital 2016–17) Bill 2016. Comments need to be confined to that bill. What was or was not talked about is irrelevant to the debate here. We need to talk about the bill. The member for Butler has the call and 28 minutes.

Debate Resumed

Mr J.R. QUIGLEY: Thank you, Mr Acting Speaker. I have been intimidated, because I have been told that the Treasurer will go out to a celebration of the end of Ramadan and tell a lie and say that the Labor Party would not let him go there, when it is his duty before this Parliament —

Withdrawal of Remark

The ACTING SPEAKER (Mr N.W. Morton): Member, I am on my feet; sit down. Can you withdraw your comment about the Treasurer being a liar?

Mr J.R. QUIGLEY: I said that he would go and tell a lie; he would go and be dishonest.

The ACTING SPEAKER: Member!

Mr J.R. QUIGLEY: I withdraw the word “lie”.

The ACTING SPEAKER: Now, sit down because I am on my feet. I want you—I am directing you—to confine your comments in this third reading debate to the capital appropriation bill, which is what we are debating here. We are not debating Ramadan and we are not debating the Treasurer's diary. We are not debating anything other than the third reading of the capital appropriation bill. That is what I want you to confine your comments to, please.

Debate Resumed

Mr J.R. QUIGLEY: Certainly, and as I make those comments, I make them in the context of knowing that the Treasurer intends to misrepresent me to the Muslim constituency by saying that by making this speech, the Labor Party is keeping him here when in fact he —

Point of Order

Mr R.S. LOVE: Mr Acting Speaker —

The ACTING SPEAKER: Member for Butler, I am on my feet.

Dr M.D. Nahan interjected.

The ACTING SPEAKER: Treasurer!

Mr R.S. LOVE: This member is clearly disregarding your direction, Mr Acting Speaker, and he should be called back to order.

The ACTING SPEAKER: The member does have a point. I have told you several times, member for Butler, that we are debating the third reading of the bill. That is what I want to hear about—items contained in the third reading of the capital appropriation bill.

Debate Resumed

Mr J.R. QUIGLEY: As I said, that is consistent behaviour, because the government has been dishonest in its dealings with not only the Labor Party, but also the constituents of the electorate of Butler. Let me take members to the most important infrastructure matter pending in the electorate of Butler—that is, the broken promises made to the people of Butler over rail. I go back to 2011—precisely 14 October 2011—when the former Treasurer, who was then transport minister, Troy Buswell, put out a statement saying the following —

“The extension of the rail line north to Yanchep will support the development of the Yanchep City Centre, with a station at its centre, and the fast-tracking of this line will provide developers with the certainty they need to proceed with higher density development.

Further, the statement continues —

Mr Buswell said the Government would use \$11million allocated in the 2011–12 State Budget to progress planning for the three priority projects.

That was before the election. Then we move forward to 10 February 2015 and an article in the *North Coast Times* written by Lucy Jarvis with the by-line “Need more than 20 years away, says MLC”. It states the following —

A LETTER from a State politician, dismissing the need for rail to Yanchep for at least a decade, has rankled residents.

At the January 19 Two Rocks Yanchep Residents’ Association meeting, secretary Lorraine Jackson said North Metropolitan MLC Michael Mischin suggested the need for a rail extension was more than 20 years away.

This was after the election. Before the election it was a priority project for 2020; after the election the senior minister in the Premier’s cabinet, the Attorney General, said that it is more than 20 years away. The article continues further —

In his letter, Mr Mischin said planning for the Yanchep extension was progressing despite the timeline being modified “due to conflicting public transport priorities”.

“The decision to delay the Yanchep line from its original 2020 schedule was made on patronage grounds,” he said.

I have heard government members interject on me before saying that there was never a promise to build this line by 2020 and here is the Attorney General, a cabinet minister, saying that the schedule to delay the original project past 2020 was made on patronage grounds. The article continues —

“Although I accept completely that the population of the general Yanchep/Two Rocks area is increasing rapidly, I cannot accept that we need to build costly infrastructure right now to service a potential situation that is still over 20 years away.

That is as spoken in 2015 and the Attorney General is informing the community that the government’s position is that the rail line is not required until 2035. How does that sit with the Public Transport Authority? The Public Transport Authority manages a tender at the City of Wanneroo and said that it did not see a need for rail to Yanchep before 2034, which conflicted a little bit with the comments of the member for Wanneroo, who put it at 2030 or a bit beyond 2030.

Mr P.T. Miles: I said 2024.

Mr J.R. QUIGLEY: You told the meeting 2030.

Mr P.T. Miles interjected.

The ACTING SPEAKER: Members!

Mr J.R. QUIGLEY: The member for Wanneroo is saying that the Attorney General is being dishonest in his written communications. The member for Wanneroo is saying, “Don’t trust the word of the Attorney General.” I can understand why the member for Wanneroo is saying that. It is because he has got to cover up this lie that has been put by the government to the people of Wanneroo.

Withdrawal of Remark

Mr C.J. BARNETT: The member opposite is making all kinds of assertions as to what the member for Wanneroo has said. He has not said any of those things. And now to use the word “lie” implies that he is inciting —

Mr J.R. Quigley interjected.

Mr C.J. BARNETT: That is clearly mischievous, clearly wrong and clearly duplicitous.

Mr J.R. QUIGLEY: Mr Acting Speaker —

The ACTING SPEAKER: Member, I was actually going to direct you to withdraw the word “lie”, please.

Mr J.R. QUIGLEY: The dishonesty of the government —

The ACTING SPEAKER: Withdraw the word “lie”.

Mr J.R. QUIGLEY: I withdraw the word “lie” and I replace it with “blatant dishonesty” by this government in its statement made on 14 October 2011 before the last election, saying that the rail line was a project that would happen by 2020 and by the Attorney General after the election in January 2015 saying in writing that it was not needed for over 20 years.

Debate Resumed

Mr J.R. QUIGLEY: What do we know about this much-needed piece of infrastructure? We know that the Tokyu Corporation bought into Yanchep several decades ago. It is a massive corporation in Japan. I have visited its headquarters and have spoken with the chairman, Mr Namoto. When I spoke to him through an interpreter, he explained that it was waiting to build a university, a health campus and other infrastructure that would create huge employment opportunities in Yanchep, but in fact the City of Wanneroo says that Yanchep, as a city centre, will grow larger than Joondalup. What else do we know about the electorate of Butler? We know that it is suffering the highest rate of unemployment of any metropolitan electorate. Why? It is because it is 45 to 50 kilometres north of Perth. There is only one lane in and out on Marmion Avenue, sparse public transport and a massive influx of young families. The youth of the area find it very hard to get out of there to look for employment opportunities. Not only that, but also we have a social problem out there because the youth are landlocked on the weekend. Also, the sergeant at Yanchep has said that policing is becoming very difficult because with one lane in and one lane out of Yanchep, as I have explained to this chamber before, apart from those patches where developers have dualled the access and egress points to their estates, the rest of it is single carriageway for this massive population. Before the redistribution of electoral boundaries when Clarkson was taken off the southern part of my electorate and given to the electorate of Ocean Reef—I think it is going to be called Burns Beach—I had the largest electorate in the metropolitan area by a long way. From 35 000 people, it has been trimmed back to 24 500 and by the election it will be creeping back up towards 30 000 again. We all know that. This is a massively booming area.

As to this piece of rail infrastructure, Mr Namoto said that until the railhead gets through, the Tokyu Corporation would not put in the money. It is the same model it has used in Tokyo and is the same model that the Tokyu Corporation has used in Seattle. The Yanchep Beach Joint Venture has written to the government through its managing director, Mr Gin Wah Ang, committing forward funding of \$120 million towards a project estimated to cost \$360 million. It has committed this money on the proviso that developers to the south do likewise, and that would be third-third-third funding; that is, the government put in one-third, the developers to the south put in one-third and Mr Gin Wah Ang put in one-third to get this rail happening urgently. The developers to the south have indicated that they will not contribute to this because they believe they have the Tokyu Corporation and the Yanchep Beach Joint Venture wedged. In other words, they are going to pay for a terminus station at Yanchep and put in money towards the line but, understandably, they do not expect to be paying for a station further south. Without the other developers putting in, that will not happen.

Who are these other developers? They are joint venturers with LandCorp, and LandCorp could put in this money because, as the Prime Minister has said, it is a value-capture model. If they put in the money, if the government lent on LandCorp to make the contribution of \$120 million, the state would be left with only \$120 million itself to put in, and this could happen. But it has to be up to LandCorp, with its partners, to put in its contribution. I reflect, if we consider the charter of LandCorp, that it is not just to create a dividend for the government; LandCorp’s charter includes the economic and social development of Western Australia through its assets. If LandCorp had been behaving in this way 25 years ago, Joondalup would never have happened because LandCorp was the largest landholder in that area and could contribute to the development of Joondalup and the line to Joondalup. Without LandCorp coming to the party and without the government saying to LandCorp that this is not just about paying the government a dividend, but about social and economic development on the north west coast, this will not happen. LandCorp should go to its partners in the development and put its section in because if it does, the landholdings that we have along the line will increase commensurately. As the Prime Minister has outlined, that is the value-capture model. However, at this stage those landholders, including LandCorp, will not do it. They have put that in writing, so the state is gridlocked until March, when a Labor government gets elected, and a Labor government will not go ahead with the Perth Freight Link and will have available the moneys that were earmarked for that wasteful project to get on with building Metronet, which will include the Yanchep line as a priority, as well as the Cockburn and Ellenbrook lines.

Mr C.J. Barnett: What about the other landowners? Who are the other landowners?

Mr J.R. QUIGLEY: The Premier can respond. Either the Premier or the Treasurer —

Mr C.J. Barnett interjected.

Mr J.R. QUIGLEY: Mr Acting Speaker, can you tell them I am not taking interjections?

Several members interjected.

Mr J.R. QUIGLEY: I have been called to order. No, of course you will not tell them, Mr Acting Speaker. Listen to them. Call the Premier to order!

Several members interjected.

The ACTING SPEAKER (Mr N.W. Morton): Members, please. I do not want this chamber to descend into interjections from both sides. I want to listen to the member for Butler—he has the call—and I want to do that with silence in the chamber, please.

Mr J.R. QUIGLEY: There is no state road into the electorate of Butler.

Mr P.T. Miles interjected.

The ACTING SPEAKER: Member for Wanneroo!

Mr J.R. QUIGLEY: Into the electorate of Butler —

Mr P.T. Miles interjected.

Mr J.R. QUIGLEY: Protect me from him, Mr Acting Speaker. Protect me from him!

Several members interjected.

The ACTING SPEAKER: Members!

Mr J.R. QUIGLEY: He is out of control.

There is no state road running through the electorate of Butler. Along the eastern side of the electorate there is Wanneroo Road and we know —

Several members interjected.

The ACTING SPEAKER: Members!

Mr J.R. QUIGLEY: It does not go through the electorate of Butler.

Mr P.T. Miles: Of course it doesn't!

Mr J.R. QUIGLEY: The member lives in Mindarie and represents Wanneroo and he knows where that road goes.

Several members interjected.

The ACTING SPEAKER: Members! Sit down, member for Butler.

Several members interjected.

The ACTING SPEAKER: I am on my feet. Sit down, member for Butler. Member for Wanneroo, you are cutting it very fine. You have already been called to order once today.

Mr P.T. Miles interjected.

The ACTING SPEAKER: It is once. I am looking at it. I can read it. It says one. I do not want any more interjections, please. I will just call members to order if you continue to interject. The member has 15 minutes; I want to listen to the member.

Mr J.R. QUIGLEY: As I said, there is no state road running through the electorate of Butler. Marmion Avenue is a local road. As I have said before, it is declared a state road only as far as Ocean Reef Road. The rest of it, which is dual carriageway, has never been declared a state road. It should be. But to be a state distributor road, it has to be to a certain standard, which is dual carriageway. The dual carriageway of Marmion Avenue ceases at Lukin Drive, which is just past Hester Avenue and just into the electorate. It is one of the largest electorates in the metropolitan area that does not have rail running through it. It goes into the Butler station, but all of the development beyond there is serviced only by a single carriageway each way. This is unsustainable and unacceptable. The budget papers make no provision in the out years for rail, and we know why. A cabinet minister has already written to the people saying that it will not happen for another 20 years—not until 2034. There is no provision for the extension of the freeway past Hester Avenue to Romeo Road. There is not a dollar in the budget papers for that. No doubt, before the election, the government will come back and try to pull another deception on the people of Butler, but they will not wear it this time. They were conned on the last occasion by being told that there would be rail by 2020. That might have affected the vote out there.

Several members interjected.

Mr J.R. QUIGLEY: I read it out. Listen again. The then Minister for Transport said —

“The extension of the rail line north to Yanchep will support the development of the Yanchep City Centre, with a station at its centre, and the fast-tracking of this line will provide developers with the certainty they need to proceed with higher density development.

The government was already spending money in 2012, and then the Attorney General writes —

Several members interjected.

Mr J.R. QUIGLEY: Protect me!

The ACTING SPEAKER (Mr N.W. Morton): Members! Please.

Mr J.R. QUIGLEY: The government is laughing at the people of Butler, because it was to the people of Butler that the Attorney General wrote —

Mr P.T. Miles interjected.

The ACTING SPEAKER: Member for Wanneroo, I have cautioned you enough. I call you to order for the second time.

Several members interjected.

The ACTING SPEAKER: Members, please, I am on my feet. Can we just get through the next 12 minutes with no further interjections.

Ms M.M. Quirk: We have other speakers.

The ACTING SPEAKER: I meant the member for Butler’s 12 minutes, member.

Mr J.R. QUIGLEY: Members opposite are all laughing at the people of Butler, but the people of Butler do not think this is funny. As the Attorney General fessed up —

The decision to delay the Yanchep line from its original 2020 schedule was made on patronage grounds.

It is beyond doubt that that was what the government was saying in 2011, and the Attorney General has put in writing that the government is delaying the project, and all the government can do now when I raise this is heckle me and try to laugh at the people of Butler, who swallowed this nonsense. Before the election, the government will no doubt come out and say that it will build a freeway to Romeo Road, but there is not a dollar in the budget for the extension of the freeway past Hester Avenue, and no mention of it as an ambition.

A promise before the 2013 election was that state schools built before 1980 would be rebuilt. When this promise was pointed out to the honourable minister in the Legislative Council estimates hearings only two days ago by the shadow Minister for Education, the Minister for Education, Hon Peter Collier, said, “Well what can I say; we haven’t done it.” He fessed up to the broken promise. We know there is a promise to spend \$11.5 million on the Yanchep Primary School site. They needed a high school as well, which is coming to fruition. But we have a primary school, built in the late 1960s or early 1970s, in an atrocious condition, and a promise made before the last election of a spend of \$10.5 million to \$11 million, and as soon as the election was over, that promise was broken. It was just crass dishonesty on the part of the government.

We have seen dishonesty on rail and on education in my electorate, but what do the people of Butler get promised in this budget? We are promised \$1.75 million, being \$1.5 million for the acquisition of a block of land to build a high school at north Butler—no building to be undertaken straight away; just the purchase of the land—and \$250 000 for the much-needed shark-proof enclosure for which I had been advocating for some time in both the media and this chamber.

Mr A.P. Jacob: That is in my electorate.

Mr J.R. QUIGLEY: It is not; it is in Quinns.

Mr A.P. Jacob: Quinns Beach is in my electorate.

Mr J.R. QUIGLEY: Quinns Road is the boundary, and the minister knows where it finishes. It is not in the minister’s electorate.

Several members interjected.

Mr J.R. QUIGLEY: Where the shark net is being put is not. Is it at the end of Quinns Road—just to the north of Quinns Road?

Mr A.P. Jacob: No, it will be in front of the surf club, south of Quinns Road.

Several members interjected.

The ACTING SPEAKER: Member for Bassendean, I am on my feet. I am happy for the member for Butler and the Minister for Environment to take their conversation outside and get a map out to work out whose electorate it is in, but for the next nine minutes I want to listen to the member for Butler.

Mr J.R. QUIGLEY: I will take the point. It is 50 metres inside the electorate of the member for Ocean Reef, but that is another \$250 000 that my electorate does not get. The only thing my electorate gets is \$1.5 million for the purchase of a block of land, and we do not even get that; that is going to be put into another electorate. What a joke! This is disgraceful. In the electorate of Butler, as I have said, there is no state road, no dual carriageway serving this population, no rail on the horizon, and no freeway extending north to Romeo Road on the horizon. We need a road distributing traffic east of Wanneroo Road. The government, in this budget, has betrayed the people of Butler. Members opposite can laugh in this chamber at what they have done, but I think those who laugh last will laugh longest—and that will be the people of Butler when they deal with this government in 2017.

MR D.J. KELLY (Bassendean) [4.56 pm]: I rise to make a contribution to the debate on the third reading of the Appropriation (Capital 2016–17) Bill 2016. I want to raise a couple of issues about the budget. The Ellenbrook bus rapid transit, or whatever it is called, has been allocated \$49 million in this budget. We all know that the Ellenbrook train line was a promise made by the Premier to win the 2008 election.

Mr C.J. Barnett: That was Alan Carpenter.

Mr D.J. KELLY: The Premier has just said that Alan Carpenter promised to build the Ellenbrook train line. Here we are in 2016 with a Premier who is more unpopular in this state than Collingwood, and he is still denying that, to get elected in 2008, he promised to build the Ellenbrook train line. It is so sad that the Premier is still trying to walk away from that promise. The trouble for him is that we do not have to rely on social media. We can look at the television, which showed vision of the Premier promising to build the Ellenbrook train line. But I digress. I know the Premier cannot help but try to rewrite history, but he made that promise to the people of Western Australia in 2008, to get elected, and as soon as he was elected, he walked away from it as fast as he possibly could. The people of Ellenbrook were duded in 2008. In 2013, the promise was going to be a bus rapid transit system from Ellenbrook to the Bassendean train station. Despite the government having all the media ready—it had buses wrapped up in plastic, or plans to wrap them in plastic to look like a modern transit system—it pulled the pin on that too. At that time, the price tag was about \$110 million or thereabouts and the government said that it had decided not to put in a bus rapid transit system because at that sort of cost it might as well do it properly and put in a train. The government once again duded the people of the eastern suburbs at the 2013 election. What has the government done in its last budget in the few months before the 2017 election? It has come up with another bus rapid transit system, but it is not a bus rapid transit system; it is only a half a bus rapid transit system. It will not go from Ellenbrook to Bassendean train station; it will only go to Marshall Road. I suppose that shows the regard the government has for the member for Swan Hills. In each election it has been prepared to promise less and less to get the member for Swan Hills re-elected. First he was worth a train, then he was worth a bus rapid transit system and now he is worth half a bus rapid transit system.

Mr F.A. Alban: It is half of what you got.

Mr D.J. KELLY: The member for Swan Hills says —
Several members interjected.

The ACTING SPEAKER: Members!

Mr F.A. Alban interjected.

The ACTING SPEAKER (Mr N.W. Morton): Member for Swan Hills, I am on my feet. Can we please have silence from the chamber. I want to hear the person on his feet. Member for Bassendean, if you could direct your comments through the Chair, it would be very helpful.

Mr D.J. KELLY: The member for Swan Hills interjected and said that it is half more than I have. What the member for Swan Hills does not understand is that just because the Premier promised it does not mean it is actually there. Just as in 2008 when the promise was for a train, the train is not there. Just as in 2013, there was a promise for a bus rapid transit system from Ellenbrook to Bassendean, member for Swan Hills, it is not actually there. Just because there is a promise in the budget this time around for half a bus rapid transit system, member for Swan Hills, it does not mean it is actually there. The only people who will address the needs of the people of the eastern suburbs are members of the Labor Party and their Metronet plan.

Several members interjected.

The SPEAKER: Member for Swan Hills, you are on two calls already; you have been rather rowdy today. If we could just contain ourselves for the remainder of the afternoon, that would be great.

Mr D.J. KELLY: Mr Acting Speaker, you have to be on your feet to stop the clock; that is my only concern.

The member for Southern River said it is not his concern. He said that public transport is perfectly adequate in Southern River. I cannot wait—the Labor candidate for Southern River is over the moon with every contribution that the member for Swan Hills —

Government members: Swan Hills?

Mr D.J. KELLY: Swan Hills, Southern River; it is a bit hard to tell.

Several members interjected.

The ACTING SPEAKER: Members, I am on my feet. This is getting ridiculous. Member for Bassendean, I do not want you going around mentioning each member in the chamber and discussing their pros and cons. I want you to confine your comments to the third reading of the Appropriation (Capital 2016–17) Bill 2016. I want to listen to the member for Bassendean in silence, please.

Mr D.J. KELLY: What the government has put in this budget for the people of Ellenbrook, who under this system will all still come down to the Bassendean train station, which directly impacts on my constituents, is half a bus rapid transit system. That will be \$49 million to put people in a bus to bring them from Ellenbrook to Marshall Road. From Marshall Road to Bassendean there will be a regular bus service through the streets of Bassendean. The member for Swan Hills might be happy with that, but it just shows what a poor representative he is for the people of his area if he considers —

Mr F.A. Alban: You are such a hero! You are not in the union now, member.

Mr D.J. KELLY: Here he is —

The SPEAKER: I do not even know where you are here, member for Swan Hills—number three. Lucky for some; I call you to order for the third time.

Mr D.J. KELLY: I can see what is happening here, Mr Speaker. The member for Swan Hills wants to get thrown out so that he can go back to his constituents and explain why half a —

Point of Order

Mr R.S. LOVE: The member is clearly not sticking to the item, which is debate on the appropriation bill. He has singled out members one by one and then complains when there are interjections. He should confine his comments to the bill.

The SPEAKER: Through the Chair, member for Bassendean.

Debate Resumed

Mr D.J. KELLY: I am addressing the \$48 million or \$49 million worth of capital expenditure allocated in the budget for half a bus rapid transit system that is proposed to go from Ellenbrook to the Bassendean train station. Apart from the fact that the bus rapid transit system will be a completely inferior service to a service provided by a train—I do not understand why government members who represent the people of the eastern suburbs do not understand that—why would the member for Swan Hills be happy with a bus rapid transit system that will terminate at Marshall Road? At Marshall Road it will then simply become a standard bus route that travels through the suburban streets of Bassendean, Eden Hill, Beechboro and all those other suburbs. I do not understand why government members, the member for Swan Hills in particular, cannot get it in their minds how unhappy people in the eastern suburbs are with this government first promising a train line, then a bus rapid transit system and now half a bus rapid transit system. The Perth Freight Link is a \$2 billion project that does not go all the way to the port, and now we have an Ellenbrook bus rapid transit system that does not go all the way from Ellenbrook to Bassendean. It stops halfway. That shows the utter contempt that people on the other side of the house have for the people of the eastern suburbs and their complete lack of commitment when it comes to expanding the public transport network, in particular our rail network. Members opposite have a real opposition to rail and they show it through their absolute inactivity in the eight years, by the time of the election, that they will have been in office.

While I am on the subject of the bus rapid transit system that is proposed to come from Ellenbrook down to Bassendean train station, not a cent of additional money is in the budget to upgrade Bassendean train station. Presumably, if they ever build the Ellenbrook bus rapid transit system, do they think more people will use it, because the whole purpose is to take people off the roads and put them into buses? If there is going to be increased patronage on that route down to the Bassendean train station, why has not a cent been allocated in the budget to upgrade the Bassendean train station? That train station already has its problems. The lift that disabled people, parents with prams, people carrying shopping or elderly people use—that is, the people who get off those buses from Ellenbrook—to get onto the platform is broken down. I think that lift has broken down something like 120 times since 2012, and sometimes it has been broken down for three, four or five days at a time. I have been to the Bassendean train station and seen people get off the train. A gentleman who is visually impaired has gone with his dog to the lift and pushed the lift button and nothing has happened. There is a sign on the lift that says that the lift is out of order, but because he is visually impaired he cannot read the sign, so he stands there until someone tells him that the lift is out of order. He has to, with his seeing eye dog, use the stairs. There are 30 stairs or thereabouts to get up onto the overhead walkway, and then about another 30 stairs to get down onto the platform. I might be out on the number of stairs by one or two either way. It is completely unacceptable that

that lift continually breaks down. I have written to the Minister for Transport about that lift. I had hoped, given the trouble with that lift over the past 12 months, that this budget would have had an allocation to fix it. The last response from the Minister for Transport was that he blamed the lift being broken down as often as it is on vandalism. The implication was that the station patrons were vandalising the lift. He said we should contact the police to have that matter addressed. How ridiculous is that? A government minister is in charge of a Public Transport Authority lift at a train station that he has had numerous complaints about, and when the local member of Parliament raises that issue with him, he advises the local member to go to the police and complain because he thinks the problem with the lift is vandalism. Why does the minister not get off his backside and talk to the PTA about it? If there are security issues at that train station that need to be addressed and could be addressed through greater policing, why does he not talk to the Minister for Police, Hon Liza Harvey? They are in cabinet together. I know not everybody in cabinet talks to each other these days, and not everybody stays in the room during a cabinet meeting—some people get up and walk out—but presumably the Minister for Transport could talk to the Minister for Police about security issues at the train station and do something about it. The Minister for Transport is responsible for the PTA and the Minister for Police is responsible for the police, so surely they could get together and figure out a solution, rather than tell me as the local member that I should do something about the damage that he says is being done at Bassendean train station.

The government's response on public transport in general is woeful, but its response for particularly people in my electorate who will be impacted upon if it ever gets around to building this half bus rapid transit system is just appalling. It will not even fix the lifts at Bassendean train station. Members opposite should come and have a look. When a parent gets off the bus with a pusher and a child and goes to the lift and it is broken down, their options are to either pick the baby and pusher up and walk up the stairs, or walk 200 metres down the train line to the nearest underpass to go under the Midland line, then cross Guildford Road at a point where there is no footpath. There is no footpath on that side of Guildford Road, so they cannot stay on that and walk back to the train station. They have to cross Guildford Road, where there is no crossing, and then walk 100 metres back. That would not happen in a seat the government was trying to sandbag for the next election. It absolutely would not happen. It would not put up with it. The government can find \$750 000 or thereabouts to change the name of the Esplanade train station to Elizabeth Quay train station because it suits the Premier's political agenda, but it cannot find money to fix the lifts at Bassendean train station for parents with prams, the elderly and my friend who is visually impaired so that when he gets off the bus at Bassendean train station he does not have to go up the stairs. He is lucky; he is visually impaired, but his dog, Nina, is fairly nimble, so they can get up the stairs, but as the dog is getting a bit older she is finding it a bit more difficult. The last time he came into my electorate office to tell me the lift was out, he, as a visually impaired person with a guide dog, helped a woman carry her pushchair up the stairs. I have been writing to the Minister for Transport —

Ms S.F. McGurk: Another day in WA!

Mr D.J. KELLY: Another day in WA—that is right! A visually impaired man with a seeing eye dog picks up the nearest pushchair and carries it up a flight of stairs—another day in WA!

This government cannot find it in its budget to fix the lifts at Bassendean train station. If the member for Swan Hills ever gets his half bus rapid transit system, thousands of additional people will be getting off the bus at Bassendean station to catch the train. I hope they do not include the elderly or parents with small kids in pushers, and I certainly hope people with disabilities are not amongst them because with a very high level of frequency—something like 120 times since 2012—that lift has been out of order.

I turn to the NorthLink WA project. The Minister for Transport found time this week to go out and turn a sod for the NorthLink project that will go up Tonkin Highway, along the boundary of my electorate. There are two problems with the NorthLink project. Like a lot of things this government does, it decided to do something but it did not look into the detail. Two problems with the NorthLink project directly impact upon people in my electorate. Hampton Park Primary School is on the west side of Tonkin Highway, so it is actually in the member for Morley's electorate. He would not be aware of that, but it is.

Mr I.M. Britza: I was dealing with that while you were still coming out of your slumber.

Mr D.J. KELLY: I think the member for Morley just accused me of sleeping on the job.

Mr I.M. Britza: I did.

Mr D.J. KELLY: He accused me of sleeping on the job.

Mr I.M. Britza: That is accurate.

Mr D.J. KELLY: I will tell the member for Morley that Hampton Park Primary School found out about the impact of the NorthLink project on their school from a parent who happened to have been previously employed by Main Roads Western Australia. It was not told about it by the government or the member for Morley. The impact on that primary school will be quite stark, and it is probably why the member for Morley is not particularly concerned about it. That is because a lot of the parents with children at Hampton Park Primary

School in the member for Morley's electorate live on the other side of Tonkin Highway in my electorate. That is one of the reasons I do not think the member for Morley has paid as much attention to this as he should have. The problem with the NorthLink project was that by upgrading Tonkin Highway, the little underpass on the east side where parents used to drop their kids off and then let them walk under the underpass to school was going to be closed. The way of about 75 to 80 per cent of the parents getting their kids to the school was going to be closed because of the NorthLink project. It was not until parents complained to me and Hon Amber-Jade Sanderson, who is one of the upper house members for East Metropolitan Region, that something actually happened. We got a petition going. We had a public meeting there. Some people from the TV stations came out and did a live cross. When that issue got a bit of attention, all of a sudden Main Roads started to listen and redesigned the road so that the underpass would be maintained. If we look at the visuals for the fly-pass for this project, which is on the website and on Facebook, the school cannot be seen; it is a bit of greenery. The member for Morley might like to look at that. Main Roads forgot it was there. We managed to solve for the school one problem with the NorthLink project. The Minister for Transport has steadfastly refused to address the problem. The member for Morley might have his ear on this. There was an 80-car car bay on my side of Tonkin Highway into which parents drive, drop their kids off, go through the underpass and get to the school. The government is now going to keep the underpass, or a version of it, but the 80-car car park is going to go. It will be replaced by a 12 or 15-car car bay. This is a test for the member for Morley. This affects only people in my electorate. If the member for Morley is really doing his job for that school —

Mr I.M. Britza: Stay asleep.

Mr D.J. KELLY: Oh, I am asleep! Okay. If the member is really doing his job, he will take this up with the minister. I have written to the Minister for Transport about this. I have not seen the member do anything about it.

Mr I.M. Britza: I don't go to the media. I don't tell everybody.

Mr D.J. KELLY: No, but he does go on parliamentary trips. The member for Morley does not go to the media but he goes to the United States —

The SPEAKER: Member for Morley, I have been very tolerant up to now. I want comments made through the Chair, thanks.

Mr D.J. KELLY: The member for Morley criticises me for raising things in the media. I make no apologies for that. If he spent more time in the media rather than in the United States or India or other places, he would be better off.

The SPEAKER: Come back to the point.

Several members interjected.

The SPEAKER: That is enough. Through the Chair.

Mr D.J. KELLY: The issue of that car park is still very important to the functioning of Hampton Park Primary School. Parents will try to drop their children off and the 12 or 15-car car bay, or whatever it will be, will just become chaos in the morning. People in the government may not care what happens to people in the Bassendean electorate, but if kids cannot get dropped off at that school, parents will choose to take their children elsewhere. There are perfectly good schools elsewhere in my electorate. I have written to the Minister for Transport about this at least twice. He has to find a solution because parents will stop sending their kids to that school if they do not have ready access to it.

The other problem with the NorthLink project for residents of that area is that Abbey Street will become a cul-de-sac. That is very near the existing car park for Hampton Primary School. Once that is made a cul-de-sac, people will not have the ability to access Morley Drive from Abbey Street. They will then have to drive much further to Beechboro Road and then make an unsafe turn onto that road, which is already very busy. I have been approached by constituents in that area. They will get a double whammy. If the government's plan goes ahead, congestion will be caused by the removal of the 80-bay car park, which parents use to drop off and pick up kids who go to the school and they will be doubly inconvenienced because Abbey Street will become a cul-de-sac.

There are lots of issues with the NorthLink project that I do not think the minister has really thought through. He has seen the big figures and the opportunity to go before the media with a few loyal backbenchers, get out the golden shovel and turn the first sod because he sees a big project with a big capital item attached to it. The impact of that project on the people of Morley, Bayswater, Noranda and those other related areas will be quite significant.

I will finish on this point. I ask the Minister for Transport to look at the correspondence I have sent him about both the NorthLink project and the impact on Hampton Park Primary School and the correspondence I have sent him on Bassendean train station. I ask the Minister for Transport to find some money in the budget to fix those two items.

MR M.P. MURRAY (Collie–Preston) [5.25 pm]: Today I want to speak on the third reading of the Appropriation (Capital 2016–17) Bill 2016. It is sad in some ways that this government has left a town like Collie in the wilderness. I will start my contribution with some of the smaller issues that have affected our region, such as rehabilitation, which has been touted very much in this chamber, specifically the new mining rehabilitation fund. Moneys will be made available for rehabilitation, starting with Kalgoorlie, and I think Collie was number three on the list. An old mine void that probably needs some rehabilitation is called the Black Diamond pit—a place where kids swim and people camp. The facilities are not very good and locals get mad about the amount of rubbish in the area and the antisocial behaviour. It is on the rehab list under the new fund. What is absolutely amazing and galling to the people of Collie is that when this fund was established, the government invited tenderers to fix the pit. It did not invite any Collie company to tender for work in that area. That is an absolute slap in the face for companies that are big enough and skilled enough to do these types of jobs. We talk about a Liberal–National coalition, yet where are those people who should be pushing to make sure that some of that work goes to the local communities?

The town of Collie has very high unemployment. I am not asking for favours; I am asking for companies in my town to have a chance to tender for these processes. Why is it so? Who is asleep at the wheel? Is it the minister? Is it the department? I am not sure. There was consultation with the community and the government talked to people in the community. When it said that the work would be sent to tender, it got tenders from four companies from other regions, including Perth. The companies that are 15 kilometres down the road were not asked to tender. I ask the minister today to please look at the process. This is about jobs for country people in a town that is under enough stress as it is, yet it is being ignored. I do not know whether it is a case of political bias or whether this government is absolutely incompetent. I think it is a bit of both, to be quite honest. Collie would probably be able to employ four or five people to work on that job for three months. That would have meant a lot to our community. It would have been better than people walking the streets or bringing down gear from Perth on trucks to do the job. What a disgraceful waste of money for this government. No wonder the deficit is such as it is when the government cannot even take control of the little things, let alone the large things. Again, I ask: what is the process? If the minister would like to explain that to me in writing, I can put that out and let the local people know why they were not given a chance to do work in their area. They could not contact the department to put in a tender or even just have a chance to tender. I am certainly disappointed about that from a government that keeps saying it will look after us. We know that the coal industry is winding down to some degree, yet Collie does not even get a chance to tender. Surely the Treasurer can see that. I will say again that the Treasurer does not have the gumption to come and face up to the people of Collie and tell them what their futures are. The Treasurer blames other people but, in the end, the decision is his. He cannot walk away from the fact that he is the one, as the Minister for Energy, who makes those decisions. Please go down there and have a meeting with the local community. I have not heard about any public meeting the Treasurer will be at, or even with the council; I am not sure about that one.

Mr J.H.D. Day: Don't you remember the Treasurer's role in the 1990s?

Mr M.P. MURRAY: The minister went through Collie the other week and all I saw go past was a bald head sitting in a white car! Honestly!

Mr J.H.D. Day: Where were you in the 1990s?

Mr M.P. MURRAY: No. That was the first time you have been to Collie and people had to give you instructions to get out of town, I believe. You could not even find your way out it was that long since you were last there!

The SPEAKER: Through the Chair, thank you.

Mr M.P. MURRAY: When the Minister for Health left, he took the \$7 million that was promised for Collie Senior High School. He gave Collie \$7 million for the hospital to be upgraded then he took a \$7 million cheque, put it in his back pocket and said, "Sorry about the high school." That was his promise. That is the way this government works. Looking at today's article in *The West Australian*, it is probably one of the better write-ups about what has happened to the town of Collie. The Gallop government gave Collie \$10 million for the Collie future fund but as soon as this government got in, it took the money back. There was \$6 million left in that fund and none of the money was wasted on the work that was going to be done. It was worked on very hard but, unfortunately, it failed at the last level with the Perdaman Industries contract. We got very close to having a contract that would have helped the coal and power generation industries in the future. Now, we have a shambles and we do not know where we are going. The Minister for Energy has left us in no man's land and he makes comments at little meetings around the place just to help destabilise the community. Of course, this week the Collie community has very much been in the news about a decision that has been made by the commission. The company will go back to the Black Coal Mining Industry Award, which will mean a 40 per cent reduction in wages plus an extra seven hours of work in the week. Who in this room would cop that? The company is aghast that no-one accepted the offer. It rang me to say that it could not believe that the workers would not pick that up. It is a 40 per cent reduction in wages, a seven hour a week increase in hours and a shift roster that no-one would

like to work. It is seven days per week, 10.5 hours a day, with a four-day day shift and a three-day night shift, then a four-day break. Who would like to work like that? The Minister for Energy is laughing his head off about this and that just shows the gall he has. He does not have the guts to go down and speak to my community. I do not blame the Treasurer for not coming now because he would not be able to walk across the road with that gammy leg!

Mr J.H.D. Day: Have you heard Bill Shorten lately?

Mr M.P. MURRAY: The minister has finally woken up! He has been asleep for eight years and he has finally woken up! That is because he came down and got some fresh air from Collie and went back down the hill.

Mr J.H.D. Day: A lovely place, Collie, but when is Bill Shorten going to visit?

Mr M.P. MURRAY: Sorry?

Mr J.H.D. Day: When is Bill Shorten going to visit?

Mr M.P. MURRAY: Hang on; I will take the battery out. In saying that, Collie is in flux at the moment. We hoped that some money would be set aside in the budget and the forward estimates to help us move forward. The money that has been put there is out of the development commission's cellars; there is \$150 000 for the Treasurer's boys—the consultants who belong to the Premier's brat pack. They have been around the traps for a long time. In fact, Premier, along with the Treasurer, I am very disappointed to see the appointment of the consultants. Two of the consultants were party to the terrible negotiations on the price of coal. Such is their gall, they have come back into the community and they are saying that they are here to help us. I can tell members they got short shrift in my office.

Dr M.D. Nahan: Who are you referring to?

Mr M.P. MURRAY: The consultants. They are the same people. Bill Moody was the sales manager for Wesfarmers when it signed the contract. He went to India to try to sell coal—in fact, no, he did not; he went for the ride! He sat there and watched Griffin Coal and we had a big blue in the hotel foyer because all he did was shadow Griffin to see what it was doing so there was no unfair advantage, but he wanted to ride on its back. This is the same guy who is now running around with his clipboard saying, "How can we help you? What do you want to do?" It is the same person who absolutely screwed the town. Let us go a little bit further back and look at the loss made by the Curragh mine. I think the loss was \$220 million. Guess who was running that? It was the former manager of Wesfarmers Coal who was party to the problem that is today. Stewart Butel is his name. What did they do with him? They chopped off his legs over there and got rid of him pretty quickly. They gave him a gold watch and put him out to pasture. He screwed Collie. He went over to Curragh when it was making good money—Wesfarmers used to brag about it in their information sheets saying it made good money—then \$220 million was gone and Stewart Butel was gone with it. This government has re-employed these people and it says they will help Collie out. I do not see it. I see it as just a political ploy that comes back to the Premier and the Treasurer so they can say they tried. They can say that \$150 000 was put into consultants to try to do the job. There is no money in the forward estimates for any changes whatsoever.

I have put it in the local press and I will say it here: there is a chance for this government to do something and I hope my National Party—I nearly said friends; I will say colleagues—across here will take notice of my press release of several weeks ago. It asks for an agency such as the Forest Products Commission to be relocated to Collie. Bunbury is good enough for agencies to relocate to, and it is not a big agency. At the time, my figures were for about 42 jobs; what a boost that would be to the town down there. They would be different jobs altogether, but it is certainly something that can be considered and I ask that it be considered very, very seriously in our transition. There is not one person in Collie who does not understand that we have to change—not one. They do not like change; they dig in and they stick together because that is the type of town we are, but they understand that we have to have change. Some of the jobs that will go out of the mining industry in the next 10 or 20 years could be picked up, or even people's kids may be able to pick up jobs in that area. Certainly, the commission's decision the other day did not help any confidence in the community as we look further into other jobs around the Collie area.

I have said it before and I am just about sick of it—I will not even get excited about it—but the money for Lake Kepwari was taken out of the budget. A line item of \$3 million was put in there under Alan Carpenter's government and now the money is gone. In the estimates committee, the Minister for Regional Development would not guarantee me that that money would be available if the flow-through water trials are successful. He said no, it will go back to cabinet to make a decision, which means the money has gone back into the pool and we will have to fight very hard to get it out. I have harped on about this and we have talked about it. Certainly, when we had a different Leader of the National Party, we had a few jokes about how we would have a swim in Lake Kepwari but, unfortunately, we still have not done that. That came about because the Minister for Regional Development and the Minister for Mines and Petroleum are not putting pressure on companies. The company says to me that it is a low priority. To me it is a high priority so we can move and change our economic

base. I do not care who promises it or who pays for it; that is not what I am about. It is about getting stuff into our town so we can get some security in that area as far as jobs are concerned. We have a line-up of private enterprise wishing to develop that area.

Dr M.D. Nahan: Like what?

Mr M.P. MURRAY: There are people who want to put chalets and caravan parks there. In fact, there was really a very petty issue. There was a dive crew there because the lake is 75 metres deep. They were training for offshore diving because once it gets deep and they cannot see, they have to use lights and all that in the diving area. When that was pointed out to the current company, the question of risk mitigation was raised and out they went. They were six people who stayed in a hotel during the week, spending money, and they were gone. I think they go to Queensland or somewhere else now to do that dive training that was done in Collie. They are the types of things we can do. Five people here, five there and 10 there—and all of a sudden we have a community.

Let us take our hats off to Manjimup. When the logging industry was changed, what happened? It was doom and gloom for quite some time. Go down there now. I must say some royalties for regions money spent there has certainly been helpful, but they have a thriving community, whereas before it was doom and gloom. I drove through there not so long ago and I was very surprised to see the changes to Manjimup. It is very, very good. It is encouraging to go there and people are being encouraged to live there. That is what we want to see with the change in the Collie town itself.

There is another thing that is really of annoyance. The Minister for Transport is not in the chamber this afternoon, but he has been bragging about the Coalfields highway for quite some time. Guess what? It has been put off again. We are still on the old road. Oops—I nearly swore again. We still have mud up the sides of the car every day of the week because the seal has not been done. It has been put off until next summer. How long does it take to build a road? I mean—for goodness sake. People get sick of that. I must say that the work that has been done in some areas is very good, but how long do we have to wait? We have had it put off. This is the third year now that it has been put off until summertime. It does get a bit galling and a bit wearing, to say the least, to have to drive through there to Bunbury, having just washed the car. I end up not going that way and going around the long way, because the mud on the road through those areas makes it unsafe. I have heard the Premier yell at me that I have the Coalfields highway, and I have seen him prompt others to yell at me at the same time—but I mean, really, I think a road could have been sealed from Eucla to Brisbane in the same amount of time that work has been done on this highway.

Now they have decided to put in another parking area for the trucks. It is great for safety, but the real issue is that one million tonnes of grain will go through our main street on road trains. That issue is coming. It is another slap in the face for Collie when Margaret River gets a bypass road worth \$60 million. I am not too sure about the other side of Margaret River; there are not too many people down there. They are not getting one million tonnes of grain along with the hay trucks, the lime trucks and at times the coal trucks on the road, but we cannot get money for a bypass road.

Mr C.J. Barnett: You do not need a bypass in Collie—be realistic. I drove through there on the weekend. You have got wide roads going through the town.

Mr M.P. MURRAY: Yes, but the Premier never had his head up above the dashboard, because he did not want anyone to see him, so he never saw what the road was like. We do need a bypass road there. We cannot have road trains six minutes apart going up the middle of that street, Premier. That is what will happen. The boats come in over the harvest period and they are jammed up. If the former Minister for Transport, Mr Buswell, had used his brains and made Bunge have another bin in the port, the grain could have been spread over a bigger period so the truck traffic was more spread out, and when a ship came in, there would be enough to load a ship at one time. They are one bin short. The other option was a receiver point east of Collie with the rest of the grain put on rail. That could have been easier. The Premier has no idea. When he next travels through Collie, he should stand on the side of the road for half an hour and watch what goes through the town. We have asked time and again to have lights on the highway—stop-go lights, red and green, in case some people do not know what they are. That is not done because the trucks pack up. They are that close together that the trucks pack up behind each other, and then a slug of maybe four or five trucks goes along the road. That is when accidents happen because people want to pull out and pass. They pull out and someone comes the other way—and we know what happens from there. I would say that probably this year one million tonnes of grain will go through the centre of town. We have had 250 000 tonnes this year. I think that amount was acceptable, to be quite honest; that amount would not have been too bad. But it will be bad once we get up to the extra 750 000 tonnes, which is a lot of grain, on those trucks amongst all the other trucks.

We have a lot of work to do to be able to help Collie survive. I know that there is very little support on the conservative side of politics because of the political bias towards Labor in that town. It goes back to the Court government. In Charlie Court's day, there was an \$80 million stuff-up when they changed to oil to produce electricity. What happened to the price of oil? It went through the roof, and it took \$80 million, in those

days, to change it back to coal. That was the start of some of the problems. In the 1950s and 1960s, Collie had the biggest branch of the Communist Party in Australia. The biggest branch of the Communist Party in Australia was located in Collie. We kept them on their toes, do not worry about that! John would not come up the hill!

Mr G.M. Castrilli: Just outside of Collie, there were camps and the miners weren't even allowed to go into town because they'd get beaten up.

Mr M.P. MURRAY: That is right, but we did weaken. We let you in after a while. The people working on the weir and all those other people were out there. As life has it, my wife's father was one of them for a while, so I certainly know about that. Unfortunately for him, he was killed in the open cut mines when my wife was about 16. Those sorts of things have built Collie. We had the Nissen huts where all the migrants lived; these were straight-out Nissen huts. My mate's dad was Italian and they were in Australia for four years living in a shared bedroom as a migrant family. I asked how come they had three kids. They hung up a curtain in between the other people in the Nissen huts. I asked, "What about sex; how did you do it?" He answered, "Quietly." That is a true story! You do not get boys who pop out of nowhere for nothing! That is what the Collie town has been built on—a cross-section of migrants who worked at first in forestry and then in government jobs. They moved into the mines. Many of the names are Polish, German and Italian, with some Welsh names as well.

I am saying that we are in flux. We are looking for that change, and we are looking for that leadership to go forward, but we cannot do it without some dollars. That is what disappointed me about this package that we call, I think, the Collie future fund, with the South West Development Commission and the Collie council. I am certainly worried about where we are headed, because just to have money for consultants is not good enough. The change has started over the years. We are ready for that, but do not have any money. I am not asking the Treasurer for promises like those given in the last election, because they were never honoured. People are very, very sceptical about politics in general and where they are heading.

I turn to local business. I bought a pair of shoes at the shoe shop last week. It was on a Wednesday. It was the first pair of shoes that had been sold that week. People cannot survive on that. That means that we will all be travelling to Bunbury over a period of time to do our shopping. The bigger picture is the south west. The south west has been starved of money, although I am probably talking about the greater Bunbury region more than the south west. There is supposed to be \$16 million for a bridge in the Eaton area, but I do not see that money in the budget either. I looked for it, but I could not find it. If someone can correct me and put it out there, that is fine. An amount of \$16 million worth of work in the Eaton–Australind area would certainly help some of those contractors through the slump in the industry. That is on top of the ring-road and the port road.

The Premier ran down there the other week and handed over the fake cheque. I was not invited so I was not able to see, but I assume he handed out the fake cheque for \$25 million. What another con job that was. If I have \$50 in my pocket and someone gives me another \$50, I have \$100. The Premier said he was giving them \$25 million, but they already had \$12 million in their pocket. The new money was only \$12 million, so they have been duded again in the Bunbury region, although some of the jobs that will be done with that money are certainly welcome and a long time in the making, to say the least. For example, the extensions to the Dolphin Discovery Centre will be another job-creating enterprise that we certainly need. I always have a bit of a laugh about the dolphin centre. It is where all the old Liberals go to die, I believe. The management there always seem to have a blue card in their pocket. I do not know why that is, but I certainly have not seen a red card amongst that lot.

Mr G.M. Castrilli interjected.

Mr M.P. MURRAY: I think the member for Bunbury understands exactly what I am talking about. The old Liberals go from the Chamber of Commerce to the dolphin centre to the graveyard! The money was far short of a revitalisation of Bunbury. I would like to see a revitalisation that is very similar to what was done by, I think, the Carpenter government in Geraldton. It started to transform Geraldton, but now it has stalled. The first part of that was very good. I see, member for Bunbury, some work is being done on bus routes and train stations in Bunbury, but we should look at the first half of that very good project at Geraldton; the second half has not been done. But it certainly could fit Bunbury. We all make mistakes, but I believe that the train station should go back in far closer to the centre of Bunbury. People arrive there and it is very hard to get transport into the town. It is not a good look when a tourist gets off a train in suburbia and has to wait hours for a taxi. A very small amount of money has been invested in Bunbury and the greater region. Places like Eaton and Donnybrook—forgotten. Dardanup—forgotten. Boyanup—forgotten. Burekup—forgotten. There is no money whatsoever in those villages—none, absolutely zilch. That is certainly not going to help people who wish to live in those country areas if they do not have the facilities. Some of the things we ask for are very basic, such as an extension of sewerage lines, public works, power, those sorts of things that do not come back at a huge cost to anyone who wants to extend. I see some changes came through for the electricity connections, which I am happy to say are a step in the right direction. It certainly stifles small towns when we start to talk about \$75 000 for an electrical connection to a block. If we put that on top of the cost of the block and the house, people may as well buy a house in City Beach because it becomes so expensive.

I certainly support royalties for regions. I would love to see it done fairly and equitably across the board. I do not believe it has been when I look at places such as Mandurah, which has been underdone with royalties for regions. Bunbury has been struggling and certainly has not got its share. I think Capel has done quite well over time. Some of the promises there—oh, that is right; I forgot that the shire president is in the National Party! There is always a reason for things in life and that will be one of them. Towns such as Boyanup and Donnybrook are missing out. I have one minute left. An issue that is probably more localised is that the speed limit through the centre of the town of Boyanup is 50 kilometres an hour. They have been fighting to have that reduced to 40 kilometres an hour because the school is on one side of the town and the kids have to walk across. They have been fighting very hard, and I ask the minister to take that into consideration and drop the speed limit by 10 kilometres, which adds about 50 seconds on a trip to anywhere. It is dangerous. They are trying to build up a little tourist node in there and the trucks are going through at 50 kilometres an hour, which stops people from walking across the road and enjoying what should be a very good country experience.

DR M.D. NAHAN (Riverton — Treasurer) [5.57 pm] — in reply: I will keep this short unless members want me to go for a while. I notice the people here are very interested in this response. We saw many renditions of and variations on the opposition's theme song: whinge and whine. Some speeches were worth listening to but most were not. It is really galling when we are lectured by opposition members about not controlling salary expenditures when in our first term people were protesting outside because we did not give them enough wage increases. Particularly, I remember the member for Bassendean arguing in front of us and most of the people in the Labor Party out there joining his protest when he was demanding a 21.5 per cent increase in wages over three years. If the opposition believes that we or the population of Western Australia believe a union-based party—more union-based than ever before—will be easier on public sector salaries, they have something else coming.

We heard many negative things about Perth Freight Link, but we did not hear the fact that it is the most important investment in transport productivity to the state we could possibly do. Interestingly, the shadow Treasurer commented that in the first term I said that under the last Labor government debt would have gone to \$17 billion. Here is how I did it.

Mr B.S. Wyatt: You said *Pre-election Financial Projections Statement*.

Dr M.D. NAHAN: No, I said it would go to \$17 billion. In the last budget in May 2008 the forecast in 2012 for debt was \$11.2 billion. I have just looked at the —

Mr B.S. Wyatt: The PFPS was \$9 billion. Sorry, from where? Treasurer, where is that \$11 billion from?

Dr M.D. NAHAN: I looked at the Labor Party costings for the election. I think they were issued by Treasury in early September 2008.

Mr B.S. Wyatt: You keep saying 2016.

Dr M.D. NAHAN: No, let me get there. It was \$11.2 billion. Then Labor had additional expenditure, both recurrent and capital, of \$2 billion in 2013.

Mr B.S. Wyatt: What are you talking about? That is not true.

Dr M.D. NAHAN: I just looked at it. I have it here on my phone.

Mr B.S. Wyatt: Can you actually table the document you are talking about?

Dr M.D. NAHAN: Yes; \$11.2 billion was the debt at the end of the forward estimates that Treasury used to assess the Liberal and Labor Party's costing.

Mr B.S. Wyatt: Not 2016.

Dr M.D. NAHAN: It was in 2008. Then other things that were not included in the costing were Labor's commitment to "Dubai on the Swan".

Mr B.S. Wyatt: Now you are just making it up because you do not have the document.

Dr M.D. NAHAN: The Labor government assumed that "Dubai on the Swan" would be totally privately funded. We heard the member for Cannington going on and on about how dumb it would have been to expect the private sector to fund Elizabeth Quay. EQ is a smaller version of "Dubai on the Swan". The Labor government was going to do exactly the same thing, but they were going to assume that the private sector would fund the whole thing. They either forget the past or airbrush it out. Also, not in there was the \$1.1 billion stadium in Subiaco. To be fair, it had not spelled out the details, but we also heard that it was going to be a public sector venture, whereby the public sector would take the entire risk of operating it. The government would contract out the building, but it would take all the risk of operating it. The member for Cannington was going on and on about how dumb it was for us to go into a public-private partnership in

which we took on some of the risk. The Labor government was going to build a, probably more costly, stadium and take on all the risk, including the management risk. There is also the Museum. The opposition goes on and on about the need to build a new museum, and that it would have built a museum of some type.

Another matter I want to deal with was raised by the Leader of the Opposition. He made a profound statement that shows he does not understand one of the most important issues we have—that is, Western Power, which will be an increasingly important issue. He basically said that if we were going to sell Western Power, we would need to have it on a competitive basis. Western Power is, and will remain, a regulated natural monopoly. There is no competition by definition. The regulations prevent competition to Western Power, and it will remain that way. If we lease it out in the long term, it will remain a regulated monopoly by definition restricted from competition.

Then the Leader of the Opposition asked what Rod Sims would have to say about this. Rod Sims would say that not only is this the right thing to do, but that we have excellent regulation—because Rod Sims will be the regulator. The Australian Energy Regulator sits under the Australian Competition and Consumer Commission, of which Rod Sims is chairman. The Leader of the Opposition was trying to imply that, firstly, Rod Sims would have some problem with selling or leasing Western Power, which he is on the record as saying he would not, and, secondly, that he would have trouble with the regulation, which he would not because he is the regulator. The Leader of the Opposition then went on to say that Western Power gives \$500 million a year to the state. This ignores all the Treasury lists. He is relying on an Electrical Trades Union-funded consultant who specialises in working out of the Ipswich council in Queensland to cost the benefits to the state of Western Power. This is profoundly ridiculous. As I have stated before, Western Power, because of major investments, has never, in terms of ins and outs, been a beneficiary to the state. In estimates, as the member for Victoria Park would attest, the various advisors said that we do not expect to have a net benefit from Western Power over the next five years.

I thank the member for Collie–Preston for his contribution. Collie has a lot of challenges facing it, particularly in adjusting to the reduction in the use of coal. I will give a commitment from this side of the chamber that we will do our best to sustain, as best we can, a coal industry in Collie, and therefore the state. It will be a reduced industry, as the member knows, given the growth in renewables, and the government will support renewables. However, coal is a vital fuel going forward; it is the basis for our low costs and it will remain for a long period of time. Our challenge is what we will do about decisions to replace Muja A, B, C and D when they run out, and how we can make them sustainable, particularly if a carbon tax comes on. It is very important for the energy sector of this state and the Collie region, which I know the member is a strong supporter of, how we sustain the coal industry and make it efficient, but it is going to be smaller. That is the real challenge we face, and I hope to work with the member and others on trying to find a pathway through that. I agree with the member that the pathway is not just coal; we have to diversify out of coal.

I think some members opposite stalled this bill because I had an Iftar dinner that I would have liked to have gone to. I thought we were going on to the aquatic resources management legislation. Unfortunately, Iftar dinners start at sundown by definition.

Mr B.S. Wyatt: Treasurer —

Dr M.D. NAHAN: I know; let me finish.

Iftar dinners, by definition, start at sundown, and that is what I tried to do. I think in retaliation this was stretched on beyond where it needed to go.

Mr B.S. Wyatt: You said you were going to get back to me on the net worth stuff. Do you want to do that now or later?

Dr M.D. NAHAN: I did that. I took the net worth data from 30 June 2007, \$75.8 billion, to 30 June 2015, \$122 billion. Those were the final estimates.

Mr B.S. Wyatt: Did you say 2007?

Dr M.D. NAHAN: Yes—2007. I took the actuals before that 2008 year, and I took 2015 because that was the latest estimate we have. The year 2015–16 is not yet finalised.

Mr B.S. Wyatt: So you took 2007 to 2015, not 2008 to 2016?

Dr M.D. NAHAN: That is right; that is what I did. It actually comes out to about \$47 billion.

Mr B.S. Wyatt: I will go and check.

Dr M.D. NAHAN: Good.

I commend the bill to the house, and hope that we have a more efficient exercise in the future.

Question put and passed.

Bill read a third time and transmitted to the Council.

**BUILDING AND CONSTRUCTION INDUSTRY TRAINING FUND
AND LEVY COLLECTION AMENDMENT BILL 2015**

Second Reading

Resumed from 18 June 2015.

MR A. KRSTICEVIC (Carine) [6.05 pm]: It is a pleasure to be able to say a couple of words in support of this bill. Very quickly—I will not take too much of the house's time—this bill is administered by the Building and Construction Industry Training Board, and does three things. Firstly, it adds to the objectives of the organisation by giving it the authority to promote and facilitate training. Secondly, it formalises the requirement for the board to provide advice to the minister on employment and workforce development and training relating to the building and construction industry. Thirdly, it removes the \$25 000 threshold levy on construction work and makes it part of the regulations. All three of those objects are very worthwhile for the building and construction industry, and I fully support the bill.

Debate adjourned, on motion by **Mr J.H.D. Day (Leader of the House)**.

House adjourned at 6.06 pm

QUESTIONS ON NOTICE

Questions and answers are as supplied to Hansard.

PUBLIC TRANSPORT — BUS RAPID TRANSPORT — ELLENBROOK**5291. Ms R. Saffioti to the Minister for Transport:**

I refer to the Government's abandoned plan for a Bus Rapid Transport (BRT) to Ellenbrook and ask:

- (a) has the Government commissioned consultants to re-examine the idea of a BRT to Ellenbrook;
- (b) are any officers in the Department of Transport; Main Roads or the Public Transport Authority involved in undertaking any work in relation to the BRT;
- (c) if yes to (b), how many; and
- (d) what is the expected cost of a BRT to Ellenbrook?

Mr D.C. Nalder replied:

- (a)–(b) Yes.
- (c) Two.
- (d) On 12 May 2016 the Government announced a \$49 million commitment to deliver the Ellenbrook Bus Rapid Transit (EBRT) project.

MINISTER FOR AGRICULTURE AND FOOD — PORTFOLIOS — CONSULTANTS — BUDGET**5414. Mr B.S. Wyatt to the Minister for Agriculture and Food; Transport:**

In relation to all agencies that fall within the Minister's portfolio of responsibility, I ask:

- (a) what has each agency budgeted for expenditure on consultants for the financial year 2015–16;
- (b) what has each agency budgeted for expenditure on consultants for the financial year 2016–17;
- (c) what has each agency budgeted for expenditure on consultants for the financial year 2017–18; and
- (d) what has each agency budgeted for expenditure on consultants for the financial year 2018–19?

Mr D.C. Nalder replied:

Please refer to the response to Legislative Assembly Question on Notice Number 5425.

TRANSPORT — BASSENDEAN TRAIN STATION — LIFTS**5435. Mr D.J. Kelly to the Minister for Transport:**

- (1) Will the Minister advise on how many occasions the lifts at Bassendean train station have been out of order since January 2012?
- (2) Of the breakdowns, on how many occasions has it been determined that the cause of the breakdown was due to vandalism?
- (3) On how many occasions have police been notified of a lift at Bassendean train station being broken or out of use?

Mr D.C. Nalder replied:

As at 10 May 2016 –

- (1) There are three lifts at Bassendean station and since 2012 there have been 118 occurrences of a lift being out of order.
- (2) 29 out of the 118 occurrences were due to vandalism.
- (3) The Public Transport Authority (PTA) does not routinely report minor incidents of vandalism to the Police, however where significant acts of vandalism/damage has been sustained to property including a lift, the Authority will report the incident. Note that the PTA has its own internal capability through its Transit Officers and CCTV system to try and identify and prosecute offenders. The PTA does not keep statistics of the number of incidents which have been reported to the Police.

TRANSPORT — HAMPTON SENIOR HIGH SCHOOL — TRAFFIC MODELLING**5447. Mr D.J. Kelly to the Minister for Transport:**

Has traffic modelling been conducted to assess the impact to traffic flow, parking and to surrounding homes and businesses near Hampton Senior High School, and if so, will the Minister release the modelling study and results?

Mr D.C. Nalder replied:

Traffic modelling has been undertaken to assess the impact of NorthLink WA to surrounding major local roads such as Morley Drive and Beechboro Road. Such modelling shows that traffic volumes on these local roads decreases as a result of NorthLink WA.

TRANSPERTH — BUS ROUTE 381 — CANCELLATION

5448. Mr P.C. Tinley to the Minister for Transport:

I refer to the impending cancellation of Bus Route 381 and ask:

- (a) can the minister explain why this service is being withdrawn due to 'poor patronage' including statistics on the number of passengers using this service, inclusive of students and other concessional boardings;
- (b) was the alleged impact this withdrawal will have on students enrolled in the 'Gifted and Talented' programs, at the John Curtin College of the Arts taken into consideration when making this decision, and if not, why not;
- (c) was any consultation held with the school community regarding this proposal, and if not, why not;
- (d) does the Minister know how many extra car trips will be generated in order to transport students to and from the College once this service has been withdrawn, and if not, why not; and
- (e) is the Minister prepared to reconsider this decision, and attend the school in person to discuss alternative public transport options for affected students and if not, why not?

Mr D.C. Nalder replied:

- (a) The service is being withdrawn due to poor patronage, noting that the route operates a 26 kilometre service between Karrinyup Bus Station and Fremantle station over what is essentially a one sided passenger catchment.
The morning service, departing from Karrinyup Bus Station at 7.10am, averages 20 passengers, representing 0.78 passengers per service kilometre (May 2016 figure, during school term). The afternoon service, departing Fremantle station at 5.10pm, averages five passengers, representing 0.21 passengers per service kilometre (May 2016). Please note that an average May figure has been provided to ensure that a fair representation of patronage rather than a figure provided as at 11 May 2016.
- (b) Transperth considers the impact to all passengers when making a decision to rationalise or withdraw its services. Decisions are generally based on ensuring the best use of Transperth's finite budget.
- (c) Transperth does not generally consult with school communities when making service changes as most schools desire higher levels of service than is reasonably practical, efficient or economical for the State to provide.
- (d) Student travel will largely be catered for with the provision of School Special 707 which has been advertised to the community alongside advice of the Route 381 withdrawal. It is, therefore, expected that the number of additional car trips generated will be minimal. This service caters for the overwhelming majority of students currently using the 381 morning service and has been timed to enable John Curtin students to travel. It should also be noted that Bus Routes 27, 81, 82, 83, 84, 410, 421, 423 and 990 have all experienced service improvements making them more attractive options than the infrequent Route 381 bus service
- (e) Resources saved by removing the highly inefficient Route 381 bus service will be simultaneously reinvested (in the form of peak trips) into the Route 24, 27 and 28 bus services. These routes carry significantly higher levels of patronage, through more densely populated areas. Parents can access advice on alternative services, including the School Special 707 which caters for John Curtin students, on the Transperth website.

AGRICULTURE AND FOOD — PUBLIC SECTOR RECRUITMENT FREEZE —
GRANT-FUNDED PROJECTS

5457. Mr M.P. Murray to the Minister for Agriculture and Food:

I refer to the current public sector recruitment freeze and its impact upon grant funding recipients' ability to use said funding to hire staff for the Department of Agriculture and Food Western Australia (DAFWA) managed research projects, and I ask:

- (a) how many individual grant-funded projects are unable to hire staff to fill designated roles because of the recruitment freeze;
- (b) what is the dollar value of unspent funding on each individual project;
- (c) how many total full time equivalent positions are left unfilled as a result of the recruitment freeze; and
- (d) why has the State Government not made an exception to the hiring freeze to allow for unspent grant funding to be spent and research projects to proceed?

Mr D.C. Nalder replied:

- (a)-(d) To ensure that externally funded projects were not impacted by the freeze DAFWA re-assigned existing staff to meet contractual obligations. DAFWA was also granted an exemption to fill 34 positions funded from external sources.

TRANSPERTH — BUS ROUTE 15 — DAILY PATRONAGE

5459. Ms R. Saffioti to the Minister for Transport:

What is the average daily patronage for Trasperth route No. 15 for the following years:

- (a) 2006;
- (b) 2010;
- (c) 2014; and
- (d) August 2015 to date?

Mr D.C. Nalder replied:

- (a) Data from this year is unavailable.
- (b) 799 passengers.
- (c) 965 passengers.
- (d) 962 passengers August 2015 to 30 April 2016 (data as at 12 May 2016 is not available until after 7 June 2016).

TRANSPERTH — BUS ROUTES — DAILY PATRONAGE

5460. Ms R. Saffioti to the Minister for Transport:

What is the average daily patronage for each separate bus route, at the following bus stops for the following periods.:

- (a) August 2015–November 2015:
 - (i) 12654;
 - (ii) 12667;
 - (iii) 12980;
 - (iv) 12983;
 - (v) 17473–17474;
 - (vi) 27293–27298; and
 - (vii) 27301–27302; and
- (b) December 2015 to date:
 - (i) 12654;
 - (ii) 12667;
 - (iii) 12980;
 - (iv) 12983;
 - (v) 27293–27298; and
 - (vi) 27301–27302?

Mr D.C. Nalder replied:

- (a) The daily average patronage for each of the separate bus routes at the following bus stops is detailed below:
 - (i) 12654–Route 14:0; Route 15:12.
 - (ii) 12667 –14:0; 15: 17
 - (iii) 12980–85:234; 413:12
 - (iv) 12983–15:67; 414: 277
 - (v) 17473–17474 – 15: 45; 85: 40
 - (vi) 27293–27298 – 15:61; 85:26
 - (vii) 27301–27302 – 15:16
- (b) December 2015 to date:
 - (i) 12654–14:0; 15:14
 - (ii) 12667–14:0; 15:19
 - (iii) 12980–85:232; 413;12
 - (iv) 12983–15:98; 141:258
 - (v) 27293–27298 – 15:81; 85:45
 - (vi) 27301–27302 – 14:0; 15:10

TRANSPERTH — BUS ROUTES — DAILY PATRONAGE

5461. Ms R. Saffioti to the Minister for Transport:

What is the average daily patronage for each separate bus route, at the following bus stops in 2006, 2010 and 2014 (please list separately):

- (a) 12649–12657;
- (b) 12663–12667;
- (c) 12983;
- (d) 17473–17474; and
- (e) 17493–17494?

Mr D.C. Nalder replied:

The average daily patronage for each separate bus route at the following bus stops for 2010 and 2014 is provided below. Please note that data for 2006 is unavailable.

Boardings:2010

12649 – Route 15:11
 12650 – 15:5
 12651 – 15:1
 12652 – 15:1
 12653 – 15:6
 12654 – 15:1
 12655 – Not in service
 12656 – 15:1
 12657 – 15:5
 12663 – 15:0
 12664 – 15:10
 12665 – 15:0
 12666 – 15:9
 12667 – 15:12
 12983 – 407:5; 413:2; 414:81
 17473 – 15:1
 17474 – 15:17
 17493 – 15:0
 17494 – 15:27

2014

12649 – 15:9
 12650 – 15:3
 12651 – 15:1
 12652 – 15:1
 12653 – 15:6
 12654 – Not in service
 12655 – Not in service
 12656 – 15:1
 12657 – 15:9
 12663 – Not in service
 12664 – 15:13
 12665 – Not in service

12666 –15:12
12667 –15:17
12983 –85:81; 407:2; 413: 2; 414:123
17473 –15:2; 85:4
17474 –15:16; 85:17
17493 – Not in service
17494 –15:19

Alightings:

2010

12649 – Route 15:1
12650 –15:1
12651 –15:3
12652 –15:6
12653 – Not in service
12654 –15:6
12655 –15:6
12656 –15:3
12657 –15:1
12663 –15:6
12664 –15:1
12665 –15:8
12666 –15: Not in service
12667 –15: Not in service
12983 –407:46; 413:5; 414:74; School:17
17473 –15:41
17474 –15:1
17493 –15:3
17494 –15:11

2014

12649 –15:1
12650 –15:1
12651 –15:2
12652 –15:7
12653 – Not in service
12654 –15:4
12655 –15:2
12656 –15:7
12657 –15:1
12663 –15:7
12664 –15:1
12665 –15:11
12666 –15:1
12667 –15:1
12983 –85:88; 407:103; 413:7; 414:76; School:9
17473 –15:28; 85:15
17474 –15:1; 85:7
17493 –15:4
17494 –15:7

TRANSPERTH — BUS ROUTE 15 — COMPLAINTS

5462. Ms R. Saffioti to the Minister for Transport:

What is the total number of complaints to date, regarding the changes made to Transperth route No. 15 on 10 August 2015?

Mr D.C. Nalder replied:

Since July 2015, there have been 25 complaints. Six of those complaints were made by the same person.

TRANSPERTH — BUS ROUTE 85 — GLENDALOUGH — EXTRA BUS STOP REQUESTS

5463. Ms R. Saffioti to the Minister for Transport:

How many public requests in total were made for extra bus stops on Harborne Street, Glendalough, since Transperth route No.85 began operating via Harborne Street to the Glendalough train station?

Mr D.C. Nalder replied:

As at 12 May 2016, the Public Transport Authority has received seven requests for extra bus stops on Harbourne Street Glendalough through the Route 15 consultation process and one request through the Transperth CommentLine.

TRANSPERTH — BUS ROUTE 85 — GLENDALOUGH — BUS TERMINUS REQUESTS

5464. Ms R. Saffioti to the Minister for Transport:

How many public requests were made for a bus terminus for Transperth route No. 15, in Cayley Street, Glendalough since the Glendalough train station was opened?

Mr D.C. Nalder replied:

As at 12 May 2016, four requests have been received through the Transperth CommentLine since 2007, with two received after the commencement of services to Glendalough station.

As part of the Route 15 consultation process, feedback received by the PTA supported the new Glendalough station terminus.
