

Mr Jeremy Edwards; Mr Max Trenorden; Mr Brendon Grylls; Acting Speaker; Mr Norm Marlborough; Mr Bill McNee; Mr Mark McGowan; Mr Fran Logan; Mr John Bradshaw; Mrs Cheryl Edwardes

RAILWAY (JANDAKOT TO PERTH) BILL 2002

Second Reading

Resumed from an earlier stage of the sitting.

MR J.P.D. EDWARDS (Greenough) [8.46 pm]: As a country member, I will make some general comments on the Bill. The previous Government recognised the need for a rapid public transit system to the southern suburbs and established a rapid transit bus service between Canning Bridge and Perth city. I understand the cost was about \$33 million. However, it now seems that that \$33 million will effectively be wasted and the works that took place will become redundant. Those of us from country areas question why that decision has been made. I can think of plenty of areas in which that \$33 million could have been spent. Perhaps I could offer a few suggestions. Country local governments, and, I dare say, some of the metropolitan local governments also, could build a lot of roads with that \$33 million. A few country water schemes could be put in place, and we could afford to upgrade some airstrips.

Ms A.J. MacTiernan: Member, are you acknowledging that there has been a \$33 million increase in cost? You are the only intelligent member of the Opposition.

Mr J.P.D. EDWARDS: I thank the minister. She always does me the honour of being kind in her comments.

That money could also be used to upgrade power supplies to places such as Kalbarri and Dongara, both of which are in my electorate. They are growing communities that have very uncertain power supplies. As I said, that \$33 million could be well spent.

Given that the new rail line will run along the centre of the freeway, does that mean that the current bus service will survive? I understand that if it survives, some safety angles will need to be assessed. If it does not survive, maybe some people in South Perth will be disfranchised completely because they will not have any means of public transport.

Ms A.J. MacTiernan: It does survive.

Mr J.P.D. EDWARDS: I thank the minister.

I also understand that this rail line is probably the biggest piece of infrastructure that this Government is likely to construct. We are told that the cost will be some \$1.4 billion. However, it seems that some detail of expenditure has not come to light. Maybe that needs to be brought before the House.

I must admit that I am making observations only. Although I am a country member, I take a great interest in what happens in the city, but projects such as this are obviously much closer to some of my metropolitan colleagues. I have heard only today that the project will come in on the money and on time. I think that was from a government backbencher. I will be interested to see that actually happen. However, I am aware that the previous Government did a lot of research into both the Kenwick and Fremantle options. This option appears to be a somewhat hurried decision, given the time taken by the previous Government in assessing the Kenwick and Fremantle options. This Government has been in power only 19 months, and already it has made a decision to put this rail line along the freeway. Kenwick, as I understand it, was an option that accessed a lot more suburbs than this Government's chosen option. Maybe the consultation processes with residents in the areas involved have not been as good as they should have been. I am also aware that the areas of Gosnells, Kelmscott and Rockingham feel somewhat disfranchised.

Ms A.J. MacTiernan: Why would Kelmscott be disfranchised? Kelmscott stands to benefit from this.

Mr J.P.D. EDWARDS: I stand corrected. Gosnells and Rockingham, perhaps feel disfranchised. The City of South Perth, I gather, does not even have the option of a railway station. It is currently served by a bus service on the freeway. I know the member for South Perth has made that comment fairly vociferously. To that end, perhaps South Perth is being discriminated against. It does somewhat amaze me that the minister has been happy to ride roughshod over some of the issues. I have already mentioned consultation processes. I have heard other members on this side of the House say that. The financial details, I understand, could be a little rubbery, and again there is the discrimination against some residents in the South Perth area. I am only making observations on some of the comments that have been put to me, and others that I have heard.

The minister was fairly vocal against the Graham Farmer Freeway and the Northbridge tunnel when they were being built. She was probably one of their strongest critics. However, after the freeway and the tunnel were opened on time and on budget, that criticism dried up very quickly. I remember that when the Graham Farmer Freeway was opened, the member for Perth was fairly vociferous in his comments. I daresay he has changed his mind and his views now, though he is not in the Chamber to say so. It was a particularly good project; it was

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well researched and planned well, with due diligence and appropriate consultation. I suggest the minister take a leaf out of the book of the previous Government on this project. I have heard some accusations about a financial blow-out on the Graham Farmer Freeway. I do not believe that actually happened. It came in within budget, without problems. However, I am aware that, on this rail project, some \$300 million from the sale of AlintaGas has already been committed through to 2003-04, and forward borrowings of \$793 million to 2006-07 have already been committed.

I gather that many other issues, such as the resumption of land and heritage implications, remain unresolved. There seem to be many uncertainties and unresolved technical problems in this very massive infrastructure project, because there has been neither full consultation, nor a comprehensive technical and financial assessment by the Government.

Those are just the observations of a country member, who is always looking for a dollar for his electorate. When I see the sort of money being spent on this project I hope it is being spent wisely, and that the planning and technical details are thought out very carefully. I hope the minister does her homework very well and that this project proves to be as good as she is trying to sell to us.

MR M.W. TRENORDEN (Avon - Leader of the National Party) [8.55 pm]: The National Party strongly opposes this Bill, and will do so until the bitter end because the costs associated with the project cannot be justified. This is not the same railway line that the National Party originally supported; the costs have spiralled out of control. We estimate the current cost to be \$1.6 billion, taking into account \$137 million in rail carriage maintenance costs that were hidden outside the project, and \$45 million of unfunded costs associated with the massive demolition project in William Street.

Ms A.J. MacTiernan: Does the Leader of the National Party think we will not be able to sell that land again and that we will leave it as a vacant site?

Mr M.W. TRENORDEN: I would love the minister to respond at the end of the process.

This involves two costs. The Government has to purchase those buildings and businesses. However, I cannot find anywhere in the master plan any allocation for the purchase of those businesses, let alone the buildings. The Minister for Planning and Infrastructure said in answer to a question two days ago that \$40-odd million was available for that.

Ms A.J. MacTiernan: I said we had estimated it would cost \$40-odd million if we had to acquire them. However, we do not believe we will have to acquire them. The worst case scenario is that it will cost us \$40 million, but we would get more than that back from selling the site at the end of the project.

Mr M.W. TRENORDEN: That will be in four or five years.

Ms A.J. MacTiernan: Why does the member think it will be four or five years?

Mr M.W. TRENORDEN: Believe it or not, the building must be demolished to dig the hole for the train to run into and then the hole must be filled in.

Ms A.J. MacTiernan: That will not take four or five years. It might take the National Party that long.

Mr M.W. TRENORDEN: How long did it take to build the Northbridge tunnel?

Ms A.J. MacTiernan: We are not going to hang about.

Mr M.W. TRENORDEN: It is the same process, except the hole is bigger. It involves digging a hole that will be six metres deeper than the Northbridge tunnel and it is in the middle of a swamp. The Myer building, which the minister referred to the other day, has pumps running non-stop in its basement to drain it. It is an engineering feat of some magnitude that poses far greater problems than the Northbridge tunnel for two reasons. Firstly, the tunnel will cut through a swamp.

Ms A.J. MacTiernan: You built the Northbridge tunnel through a perch lake. This structure will be far smaller than the Northbridge tunnel.

Mr M.W. TRENORDEN: It will be six metres deeper than the Northbridge tunnel; the minister should read her own paperwork. The proposed William Street tunnel will be six metres deeper than the Northbridge tunnel because it will have a train station at its base. Some of the buildings that the minister wants the train line to run under were built at the turn of the century through to the 1920s and 1930s and are sitting on top of jarrah pilings that were driven into the swamp. The pilings will have to be dug out in an open cut process or the tunnel will go under them, which would be a very interesting exercise. The National Party will watch the construction with a great deal of interest.

Mr F.M. Logan: When did you do your civil engineering degree?

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Mr M.W. TRENORDEN: About three minutes after the member for Cockburn finished his.

During the construction phase of the Northbridge tunnel, I used to see a big sign on a building in Loftus Street criticising the minister, Hon Eric Charlton, and then Hon Murray Criddle. Building after building was cracked and people were upset their properties had been damaged. That tunnel is two-thirds the depth of the open-cut tunnel that the Government is building.

Mr N.R. Marlborough: We are knocking all the buildings down.

Mr M.W. TRENORDEN: The Government is not knocking them all down. It is boring under 600 metres of land, and the other 300 metres will be open cut. We will watch with great interest whether there is any movement in those buildings. The minister is trying to tell us that there will not be any movement. My great passion is coming into the Perth central business district. Those owners of the David Jones store needed to dig under the middle of the mall. It had to demolish part of its building to undertake that tiny activity, and when it dug some three metres into the ground, the neighbour's wall fell down.

Ms A.J. MacTiernan: Have you walked through Westralia Square and noticed a gigantic hole that is at least 10 metres deep? Right next to that are three very important heritage buildings. That hole has been there since 1989.

Mr M.W. TRENORDEN: How deep will the Government's open-cut tunnel be?

Ms A.J. MacTiernan: It will not be any deeper than that.

Mr M.W. TRENORDEN: It will be six metres deeper than that. According to the Government's papers, the open-cut tunnel will be 16 metres deep.

Ms A.J. MacTiernan: Where will the 16-metre open-cut tunnel be?

Mr M.W. TRENORDEN: It will start at the Myer building and run all the way to Wellington Street.

Mrs C.L. Edwardes: It might have to start further south, because the train will come around at the corner of the other building.

Mr M.W. TRENORDEN: That might also have to go. I am told that the minister has been advised that people would like that building to be kept. It would be good if it could be kept. The area from the Myer building to Globe Backpackers and Hotel, on the corner of Wellington Street, will go.

Ms A.J. MacTiernan: I accept that.

Mr M.W. TRENORDEN: That tunnel will be 16 metres deep.

Ms A.J. MacTiernan: I want to check on another interesting point you made, which is the hidden \$137 million. Is that the maintenance cost?

Mr M.W. TRENORDEN: That is the maintenance contract.

Ms A.J. MacTiernan: Is it your view that the coalition Government had included the maintenance cost in its project costings?

Mr M.W. TRENORDEN: It was. The expenditure of an extra \$500 million cannot be justified to save some people 12 minutes in travelling time between Perth and Mandurah. It is not on. The new service will carry just 19 000 rail commuters from the southern suburbs metropolitan region who are not already covered by a world-class transport system. The minister herself says that system is world class. A total of 3 500 passengers will come from the Thornlie spur, which will cost another \$95 million. It is predicted that 28 000 of the "new" rail passengers are rebadged commuters who are currently provided for by the rapid transit bus system between Murdoch University and the CBD. The decision to build on the Kwinana Freeway and burrow under the Perth CBD is a mistake, and it will prove to be an expensive mistake. It will double the cost the coalition projected for its rail plan.

Today, I am proud to announce the Alannah-meter, which will be on all the National Party's publications. The meter starts from July 2001 with a project cost of \$1.2 billion. That has already risen to \$1.6 billion, so the Alannah-meter will need to be adjusted. Everyone who reads National Party correspondence will see it. The justification given for the decision to take the rail along the freeway proves that it was a politically driven process influenced by a group of academics from Murdoch University. Those people took the minister captive and convinced her that saving 12 minutes on a trip between Perth and Mandurah would somehow make the train more competitive than the car. That is absolute nonsense. The minister has created a fiscal time bomb, and it will blow beautifully. The top of the Alannah-meter will go right off.

Mrs C.L. Edwardes: Where can we see this Alannah-meter?

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Mr M.W. TRENORDEN: We will show the Alannah-meter to the world. We will be showing all rural Western Australians where the funds for our roads, hospitals and police stations are going. Somebody forgot to think this project through. Obviously, it was not the minister, because she got caught by a number of other people. The minister has left everyone scratching their heads about how the railway will get over two traffic bridges and under the central business district to link up with the Joondalup line. This will be hilarious, except for the pain it will create.

Mr E.S. Ripper: Do you support the rail project?

Mr M.W. TRENORDEN: No. We will oppose it all the way.

Mr E.S. Ripper: You do not support the rail project at all?

Mr M.W. TRENORDEN: No.

Mr N.R. Marlborough: You want roads in the country!

Mr M.W. TRENORDEN: Yes, we do. This project is totally out of control and must be reviewed before it is too late. Spending by this Government would be better applied to projects that are needed, such as the Mandurah bypass, which is a very important project for the whole of the south west. However, we cannot have it because it is more important to save 12 minutes on the trip from Mandurah to Perth. That is a major issue in the whole of the south west. An amount of \$100 million was sucked out of Main Roads when 69 out of 100 projects received zero funding. I loved the minister's little act in Toodyay, because the six, seven or eight per cent she backed will not beat the 90 per cent she did not back.

Ms A.J. MacTiernan: Does the member not support route 2?

Mr M.W. TRENORDEN: I support routes 1, 2, 3, 4, 5 and 6. If the minister was not wasting money on this railway line we could construct those routes. We want that \$100 million back where it belongs - in the road program - and that is just the beginning. What about decent heavy haulage access to the port of Fremantle? This Government will not build a road to the port of Fremantle for one really good economic and sound reason: it happens to be a Labor Party seat. Six per cent of the total traffic count in Fremantle goes to the port and the minister is stopping total access to the port for the sake of six per cent of the traffic.

Mr R.C. Kucera: I take it you will not come to the official opening?

Mr M.W. TRENORDEN: I have a two-hour speech here. I will give that a miss. One of the projects we would like to see happen is the Lancelin to Cervantes road. With \$700 million worth of economic activity being announced by the development commissions -

Ms A.J. MacTiernan: What about the Mad Max-meter?

Mr M.W. TRENORDEN: It would be backed by three development commissions. That \$700 million was not my figure. If the minister wants to abuse and accuse those three development commissions, she is free to do so. They would love her for that. What about putting money back into a water scheme? The vast majority of Western Australians are concerned about the supply of water. The response from the Government has been to put up the price of water so nobody will use it. Why does the Government not spend a few bob and get a proper water system? Why does it not spend a few measly bob on the poor people up at Kalannie so they do not have to drive 60 kilometres to get drinking water? The people in the metropolitan area take water for granted, while those in Kalannie have to cart water 60 kilometres. I heard the arguments put forward in the Johannesburg Earth Summit a few weeks ago. I heard of people who are unfortunate enough to have to cart water, but I bet that they do not cart it for 60 kilometres.

The tremendous cost of building the railway along the Kwinana Freeway cannot be justified on the basis of projected passenger numbers. The 6 000 or more commuters who it is estimated will use the train between Murdoch and the central business district are already happily being served by a world-class rapid bus system. The minister proposes to cancel the much loved and highly successful rapid bus service and put those passengers onto a train.

What was said about public transport in *The West Australian* of two or three days ago? It reported that of all the people in capital cities in Australia, Perth people had the highest regard for buses. The figure for Perth is 3.3 per thousand people, which is higher than those for Sydney, Melbourne and Brisbane. Perth people have taken to buses. What about the train? Some 1.1 per thousand people prefer to travel by train. Three times the number of people per thousand prefer to travel by bus. What does the Government do? It withdraws bus services and puts people onto a train. The Government's policy has been dreamt up by some weird process which I cannot

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understand. Labor's revised master plan shows that the Jandakot to Perth direct route will carry an estimated 1 310 fewer new passengers than the Kenwick route.

We oppose this Bill because it sets in motion an explosion of unnecessary public expenditure. The money could be better utilised for regional transport projects in many other places. The cost of the project equates to about 20 per cent of the State's budget, yet this Government expects to push it through this House today in a rush.

Several members interjected.

Mr M.W. TRENORDEN: Yes it is. We are sitting on a Thursday night.

[Leave granted for the member's time to be extended.]

Mr M.W. TRENORDEN: The previous coalition Government's decision to build the Mandurah to Perth railway, deviating along the existing freight line to Kenwick, made economic sense. It entailed proper judgment and proper planning, unlike this Government's scheme. The original cost of the Perth to Mandurah component of the coalition Government's scheme was \$941 million. That compares with the present \$1.6 billion cost of this Government's scheme. A further \$81 million was allocated to the northern line extension and rolling stock, which would have brought the cost of the coalition scheme to \$1.14 billion, not the present figure of \$1.6 billion and going through the roof. Members might like to know that the \$381 million that the previous Government allocated for leasing railcars and constructing depots included an amount for maintenance. The previous railcar contract included 24 railcars. This Government is spending more money for fewer railcars.

We have not had much time in which to study the 46 pages of the master plan, but we are going through it and having a giggle every now and then as we read it. We have a couple of examples that will be very prominently featured in *The West Australian* because they are great stories. The plan is riddled with inconsistencies and raises more questions than it answers. For example, it does not explain the basic issue of how the Government's plan will be funded. We know why the funding arrangements are not detailed; if they were included the State would lose its AAA credit rating. The minister has confirmed that \$137 million needs to be added to the \$300 million allocated in the master plan for railcars and depots. The extra money for maintenance of the railcars is not shown in the master plan, even though it must be spent by the State. There seems to be an argument that only capital money need be spent, but the minister has admitted that \$137 million is included for a 15-year maintenance contract. We will invite everyone to add that \$137 million to the cost because the State will pay it - that is going on the Alannah-meter! The public has the right to know the total cost of the railway, yet the Government is revealing only a fraction of the cost. The public also need to ask what is the cost of operating the new railway line because the operating costs are not in the master plan.

Ms A.J. MacTiernan: Were the operating costs in your master plan?

Mr M.W. TRENORDEN: I will keep going because I am running out of time. The extra cost will be \$47 million a year. We will work out how many years that will go for and we will put that on the Alannah-meter as well. These discrepancies in the plan will push the cost of this project well over \$2 billion. The public need little convincing that there is any possibility of this project coming in on budget.

Ms A.J. MacTiernan interjected.

Mr M.W. TRENORDEN: I have a house in Mandurah and I spend a fair bit of time there.

Where is the money going to come from? The money will be ripped out of regional and rural Western Australia. Over the past 18 months, every time the Government has run out of money, it has taken it from the country. The master plan states that \$300 million from the sale of AlintaGas will be used and the remainder will come from public borrowings. We are now up to \$1.6 billion and heading towards \$2 billion. We will hit \$2 billion for sure but there is only \$300 million put away for the project. It is going to be an interesting few years, and I am going to love it!

The previous Government called for expressions of interest after announcing its project in October 2000. It was open to all possibilities including to fund, build, own and operate. It envisaged the private sector playing a critical role. The minister says that the private sector might be involved with the buildings in William Street. My view is that is a chance, but it will be a chance three or four years after the project starts. Someone will have to find the money to pay for it. Even if they get the money back, it has to be paid for in the first place. That is the reality.

The Bill fundamentally changes the route of the Kwinana Freeway and has major cost implications including large-scale tunnelling and other construction work in the Perth central business district, which is budgeted in the master plan at \$195 million. It will be interesting to see how that goes. There are too many unanswered questions about this part of the project. People who contact me do not believe for a moment it can be done for \$195 million. If the Government goes ahead with this, the consequences will be on its head. The Government

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will not be able to do it for less than \$200 million. The master plan fails to detail any key engineering concerns about tunnelling under the Perth CBD. There is no mention whatsoever of the risk factor. The master plan does not state where this type of work has been done before. There is no mention of any other city; it is silent on the issue.

The master plan does not mention the interruption and inconvenience to city businesses and the public for the period of construction. The minister has glossed over that. Once started, the work will continue for a considerable period and there will be enormous disruption to the CBD and there will be some very angry people. The Opposition and the public are not being told exactly what the Government is getting us into. As we work through the project we will find out. Things will come out that have not been mentioned before. The master plan states that the freeway route will require \$26 million for modifications to the Mount Henry Bridge and \$20 million to strengthen the Narrows Bridge. It states that the Government will have to find \$195.5 million for a 1.6 kilometre tunnel along the foreshore and under William Street. It will be interesting to see how this will be met. The whole Perth-Mandurah rail project has now fundamentally changed. The costs have skyrocketed, and the time frame has been flipped out to 2008. For that reason, the National Party is not interested in this project. It is not the same project that we knew and had some support for. That project has gone. The cost has now hit \$1.6 billion and is still heading north. We will use every opportunity we get to remind everyone about how this Government is ignoring the transport needs of people in rural and regional Western Australia. The people on the government side tend to forget that they ran with the story of the \$5 million cost of the belltower time and again. I will love running how this Government is spending \$2 billion on a rail line to save 12 minutes for a few hundred people in Mandurah. That will be a wonderful story for us to run in rural and regional Western Australia, particularly in places like Bunbury and Collie, where the people are already very angry that their transport needs are being ignored yet \$2 billion can be spent on this pipedream.

The people of Rockingham were to get a rail service under the previous Government's plan. Those people have been duped. All they will get now is a CAT - or perhaps that should be a rat, because the truth is that this Government has ratted on the poor people of Rockingham. In the surveys that were done during the term of the previous Government, most of the people who travel out of Mandurah said that their destination of choice is Rockingham.

As a result of the route change, there will be chaos along the Kwinana Freeway and a huge and unnecessary impact on the road transport industry and the community at large. Talk about road rage! When this project starts to develop along the middle of the freeway and people find it difficult to travel along that road, it will be fantastic as a country person to watch the anger and the rage. At the same time, we have a Government that does not want people to get access to the port. God forbid we ever let cargo get into a port! That is the last thing we want! Much of the cargo that comes from where you live, Mr Acting Speaker (Mr J.P.D. Edwards), goes across the Narrows and down the freeway. There will be three to four years of great disruption to businesses and service providers that rely on the Kwinana Freeway every day of the week. I do not use the freeway a lot, I admit, but on the occasions when I have it is often already a parking lot. I occasionally go to Mandurah, as the member for Mandurah knows well -

Several members interjected.

Mr M.W. TRENORDEN: I live in Halls Head. I have two houses, one in Northam and one in Halls Head. I can tell members a great story about the house in Halls Head. It used to belong to my mother, who lived there for 30-odd years, and when she died she left it to me.

Mr B.J. Grylls: She never wanted a railway!

Mr M.W. TRENORDEN: As an elderly person, she used to catch the bus and go to Rockingham. She loved going to Rockingham, and several times I went on the bus with her just to spend time with her. The disruption to the freeway will be enormous. By the time this project starts and rail is being put down the centre of the freeway, all Western Australians will be very conscious of those few kilometres of land along the river. The member for South Perth unfortunately is not in the Chamber. That land along the freeway will be the most talked about real estate in Western Australia. There will be road rage from Mount Henry Bridge all the way to the city. This railway is totally out of control. The costs are going up like a skyrocket.

Several members interjected.

Mr M.W. TRENORDEN: Actually that is not true, because a skyrocket goes straight up in the air. The cost is wobbling around as the plans change, but it is still going up. It will go through \$2 billion for sure.

Mr M.P. Whitely: I think it's \$2 gazillion.

Mr M.W. TRENORDEN: I am happy for the member for Roleystone to say that it will cost \$2 gazillion. However, what will happen in the meantime? The point is that while this \$2 billion is being expended, the

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Minister for Health will rip out money from regional areas and the Minister for Police and Emergency Services will rip out money from the regional police budget. We are already losing police officers from country areas. Roads will seriously deteriorate and the costs of the lime routes will not be met. This situation is similar to the bypass situation at Toodyay.

MR B.J. GRYLLS (Merredin) [9.25 pm]: The Perth to Mandurah railway line is proving to be a very difficult grand plan to sell in my electorate of Merredin. The Railway (Jandakot to Perth) Bill is an integral part of that grand plan.

Several members interjected.

The ACTING SPEAKER (Mr J.P.D. Edwards): Order, members!

Mr B.J. GRYLLS: I thank the member for Mandurah for mentioning the town of Meckering, because I have spoken to the minister on this issue. It is very difficult to convince the people of Meckering that the Perth to Mandurah railway is a great idea, when they cannot even get the *Prospector* to stop in their town.

Ms A.J. MacTiernan: I am shaking in my boots!

Mr B.J. GRYLLS: Is the minister saying that the people of Meckering do not matter?

Ms A.J. MacTiernan: Is that a statement?

Mr B.J. GRYLLS: Are they collateral damage? Is it bad luck that there are not enough people in Meckering to catch a train?

Ms A.J. MacTiernan: Is that what you think?

Mr B.J. GRYLLS: No, that is what the minister is saying.

Mr R.C. Kucera: The minister hasn't said a word.

Mr B.J. GRYLLS: It is her view.

Ms A.J. MacTiernan: I am sorry, I have not said anything of the sort.

Mr B.J. GRYLLS: Many people in Meckering are retired senior citizens. They want to access the train so that they can attend medical appointments in Perth. They have been told that it is not viable to have a station in their town, and have been advised to travel the 25 kilometres to Cunderdin to catch the train. This project, on which upwards of \$1.5 billion will be spent - it looks as though it could be a \$2 billion project - is a difficult concept to sell to those people. They cannot even get the train to stop in Meckering.

Mr M.P. Whitely: It will cost \$2 gazillion squillion.

Mr B.J. GRYLLS: I am happy for all the interjections of the member for Roleystone to be recorded in *Hansard*. It may seem like a laughing matter to him, but he well knows that it is difficult to convince elderly residents of a community that has had what they consider to be a normal part of their lives taken away that this is a good project.

Mr P.B. Watson interjected.

Mr B.J. GRYLLS: The people of Meckering used to catch the train, but now they cannot.

Mr P.B. Watson: We do not have a train.

Mr B.J. GRYLLS: What does the member for Albany mean by that?

Mr P.B. Watson: We do not have a train in Albany.

Mr M.W. Trenorden interjected.

Mr B.J. GRYLLS: That is right. We should take stock of what country people think about the Mandurah to Perth railway line. It is an issue that people speak to me about all the time, especially with the number of accidents that occur on country roads. A good friend of mine was injured in a bad accident on the Corrigin to Hyden road. Another good friend of mine was the first person on the scene of the accident that happened just out of Quairading a couple of weeks ago. The tourists in that vehicle were obviously travelling too fast. Speed and country roads are not a happy mix. He has not slept since, because of the carnage that he found. He asked me what was happening with upgrades to country roads. All I could say was that the money was going on the railway line.

Mr J.N. Hyde: So the federal roads to recovery funding - an extra \$1 billion - has been a failure?

Mr M.W. Trenorden: How has it been spent on the Quairading road? Can you explain that to me?

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Mr B.J. GRYLLS: The member is talking about the main highway. I will share with the House some of the projects that are listed in the budget papers but will not receive the funding that would bring them to completion. They include the unmet funding of \$23 million for the Corrigin to Hyden road; \$18 million for the Hines Hill to Merredin road; and \$20 million for the Merredin to Walgoolan road. The Merredin to Walgoolan section of this road was the site of the major truck smash that occurred less than six months ago. An amount of \$7 million was promised for the Wickepin to Kulin road.

The ACTING SPEAKER (Mr J.P.D. Edwards): I have allowed a fair amount of good humoured, robust exchange to occur across the Chamber. However, I cannot hear what is being said and I am sure Hansard cannot hear it either. I ask members to control themselves.

Mr B.J. GRYLLS: It is important that I get my comments on the record because they represent the views of my electorate. This Parliament represents not only the metropolitan area but also the whole State.

Mr J.N. Hyde interjected.

Mr B.J. GRYLLS: It is a pretty good gerrymander for the people of Mandurah. It is not a very good gerrymander for people in the country. A \$12 million project is unfunded for the grain logistic routes, which carry a vast majority of our exports that provide so much wealth to our State. The member for Avon has mentioned lime sand routes, which bring valuable minerals into the agricultural region to increase the fertility of our soils and, hopefully, to increase our grain production. They have also missed out on funding. That does not include the rural water scheme and the regional headworks grant, which has disappeared off the face of the earth.

I advise members opposite that many infrastructure projects that are important to the region have been left blowing in the wind while we debate a Mandurah-to-Perth railway line. It is getting late and I do not want to take too much more time of the House. However, I put on the record the disdain -

Mr J.N. Hyde: The coalition Government did not produce those roads.

Mr B.J. GRYLLS: The coalition Government put \$800 million into Transform WA, which was a major initiative for regional roads.

Mr J.N. Hyde: All the regional roads you mentioned failed -

Mr B.J. GRYLLS: Perhaps the member for Perth should look at the vast number of road networks that need upgrading. He has never been out there.

Mr J.N. Hyde: If we could have roads in the CBD of the standard of roads in Training and a number of other wheatbelt towns we would be laughing.

Mr M.W. Trenorden: Is the Training to Cunderdin road good?

Mr J.N. Hyde: I did not say to Cunderdin.

Mr M.W. Trenorden: You don't have a clue.

Mr B.J. GRYLLS: I referred to a few of the road projects that have not been funded. I think they add up to about \$75 million. The expenditure of \$200 million on reducing a trip from Perth to Mandurah by 12 minutes is a very difficult pill for the people of the wheatbelt to swallow. The National Party will oppose this Bill as vigorously as it can.

MR N.R. MARLBOROUGH (Peel - Parliamentary Secretary) [9.32 pm]: In many ways, I sympathise with the Leader of the National Party's frustration over what he sees as reduced priorities in his region because of this rail system. As a member who will have the rail system running through his electorate, I have felt somewhat aggrieved by similar outcomes.

Prior to the election, the coalition Government, under Richard Court, offered the electorate a rail system to Rockingham, which was to tunnel under Dixon Road, the main thoroughfare of Rockingham, into the Rockingham shopping centre. That proposal was very much driven by the local Rockingham Shire Council, supported by the mayor and a number of other people in the community. However, as an observer and as part of the electorate, I felt it was not achievable. I always thought the expense of the tunnel at \$140 million was over the top given Mandurah's requirements. Like a lot of people, I was surprised that the Government of the day ticked off on the \$140 million. I was equally concerned that the Labor Party removed that option when we came to office. However, unlike the Leader of the National Party and the Opposition, I did not argue for a flat-earth approach. They have argued that change should not occur, which is ridiculous when we are trying to build what is probably the most significant engineering feat in the State since the pipeline was built to Kalgoorlie by C.Y. O'Connor. This \$1.40 billion transport system will be a magnificent attribute to the State. As the local member, when my cabinet colleagues decided to remove the \$140 million tunnel, I did not put my bat in the bag, go home

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and cry about it and say that the world is a disaster. I took the opportunity to turn that situation into a positive outcome for the community. That has been possible because of the progressive thinking and support of the Minister for Planning and Infrastructure.

Although she had priorities that I did not necessarily agree with, the minister and I had many discussions outside the Chamber about the proposed route, but not on the basis of it going to Kenwick. Any route that took commuters from Rockingham or Mandurah out to Kenwick and to the city was like driving from Perth to Geraldton via Northam, which is crazy. Transport systems around the world and in other Australian cities have two consistent themes. Firstly, the dollar cost per head of population to build a train line could always be argued, even in cities in Europe and elsewhere, which have large populations. Secondly, those systems become successful because they are on a designated route, which means they do not compete with other traffic, which this rail system does. They become successful also because the distance between the departure point and the destination is designed to be quicker than it would be if commuters used the convenience of their motor vehicle.

Whether or not we like it, Australia, particularly Western Australia, is driven by the convenience of driving. We must change people's psyche by getting them out of their cars. The Kenwick option was always going to add some 20 minutes for commuters to get from Mandurah to the city. Commuters would decide to travel in their car if they had to choose between driving to work or taking a kiss and ride to a train station that would add 20 minutes to get to and from work. That continues to put pressure on Governments to not spend money on public transport but to continue to spend money on road systems, which is what the National Party argued for.

Faced with the removal of the \$140 million tunnel, the member for Rockingham and I proposed to the minister that a unique tram system should be built that would run down Ray Road from Ennis Avenue station to the road reserve that directly services the Rockingham shopping centre and from the Rockingham shopping centre to the administration building of Rockingham. We proposed that it would then travel from that administration building, which services the new city centre, to Murdoch University and the TAFE and then turn down Dixon Road and go to the Indian Ocean which, after all, is the jewel in the crown of Rockingham. The tram could then travel down the Indian Ocean and along the two kilometres of Churchill Park to the Indian Ocean foreshore. I ask members to picture that as I argued with the minister, the mayor and the council about it at the time.

Trains give two options to cities. The doomsday argument is that they take people away from cities, but they also bring people into cities. Bringing people into the city of Rockingham with a tramway, not a tunnel, will create a unique tourism opportunity for Rockingham. Why will it be unique? Nowhere else in Perth has a tramway. People will want to travel on the Rockingham tram. It is a far cheaper proposal than a tunnel and it will serve a greater proportion of people in Rockingham. It will take people to where the Rockingham City Council has wanted to take locals for years. Rockingham council has understood now for many years that the decision it made 20 to 30 years ago to turn its back on the Indian Ocean and to build a shopping centre in the Gibson Desert, where it is now, was wrong. It has been working for 30 years to get people back to the Indian Ocean where they want to be. Unfortunately, the council does not have the land to do that. It is starting now to look at proposals that have been driven by the opportunities it seized through initiatives taken by the member for Rockingham and me when we went to the minister and the Government of the day and asked for this tram route. We are working on getting that in place right now. We are very confident -

Mr C.J. Barnett: Do you think that very worthwhile project should be included as part of the overall costings of the south metropolitan railway?

Mr N.R. MARLBOROUGH: It probably should have been. I am very optimistic. I am hoping that there may be savings in that \$1.4 billion project spread over four to five years. Even if there is no saving in the engineering costs over that four to five-year period, the link from Ennis Avenue to the ocean front does not have to be built for four years until the track is there and the rail is running on it. It does not need to be built at the beginning of the project. Even if it is built after that time, it will cost about \$6 million a year - a total of \$30 million over that four to five year period. I believe the Treasurer is already working on ways to ensure that the money will be available when it is needed because he is aware of forward economic planning and the need to keep the State's AAA rating.

Unlike the National Party with its flat earth policy, I view this rail system as an opportunity. Unlike the Liberal Party, which supports the flat earth policy, I will tell members what is going on in the real world. In the real world every developer worth his salt is planning developments in the Rockingham metropolitan area on the basis that the railway line is going down there. I have seen proposals for new urban cells stretching like mushrooms along the freeway and the proposed rail route. Already the towns of Kwinana, Rockingham and Cockburn are planning new business opportunities around the railway station. Members opposite continue to run the flat earth argument about the dollar being important. What about the planning opportunity that such a great transport initiative would deliver to the State? The real question members should ask themselves is: if we do not do it

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now, what will be the cost in the future? Will it be the cost of more roads? Will it be the cost of more congestion? Will it be the cost of more deaths on our roads? The answer to all three questions is, yes it will. Will a road system in place of a rail system give us the planning options we need to properly develop the southern part of the metropolitan area? The answer given by planners all over the world who are worth their salt is, no it will not give the planning options that are needed to develop the area.

I say to members of the Opposition and the National Party that they should get away from this flat-earth policy. If a C.Y. O'Connor medal were to be awarded for planning initiatives and engineering balls, the Minister for Planning and Infrastructure would get it. I will bet members any money that C.Y. O'Connor, who committed suicide at South Beach after the button was pressed to start the pipeline and proved that it would work, had to put up with the same sorts of arguments we have heard in this place. Members should read *Hansard* and the history books of the day, because they will find that the same sorts of people - the flat earthers - were arguing the same sort of rhetoric then that frightened great people like C.Y. O'Connor, whose reputation was destroyed before a trickle of water came out of the pipeline.

There are not many engineering feats in this world, and if members do not believe it, they should think about what they are saying about the engineering feats. The head of the National Party is amazed that anybody can build a tunnel that might be affected by water under the streets of Perth at the moment and succeed. It is somehow going to collapse! He builds on that rhetoric by telling us that the city that is there now was built on the water by driving jarrah pylons into the wetlands. He then jumps to the question, "How can it be done today?" I know why he has done that. It is because of our logging policy to stop cutting the jarrah forests. There is no more jarrah available to build a tunnel! It does not make sense. There is no logic to the Opposition's approach to this issue.

I will tell members another area on which I differed with the minister. I always had the view - well before we came to office; it has been reported in the local media - that the rail line should go straight up the freeway and that it was madness to send it out to Kenwick. I was critical of the previous Government. I argued with the five councils that ticked off on the Government's initiative to take it out to Kenwick. I contacted them all and told them that they were wrong. I differed with the minister over the freeway because I believed that the railway should come up past Parliament House, through the open cut that was created by the Barracks and then enter into the station, running next to the Polly Farmer tunnel. I argued that position with the minister. Obviously, as the minister, she prevailed. In retrospect, she made the daring decision and she was correct. I was taking the political position -

Mr P.G. Pendal: You weren't! Not you!

Mr N.R. MARLBOROUGH: Yes; I was taking the political position, which was: why have a blue with the City of Perth and the businesses in St Georges Terrace when that route seemed to be the easiest and most convenient route? However, the Minister for Planning and Infrastructure was correct on the future direction of this city with a rail transport policy of linking a southern rail line directly into a northern rail line that can go all the way to Joondalup and beyond.

I finish by saying to the Opposition that it is not winning the public debate on this issue. That can be argued with some justification by telling members opposite that we did not win the public debate on the Polly Farmer tunnel. Today, people certainly think that it is great that the tunnel was built. The Opposition is not winning the debate on this issue because people do not want to listen to its flat-earth policy approach.

I was amazed by the statement tonight of the Leader of the National Party - the Liberal Party's coalition partner. He was asked about the railway by the Minister for Planning and Infrastructure, and his answer is recorded in *Hansard*. He wants to give his paper to his National Party colleagues. I wish he were here because I would tell him to save his money. He should not post it to anybody, but just meet with his colleagues as usual in the phone box at the corner of Narrogin and Toodyay! The Leader of the National Party put on record his opposition to this rail system between Mandurah and Perth. The public should hear about that. In the run-up to the next state election when the Liberal and National Parties try to work together as a coalition, we will see how they overcome that hurdle. Barnett says, "We're too committed; it must go ahead." The Leader of the National Party says, "I have always been opposed to it." The Government will remind the people of Western Australia of that. Their thinking about what this project will deliver to their city is far more sophisticated than are the arguments we have heard from the Opposition.

I will conclude my comments by referring to Rockingham. As a result of the freeway that has been constructed and the announcement of the construction of the railway line, in the past six months real estate prices in the Warnbro-Safety Bay area in Rockingham have increased by \$30 000 a property. As I said earlier, urban development and planning options have mushroomed all along the way. It is always difficult being in opposition

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but, please, get away from the flat-earth policy. Opposition members should look upon this as a great opportunity for this State. This is a great decision that has been pushed very hard by a Minister for Planning and Infrastructure who will go down in history as one of the finest planning ministers this State has ever seen.

MR W.J. McNEE (Moore) [9.52 pm]: I am not usually here at this time on a Thursday night, and I hope the Leader of the House is a bit unhappy because I want to tell him that he could not run a free chook raffle. If he could do that, I would have been home by now - not faced with a long drive home when this joint finally rises, and then an early-morning trip to do the things that I must do tomorrow. I want to tell the Leader of the House that he can sit there and cop it, and I will give him the reason that I am here.

I just listened to those last comments with patience. I am not opposed to the Government's railway. I have not heard the Liberal Party say that the Government should not build a railway. We might argue with the Government about which route the railway should take, but surely we are allowed to have an opinion. However, that is not the case according to the minister. She will go down as a minister all right, but it will not be for the reasons that have just been explained to us; do not worry about that! Members opposite should ask the people in my electorate what they think of her. They will tell them what they think. They will strike a medal; that is not a problem. If the Leader of the House wants to run this show the way he has been, he can expect to sit here until the small hours, if that is what we must do.

This railway was compared with the C.Y. O'Connor project. The C.Y. O'Connor project was a very different thing. It opened up vast areas of this State for development. It created huge wealth; make no mistake about it. If members opposite started to count now, they would be here for a long time counting the billions of dollars that that project brought to this State. Although this railway is probably quite worthwhile, it cannot be compared with the C.Y. O'Connor project. In the Government's budgeting, it is probably a minus thing. If the Government can make it pay, that is fine, but I really wonder whether it can. I am just a bit concerned about the slapsy-maxi planning. I am concerned that this railway could end up being Western Australia's Sydney Opera House.

Several members interjected.

Mr W.J. McNEE: The member for Mandurah, and a few others might remember this, when they are out there mowing their lawns after their early retirement after the next election. The people will remember this Government, because they will be hit in the cheque book. How many billion was it? One point what? I will bet anyone interested that the cost finishes up closer to \$3 billion than the present estimate. Of course it is possible to burrow under anywhere. Just ask the rabbits! All that is required is a big enough cheque book. Any engineer worth his salt, if asked to do something today, would say that it could be done, but then ask how big the cheque book is. If the money keeps flowing, there will be no problem.

If I lived in South Perth, and I were a Labor voter - would there be many Labor voters in South Perth?

Ms S.E. Walker: There are not many Labor voters anywhere.

Mr W.J. McNEE: There will not be many by the next election. Just imagine living in South Perth, where a train runs along the freeway. I would not like that.

Several members interjected.

The ACTING SPEAKER (Mr J.P.D. Edwards): Members!

Mr W.J. McNEE: We will not have to worry about them, because they will all be gone in a couple of years. At least I have picked the time when I will retire from this place. I feel sorry for members opposite because a lot of them will be removed by the voters at the time, rather than leave by choice. They can visit me any time they like and I will buy them a beer.

I cannot believe the Government has turned planning around in such a short time. If the minister has done that successfully, then good luck to her, but she should be very careful and check with her planning people that they have got it right. I am not saying that she cannot do what she wants to do, but she should be very careful.

Just look at the wasted money. The last Government put the system in there to bring the buses up the centre of the freeway, but the present Government will tear all that up. Is that right?

Ms A.J. MacTiernan: No.

Mr W.J. McNEE: The minister will not tear it up? Where will she put the train then?

Ms A.J. MacTiernan: In between -

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Mr W.J. McNEE: In between? She must be living with the fairies, too! I cannot believe it. Will she be using a Thomas the Tank Engine train? It must be! I cannot believe that. However, that is her story, and she should stick to it.

Mr R.C. Kucera: We will still invite you to the opening.

Mr W.J. McNEE: That is another thing - the Government intends to hang a bridge on a bridge.

The Minister for Health will not have to worry about inviting me because the Government will not have turned the first sod of this project by the next election, unless it is very lucky.

Mr E.S. Ripper: What is your policy on the railway should you be re-elected in 2005?

Mr W.J. McNEE: The Treasurer does not have to ask me what my policy is. In 2005, I will be long gone. He should ask the members who are here now and who will be here then. I will not lay my policy on them. I will leave because I want to leave. Many members opposite will leave despite the fact that they did not want to leave.

MR M. MCGOWAN (Rockingham - Parliamentary Secretary) [9.59 pm]: I am happy to contribute to the debate. I am on record for my support of this rail link. In fact, it was one of the issues that I campaigned on in the 1996 election when I was elected to this place. I was happy with the decision made by the Cabinet last year to re-route the railway line away from the Kenwick deviation up the Kwinana Freeway into Perth. I am pleased and proud of the Minister for Planning and Infrastructure for that decision. At the next election, I would be happy for the Liberal Party to campaign in my electorate based on that decision. If the Liberal Party can be bothered, members opposite can campaign in my electorate. They can tell the people of Rockingham that they will re-route the railway line out to Kenwick. They can feel free to do that; they can be my guest! I invite the Opposition to my electorate for that purpose. I will organise the function and provide the coffee and they can tell people of their commitment to take the railway line out to Kenwick. Members opposite are on the record often on that matter, and I will regularly remind the people of my electorate - the people of Rockingham, Mandurah and Kwinana - of the Opposition's commitment to take that line back out to Kenwick.

I was very pleased by the decision. The Minister for Planning and Infrastructure has done a magnificent job. She has provided some vision for this railway line; that vision will stand for 100 years. When the historians look at this issue, they will be perplexed that a Government had once decided to build a railway line that went the wrong way to reach its destination. They will then see that another Government was elected, which changed that decision so that the rail line followed a direct route to its destination. They will understand that was the right decision and a visionary decision. I am proud to put my name to that decision. I am proud that I had some influence in putting that decision into place. I raised the issue with the Premier in conjunction with the Minister for Planning and Infrastructure. I was very pleased to see that the Cabinet under the Premier's leadership was able to change the decision of the former Government.

I will address a couple of points raised by the Opposition. Members opposite constantly refer to the tunnel through Rockingham. They oppose a tunnel through Perth, but support a tunnel through Rockingham. As the member for Peel so eloquently stated, the tunnel through Rockingham was a vexed question. Members opposite proposed to run a railway line through the middle of the city of Rockingham. The tunnel that was proposed by the former Government would run for only a short distance under the city of Rockingham and the majority of the rail line was on the surface. I suspect it would have been quite difficult to complete the project because the last Government committed only \$100 million to that proposal; yet it was costed at \$150 million. The Liberal Party expected the City of Rockingham and the ratepayers of Rockingham to cough up another \$50 million for that proposal. Members can refer to the budget speech of the former Government. When the then Premier, Hon Richard Court, announced the rail project, he said the Government would commit \$100 million when it was costed at \$150 million in 1999.

Those opposite expected the City of Rockingham, through its ratepayers, to cough up another \$50 million for that proposal. They now come in here with a breathtaking lack of geographical knowledge and say that our line will go nowhere near Rockingham. They are completely wrong. The only person in the Opposition who ever goes near Rockingham is the member for Moore. He knows that the railway station proposed by this Government is central to Rockingham. As I have said to members opposite, if they want to campaign in my electorate, they should feel free. I will organise the venue. They can go to my electorate and campaign for the line to go out to Kenwick and for a tunnel and rail line to be built down suburban streets. This Government's proposed station will be central to the city of Rockingham, and the line will provide a 32-minute trip into the city. That is 12 minutes shorter than under the plan proposed by the last Government. We all know that railway lines work only if they follow direct and quick routes. If the route is not direct and quick, those who build it will be wasting their time. We would waste over a billion dollars of taxpayers' funds if we proceeded with the proposal put forward by the last Government.

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The Leader of the Opposition will be interested to learn that one of the newspapers in my electorate did a survey of local residents. It invited people to write in and say whether they supported the Leader of the Opposition's proposal for the railway line to go out through Kenwick or a line that heads in the direction of its destination. The newspaper did not receive one letter of support for the Leader of the Opposition's plan. With his stance on this and every other issue, it is no wonder that he is not the most popular person among my constituency.

The member for Warren-Blackwood stood in this place and said that there was no need for a railway line and that the Opposition did not want one. The Leader of the National Party, followed by his colleagues, then stood and said exactly the same thing. I remind members opposite that the member for Warren-Blackwood was a member of the last Cabinet, which approved plans for a railway line. The Leader of the National Party was a relatively senior figure in that Government. There seems to be some amnesia about this issue. Those members are saying that they do not want a railway line because it is a waste of money. I remember the former Premier, Hon Richard Court, standing in this place -

Mr M.F. Board interjected.

Mr M. McGOWAN: Did he hear the member for Warren-Blackwood or the Leader of the National Party? That was exactly what they said. The last Premier came into this place and announced a policy to build a railway line. He produced glossy brochures. We saw on television the whole box and dice, including graphics, of the Court Government's railway plan. The Opposition is all over the place on this issue. In government it said it would build a rail line; in opposition it says it does not want one.

The other point the Opposition seems to be making is that, in 2002, we are incapable of building a tunnel under the city of Perth. The New York subway, the Paris metro and the London underground were all constructed in the 1800s.

Mr M.F. Board interjected.

Mr M. McGOWAN: The member for Murdoch opposes a railway in his electorate. That is the sort of person he is. It is incredible. I do not know how he could deliberately sabotage the interests of his constituents.

Tunnels have been constructed around the world for over 100 years for facilities such as this. This State has produced some of the best mining and civil engineers in the world. In the intervening 100 years we have seen the invention of all sorts of things: aeroplanes, the microwave oven, the Hills hoist, the telephone, the Liberal Party and various other dysfunctional things, air travel, the automobile, astro-travel, the Minister for the Environment and Heritage, thongs, the stump-jump plough, the cochlea implant, Viagra and the pill. We now take air travel and the automobile for granted, but the Opposition seems to think that it is beyond our capabilities to build a tunnel in Perth, despite the fact that we have the capacity to develop all of the above.

Several members interjected.

The ACTING SPEAKER: Order!

Mr M. McGOWAN: I will wind up now. The Opposition is treating this matter with some frivolity.

I am proud of this decision on the southern transport link. I think it is a good decision and I will campaign in my electorate to support it. It is a popular decision; it is visionary; and it will meet the needs of our expanding city for decades, if not centuries, to come. This will be looked upon as a wise decision and I am very proud to have been part of it. I am also very pleased that we have a minister and a Government that put that decision in place.

MR F.M. LOGAN (Cockburn - Parliamentary Secretary) [10.13 pm]: I take great pleasure in rising to my feet at this time of night and speaking on an important subject such as the southern transport link, because at almost 10.15 pm I can see a bit of life in opposition members.

Mr N.R. Marlborough: It's the Viagra.

Mr F.M. LOGAN: No; that has affected the member for Peel. Members can see how stiff the member for Peel is at the moment. I can see a bit of life in opposition members; they are fuelled up and ready to interject. I have not previously had an opportunity to speak about this rail project, whether on a matter of public interest or a motion. This is the first opportunity I have had as the member for Cockburn to have my views on the southern railway recorded in *Hansard*. I will use the opportunity to bring to the attention of the Chamber some of the views of the people of Cockburn about the decision to route the southern railway straight down Kwinana Freeway as opposed to routing it towards Armadale.

Several members interjected.

Mr F.M. LOGAN: I take the opportunity to reiterate what I said earlier. I enjoy this time of night because the Opposition is fuelled up and ready to go. We did not hear this level of interjection earlier in the day. What the

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opposition members must do is get a little Dutch courage into them before they can interject. We have a classic example in the member for Cottesloe.

One of the first people to support the minister's decision was the Mayor of Cockburn, the dynamic and forward thinking Stephen Lee. He said what a great decision it was to reverse the previous Government's scheme, which routed the railway towards Armadale, and instead route the railway straight down the freeway to Mandurah. As with most of his statements, it reflected the views of people in Cockburn. The responses I have received in letters, e-mails and so on have been overwhelmingly in support of the Labor Government's decision to route the railway directly to Mandurah as opposed to routing it towards Armadale. People came into my office in Cockburn and said that they thanked God we have reversed the decision to route the railway via Kenwick, because that route would have been an absolute disaster.

Members opposite joke, laugh and interject. The member for South Perth keeps whining about the railway being routed along the middle of a six-lane freeway in his electorate. Members opposite interject and whine because they know they have no chance of winning any seats on the western side of the Kwinana Freeway, and now that we have such fantastic representation by the member for Riverton and the member for Southern River, those opposite have very little chance of winning back seats east of the Kwinana Freeway. However, given that the general view in the southern suburbs is overwhelmingly in support of the Government's decision to route the railway line to Mandurah via the freeway from Perth to Jandakot, one would have thought that tactically, the Opposition would not continue arguing the case for routing the railway line via Kenwick. All the Opposition is doing by continuing to run that line is guaranteeing Labor control of those seats in the southern suburbs which the coalition lost. The Government and members on our side of the House welcome the Opposition's criticisms and interjections. We welcome the Opposition continuing to support the Kenwick option because as long as it does that it will guarantee the Government continued control of those seats.

Mr M.F. Board: You'll see - tell the people there they won't have buses.

Mr F.M. LOGAN: I do not have to tell them anything. I do not hear the member for Murdoch say very often that the Government has made a bad decision. I do not see him mentioned in the local newspapers saying that the rail line should continue to Kenwick.

Mr M.F. Board: Yes, I do.

Mr F.M. LOGAN: No, you do not because you know it is wrong. The member for Murdoch knows that even people in his electorate do not support it. The Opposition should keep going like this - it is doing us a favour.

Why would people in the southern suburbs support that option? As the member for Peel said, the development is moving faster than we can walk. Suburbs in that area are developing so fast that we cannot keep up with them. As an example, imagine that a person has just moved into his new house in Thomsons Lake. Under Labor's proposed route, that person will be able to get on a train at Thomsons Lake and be in Perth in 16 minutes. If that person were going to Perth why would he get on a train that took him to Kenwick; why would a person bother doing that? That would guarantee that people who live south of Jandakot would get in their cars and drive. The proposal was a complete and utter disaster. The Opposition knows that. The problem is that the Opposition cannot admit it. The member for Murdoch keeps interjecting but the reality is that he does not open his mouth in his electorate and say this; he does not write articles in newspapers and say this. He knows he is wrong.

Taking the rail line to Kenwick was bordering on criminal behaviour. The previous Government was so cocky that it decided to start the railway extension by building the Kenwick overpass. Work commenced on the Kenwick line but, worst of all, it dug up the freeway at Jandakot and built a tunnel. People travelling along Berrigan Drive towards the crest at Jandakot will have noticed a tunnel under the freeway. The tunnel goes nowhere.

Mr A.D. McRae: Is there a metre of railway connected with either the tunnel or the overpass?

Mr F.M. LOGAN: Not one metre of railway. Because it is now a tunnel to nowhere, it could be called the Colin Barnett tunnel! Alternatively, it could be called the Graham Kierath tunnel. I suggest the Opposition take up a new hobby such as growing mushrooms in the tunnel. The former Government was stupid and arrogant, and it was shown the door by voters because of its arrogance. It ripped up part of the freeway and built a tunnel that turns to the right off the northbound lane. It should have built a tunnel that goes to the left and right so that at some future date the electrification of the rail line to Fremantle could be completed. That would have shown vision and foresight for the rail system beyond the line to Kenwick or down the freeway. It built only one part of the tunnel; that is, the eastern section.

Mr J.N. Hyde: The southern-bound lane.

Mr Jeremy Edwards; Mr Max Trenorden; Mr Brendon Grylls; Acting Speaker; Mr Norm Marlborough; Mr Bill McNe; Mr Mark McGowan; Mr Fran Logan; Mr John Bradshaw; Mrs Cheryl Edwardes

Mr F.M. LOGAN: That is right. That is completely useless. Millions of dollars were wasted on that tunnel. Hopefully in the future we will be able to use that tunnel. I keep getting into the minister's ear and the Treasurer's ear about that, because I hope that in our third term in office we will be able to complete the electrification of the whole Perth rail network so that we have a rail ring route and people can get on a train in the city and go through Fremantle and back to Perth, hopefully via Perth International Airport. That is what I am hoping for. That is proper visionary planning. Unfortunately we will be faced for a long time with a tunnel that we cannot use.

The Leader of the Opposition has talked before in this House about planning and the nodules of development in the south west corridor. The member for Vasse also referred to that today. The Leader of the Opposition has said that the reason the railway was planned to go through Kenwick is that there are only small nodules of occupation along the Kwinana Freeway before we get to Kwinana and Rockingham. Obviously, the member for Cottesloe does not go down to that area very much. I am glad he does not go anywhere near my electorate. If the Leader of the Opposition were to drive down the freeway today he would find that there is virtually wall-to-wall housing from South Lake through to Russell Road, and now beyond Russell Road. Housing is being put into that area faster than we can talk. It is planned that over the next 10 to 15 years, 150 000 people will move into the area between Jandakot and Leda. It is patently obvious why we would put the railway along the middle of the freeway: there will be 150 000 new residences on the other side of the hill at Jandakot, and those people will want to get to Rockingham, Fremantle and Perth. Do they want to go to Perth via Kenwick and Armadale? Of course they do not.

Mr M.P. Whitely: As nice as Kenwick is.

Mr F.M. LOGAN: Yes. They want to get into Perth and out again as quickly as possible. I was in London at Christmas time, and unfortunately there was an absolute transport crisis on the railways in the United Kingdom.

Mrs C.L. Edwardes: That does not happen often!

Mr F.M. LOGAN: I am sure the member has seen that as well. That was caused by -

Mr J.N. Hyde: Tony Blair!

Mr F.M. LOGAN: No. It was caused by a Government just before Tony Blair. It was caused by the privatisation of the railways by the former Conservative Governments and by the privatisation of Railtrack. The reason the British rail system is in chaos is that Railtrack, the privatised company, has collapsed.

Mr A.D. McRae: That would have been privatisation by Attila the Hen!

Mr F.M. LOGAN: Absolutely, and the Prime Ministers who followed her. Prime Minister Blair has committed the British Labour Government to spend over £3.5 billion to upgrade the British rail system. As Mr Blair has pointed out to people in the United Kingdom, further track cannot be built. The UK can only upgrade the existing system. More track will not fit because development in London over the past few years has gone right up to the track. They wish that they could put in more track. When people from the UK come to visit me in Western Australia, one of the first things they say when they see the railway line, bearing in mind the chaos in the British rail network, is that it was a good idea to put it along the freeway in the northern suburbs. They wish Governments in Britain had had the same foresight as Perth had, and had built a railway track in the middle of the M25 in London. That would have provided an immediate ring of rail in the middle of the M25. Mr Blair says there is no room now for such a track. They think what we did here in Perth was an act of genius.

Mr A.D. McRae: Brilliant.!

Mr F.M. LOGAN: Brilliant! Which Government made that decision? Which Government built the railway network and reopened the Fremantle railway line? The member for Cottesloe has whined about the closure of the Loch Street station, yet his party closed down the whole railway service to Fremantle. He was part of the Liberal Government that closed down the railway to Fremantle. Which Government opened it up? It was a Labor Government. Which Government electrified the railway? It was a Labor Government. Which Government built the railway along the freeway in the northern suburbs? It was a Labor Government. Which Government will build the railway along the freeway to Rockingham and Mandurah? If the member for Murdoch stays in his seat long enough to get back into government, which I think is doubtful, he will say what a great job it was! He might even claim credit for it, because that is the way members opposite carry on. Unfortunately, Liberal coalition Governments have never been able to claim anything about railways, because they have done nothing at all. All they have ever done is to close them down and whinge about Labor Governments spending money on them. I am glad that the minister has made the decision to build the railway along the freeway. It is a brilliant decision that is supported by people in Perth and those who visit from overseas. She should be congratulated.

Mr Jeremy Edwards; Mr Max Trenorden; Mr Brendon Grylls; Acting Speaker; Mr Norm Marlborough; Mr Bill McNee; Mr Mark McGowan; Mr Fran Logan; Mr John Bradshaw; Mrs Cheryl Edwardes

MR J.L. BRADSHAW (Murray-Wellington) [10.32 pm]: I was not going to speak in this debate, but I am so annoyed at the mismanagement of this House by the Government that I am now going to speak. We were given a commitment that we would knock off at 10 o'clock tonight, which would have given me the opportunity to go home to Harvey. I will now be staying in Perth thanks to the people on the government benches. Members opposite can now all suffer!

Mr M. McGowan: We are!

Mr J.L. BRADSHAW: They will.

Ms A.J. MacTiernan: You are not reflecting on the quality of your speech making, are you?

Mr J.L. BRADSHAW: I am.

Ms A.J. MacTiernan: I think you are being unparliamentary about yourself.

The ACTING SPEAKER (Mr P.W. Andrews): Order, members!

Mr J.L. BRADSHAW: We were told yesterday that we would be sitting until 10 o'clock tonight. That would have given me the opportunity to get back to Harvey tonight. Under these circumstances, I will not. We should have been sitting last night when all country members were in the city. Country members are quite happy to sit on Wednesday nights. I can tell members that I am not happy to sit on Thursday nights, and neither are the rest of the country members.

This railway line will affect my electorate. I advise those who do not know that the electorate of Murray-Wellington abuts Mandurah. The border of the electorate of Murray-Wellington is across the Serpentine River on the Pinjarra Road.

Mr M. McGowan: Dawesville.

Mr J.L. BRADSHAW: No, not Dawesville. It joins Dawesville at the bottom end, and Roleystone.

Mr F.M. Logan: And Mitchell and Collie.

Mr J.L. BRADSHAW: And Mitchell and Collie.

Mr D.A. Templeman: You are surrounded.

Mr F.M. Logan: On that basis you will support the railway and the route.

Mr J.L. BRADSHAW: I support the railway line.

Mr A.D. McRae: And Joondalup.

Mr J.L. BRADSHAW: I have no problem with Joondalup.

It is important that the railway line to Mandurah is built. One of the disappointments with the Government's proposal is that the line will be built later than was originally planned. The sooner the railway line goes in, the sooner the area down there will open up and people will be encouraged to live there. It will add to the amenity of the area.

We hear constantly about the 12-minute saving for the dear people of Mandurah! However, in 1987 when the new *Australind* commenced, the Government was concerned mostly about the people in Bunbury. The people who lived in between were treated like second-rate citizens. The train was not accessible from every station in the Murray-Wellington electorate or other areas because the train stopped irregularly at places like Waroona, Brunswick and, I think, Yarloop. It was impossible for those people to travel to Perth every day because of that irregularity.

This Government is focusing on the seat of Mandurah. As I tried to point out to people such as the members for Bunbury and Mandurah, just because their electorates are being looked after with the rail line, that is no guarantee that they will retain their seats. Previous Labor Governments afforded Mandurah and Bunbury extra facilities. However, those electorates changed to Liberal at subsequent elections. The coalition Government tried to look after them, but the wheel turned again. Paying those electorates more attention does not mean much.

People in between Mandurah and Perth and Bunbury and Perth should be treated the same as people in Mandurah and Bunbury. The *Australind* hardly ever runs on time. I used to collect my wife from the train station on a Friday night when she worked in Perth and the train was never on time. The 12-minute saving that is supposed to occur with the train travelling down the freeway will amount to nothing if it does not run on time.

Mr A.P. O'Gorman: The Joondalup train always runs on time.

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Mr J.L. BRADSHAW: The member for Joondalup might be lucky. The member for Bunbury has probably gone back to Bunbury.

Mr P.B. Watson interjected.

Mr J.L. BRADSHAW: To achieve that he would have had to leave about six o'clock this evening, but he was still here after that.

I support the concept of the rail line from Mandurah to Perth; albeit, I have problems with the way the Labor Government proposes to implement it.

We will miss a good opportunity to open the Southern River area and bring -

Mr M.P. Whitely interjected.

Mr J.L. BRADSHAW: No; it was not. We must also realise that people live in Mandurah and Rockingham who would like to travel by train to the light industrial area at Kewdale rather than use their cars. The Government has taken away that opportunity.

Mr R.C. Kucera: They can do that.

Mr J.L. BRADSHAW: They cannot.

Mr R.C. Kucera: To Kewdale?

Mr J.L. BRADSHAW: They will not be able to travel there by train because the train will not run through that area.

Mr R.C. Kucera: You can go to Kewdale by train.

Mr J.L. BRADSHAW: I am talking about from Rockingham and Mandurah.

Mr M.P. Whitely: They can go to Perth and then get on the Armadale line.

Mr J.L. BRADSHAW: It will take another hour if people travel that way and another hour to get home.

Several members interjected.

Mr J.L. BRADSHAW: Okay, it is Kenwick. I did not think I was right when I said Kewdale but I could not quite remember the name. Members opposite knew what I meant.

The Peel region has a very high unemployment rate. It would have been good to give the people who live there a chance to get jobs in those industrial areas. They will not be able to get there now because -

Mr M.P. Whitely: They can come to Perth.

Mr J.L. BRADSHAW: It would take them another half an hour to get to Perth and would cost them more money. If they had come from Kewdale -

Ms A.J. MacTiernan: Kewdale? Is that the Opposition's secret plan?

[Quorum formed.]

Mr J.L. BRADSHAW: It would have been much better for the people in the Peel region, particularly those from Mandurah and Rockingham where there are also high unemployment rates, to get to Kenwick.

The Government has concentrated too much on the option that provides the shortest route to Perth. Although it seems more logical to take a direct route to Perth, other people must be serviced and their needs should be considered. I have some problems with what the Government is doing. It has extended the completion of the project by a year or two. It will be interesting to see whether it can stick to that timetable. If the budget becomes tight, for instance, if the AAA credit rating becomes a problem because the project goes over budget, the timeframe could be further extended. It is dubious whether the railway line will be completed by 2008. When does the Government plan to have it completed?

Ms A.J. MacTiernan: Some rail will be up and running by 2004.

Mr J.L. BRADSHAW: That will be good to see, if it ever happens. As I said before, it affects my electorate.

I remember when the Labor Party officially opened the Northam railway line before it was finished. That just happened to coincide with an election. Of course, that did not work; the Labor Party lost the election and its sitting members from that area.

Mr A.P. O'Gorman: We now have them back.

Mr Jeremy Edwards; Mr Max Trenorden; Mr Brendon Grylls; Acting Speaker; Mr Norm Marlborough; Mr Bill McNee; Mr Mark McGowan; Mr Fran Logan; Mr John Bradshaw; Mrs Cheryl Edwardes

Mr J.L. BRADSHAW: The wheel turns. I will give the Government one or two terms. When I was elected in 1983, Brian Burke became Premier. People thought that he was the Second Coming and that he would be the Premier of Western Australia forever. However, gradually we found out what he was like and how bad he was for Western Australia, and he left.

Mr J.N. Hyde: He left office with about an 80 per cent approval rating.

Mr J.L. BRADSHAW: In his electorate?

Mr J.N. Hyde: He retired as Premier.

Mr J.L. BRADSHAW: When people found out what he had been up to, he did not have an 80 per cent approval rating. It sometimes takes a while for these things to get through to the public. Some of the people can be fooled some of the time but eventually people realise what the situation is. The Government was lucky that the finance brokers' scandal occurred during the last election. It would not have mattered whether the Labor Party or the Liberal Party was in Government; whoever was in office stood a good risk of being defeated. It was fortunate for the Labor Party that the situation occurred when it did. This Government is here by default.

Mr M.P. Whitely: It wasn't that we were so good, it was that you were so bad. Is that what you are saying?

Mr J.L. BRADSHAW: No, I think we were a very good Government.

Ms A.J. MacTiernan: Why aren't you in government now?

Mr J.L. BRADSHAW: Because, as I said, the finance brokers' scandal wiped us out basically.

Mr J.N. Hyde: You blew it.

Mr J.L. BRADSHAW: We did not blow it.

Ms A.J. MacTiernan: We did warn you.

Mr J.L. BRADSHAW: The Australian Labor Party did not know it would win the election.

Mr R.C. Kucera: But we warned you about the finance brokers.

Mr J.L. BRADSHAW: Yes, of course, and maybe some of us should have taken more notice and done more about it at the time.

Ms A.J. MacTiernan: We told you very early on. We gave you very early warning.

Mr J.L. BRADSHAW: The fact is I do not think it would have mattered who was in government; it would have been a real disaster for it.

I am disappointed with the management of the House. Members were given a commitment this morning that they were knocking off at 10 o'clock. I cannot see why we could not have sat last night instead of tonight. I hope the Leader of the House takes on board the suggestion that if he wants to sit a few extra hours, we should do it on Wednesday.

MRS C.L. EDWARDES (Kingsley) [10.45 pm]: We have heard tonight members opposite extolling the virtues of the Perth to Mandurah rail link. When the minister first announced the rail extension in July last year, an enormous spin was put on what the plan would deliver. In one news report of August 2002, after the master plan was released, the virtues were listed as the construction of a \$1.4 billion railway to begin late next year to be completed by 2007, the construction of 11 stations, the purchase of 93 railcars and more than 28 000 people expected to use the service each weekday. The spin on the report is that it is all good news and there are no concerns about the development of the railway. I do not know of any large pieces of infrastructure that have not created a headache or two, had issues identified that have blown out the cost a little or had something unexpected occur.

Ms A.J. MacTiernan: Presumably that would have applied to your rail line as well.

Mrs C.L. EDWARDES: All large pieces of infrastructure.

Another media statement was released today stating that the Mandurah to Perth rail link will generate 6 000 jobs based on the letting of one of the design contracts for the link from Glen Iris to Mandurah. The media release must be read carefully because it appears those 6 000 jobs will not all be generated by the contract that was let today. The statement refers to the whole life of the project and the whole of the railway. Again, we still do not have the details of the direct and indirect composition of those 6 000 jobs.

Why have we talked about the Joondalup to Perth railway? First, there must be legislation to build a railway, by virtue of section 96(1) of the Public Works Act. The Government needed to construct the railway from Jandakot to Perth because the legislation had already passed through this Parliament dealing with the southern urban

Mr Jeremy Edwards; Mr Max Trenorden; Mr Brendon Grylls; Acting Speaker; Mr Norm Marlborough; Mr Bill McNee; Mr Mark McGowan; Mr Fran Logan; Mr John Bradshaw; Mrs Cheryl Edwardes

extensions from Mandurah, which is why the contract was able to be let today for the area from Mandurah to Glen Iris. It also dealt with the northern extension. All the legislation is doing now is dealing with the changed route that this Government has adopted. That needs to be put on the record to complete the picture about what we are debating and why we are debating legislation relating only to the Jandakot to Perth rail. The direct route has changed and the railway now will come up the freeway. The member for South Perth has expressed his very strong views, which are the views of many people, about the blight on many people's view of the river if the railway line comes up the centre of the freeway. The member has expressed quite strongly the view that the line should be sunk. In terms of capital costs, the expenditure would be well worthwhile.

A couple of weeks ago I was at the Old Swan Brewery. A magnificent job has been done at the Old Swan Brewery. My companions and I were sitting overlooking the river and I said what a shame it will be to see the train line on the freeway. It will be a blight. The minister is to be commended for changing her position on the route through the city of Perth and sinking the rail line between the city and the river. As she well knows - I have raised the issue in the House before - it would have been an absolute travesty to put the rail line right on the foreshore. The Perth foreshore needs to be protected. Sinking the railway line there is a very good decision. I do not agree that the route through the city of Perth that has been selected is necessarily the best route.

I will convey to members some of the views that have been expressed to me by many planners in the city. I am not a planner - not in the slightest. Therefore, I listen to those people who have greater expertise in this area than I. One of the things they consistently say is that we need to ensure there is genuine integration between land use and transport and that this is driven by planning principles rather than by engineering in a planning vacuum. Another view is that there should always be the potential for a long-term city loop. I have expressed this view in the past. I want to hear from the minister in her response that the long-term city loop will be protected by the proposal for the line to go down William Street. Putting the line down William Street will split the city from east to west. If it had followed the Parliament Place route, we would have created not only the opportunity to value add to the West Perth area but also the potential for the loop. I hope the minister will be able to explain how the city loop will be protected at some point in the future.

The proposal in 1972 was for eight stations on a loop from the central business district area, including Thomas Street, Havelock Street, Milligan Street, William Street, Pier Street, Hill Street, Forrest Place and the Western Australian Cricket Association. That was changed in 1993 with the Burswood Road alternative route going past the East Perth Redevelopment Authority and connecting at the East Perth station. There was also the tunnel and those changes that have occurred since 1972. Cities in Australia such as Melbourne and Sydney - one day Perth will be the same size as Melbourne or Sydney - have provided for a loop in their central business district. I would like to hear the minister say that the city can be stretched, that the city will not be split by the railway, and that at some time we will be able to link up West Perth and the eastern suburbs, and East Perth as well.

Ms A.J. MacTiernan: Have you read the Perth City Rail Advisory Committee report on that?

Mrs C.L. EDWARDES: Yes, I have. The committee said that it preferred the eastern route as against the Parliament House route, although there is some conjecture among planners about which route would have been the best one.

Ms A.J. MacTiernan: Certainly, Martyn Webb and Max Hipkins have stayed wedded to the -

Mrs C.L. EDWARDES: The minister has convinced people, as a matter of necessity, I believe, to accept the William Street option. However, whether that is the best option is still arguable and open to debate, particularly regarding the future CBD loop. After the minister said, "This is the route we'll take; we're going up William Street", a group of planners got together, employed some consultants and came back with three new CBD rail routes. Of course, we know that the minister did not accept those routes, despite some of the good figures that were projected. In particular, one option dealt with value adding. For the Parliament House route in particular, it was identified that the potential for development was 10 times greater than that for the William Street site. A lot of good thought went into those other options. However, the minister had already received cabinet approval for the William Street option. Therefore, what was the best way for her to get the planners on side? It was to sink the rail in front of the foreshore, change the station and have the connection to the Perth Central Station, all of which is good under the option the minister put forward. However, whether it is the best option is still to be decided.

I will deal with some of the issues regarding the William Street option and the new station to be connected to the Perth Central Station. It is acknowledged that the buildings in that area will be demolished, except for their facades. We do not know - we would like to hear from the minister on this - what protection those facades currently have. Have they been listed yet?

Ms A.J. MacTiernan: None of them is listed.

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Mrs C.L. EDWARDES: Has the minister put them forward for listing?

Ms A.J. MacTiernan: No, none of them is heritage listed.

Mrs C.L. EDWARDES: Will they be put forward for listing?

Ms A.J. MacTiernan: No.

Mrs C.L. EDWARDES: Why not?

Ms A.J. MacTiernan interjected.

Mrs C.L. EDWARDES: Some people will be quite surprised to learn that those facades will also be demolished. The lessees of those properties are absolutely adamant that the matter has not been discussed with them. If the minister says they have been spoken to, yes, they have been, because there has been contact with the minister's office. They have asked when they will hear from the minister about what will happen etc. There is a lot of concern in the community about the lessees and the fact that this is already starting to impact upon their businesses. In fact, I heard today that one owner of a property has still not been spoken to. Therefore, when the minister says that she has spoken to the owners and they are happy about what has been proposed, I suggest that she should go back and explore in detail the content of those conversations that have taken place. I know a meeting is taking place tomorrow with the Western Australian Government Railways Commission, Stuart Hicks and Mark Werrett, to start that ball rolling. That has been lacking in this process.

The minister has been somewhat contradictory in her responses about where planning will take place. There has been some debate in this place about the minor amendment 1060/33A, and whether or not it should be a major amendment. The difference between a minor and a major amendment is that the minor amendment is essentially non-substantial in impact, change of classification of land use or cost. There is no need to obtain ministerial approval for advertising the proposed amendment. It is open for submissions and public comment for only 60 days. The hearings into the submissions are deleted from the process.

Ms A.J. MacTiernan: I have changed that.

Mrs C.L. EDWARDES: Can the minister let us know in her response?

The final approval for an amendment is given by the minister, but the minor amendment is not tabled in the Parliament. Although the minister says the legislation is going through, which will allow for debate, it does not allow people who may be impacted by that southern rail link to play a part. Because of her contradictory statements about the timing, and then the personal explanation that it was just to address an anomaly, we have told the minister in this House that it is far too wide. Today I said that, because of the nature of the amendment, it can actually cover every blue and red road on the metropolitan region scheme. It is frightening to think that any Government in the future can, without development approval, put rail on road. That is what the amendment means. When I asked for a guarantee for the people of Western Australia that the minister would seek all planning approvals, the minister said she would seek all necessary planning approvals. I am paraphrasing the minister to the extent that I remember her words. She said that minor amendments did not need planning approval.

[Leave granted for the member's time to be extended.]

Mrs C.L. EDWARDES: She did not intend to seek approval for a minor amendment. Today, however, the minister said she intended to seek planning approval. I hope the minister in her response can identify the process quite clearly. What stage has the environmental assessment reached? How will local councils be involved in that planning approval process? The minister has made a couple of contradictory statements, and we really do not know what will actually be incorporated into that development planning approval process.

Ms A.J. MacTiernan: In my reply today, I set out the aspects that required planning approval.

Mrs C.L. EDWARDES: That is right; so where the minor amendment for rail on road applies and planning approval is not required, it will not be sought?

Ms A.J. MacTiernan: I did not say that.

Mrs C.L. EDWARDES: The minister needs to get her words right, because she is contradicting herself. She should wait until her response to the second reading debate, and then tell the House what she is proposing to do about environmental and development planning approval, and how local councils will be involved. What will the time frame be for that process?

On one occasion the minister said that timing for the amendment is critical. Of course it is. Yet, on another occasion she said that it has nothing to do with the southern metropolitan railway.

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Ms A.J. MacTiernan: It is not specifically -

Mrs C.L. EDWARDES: It is certainly not specific. The minor amendment will mean that any future Government can put a rail line on any road.

I bring the minister's attention to a motion that was passed by the Perth City Council on Tuesday evening. It is concerned that the proposal to sink the rail line has not been sufficiently encompassed in the schedule to the Bill.

Ms A.J. MacTiernan: Unfortunately, that is a result of Martyn Webb not being able to read the plans. He got himself quite confused about that.

Mrs C.L. EDWARDES: The minister can assure not only the City of Perth but also the people of Western Australia that the schedule is correct. The Perth City Council recommended that the Bill be amended to reposition to the west the termination point of the line described in schedule 1 to allow an underground connection of the proposed William Street tunnel and the existing Roe Street tunnel on the Joondalup line. I understand that that means determining the lowest point of the tunnel - the depth. That is done by taking the diameter of the tunnel, the depth of the soil on the top and the width of the concrete. I do not know how many metres we are talking about, but is it possible that if the schedule is wrong, section 96 of the Public Works Act will allow the Government some latitude in deviation and/or variation? Section 96(1) states -

... but it shall be lawful to deviate from such line at a distance of 1.6 kilometres on either side thereof, or such other distance as may be provided in any special Act.

Will the minister investigate this - she may have already done so - and tell the House whether the coordinates in schedule 1 are correct? Will she also tell us whether, if the deviation is, say, 10 or 100 metres out, the schedule will need to be amended or if section 96(1) of the Public Works Act gives the minister the lawful authority to alter the coordinates?

The second recommendation of the Perth City Council was that the legislation include the authorisation for the undergrounding of the Fremantle line, at least between the Horseshoe Bridge and the Mitchell Freeway. Is that necessary? The minister has mentioned Martyn Webb. The proposal, which he is on the record as supporting, includes the undergrounding of a section of not only the Fremantle line but also the Joondalup line. From memory, he has said that that would provide 32 hectares on which value-adding enterprises could be developed. Given that both areas involve rail on rail reserve, do those lines need to be deviated for undergrounding to occur? What would be the difficulties with that? I know that that is not part of the Government's proposal; however, if such authorisation is needed, it would make sense to incorporate it in the Bill now. I ask whether it is necessary. Section 96 covers only railways to be constructed, but the rest of that section of the Act deals with railways on roads, how they cross roads and the like. I do not know whether that authorisation is needed. Will the minister advise the Parliament? I think Martyn Webb would be regarded in this city as a highly respected town planner.

Ms A.J. MacTiernan: What has he ever planned? He is a retired geography lecturer.

Mrs C.L. EDWARDES: He is a former professor of geography at the University of Western Australia.

Ms A.J. MacTiernan: What planning did he do?

Mrs C.L. EDWARDES: The minister can question his town planning skills. I understand many planning consultants in the city regard Martyn Webb very highly.

Ms A.J. MacTiernan: I am just wondering where he ever worked as a planner?

Mrs C.L. EDWARDES: If the minister wishes to question Martyn Webb's credentials, she can go right ahead.

Ms A.J. MacTiernan: The member is calling him a planner.

Mrs C.L. EDWARDES: I will let the minister question Professor Martyn Webb's credentials. If the minister did sink the Joondalup and Fremantle lines, she would gain 32 acres - not hectares - of land. That considerable amount of land could be developed and would really open up the area and provide for some genuine links.

Another aspect I would like to raise is to do with the Perth foreshore and the city centre. Earlier this year during estimates, I raised with the minister the sinking of Riverside Drive. The minister's response was that if that was my view and opinion, I would be in opposition for a long time. That was a very short-sighted comment by the minister and one that might take her from election to election; it was certainly not a comment of vision for years to come. The minister needs to keep the sinking of Riverside Drive on her agenda. If she opened up the area from central railway station and beyond in Northbridge right down to the river, it would be fantastic for the people of Western Australia. I have seen people stand across the road from the belltower taking photographs and never crossing the road. The road has become a barrier for not only the residents of the City of Perth but also many tourists. It would be nice to sink Riverside Drive as part of a long-term vision and not just a vision that

Mr Jeremy Edwards; Mr Max Trenorden; Mr Brendon Grylls; Acting Speaker; Mr Norm Marlborough; Mr Bill McNee; Mr Mark McGowan; Mr Fran Logan; Mr John Bradshaw; Mrs Cheryl Edwardes

runs from election to election. I hope the minister takes that matter on board and includes it in her planning. She should talk to some of the shop and restaurant owners near the belltower and ask them how good it has been to have the area cleaned up and the extra parking that has been provided. Those shop owners need to get the people into their shops.

Ms A.J. MacTiernan: That will be the advantage of having a railway station at The Esplanade. The trains will bring 40 000 people a day into the city.

Mrs C.L. EDWARDES: I do not think 40 000 people will get off at The Esplanade. They will still have to cross that road. If the minister sinks the road, a few more people might head off towards Barrack Square.

I draw the minister's attention to an article in the *New York Times* of 11 July 2002 reporting a study about overruns in public projects. It stated that cost overruns for large public works projects had stayed largely constant for most of the last century. It continues -

The biggest errors were in rail projects, which ran, on average, 45 percent over estimated costs.

Some assumptions are made about why that might have happened -

“Either the people who do the budgets are incredibly stupid, -

I do not think that is necessarily the case -

but that is highly unlikely,” . . . “The other possibility is they manipulated budgets to make sure the projects are approved.”

We on this side of the House support rail. I have campaigned for rail in the northern suburbs, as members opposite know. However, there are some concerns, particularly in respect of the potential for cost overruns and the engineering prospects. There is also concern about the Myer buildings. What will happen to them is very uncertain, because \$40 million may not go anywhere near the cost of demolition. I do not think that the estimate of the demolition time has taken into account the asbestos clean-up work that needs to be done. The basements of the building are riddled with asbestos and have not been allowed to be occupied for some time. WorkSafe has issued many orders in respect of those properties.

There are also concerns about the other building on the corner of William Street and Murray Street. Although the Government believes that engineers can tunnel underneath the building, that may not necessarily be the case. The Government always couches its approach in terms that it would like to have a tunnel under the building and going across Murray Street to the old Myer buildings and others. That may not be possible, and that building may also have to be demolished.

The Bill gives authorisation for the establishment of a committee of the State Planning Commission to undertake most of the work involved in the City of Perth. It has a huge task ahead of it. I hope that the minister in her second reading response will outline clearly the order of priority of issues that need to be undertaken by that committee in the first instance.

Debate adjourned, on motion by Mr J.C. Kobelke (Leader of the House).