

Speaker; Mr Mark McGowan; Ms Rita Saffioti; Ms Simone McGurk; Mr Dean Nalder; Mr Jan Norberger; Mr Bill Johnston; Mr Frank Alban; Mr Nathan Morton; Mr Sean L'Estrange; Mr Colin Barnett; Mr Peter Tinley; Mr Ben Wyatt

BARNETT GOVERNMENT — TRANSPORT PLANNING

Matter of Public Interest

THE SPEAKER (Mr M.W. Sutherland) informed the Assembly that he was in receipt within the prescribed time of a letter from the Leader of the Opposition seeking to debate a matter of public interest.

[In compliance with standing orders, at least five members rose in their places.]

MR M. McGOWAN (Rockingham — Leader of the Opposition) [3.07 pm]: I move —

That this house condemns the Liberal–National government for its chaotic management of transport, resulting in no integrated co-ordinated public transport plan and confusion about the Perth Freight Link.

The word that we have used in the motion is “chaotic”. Other words that we could have used are pandemonium, disarray, disorderly, mayhem, turmoil, and tumult. Any of those words would be appropriate to describe this government’s management of transport planning in this state. Under this government, there is no consistent planning for transport management in Western Australia. There is no direction. There is no integrated and coordinated plan for transport for the rapidly growing city and state that is Western Australia. It is absolutely shocking that after seven and a half years in government, this government chops and changes, in a disorderly manner, its transport planning from one day to the next. We never know what the latest announcement from this government will be. Therefore, as a way of starting this motion, I will start with today’s announcement. I will then take members through a bit of the history over the past couple of years with this chaotic and disorderly Minister for Transport.

The headline on the front page of today’s *The West Australian* is “Tunnel Vision”. The Premier has criticised me for using *The West Australian*. However, we cannot go past it—tunnel vision. The Minister for Transport is going to put roads under roads. Roads around Western Australia are going to be excavated and roads are going to be put underneath them. Yesterday, the Minister for Transport criticised the member for Midland, the member for West Swan and me for saying that we want to make sure that the train station in Midland is placed in an appropriate location. He said on the news last night that it cannot be afforded, and it can never be done; yet we woke this morning and there it was—roads will be built under roads all over Western Australia. Tunnels will be dug under Canning Highway, under Scarborough Beach Road and who knows where else—tunnels will be built everywhere. The Minister for Transport has an absolute fetish with tunnels; he wants to have tunnels everywhere. When we say that we want to put a train station in the heart of Midland, the minister condemns it as unaffordable. However, according to the minister, it is okay to spend billions upon billions of dollars on making sure there are more cars on our roads.

When I saw that front-page headline this morning, I could not help myself. I thought: we have to go through this minister’s history. Since 2014, when the minister was appointed, he has put to the people of Western Australia an extraordinary number of ideas and plans. I want to take members through a small selection of those ideas. Members may remember the headline on the front page of *The Sunday Times* of 22 June 2014, “Government calls for car pool expressways”. The article commences with the words —

Transport Minister Dean Nalder wants to investigate rewarding car poolers by allowing them to use express bus lanes.

So, we will have carpoolers in the express bus lanes. At the same time, he said that not only would that be part of the future for Perth—remember, this is two years ago—but also he was looking at reversible lanes that would change direction during rush hour. I travel the freeways all the time, so I have been looking for these carpooling lanes and reversible lanes, but I have not seen any. I will start looking for the tunnels under the major roads in Western Australia to see whether they are out there. Carpooling and reversible lanes was the first thought bubble.

Again in 2014, upon being appointed as Minister for Transport, *The Sunday Times* nailed it when it stated —

NEW Transport Minister ... has vowed to get Perth’s delayed \$2 billion light rail back on track—saying it may be ... “smarter” to split the project into two parts.

The minister is saying that it would be smarter to do the Mirrabooka end first and then poor old Victoria Park and Nedlands, which are always neglected, would be stage 2 of the new plan. In April 2014 he is reported to have said —

“My sense is that the community see the Mirrabooka into the city (line) as the priority as it deals with the congestion issue, ...

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Then, in 2015, we found that the plan had changed to Metro Area Express on wheels. Suddenly, the plan had gone from light rail to MAX on wheels—buses instead of trams. We all remember the stunning turnaround when we were told that it would no longer be trams; it would be buses. The minister tried to explain in March 2015 that MAX on wheels was the new plan. Instead of the election commitment of 2013, buses would be put in place instead and the people of the northern suburbs would have these elongated buses running down the streets from Mirrabooka into the city. MAX on wheels was the plan and the minister was rightly criticised for breaking an election promise.

Then what did we see? In February this year, the front page of *The West*—the Premier does not like it, but it is irresistible—reads “Train Crash: Barnett Government’s credibility on public transport policy is in tatters”. The transport minister has gone from MAX to splitting MAX to MAX on wheels, and now he is saying that he supports a tunnel to Morley. He has moved from light rail to buses to heavy rail. The latest plan in February this year is for heavy rail. I am sorry; which is the party for heavy rail? WA Labor is the party for heavy rail. The minister has moved from light rail to buses for MAX on wheels to heavy rail with this fanciful tunnel out to Morley. Then he backed off later that afternoon. I assume Hale House must have been on to him, saying, “What are you doing?” Under pressure from Josh Jerga, he caved into the forensic questioning, because Josh Jerga put the microphone in front of him and asked, “What’s your plan?” and the minister said, “We’re thinking about heavy rail out to Morley now.” I was amazed when the minister went on radio later that day and said, “I’m very disappointed that this plan has come out. I was hoping it would come out later in the future”—after revealing it that morning!

Mr F.M. Logan: That Josh Jerga!

Mr M. McGOWAN: Yes, that Josh Jerga—you have to be careful!

That is the sad story of carpooling, reversible lanes, MAX light rail, MAX on wheels and the Morley tunnel.

That brings us to the Perth Freight Link, which of course is part of the motion. The Premier and the minister announced the Perth Freight Link on 17 December 2014. It was all going to happen and contracts were going to be signed by November last year. Then what did we find? In November last year, stage 2 had suddenly gone. Stage 2 of the Perth Freight Link—this plan that, according to the minister, was going to fix the congestion in the southern suburbs—was gone, but another tunnel was being talked about. Do members remember the tunnel that was going to go from the freeway, deep under the river, up to Leighton and then turn around and come back into the port? The minister should, because he said it.

Mr D.C. Nalder: That’s not true.

The SPEAKER: Minister!

Mr M. McGOWAN: The minister said it. If only I had the time, I could find his commentary.

The SPEAKER: Minister, you are going to get your turn.

Mr M. McGOWAN: I cannot find it.

Mr D.C. Nalder: It’s not true; that’s why.

Mr M. McGOWAN: It is true, my friend.

The minister would be looking for the new tunnel that would go from Roe 8, under Fremantle, up to Leighton and then back into the port. That was the latest plan, but, unfortunately, the Premier has now said that only Roe 8 is part of the plan for that highway. That is another extraordinary set of events that shows a lack of proper transport planning for the Perth Freight Link.

In May 2015, in last year’s budget, the government—I assume at the urging of the Minister for Transport—announced 300 new railcars. In October 2015, the government backed away from them and said that they are not affordable. Is it any wonder that people are confused about the government’s transport policy? Transport is one of the most important issues confronting our city and our state. There is a growing population and there is too heavy a reliance on cars, and the government is completely confused about what it believes and what it stands for on transport. Transport is a long-term issue for our state. There is no integrated or coordinated plan from the government whatsoever. I have just given a small snapshot of the twisting and turning and the pandemonium in transport in Western Australia over the past two years. Today’s story is just another example of the mayhem that is going on in transport planning in Western Australia. I will tell members who is suffering for this. It is the Western Australian public.

MS R. SAFFIOTI (West Swan) [3.16 pm]: I rise to make a short contribution to this matter of public interest debate. We understand that the Minister for Transport has an unhealthy obsession with tunnels. Today there was

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another policy thought bubble by this government and this minister. Why is he even trying to fix a problem? In 2014 the minister said —

Congestion is being removed from this city. I congratulate this government. We are doing a fantastic job.

That is what he said, so why does he have this obsession with tunnels to fix a problem that he has already fixed? It is chaos upon chaos upon chaos. We have heard about the Metro Area Express light rail story. It was going to be delivered in 2018, but it was pushed back. It was then going to be on wheels, but now it is going to be a tunnel. It is all over the place. There were reports today and yesterday about residents in Canning Vale and Ellenbrook complaining about the substandard public transport services across the suburbs.

Mr P. Abetz: Ours is excellent.

Ms R. SAFFIOTI: Thank you; the member for Southern River has just said that the public transport services in Canning Vale are excellent. I am glad that he is ignoring what his constituents are telling him.

Basically, the minister should be preparing a plan to deliver public transport to our suburbs, but they are just thought bubbles. No wonder the community is absolutely fed up. The election is approaching, so backbenchers are running around because they are concerned about public transport again. I saw a flyer from the member for Swan Hills, who is concerned about public transport again. He wants better public transport to the new Midland Public Hospital. The last time I saw a flyer about public transport from the member for Swan Hills, it was his flyer promising to deliver a rail line to Ellenbrook. Every four years, he brings out a new flyer on public transport. That is hard work.

Mr F.A. Alban interjected.

The SPEAKER: Member for Swan Hills!

Several members interjected.

The SPEAKER: I know you are excited because you saw your photo, but calm down.

Ms R. SAFFIOTI: The member for Swan Hills ignores public transport between elections and then around election time he automatically gets concerned. I like his tick-the-box flyer to support Frank Alban's fight for better public transport to Midland. The audacity of the member! He has more front than Myer.

Mr F.A. Alban interjected.

The SPEAKER: Member for Swan Hills, I call you to order for the first time. You will get up and talk in due course. Thank you.

Ms R. SAFFIOTI: I was referring to the government ignoring the suburbs and the shock about Midland train station last night. The reality is that this government has poured money into the CBD and has not invested in the key centres.

Mr D.C. Nalder interjected.

The SPEAKER: Minister for Transport, I call you to order for the first time.

Mr J.H.D. Day interjected.

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

Ms R. SAFFIOTI: I am glad the member for Kalamunda interjected because I am still waiting to see the operational report. Remember that full operational report—the Metropolitan Redevelopment Authority one? I wonder why he was hiding the figures. Let us look at the expenditure last year from the MRA. A total of \$189 million was spent in the CBD and do members know how much was spent in Midland? It was \$4.9 million. In Armadale it was \$4.8 million; that is a fact.

Several members interjected.

Ms R. SAFFIOTI: No wonder you are all shocked when we are out there in the suburbs talking about investment in the suburbs. You are all shocked by it and you do not know what you will do. There is still no plan. I cannot wait to see the response from the Liberal Party today.

Several members interjected.

The SPEAKER: Members! Member for Swan Hills!

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Ms R. SAFFIOTI: I cannot wait to see the response from the Liberal Party today, because last week we got a sign. Last Wednesday the member for Churchlands said Metronet was all bad and that all the projects were not worthwhile. That is what the member for Churchlands said.

Several members interjected.

The SPEAKER: Okay, thank you.

Ms R. SAFFIOTI: Then the next day the Minister for Transport said, “Metronet is just our plan.” I do not know where you are! Is the member for Churchlands to be believed that all those projects—that is, the extension to Yanchep, the extension to Byford, the Morley–Ellenbrook link, the Thornlie to Cockburn line and the Forrestfield railway—are all bad? That is what the member for Churchlands said. He said that Metronet is not worthwhile, but then the next day the Minister for Transport stood up and said that Metronet was a copy of the government’s plan. Where do they stand on it? What project on Metronet do they not believe in? There is still no plan after seven and a half years. What we have are some ideas about building a road under an existing road to fix a problem that the government said it would fix two years ago. It is very confusing for people.

Mr P. Abetz: Not for intelligent people it is not.

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

Ms R. SAFFIOTI: If the member for Southern River does not believe Canning Vale deserves improved public transport services, we disagree. We believe the people of Canning Vale deserve better public transport services, do we not? We believe the residents of Canning Vale deserve a better public transport system. The member for Southern River has a different point of view, and we respect that.

The SPEAKER: Through the Chair, please.

Ms R. SAFFIOTI: Mr Speaker, we respect the view from the member for Southern River that he believes we do not need to improve public transport services for the people of Canning Vale. That is his decision—chaotic mismanagement. Then, of course, there is Perth Freight Link. I will let my colleagues go through the disaster that is the Perth Freight Link.

MS S.F. MCGURK (Fremantle) [3.24 pm]: Thanks for that segue made available to me from the member for West Swan. We could not make up the Perth Freight Link. I understand that Rob Sitch and the writers from *Utopia* have been on to the Minister for Transport’s office and want to put a whole series together around the Perth Freight Link, such is the debacle. There is not one person I speak to in my electorate or around my electorate who thinks that this is a good project—not one person.

Several members interjected.

The SPEAKER: That is enough!

Ms S.F. MCGURK: In fact, just last week I attended a meeting with about 80 to 90 residents of Hilton, who came out to discuss the tunnel option announced by this government in November 2015. It was the third iteration of the Perth Freight Link stage 2. Members opposite do not talk about stage 3 because that would involve getting over the river and through North Fremantle: “We don’t talk about that.” This is the third iteration of stage 2 of the Perth Freight Link, which was the tunnel option that is about three and a half kilometres under the suburbs of Hilton, White Gum Valley and ending up on the golf course. There has been no consultation with those residents at all. They have not been consulted at all by this government, but are expected to be enthusiastic about the projected property price increases of 50 per cent over 10 years. They were the projections put together by a property developer from Sydney. Those residents were not so easily fooled. They know that if they looked at the preceding 10 years, they would see that property prices have gone up somewhere between 70 and 120 per cent. They were not going to be enthusiastic about the 50 per cent increase in property prices; they are not dummies. They know that a tunnel under their house would mean not only interruptions to their houses themselves, but also placard loads of dangerous goods going through that tunnel. When residents of Palmyra asked the minister what would happen to placard loads, they were told, “We will just go through a tunnel. Don’t worry; we will just change the regulations so we can have dangerous trucks going through those tunnels.” That is what he told those residents.

Mr D.C. Nalder interjected.

The SPEAKER: Minister!

Ms S.F. MCGURK: When people asked about ventilation stacks, they were told there will not be any ventilation stacks through these tunnels for the suburbs around them. What would happen to the diesel fumes? Presumably we could expect the diesel fumes at the beginning and the end of the tunnels.

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Mr D.C. Nalder interjected.

The SPEAKER: Minister!

Ms S.F. McGURK: At the beginning of the Hilton tunnel is the Aegis Hilton Park aged care facility. It is a complete debacle; the Hilton residents know it. All the residents of Fremantle know it, and I can tell you, Mr Speaker, the residents of the new electorate of Bicton understand it all too well.

I just want to speak to one other quick matter and that is that we would hope that this government has a plan for how to manage freight in the metropolitan area. The Infrastructure Australia report from last year looked at its own assessment brief of the Perth Freight Link. It pointed out that there were a series of current state government reports and key planning documents with no mention of the Perth Freight Link. The report referred to the Draft Perth Freight Transport Network Plan. That is the draft transport plan for managing freight within our metropolitan area. If we go to the Department of Planning's website, it still highlights the need for that plan and that it is still in draft stage, but when we go on to look at the draft that is available, it is from 2005. We are still talking about a 2005 document that this government is relying on, but the government still says, "Don't worry, we have got a plan that we are working on for freight and that is an overall plan for the metropolitan area." It is a farce, and we only have to look at the Perth Freight Link and everything surrounding it. It is a joke.

Several members interjected.

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

Ms S.F. McGURK: I will hand over to other members on this side, Mr Speaker.

The SPEAKER: Thank you, further speakers? No further speakers? The question is that the motion be agreed to.

MR D.C. NALDER (Alfred Cove — Minister for Transport) [3.29 pm]: The member for Fremantle still had nine minutes; I thought she was going to do a lot more than that.

Mr P.C. Tinley interjected.

The SPEAKER: Member for Willagee!

Mr D.C. NALDER: I thought she would actually make some decent points.

Mrs M.H. Roberts interjected.

The SPEAKER: Member for Midland!

Mr D.C. NALDER: Mr Speaker, I will spend most of my time talking about what we are actually doing, but before I start there, I would like to put into context the question I was asked on the weekend regarding the future of Perth. I was asked whether I would ever perceive a time when there will be more tunnels in Perth, and I said yes, I do.

Several members interjected.

The SPEAKER: Members!

Mr D.C. NALDER: The technology and innovation—I see that. I said that it is not what we are working on right now, but I do see it in the future. I said that we have been able to prove that. We received a lot of criticism from opposition members when we said that we would explore doing the Forrestfield–Airport Link as a tunnel all the way. In fact, one of the key Labor people, Peter Newman, from Curtin University, said that it was a joke, it was ridiculous and it would cost 10 times as much. We are working within the existing budget for the aboveground solution to the airport and Forrestfield.

Mr P. Papalia interjected.

The SPEAKER: Member for Warnbro!

Mr D.C. NALDER: We are working on an exceptional amount of transport policy at this time. I would like to run through what we are doing and share the Liberal–National government's transport plan. Have we created a logo and a badge? No, we have not. We are focused on delivering for Western Australians. All the way through this process, we have made the key point that transport must be intermodal and it must be integrated. It cannot be one mode of transport. The only thing that I have seen in the opposition's transport plan is public transport by rail. I have not seen any references to buses or roads. I have only seen references to heavy rail. Yesterday, when the opposition came out with another thought bubble of adding a Midland train station, I said that we would add it to the list. They have said that their number one priority is the Forrestfield–Airport Link, the Liberal–National

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government plan, and we will start construction of that at the end of this year. That is their number one priority, and it will cost \$2 billion.

Mr D.J. Kelly interjected.

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

Mr D.C. NALDER: Last year, the shadow Minister for Transport said that Labor would fix level crossings across the metropolitan area. There was a big photo with the member for Victoria Park.

Dr A.D. Buti interjected.

The SPEAKER: Member for Armadale!

Dr A.D. Buti interjected.

The SPEAKER: Member for Armadale, I call you to order for the first and second times.

Mr D.C. NALDER: Thank you, Mr Speaker.

Mr N.W. Morton interjected.

The SPEAKER: Member for Forrestfield, I call you to order for the first time. I am going to give you a credit.

Mr D.C. NALDER: I had to inform members opposite that there are 31 level crossings on the metro network — Several members interjected.

The SPEAKER: Members!

Mr D.C. NALDER: There are 31 level crossings across the Perth metropolitan area and over 70 level crossings on our freight network. We are talking about over 100 level crossings, which we added to the list. We used a conservative \$50 million to cover that. We know that the Lord Street underpass cost \$76 million. That is an additional \$5 billion to the transport plan, in addition to the \$2 billion for the Forrestfield–Airport Link. Then, the opposition is going to build rail lines to Morley and Ellenbrook, and the Cockburn–Thornlie line. This is all in their plan! When and how? When it was put to me that the opposition is going to do these additional things, I said, “I do not know how they’re going to afford this.” I said that the question people need to ask the opposition is: how they are going to do it? I believe that the opposition’s transport plan is not credible at all.

Mr D.J. Kelly: Your plan’s not even visible.

Mr W.J. Johnston interjected.

The SPEAKER: Members for Bassendean and Cannington, I give you a credit as well.

Mr D.C. NALDER: I would like to thank the member for Bassendean for saying that it is not visible. The key reason we are doing the Forrestfield–Airport Link underground is that if we did it aboveground—this is what opposition members keep missing—Tonkin Highway would shut down to one lane for 18 months to two years. The point of undergrounding the rail line is to not disrupt the community, and it is one of the key attributes of our plan.

I am going to focus a little on what we are doing and what we have done. The largest Main Roads Western Australia project in Western Australia’s history, the Gateway plan, was completed ahead of schedule and under budget. It has removed the number one blackspot in Western Australia.

Mr W.J. Johnston interjected.

Mr D.C. NALDER: You are telling me that I have not got a plan and we are not doing things. That project was delivered and it came in under budget, which allowed us to remove the Berkshire Road intersection, which had an accident on average every 10 days, as an incident issue. We have completed that project. The member for Forrestfield fought really hard and told us that we really needed to do this. We came in under budget and were able to deliver it for his community. It is a great outcome. This is a \$1 billion plan, and people who come into the city say that it has been transformational. People tell me that they believe that Perth is going up when they see that project. But that is only the start. We have awarded contracts to free up productivity for heavy vehicles heading north. The contract has been awarded for grade separations on Tonkin Highway at Collier and Benara Roads, and Morley Drive, and construction will start shortly.

Mr D.J. Kelly interjected.

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

Mr D.C. NALDER: These projects go the length and breadth of our state. The member for West Swan was worried about what was happening in her electorate. I am sure residents are very happy with the dualling on

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Gnangara Road and understand that we will start the construction of a freeway connection to Ellenbrook at the end of this year.

These things do not happen without a plan. The plan has to be fully integrated and multimodal; it cannot just be about rail lines. But, what are we doing in that space? The construction of the Forrestfield–Airport Link will start at the end of this year. The \$220 million extension to Butler with a new train station has been completed and it is up and running. The construction of Aubin Grove train station has started. Not only have we done that, but also we are in the process of completing a 30 per cent increase to the rail fleet. We have completed a 28 per cent increase to the bus fleet, and we have been renewing programs. There has been a 13 million kilometre increase in the number of bus kilometres travelled throughout the Perth metropolitan area. These things do not happen by accident.

Talking about an integrated multimodal plan, you do not build a rail line without feeder buses. We fixed that problem on the Mandurah rail line. We have provided the community with choice. We have invested in 5 000 car parking bays around our rail network, so people have choice in how they get there; not only with feeder buses and car parking, but also by connecting cycle paths.

Ms L.L. Baker interjected.

The SPEAKER: Member for Maylands, get up and speak if you want to; do not shout out.

Mr D.C. NALDER: Members opposite would have you believe that we do not have a plan, but I can tell you, Mr Speaker, if you look at what is being delivered, you can see these things coming together.

On the weekend, I shared with the community the new busport that will be opening in Perth, in the middle of this year.

Mr J.E. McGrath: The best in the world.

Mr D.C. NALDER: It will be the best bus interchange in the world. Interestingly, the Leader of the Opposition said that the USB ports are a joke. Members should hear the community's response to that.

Mr M. McGowan: I said that it's all right to have them, but you don't need them.

Mr D.C. NALDER: You said that they are ridiculous and a gimmick. The word was actually "gimmick".

This is the key; it is not about USB ports, don't get me wrong. Let me explain: we are building world-class infrastructure. We are building a world-class public transport solution to Forrestfield and the eastern suburbs, and it is a deliberate and strategic intention. We are building a world-class bus interchange in the Perth CBD covering one hectare underground. The key component to the interchange is that it is fully integrated. We are using technology and other things to ensure the best possible customer experience in the world. Through that bus interchange we are going to get an increase of 50 per cent productivity through dynamic stand management. This allows —

Mr W.J. Johnston interjected.

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

Mr D.C. NALDER: When we showed and talked about the USB ports, the Leader of the Opposition said they were gimmicky. There have been over 380 000 views of that news report. Members opposite want to have a look and understand what the community is saying about it. This is a Channel Seven news report and is on Facebook if members want to have a look. It has over 380 000 views at the moment. Have a look at what the community is saying about it. This is a fantastic outcome for the people of Western Australia, and like everything else, we are there delivering.

I want to focus on this a bit. We are talking about billions of dollars. There has been \$7.4 billion spent on infrastructure since we came into government. People tell me about the extra two lanes between Roe Highway and Armadale Road—I can keep going on and on—saving people 20 minutes on the way home. We have been doing it right across all aspects—cycle paths, end-of-trip facilities for cyclists at train stations et cetera. We have been building new rail lines. We have been increasing and renewing the bus fleet. We have been fixing the problems that Labor created when it was recommended that a gas fleet not be put in. As a result, the buses in the eastern suburbs could not be serviced, so the 25-year-old Renaults used out there were kept. We have been fixing all of these things. What is really important is that it is not just about better infrastructure, but also about smarter infrastructure, and that is what we are starting to see come through. We are using our existing infrastructure in a smarter way. As part of that plan we are now starting to connect the community. As we start to open these infrastructure projects, we are actually engaging with the community so they know how to utilise them in a smarter way.

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Mr J.M. Francis: Remind them about the extra lane in the tunnel in the process.

Mr D.C. NALDER: The people opposite say I have a fascination with tunnels, but they all complained when we talked about building Graham Farmer Freeway. They all complained when we talked about the third lane. They are all quiet on those things now. The plan the government has for transport is multimodal and it is fully integrated. It is about not only better infrastructure, but also making sure we utilise our existing structure in a smarter way and connecting with the community.

MR J. NORBERGER (Joondalup) [3.43 pm]: I would just like to back up the minister. I have to say I was fairly amazed at the audacity of the Labor Party coming in here with a matter of public interest claiming that this government had no integrated public transport plan—the fact that the Labor Party would even dare to use the word “integrated” in one of its MPIs! I know that the opposition is happy to photobomb pretty much anything that this government will do —

Point of Order

Mr W.J. JOHNSTON: I wonder whether the member could speak into his microphone.

The SPEAKER: Thank you, that is a good point. Member, can you talk into your microphone. Also, members, please, we want to hear what the member is saying—no noise.

Debate Resumed

Mr J. NORBERGER: I am delighted that the opposition wants to hear what I have to say. Members, this is the same Labor Party talking to us—lecturing us—about apparently not having an integrated, coordinated public transport policy, and this is the Labor Party —

Mr J.R. Quigley interjected.

The SPEAKER: Member for Butler.

Mr J. NORBERGER: This is the Labor Party that in its haste to build the Mandurah rail line—we have already heard this—forgot to integrate the train stations with buses and forgot to integrate the train stations for the driving public by not having any car parks. This is the same Labor Party that was going to build a rail line to the airport that would not have integrated with the airport. There was no integration; people would have had to catch a bus to get to the airport after apparently taking the train to the airport. If the Labor Party must say “integrated”, we have already heard from the minister. “Integrated” means rail, road and buses; it means doing all of that. We just need to look at what this government has done in the northern suburbs. We have invested money in roads. We have widened Mitchell Freeway. We are extending Mitchell Freeway through to Hester Avenue. We are putting money into upgrading the Joondalup Drive–Ocean Reef Road intersection to help traffic flow there. And yes, we have also invested money in rail. We have already heard about the train line extension. We have more B-class train carriages on the way. We have expanded car parking right along the line. At Edgewater we are getting the first multistorey car park at a train station. We are going to have 1 450 bays so that people can actually ride or drive to the train station and catch a train. We would not have had that under the Labor Party because it opposed it all the way. We have more buses, we have more bus routes and we have more buses integrating with train stations. So do not lecture us about not having an integrated transport plan. Opposition members come in here and make their smart, snickery little remarks, and they claim that the Minister for Transport has tunnel vision. I tell them what: if that is what tunnel vision looks like, as integrated as it is, I would rather have that. What the Labor Party has is a one-track mind—pun intended. The only thing that exists in the Labor socialist thinking is rail. The only thing we ever hear Labor members talking about is rail, half of which was our plan already anyway. In the Labor Party socialist world every single person—young, old, delivery drivers, you name it, everyone—is going to catch a train. I believe that in the Labor Party’s world the only vehicles left on the roads will be police cars, ambulances and the fire engines. This government thinks about our entire community. We have an integrated plan and we are doing work on rail. Yes, we are doing work on public transport, but we cannot forget the fact that almost half of all road users are in commercial vehicles. We have a growing population and we need all areas. I support what the minister is doing. I thank him for the investment he is making in the northern suburbs. I am going to leave it to some of the other members to share their experiences in their neck of the woods.

MR F.A. ALBAN (Swan Hills) [3.46 pm]: Mr Speaker, thank you.

Several members interjected.

Mr F.A. ALBAN: I love the excitement!

Speaker; Mr Mark McGowan; Ms Rita Saffioti; Ms Simone McGurk; Mr Dean Nalder; Mr Jan Norberger; Mr Bill Johnston; Mr Frank Alban; Mr Nathan Morton; Mr Sean L'Estrange; Mr Colin Barnett; Mr Peter Tinley; Mr Ben Wyatt

Public transport also includes buses, and I am not sure whether the pop-and-fizz members of Parliament over there realise that buses need roads.

Mr P. Papalia interjected.

The SPEAKER: Member for Warnbro!

Mr F.A. ALBAN: So, can Labor members tell me which roads they have upgraded in their time?

Mr P. Papalia interjected.

Mr F.A. ALBAN: Which roads, member? I know that 10 years ago the Labor government built a train line almost to Mandurah; it did not quite make it to Mandurah. We know that some members opposite are legends because they built a train line, but guess what? Does public transport not run on Great Eastern Highway going east? Do buses, which are also public transport, run on Great Eastern Highway west?

Mrs M.H. Roberts interjected.

The SPEAKER: Member for Midland.

Mr F.A. ALBAN: Have members not noticed that on Great Eastern Highway to the city there are three lanes both ways?

Several members interjected.

The SPEAKER: Member for Midland, I call you to order for the first time and member for Butler for the first time. I want to hear the member in silence.

Mr F.A. ALBAN: I have not forgotten that there are other roads. Members opposite have so much passion and I call it “pop and fizz”, because all of them would make great upper house members—they talk a lot and they achieve very little!

Several members interjected.

Mr F.A. ALBAN: That is all right, interject; I love the noise, members, keep going! I am not intimidated. I grew up in a healthy Italian family and it was all part of growing up. There are roads that members opposite all mentioned with great passion—“Frank Alban’s going to do this; he’s going to do that.” Frank Alban and the Liberal–Nationals only have to do stuff because you guys did—guess what—nothing. Lord Street was a problem when the Labor Party was in government. Did it fix Lord Street? Gnangara Road was dangerous and there were deaths; did the Labor government do anything about Gnangara Road? Labor Party members are public transport legends! There were deaths on the intersection of West Swan Road–Gnangara Road; did the Labor government do anything about it? No. Get this stuff into your thick heads: public transport also includes buses, and buses go to far more places than trains.

Am I excited; am I excited that some Labor members went to Midland!

Several members interjected.

The SPEAKER: Members!

Mr F.A. ALBAN: Do members know what is lovely about Midland? I live in the electorate of Midland, and the electorate of Midland for 20 years has been faithful to the Labor Party; it has always voted on the understanding that one day it would do something for Midland. I am so happy that the Labor Party is going to change the train station. I am so happy that Labor members went there. Last time I heard members opposite mention Midland was at the time of the Lord Street extension. Who remembers the Lord Street extension? I was on the council for six years and we heard that the minister would commit, that the minister would write us a letter and that the minister was going to visit, so I am so happy that the Labor Party has finally got to Midland and committed to something. I cannot say that the Labor Party has done nothing for Midland at all. I did see one primary school five or six years ago at Woodbridge, so I cannot say the Labor Party did nothing, but it did pretty close to nothing. Can I also tell members something? The member for West Swan has spent the best part of seven years picking on me to somehow promote her to great extent; I am fine with that!

Several members interjected.

The SPEAKER: Members!

Mr F.A. ALBAN: She is already missed in Ellenbrook! She has been the member for Ellenbrook for three years, and I am getting, “Thank God, Frankie, you’re back as the local member. You might be a bit cranky, but thank God you’re back and something’s going to happen.” The member for West Swan and I have one thing in

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common, apart from both being Italian, having loud voices, and talking too much. What do we have in common? The Perth–Darwin highway on NorthLink WA is absolutely crucial to both our electorates. That is not distancing the fact that the members for Wanneroo and Midland will also benefit. We will get people from our electorates—yes, by buses—to the city on roads, so that all the road infrastructure that we have built will connect to the city without any lights. There will be interchanges at every single one of those lights that now hold us up. Who do members think will build this infrastructure? Is it Labor?

Government members: No!

Mr F.A. ALBAN: Labor has not conceived that the best part of public transport is on roads! Trucks travel by road, cars travel by road and buses travel by road. Members opposite better start thinking seriously because they are not fooling anyone anywhere in this state.

MR N.W. MORTON (Forrestfield) [3.52 pm]: I rise to make a few brief comments on this matter of public interest. I have no idea —

Several members interjected.

The SPEAKER: Member for Willagee! Member for Mandurah, I call you to order for the first time. If some people want to have a rest, I will oblige them.

Mr N.W. MORTON: Thank you, Mr Speaker.

Mr D.J. Kelly interjected.

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

Mr N.W. MORTON: Typical Labor—always jumping the gun.

I do not know where the Labor Party has been in this state over the last several years. This Liberal–National government has been delivering for Western Australia and it will continue to deliver. We have a clear plan. Obviously members opposite cannot either read or listen because we have been articulating that plan. Projects such as Gateway WA, which is out in the eastern suburbs—an area that Labor has taken for granted and neglected for years, or in fact, forever—as the minister mentioned, was delivered ahead of time and under budget. Crucially, that allowed extra funds to be relocated to the Berkshire Road–Roe Highway intersection, which was a major black spot in my electorate. There was an accident there, on average, every 10 days. Thanks to this state government's good management, that black spot has been eradicated. I can tell members quite convincingly that my constituents are over the moon about the delivery of that project.

We have been doing other things such as improving traffic signalling in my electorate from the Hale Road and Welshpool Road intersection up to the Francisco Street and Orrong Road intersection. Of course, the jewel in the crown is the Forrestfield–Airport Link. This is a game changer for my community involving a 20-minute commute to the CBD and a major bus interchange that will connect the surrounding suburbs to this train station. It will also have at least 2 000 parking bays to service the community. It will also connect the city to its airport for the first time. It is the first major rail project to have 8.5 kilometres of rail underground. We do not just believe in heavy rail like members opposite. We believe in an integrated transport network. This includes roads —

Several members interjected.

Mr N.W. MORTON: I know it is a new concept for the member for Warnbro, so just listen. We believe in roads, trains, buses and ferries; it is an integrated network. Importantly, is not just about continually building infrastructure. It is about getting the most out of what we have already. That is why the government has recently launched Smart Transport WA—I suggest members check it out—so that commuters can maximise the existing network as it stands. Of course, this is a tired opposition with no new ideas for Western Australia.

Several members interjected.

Mr N.W. MORTON: That is right; they are even tired in opposition. Let us remember that the opposition has already articulated that it does not like tunnels. These are the Labor Luddites who opposed the Graham Farmer Freeway tunnel in 1996. As we heard before, when we wanted to put a third lane through it, they opposed that, too.

Ms R. Saffioti interjected.

The SPEAKER: Member for West Swan!

Mr N.W. MORTON: These are the same people who opposed the Forrestfield–Airport Link tunnel in 2013. So, yes, they do have an aversion to tunnels. The thing about WA Labor is that it never has a good idea until

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someone else builds it. That is what we have done and what we will continue to do. WA Labor can get back in its box of negativity.

MR S.K. L'ESTRANGE (Churchlands) [3.56 pm]: Labor is full of slogans.

Several members interjected.

The SPEAKER: Right, thank you.

Mr S.K. L'ESTRANGE: Let me say it again; Labor is big on slogans, it loves to sledge, and it loves promising the world to the Western Australian people, which it cannot deliver. But I remember one thing in regard to this matter of public interest, which is that the Leader of the Opposition said, "We will stop Roe 8; we will make it an election issue! Roe 8 is a road to nowhere."

Mr D.J. Kelly interjected.

Mr S.K. L'ESTRANGE: I am about to sit down but members opposite should understand this: the people of Melville and the people of Cockburn do not want Roe 8 stopped because they want the congestion off their streets. Members opposite would do very well to go out there and talk to the people because they want Roe 8.

MR C.J. BARNETT (Cottesloe — Premier) [3.57 pm]: I will make a couple of comments about tunnels. Tunnels are becoming more widely used throughout the world simply because the technology of constructing and operating tunnels has improved dramatically and therefore the cost of production and construction of tunnels has come down. Mention was made of the Graham Farmer Freeway. That tunnel was created by trenching but we are now talking more about technology advances in boring tunnels. That is a worldwide trend, and we would be foolish to ignore that. The Graham Farmer tunnel transformed Perth. It took tens of thousands of vehicles away from the divide between the city and the river along Riverside Drive. It has been incredibly successful. Perth would not be functioning without that tunnel project. We have also seen that the Mandurah rail line got through Perth only by tunnelling.

Ms R. Saffioti interjected.

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

Mr C.J. BARNETT: A short part —

Mr J.R. Quigley interjected.

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

Mr C.J. BARNETT: It is a very short tunnel, but it is critical for integrating into the central station. The sinking of the rail line project, which will be completed around this time next year, was again done basically by trenching. It has now put the already operating rail system underground. The busport, which the minister talked about on the weekend, is an absolutely spectacular advance in public transport. It not only increases the quantity and productivity of the service; but also improves the quality of the service. Just watch the patrons use that; they will be flocking there in their thousands because of the quality of it. That is what will happen.

Several members interjected.

The SPEAKER: Members!

Mr C.J. BARNETT: The Metro Area Express project was probably stretching light rail to its limit. Given the advances in the alternatives, it is right to reassess that. The difference between light rail going out as far as it did and maybe heavy rail is that the heavy rail will move far more people and it will move them a lot more quickly. If we are going to use a heavy rail and take advantage of the technology —

Mr D.J. Kelly interjected.

The SPEAKER: Member for Bassendean, you are on three calls; you are now on 3.5.

Mr C.J. BARNETT: If heavy rail could be used in that neglected area—that arc between the northern suburbs rail line along the coast and the one out to Midland, the whole gap between the north and the east—we would be remiss not to look at that. If we are going to do it, the only practical way of doing it is by tunnelling. Members opposite need to face up to the reality. We are reassessing MAX because it might be a better service, help more people transit and be done quicker. That is why we are looking at it, as we should.

Mr P. Papalia: When are you going to do it?

Mr C.J. BARNETT: We are going to take some time. In its first term this government invested in the neglect of the public hospital system. As I said at the last election, if re-elected, our focus would move on to transport. If members had listened to the minister as he went through the list of projects, they would have heard him talk

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about a number of road projects, including fixing up black spots and intersections. That is fantastic and an extraordinary investment. Now we are working on the Forrestfield–Airport Link project and a rail station in Belmont. What did the Labor Party ever do for Belmont? It did nothing. At last we will have a rail link to the international airport, which is long overdue. Those rapidly growing suburbs to the east of the airport will have a modern system. Labor members hate to face up to the fact that they ignored the eastern suburbs. The eastern suburbs have just had a magnificent hospital built, they have had road projects delivered and they are about to get a university campus. Why did the Labor Party never pursue tertiary education for the people of the eastern suburbs? It never pursued it; it ridiculed it. This government—the government that the Labor Party thinks comes from the western suburbs—has done more for the eastern suburbs than any government in this state's history.

MR P.C. TINLEY (Willagee) [4.02 pm]: There is no better example more emblematic of the chaos and confusion that comes from this government in relation to transport than Roe 8. In his very long dissertation, the member for Churchlands talked about how we oppose Roe 8. I can guarantee the member that we will oppose it with every breath in our political body. Today at 12 o'clock we expressed further opposition to the minister's mishaps, confusion and poor leadership in the protest that was held on the front steps of this Parliament in relation to —

Mr F.A. Alban interjected.

Mr P.C. TINLEY: Sorry, Olympic, what did you say?

Mr F.A. Alban interjected.

The SPEAKER: Just control yourself please. Member for Willagee.

Ms R. Saffioti: Leap year.

Mr P.C. TINLEY: Yes, we will call him leap year because he retreads that promise once every four years. It is great to see it.

There is no better example of the chaos in this system than what we have seen with Roe 8. The government planned this project for over seven years, saying it would build Roe 8. What did we get? We got a whole bunch of confusion and fear from business owners and people living in the suburbs in my electorate and that of the member for Fremantle. They are so fearful because there are spies paid by this government—agents of the government—secreted in the crowds of public gatherings just so they can get the hit list of people the government needs to be worried about. The government has had seven and a half years to get Roe 8 up, and what did we get? We got a failed environmental approval that took the community —

Mr P.T. Miles interjected.

The SPEAKER: Member for Wanneroo, you are becoming tiresome now. I call you to order for the second time.

Mr P.C. TINLEY: I think Mr Speaker overstates it about the member for Wanneroo.

The crowdfunding that the community did to actually go down to the courts of Western —

Mr S.K. L'Estrange interjected.

The SPEAKER: Member for Churchlands, I call you to order now for the first time. We are running out of time. We have had a bit of fun. Let us hear the member for Willagee.

Mr P.C. TINLEY: The community went to the courts of Western Australia and stopped the project. The government wants to stifle normal civil protest. It wants to make it illegal for people to stand in front of bulldozers in the wetlands of Beeliar and make their voices heard. They were out the front of Parliament House today and they are coming to the electorates of those opposite.

I say to the Premier that I am particularly concerned that the Minister for Transport's workload is onerous. He just folded under pressure to the bulldog from Channel Nine, wimped out and then bowled up with the answers, saying that he has a plan. Then he turned up on the radio, surprised that the plan was leaked. The plan got leaked by him. I am really concerned that he may not be pulling his ministerial weight. When I reviewed the salaries determined by the Salaries and Allowances Tribunal, I saw that a minister of the Crown gets \$273 133. The government has arranged for 18 ministers, including the Premier, to share 46 portfolios. By my estimation, when we round it up, that is an average of about three portfolios per person. When the other ministers sit around the cabinet table at the cabinet meeting next week or the next time they have a cabinet meeting, they should look around the table to see who is pulling the weight. Who are the heavy lifters? Mr \$273 000 over there, the member for Bicton or Bateman—who knows—and all you other mugs are carrying him. If we divide that salary by three, he is worth about \$91 000. That is \$91 000 worth of thought bubbles and random thoughts. Even that

Extract from Hansard

[ASSEMBLY — Tuesday, 23 February 2016]

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Speaker; Mr Mark McGowan; Ms Rita Saffioti; Ms Simone McGurk; Mr Dean Nalder; Mr Jan Norberger; Mr Bill Johnston; Mr Frank Alban; Mr Nathan Morton; Mr Sean L'Estrange; Mr Colin Barnett; Mr Peter Tinley; Mr Ben Wyatt

nice young fellow from the northern suburbs, the member for Ocean Reef—that young kid on work experience—has two portfolios. He does more lifting than the Minister for Transport. All the other ministers will be ripped off at the next reshuffle. They should look at the minister and say, “Who is doing the heavy lifting?” There is no plan. If the minister has a plan, he should put it on the table. He has no inbound or outbound plan for Western Australia. He has random thoughts. That is it.

MR B.S. WYATT (Victoria Park) [4.07 pm]: Members will be delighted to know that I would like to make a few comments in these final minutes. I want to take members back to the 2013 election, one that I remember fondly. The Minister for Transport stood in this place and said, “Those opposite would have you believe we don’t have a plan.” He was right. We do not believe he has a plan because in the space of a day—today—I have seen the following. I got up and read the front page of *The West Australian* to see that the minister wants to tunnel under Canning Highway, Stirling Highway and Orrong Road. Then the minister came on the radio and said, “Not in my lifetime are we looking at that.” Then the Premier came in and said it would be foolish not to look at that. He wonders why we sit here and ask, “What is the plan?” I saw the 2013 fully funded and fully costed election campaign that outlined that Metro Area Express and the airport line would be operational by 2018—fully funded and fully costed, yet MAX has morphed into a range of different beasts. At the moment I think it is a tunnel to Morley. That may change tomorrow. I am not sure about that because the Minister for Transport’s career has become a little like Berkshire Road—an accident on average every 10 days. Anything may happen wherever we are going.

I saw the Premier when he announced MAX. Guess what, people of Western Australia? They were told, “Let me give you some advice. Buy property up here now because by 2018, this fully costed project, MAX, will be up and running.” It started to unravel a bit when we did not quite know the route, the size of the trams and where the stops would be. Now the minister comes into this place and critiques us about our plan for level crossings. There was shock-horror when we announced our desire to fix Midland train station. The minister was nailed. In response to the little share spike in NRW Holdings, he made this point, and I quote —

“Our priority is to create new public transport routes and we aren’t spending additional funds at this point in improving existing routes.”

We want to do that. Metronet is the only plan out there that has had government work on it. The minister tried to unravel it time and again, though not to any great effect because wherever I go, I hear people talking about Metronet. When I hear people talk about the Minister for Transport, I am sorry but it is not positive. All I am starting to hear is that he is rapidly becoming the Jar Jar Binks of cabinet. He has to watch that because before he knows it, he will become what *The West* is treating him as—the punchline—and that is not how he will deliver these projects. I say to the Premier, now that he has a reshuffle coming, that this is a very important portfolio and he needs to move the Minister for Transport out. Firstly, he is not delivering the Premier’s narrative, and, secondly, he does not have the confidence of the public when it comes to transport in Western Australia—tunnels under Canning Highway, for heaven’s sake! Premier, we all know that the transport minister is not delivering for you. He is not delivering for Western Australia and he is not delivering for the Liberal Party. He is swinging in the breeze and it is time for the Premier to cut him down.

Division

Question put and a division taken with the following result —

Ayes (18)

Ms L.L. Baker
Dr A.D. Buti
Mr R.H. Cook
Ms J. Farrer
Ms J.M. Freeman

Mr W.J. Johnston
Mr D.J. Kelly
Mr F.M. Logan
Mr M. McGowan
Ms S.F. McGurk

Mr M.P. Murray
Mr P. Papalia
Mr J.R. Quigley
Mrs M.H. Roberts
Ms R. Saffioti

Mr P.C. Tinley
Mr B.S. Wyatt
Mr D.A. Templeman (*Teller*)

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Noes (34)

Mr P. Abetz
Mr F.A. Alban
Mr C.J. Barnett
Mr I.C. Blayney
Mr I.M. Britza
Mr G.M. Castrilli
Mr V.A. Catania
Mr M.J. Cowper
Ms M.J. Davies

Mr J.H.D. Day
Mr J.M. Francis
Mr G.J. Godfrey
Mr B.J. Grylls
Dr K.D. Hames
Mrs L.M. Harvey
Mr C.D. Hatton
Dr G.G. Jacobs
Mr R.F. Johnson

Mr S.K. L'Estrange
Mr R.S. Love
Mr W.R. Marmion
Mr J.E. McGrath
Ms L. Mettam
Mr P.T. Miles
Ms A.R. Mitchell
Mr N.W. Morton
Dr M.D. Nahan

Mr D.C. Nalder
Mr J. Norberger
Mr D.T. Redman
Mr A.J. Simpson
Mr M.H. Taylor
Mr T.K. Waldron
Mr A. Krsticevic (*Teller*)

Pairs

Ms M.M. Quirk
Mr C.J. Tallentire
Mr P.B. Watson

Ms E. Evangel
Mr A.P. Jacob
Ms W.M. Duncan

Question thus negatived.