



Parliamentary Debates

(HANSARD)

THIRTY-NINTH PARLIAMENT
FIRST SESSION
2014

LEGISLATIVE COUNCIL

Tuesday, 24 June 2014

Legislative Council

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THE PRESIDENT (Hon Barry House) took the chair at 3.00 pm, and read prayers.

DISTINGUISHED GUESTS

Statement by President

THE PRESIDENT (Hon Barry House): At the outset, can I welcome into the President's gallery two special guests from the United States of America, Ms Leilah Diong and Ms Olivia Diong, who just so happen to be the daughters of Ms Cynthia Griffin, the United States Consul to Western Australia.

Members: Hear, hear!

MEMBER SURVEYS

Statement by President

THE PRESIDENT (Hon Barry House): Members, last week you received both electronic and hard-copy versions of surveys for the Legislative Council and Parliamentary Services Department. These surveys give members the opportunity to comment on the services provided by the staff of the department of the Legislative Council and the Parliamentary Services Department. I encourage members who have not completed the surveys to fill them out and return them to chamber staff, or to complete the online versions via the link provided in the emails you will have received. The results of the surveys will appear in the annual reports, and the feedback that members give will be used to improve the services you receive, wherever possible.

MENTAL HEALTH BILL

Petition

HON STEPHEN DAWSON (Mining and Pastoral) [3.04 pm]: I present a petition containing three signatures couched in the following terms —

To the President and Members of the Legislative Council of the Parliament of Western Australia in Parliament assembled.

We the undersigned residents of Western Australia would like to commend the all those who have worked tirelessly to try to find the balance between freedom of citizens and the involuntary provisions in the Mental Health Bill. We are pleased with the emphasis on “recovery” however we still believe that a balance is missing that many people with “lived experience” of being an involuntary “consumer” understand. The promoter of this petition Doug Humphries, has worked all his life as an engineer, paying his taxes and contributing to the community including fathering 5 children and yet was labelled as being mentally ill and treated involuntarily under the Mental Health Act for 3^{1/2} weeks in 1971 and 10 days in 2003. He contends that, as is the case in every field of human endeavour, error is possible and awareness and mechanisms are needed in perpetuity to protect against it. There are many measures towards this end in the new Bill and this achievement should be reflected in the “Short Title of the Act” as well as the “Objects” of the Act. The proposed addition to the Short Title for the Mental Health Bill 2013 is shown in red below.

An Act —

- **to provide for the treatment care, support and protection of people who have a mental illness; and**
- **to provide for the protection of the rights of people who have a mental illness; and**
- **to provide for the recognition of the role of carers and families in providing care and support to people who have a mental illness, and for related purposes.**
- **to provide for the protection of rights of people who do NOT have a mental illness and who for one reason or another find themselves subject to the provisions of this legislation in error.**

Your petitioners therefore respectfully request the Legislative Council to recommend the following action: -

Add this additional point to the short title of the Mental Health Bill 2013:-

- **to provide for the protection of rights of people who do NOT have a mental illness and who for one reason or another find themselves subject to the provisions of this legislation in error.**

And your petitioners as in duty bound, will ever pray.

[See paper 1611.]

ROSEHILL GOLF COURSE — REZONING

Petition

HON ALYSSA HAYDEN (East Metropolitan — Parliamentary Secretary) [3.06 pm]: I present a petition containing 59 signatures couched in the following terms —

To the President and Members of the Legislative Council of the Parliament of Western Australia in Parliament assembled.

We the undersigned residents of Western Australia are opposed to the rezoning of Rosehill Golf Course from Rural to Urban; because of loss of amenity to the Eastern Region. Our grievances are:

- This MRS Amendment was determined Minor, and should have been Major. We believe the intention is to “fast track” for less transparency to the public and bypass scrutiny from both Houses of Parliament.
- Land use historically is as a golf course for 50+ years, providing health and social benefits for Eastern Region.
- Until current submission period, no member of public or affected landholder was notified or consulted.
- Proposal places 600+ homes under flight path on land historically a noise buffer zone safeguarding Perth Airport.
- Draft SPP 1.5 - land use in vicinity of airports is a Draft Policy, premature to make decisions until adopted and aligned with WA State Aviation Strategy, National Airports Safeguarding Framework and reviewed AS2021.
- Amendment Report is based on 2009 Airport Master Plan for noise contours, which is now obsolete.
- Perth Airport objection and impact of proposed 3rd runway on the area was not taken into consideration.

Your petitioners therefore respectfully request the Legislative Council form a Committee to investigate:

1. Why Amendment 1266/57 was determined as “Minor” when so complex and largely inconsistent with Policy 1.9?

2. Why the WA State Aviation Strategy, National Airport Safeguarding Framework, review of AS2021, and objection by Perth Airport were disregarded when this amendment was considered for initiation by WAPC?

3. Why developers are behaving as if the public participation process is a farce?

And your petitioners as in duty bound, will ever pray.

[See paper 1612.]

PAPERS TABLED

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

ESTIMATES OF REVENUE AND EXPENDITURE

Consideration of Tabled Papers

Resumed from 19 June on the following motion moved by Hon Helen Morton (Minister for Mental Health) —

That pursuant to standing order 69(1), the Legislative Council take note of tabled papers 1449A–E (2014–15 budget papers) laid upon the table of the house on Thursday, 8 May 2014.

HON SALLY TALBOT (South West) [3.14 pm]: I should preface my remarks about the budget by saying that if my comments are accompanied by a certain amount of coughing and spluttering, it is partly, at least, due to the virus I acquired on the weekend and not entirely to do with my dislike of this truly horrible budget that the

government brought down last month. I hope also that Hansard has practised its lip-reading in case my voice gives out.

Hon Simon O'Brien: Heaven forbid that should happen.

Hon SALLY TALBOT: I knew that I would win immediate sympathy from Hon Simon O'Brien and I do appreciate it—thank you. I know that the honourable member will keep nice and calm while I am speaking so that I do not have to strain my voice.

Hon Simon O'Brien: Every now and again I will give you a little break by interjecting so you can compose yourself.

Hon SALLY TALBOT: I might just curl up and have a little sleep if the member does that.

I know that this budget has been given a subtitle, if you like, by several members on this side. The mantra that we have heard many times over the last 12 months or so has been about the untruths that were contained in the fully costed, fully funded theme that the Liberal Party and the National Party took to the election in March 2013. Fully funded and fully costed has been shown to be absolutely not true as promise after promise has fallen away and the government retreats to some sort of rhetoric that I do not think we have ever seen in Australia before, where promises are simply discarded like things that are no longer of any value. Of course, they are of value to the electorate because, despite what this government would like to believe, the electorate is fairly sophisticated about these things. People in the electorate did an evaluation of what they were presented with in March 2013 and they put their vote where they thought their money was going to go. To find that that is not true has done the democratic process itself a considerable amount of damage. It is our job as members of the opposition to make sure that that damage is sheeted home to exactly where it belongs, which is on the shoulders of government members in both the Liberal Party and the National Party.

I think that another subtitle could be given to this budget that is along the lines of turning good news into bad news. We should be in the best of times. We have just had the first stage of an unprecedented boom in Western Australia. We have copious data showing that Western Australia is still driving the nation's economy. That part of the country that has only about 10 per cent of the population is still turning in figures that should have all legislators beaming all over their faces. It is particularly ironic that at this moment in time we are supposed to be under the leadership of a conservative government. Conservatives traditionally have always been people who ran on their economic credentials; yet it is under this conservative government that we have come to a point at which government members themselves, both in the Liberal Party and the National Party, are saying, if not explicitly then at least implying by their comments, that Western Australia is facing some sort of budget crisis. That is ironic when we look at some of those headline figures.

I was given a copy of a report that I guess has been circulated to all members of this Parliament and that was commissioned by UnionsWA, RMIT University and BIS Shrapnel and was actually prepared as a precursor or scene setter to the May budget. It is called "The Strange Case of Western Australia's government finances" and the subtitle is "A AA Budget in a five star economy". It is that five-star economy that I am referring to when I talk about the fact that this should be the best of times. Turning to page 5, we read —

Periods of strong economic growth typically result in strong public finances, with revenues being swollen by increases in economic activity.

The report goes on to make a number of points that essentially act as riders to that opening statement. Honestly, as conservative legislators in this state, this ought to be a time when all of the government's greatest wishes are being met—an economy that is, as this report says in its subtitle, "a five star economy". This ought to be the place where conservatives could trumpet all their economic credentials and ride high on the crest of that wave and start delivering things to their own constituents. But, of course, that is not happening. It is not just because of the fact that that strong economic growth has gone along with an increase in population, which brings its own pressures to bear on the budget and the kind of need for the provision of infrastructure that goes along with those increases in population; it is because of something that happened within the first 12 months of this government coming into office. It has been suggested by some that the fact that the Liberal and National Parties won the 2008 election and assumed government at that time was in itself something of an unprecedented occurrence in that the person who became the Premier was, only a matter of months before he became the Premier, setting himself up for a long, healthy and, presumably, prosperous retirement. So, perhaps the Premier has a different view about how to sustain a state such as Western Australia over the medium to long term. Perhaps there was such a feeling of unexpected euphoria in that win in 2008 that all those conservative economic credentials that I have referred to just got thrown out the window and people started thinking that they could do whatever they liked; those credentials were not even supposed to be there.

The rot began to set in very early when we started to see the good news, which was the increase in government revenues, being swiftly eclipsed by the fact that government expenditure was running out of control. In September 2013, that resulted, of course, in the loss of the state's AAA credit rating, at least from one of the

major ratings companies. I thought it was worth reminding honourable members at the beginning of my comments on the budget what Standard and Poor's said when it was explaining what had happened. I will quote again from the same report—that is, the BIS Shrapnel report titled “The Strange Case of Western Australia's government finances”—which quotes an ABC radio interview in September 2013, in which Claire Curtin, an associate director of Standard and Poor's, gave an account of why Standard and Poor's had downgraded the state's finances. Members should bear in mind that this was in September 2013. We saw a tough budget in September 2013, but now we are into our second budget since the downgrade. This is what Ms Curtin said in September 2013 about the downgrade to AA —

“We think that the Government doesn't have a particularly high will to address the fiscal pressures that we think are facing Western Australia at the moment.

The ABC reporter asked —

So where's the government lacking from your view?

CLAIRE CURTIN: We think that there hasn't been a great deal of commitment displayed to addressing the structural deficit, and that includes the actions taken in the fiscal foreseen budget.

The interviewer responded by saying —

So even though that was a pretty tight budget, —

That is, the 2013 budget —

it wasn't enough in your mind or in Standard and Poor's mind, to show that they're addressing the levels of debt in WA?

Claire Curtin from Standard and Poor's said —

Yes, that's correct”

From 2008, we staggered through five years of extraordinary economic growth and increasing levels of government revenue, and we ended up not with a state that was riding high on the crest of an economic wave or abounding in good things for the Western Australian community, but with a state that had lost its AAA credit rating and is now regarded as having a budget and running an economy that is not healthy. But it is much more serious than that. The position is not just that it is unhealthy at the moment, but that there appears to be no plan over the short, medium or long term to rectify that situation.

If, as a result of this, we were seeing people who can afford to pay more being asked to contribute more, perhaps people on this side of the chamber would not be quite so distressed by what is happening, but that is clearly not the case. We are seeing the gap between rich and poor in Western Australia get increasingly great. We are seeing more of the social dysfunction that goes along with those increases in inequality, and huge expectations are being placed on the shoulders of people who can least afford to pay for it, the expectation being that they will step up and pay more for the services and the levies that they have to pay to try to address this problem that the government has created for itself. Alongside all that, we are seeing two of the biggest increases in the burden on the state coming to be represented by interest repayments. These are the sorts of gaps that people in this state who can least afford to pay are being asked to fill by their sacrifices. I will have much more to say about that as I go through my remarks.

I do, however, want to make a couple of comments about the federal budget. This is an unusual thing to do, as this item on the notice paper obviously refers specifically to the state budget. But now that we have a state and federal government of the same ideological hue, it is quite interesting to see how they are playing off each other and how those synergies are being put in place that will eventually end up with us living in a thoroughly conservative economy, with all the perils that that entails for people who are not wealthy. Given that we have had seven Treasurers in six years—I always have to think about whether it is six Treasurers in seven years or seven Treasurers in six years, but I think it is seven Treasurers in six years—one would have to say that this latest Treasurer, who is having his first crack at the job, is in one important sense a very, very lucky man. He is not lucky in the sense that he had only a few weeks to put his stamp on the budget because of a series of misfortunes that befell the government, largely of its own making and which have been well documented, and I do not have time to go into them now. We had a new Treasurer well and truly into the process of putting this budget together. That must have been quite a hard job, but he seems to be a pretty capable person, at least with his conservative economic credentials, so I do not imagine that he regarded it as the biggest challenge of his life. But then he got his big stroke of luck, because it turned out that within a matter of days—I think it was five days—after bringing down the Western Australian budget, his federal counterpart brought down the commonwealth budget. Of course, as we all know, that has enabled the state budget, at least to a certain extent, to slip under the radar. Part of the job that we on this side of the house have to do is make sure that the spotlight is shone very firmly on the state budget and the specific measures in the state budget that we think are

unnecessary and uncalled for and place the obligation and the pain of rectifying the government's mistakes onto the wrong shoulders.

Nevertheless, that stroke of luck was really brought about because the Abbott government chose to make its first budget the sort of budget that shows us exactly what type of economic management we get and what sort of emphasis we get on where the economic priorities lie from a government that does things like reintroduce knights and dames. We have here a commonwealth budget that matches the state budget with its impeccable right-wing credentials. We saw a curious thing with the federal budget that I have been looking at very closely to see where the echoes come in the state conversation about budget management. One of the things I have found most offensive about the way that conservatives operate in this country in general, and in this state in particular, is that we are seeing a subtle change in the language that is used. We on the left of politics are always jumped on from a great height by conservatives when we start engaging in what conservatives like to call “class warfare”, which, if you notice, Mr President, is always the pejorative term used whenever Labor people start talking about rich people and poor people, or contrasting people who are wealthy with people who are impoverished, people who are advantaged with those who are disadvantaged, or people who are privileged with those who are underprivileged. As soon as we start talking in those terms, conservatives jump up and down about the fact that we are trying to re-engage class warfare and that this is a very last-century thing to do. I deeply disagree with that. I think that although some of our terms and circumstances have changed, there is still a fundamental divide in Australia between people who have and people who do not. We see language being recast by modern conservatives, and we see also, particularly in the context of the commonwealth Treasurer and the federal budget, that we are now talking in terms of “lifters” and “leaners”. The federal government talks about the fact that leaners are bad and lifters are good. I just explained that in case anyone on the other side of the house was a bit confused about whether it was good or bad to be a lifter or a leaner, because it is not entirely clear to use that kind of language. I think what the commonwealth government is getting at is that we are all supposed to be lifters, and I suppose that goes along with some of that conservative rhetoric about carrying one's weight and that sort of thing. We are all supposed to be lifters now and I know that, maybe in a past life, Hon Simon O'Brien engaged in a bit of weightlifting himself—literally. I remember while having my induction into this place in 2005 walking into the gym and seeing Hon Simon O'Brien in there lifting some weights. I have not seen him in there recently, but, anyway, he will understand that kind of language! Clearly, leaners are supposed to be bad. I suppose in conservative rhetoric leaners are not those people who lean in the sense that they feel supported by something, but who lean on people who do not want to be leaned on, a bit like one of those large smelly shaggy dogs that comes along and physically leans on someone and they try to get it off. There is all that sort of pejorative language tied up in the idea of lifters and leaners, and it is language from which all of us on this side of the house would absolutely, categorically dissociate ourselves, but I will have a bit more to say about that later in my remarks.

More graphically, we have heard talk from the federal government about the “age of entitlement” being over. Again, the implication, if not explicitly, is that it is wrong for someone to feel that they are entitled to something. That is language that relies so much on the unspoken dog whistle of everything that is contained in that phrase the “age of entitlement” when it is used to denigrate a culture. I cannot find many references to this, but occasionally I hear in the odd *Lateline* interview broadcast after most sensible people are asleep conservatives talking about this being the “age of opportunity” rather than the “age of entitlement”. All good conservative rhetoric, I suppose, but clearly with quite a sinister agenda underlying it.

I suppose there is a sense in which the Liberal–National government in Western Australia has been able to fly under the radar as far as a lot of its own budget measures go, because obviously the Western Australian community is very upset about a lot of things the federal government has done. Just before I leave that matter of the federal government, I still think some of the best budget analysis of both the commonwealth budget and the state budget is done by the ABC, not so much by the news programs, although they do a pretty good job, but in the in-depth analysis that sits on the website. The other day I found a list that I thought was quite breathtaking, and I refer to it only because I think it gives a sense of how conservative governments, both state and federal, weigh their priorities. It was the list of the winners and losers from the federal budget, and the losers list is about four times as long as the winners list. Remember, we are specifically talking about the state budget in this debate, but look for the overlaps on the losers list between people who are double losers—who are clearly losers from both the federal and state budgets. The losers on the list were families, seniors, education, health, public sector, foreign aid—remember, I am talking about the federal losers list now—unemployed people, young people, university students, people with disability, low income earners, Indigenous people, public broadcasting and the environment. The list of winners is remarkably and depressingly short: mining, infrastructure and defence, and, finally, medical research, which I think is very questionably on the winners list, because although the commonwealth government has started that massive fund, it has used other sources for it; it has deprived other projects of funding in order to contribute to that fund. We come to the fact that this can pretty much be overlaid onto the state budget, leaving out the obvious things such as public broadcasting; to an extent university students, given that university funding largely relates to the commonwealth government; and foreign aid.

All those other areas overlay on the state budget, and that reinforces the fundamental point I am making here in the framework for my remarks; that is, although it is true that as a community we have all got richer over the last couple of decades, it is equally true that the sobriquet that might be given as a label for our age is, rather than the conservative label “the age of entitlement” or “the age of opportunity”, the “age of inequality”. Those gaps between the wealthy and people who would regard themselves as living on ordinary incomes have opened up exponentially over the last few years, and that is always, always a bad thing for a community. I will explain exactly why that is a bad thing as I get further into my remarks.

Just by way of establishing a framework, there is a very, very interesting report that was released, I think only last week, called “Advance Australia Fair? What to do about growing inequality in Australia”. It is based on a forum that was held in Canberra. Not all the participants in the forum are from my side of politics or express views that I would necessarily agree with, but it is very interesting to see the diversity of views and opinion that can be brought together to talk very coherently and constructively about the problems that growing inequality causes. This report was published in May 2014 by Australia21 in collaboration with the Australia Institute. I came across the report because I was following up a couple of quotes that journalists had been reading recently. I found a very succinct introduction in the executive summary of the report, which I will just quote, because I cannot express these things more clearly by paraphrasing. The second paragraph of the executive summary reads as follows —

The wealthiest 20 per cent of households in Australia now account for 61 per cent of total household net worth, whereas the poorest 20 per cent account for just 1 per cent of the total. In recent decades the income share of the top 1 per cent has doubled, and the wealth share of the top 0.001 per cent has more than tripled. At the same time, poverty is increasing and many of those dependent upon government benefits, including the unemployment benefit, have fallen well below the poverty line. If we do not pay attention to the problem of financial inequality, current economic circumstances are likely to make it worse.

It is easy to gloss over that kind of observation; what does it actually mean to say that the top 0.001 per cent of the wealth share has more than tripled? Not being a statistician I do not find it easy to translate those kinds of statistics into a practical mental picture of what is happening, but I did find a way of doing it in one of the three quotes that open the report—if I have time later, I will refer to the other two. The quote that gave me this vivid mental picture is the second of the three quotes, which is from the Oxfam report to the Davos conference of the World Economic Forum 2014. It is very short and reads as follows —

... the richest 85 people on the globe—who between them control as much wealth as the poorest half of the global population put together—could squeeze onto a single double-decker.

That is 3.5 billion people. I know members on the other side of the chamber will be asking: why on earth is she talking about the world’s population, we are supposed to be talking about the Western Australian budget? But the whole point is that this is a global phenomenon that we are seeing in our very own communities. Those honorable members who spend any time at all in their electorate offices know that they see this every single day they sit in their electorate offices—nine out of ten people walking through the doors of our electorate offices will only dream of the kind of wealth that the wealthy people in our community have. As members of Parliament it is illustrated to us every single day of our working lives that this kind of inequality is very much part of the Western Australian community. If I have time at the end of my comments I will come back to some of the observations in that report, but I will say that given Western Australia has a healthy economy that is driving Australia forward, there is nothing that says we do not have stark inequality in our own community.

We would expect a budget in which the government is talking up pain and saying how terrible it is that we have lost the AAA credit rating, that we have to get it back and get debt under control, and that we all have to share the pain to be balanced by some kind of gain. It might not be easily explicable to people struggling to pay their electricity bills, but one would expect a few line items in the budget papers that the government could point to and say, “It might be hurting you now, but in a few years’ time we will be back in a position in which we can be more generous with our concessions and start talking about supplementing people’s incomes again. But we have to get through this difficult time; it is a transition.” The government is using language that we have all heard many, many times in recent years. The interesting thing about this budget is that we are getting pain without gain; the government has not even tried to get debt back under control. Two of the biggest drains on the economy are to do with that burgeoning debt, and I will refer to that in a little bit more detail. Two of the biggest costs borne by this government are increasing interest costs and increasing depreciation expenses, and both reflect directly on the increased use of debt to fund an enlarged infrastructure program. This statistic explains why we are not even offered any hope of relief in this budget; that if we go through the pain for three years or four years or five years that at some identifiable point in the near future we will be out the woods and we can start relaxing again. Instead, ordinary working people, pensioners and students are being slugged by a budget that has to fund line items specifically connected to running a large and out-of-control debt level.

Look at the way comparisons are drawn between the way the state is run and the way a household is run. Imagine a financial counsellor talking to members of a household whose credit-card use is out of control—that is not an uncommon thing and, again, members who spend more than five minutes a week in their electorate offices know that a lot of the need for financial counselling is brought about by peoples' increasing reliance on credit cards to fund their everyday expenditure. It always scares the living daylights out of me when I am standing in a queue at Woolworths or Coles or IGA and people in the queue in front—not Gina Rinehart, just ordinary working people—pay for their groceries with their Amex or Visa card.

Hon Robyn McSweeney: Gina Rinehart is an ordinary working person. Excuse me; many people are employed through Gina Rinehart.

Several members interjected.

Hon SALLY TALBOT: If I saw Gina Rinehart in the queue at Coles —

The PRESIDENT: Order, members.

Hon SALLY TALBOT: I just want to tell Hon Robyn McSweeney that if I were standing in the queue at Coles and Gina Rinehart was in front of me paying for her groceries with her Amex card, it would not send a shiver of fear through me; I would think that is fine. But when I see people who are not Gina Rinehart, who do not have incomes that even match Gina Rinehart's tax bill, paying for their groceries on credit, it bears out for me that the reason people are coming to my electorate office in need of financial assistance or counselling is often because their credit card use is out of control. Imagine a financial counsellor —

Hon Robyn McSweeney: How many people does she employ? I think that is really rude to single her out.

Hon SALLY TALBOT: I could talk about Andrew Forrest or any number of people who simply have —

Several members interjected.

The PRESIDENT: Order, members. Order! Let the member on her feet have the call, not two or three others around the chamber trying to outspoke her.

Hon SALLY TALBOT: I do not like to upset Hon Robyn McSweeney, so I will ensure that she checks a copy of the draft *Hansard* so that she is absolutely sure that I am not actually being nasty about Gina or Twiggy at the moment; I am just drawing a distinction between their capacity to fund their grocery bills on credit and the capacity of most ordinary Western Australians to do so.

I am trying to do this mind experiment: I know that members of Parliament never provide people with financial advice—certainly I do not as I am not trained to do so, but I can refer people to financial counsellors who do a very fine, if under-resourced, service throughout the south west. Members know, because they have spoken to the counsellors, that one of the first things they do is talk about careful budgeting; the need to have a proper household budget that takes into account everything the person needs to fund including contingencies for things like fridges that break down and cars that blow up and that sort of thing. In fact the other day I was reading an article in one of the financial papers about a free application that people can download to assist them with their household budget. Can members imagine what they would say if they were in a family or household that goes through this financial counselling process and comes out the other end asking what the end result will be if they do all this, and a financial counsellor says to them, “The end result will be that your credit card debt goes up”? I put it to you, Mr President, and to honourable members through you, that if your financial counsellor were to say that, you would think it was a pretty shonky piece of financial counselling. That is because there is simply no process whereby careful budgeting ends up with an out-of-control credit card debt increasing. Yet that is exactly what we have in this budget. By 2017–18, which is only a matter of a blink away from where we are now, our state debt will be in the region of \$30 billion. That is absolutely an inconceivable amount, given that in 2008, after seven years of a Labor government, the debt level was \$3.6 billion. I would bet members that if we had gone around to every member of this Parliament and asked them to write on a piece of paper what they thought the debt level would be by 2017–18, and if we had put it in an envelope and left it for seven years and opened it this month, we would find that nobody would have said the debt would blow out by that much. It may be, as I said earlier, that this is to do with having seven Treasurers in six years. Seven Liberal Treasurers! What has happened to the Liberal economic paradigm that all of a sudden it is acceptable to have an economy that is in this state?

I was talking about the relationship between pain and gain and that normally we expect governments inflicting pain to be able to talk about the gain down the track. We therefore go looking for the gain. Do we find any gain in this budget? We know that the Premier has the most extraordinary attitude towards the out years. In fact, I would go further than that and say that the Premier has the most extraordinary attitude to budget papers per se. I remember in those years when Labor was in government that our budget papers looked quite different from the ones we are presented with now in that we cannot find most of the big items we are looking for. It occurred to me the other day when we were conducting estimates hearings in this place through the Standing Committee on

Estimates and Financial Operations—I know you, Mr President, kept a close eye on them, largely I suspect because we were using your chamber—that an extraordinarily high number of supplementary questions were submitted to that committee. I would be very interested to know whether that number has increased in the seven years of this government, as we have seen budget papers virtually whittled down to a series of dot points rather than any kind of adequate explanation of where funding is going or where it is projected to go.

We therefore go looking in the budget papers for where the gain might be, and it is simply not there. What will we be able to show for this period of pain after it is over, if we ever get through it? As far as I can see, in the budget there is \$1.1 billion worth of extra taxes and levies costing each household an extra \$324 per year. If I have time, I will go through some of those line by line. That is hardly the gain that Western Australians will be looking for to compensate for the pain that has been inflicted on them by this budget. Yet, as I said earlier, we have had strong revenue growth for all the time that this government has been in office. An average of 10 per cent over the seven years is remarkable revenue growth. Growth in the financial year that is just drawing to a close, 2013–14, will probably be 8.8 per cent, but it has been 10 per cent per year on average since 2008.

Since 2008—given that there is an extra \$324 a year in extra household charges this financial year, 2014–15, that the budget relates to—we will have seen almost a 50 per cent increase in the cost of living. Again I admit, as I have many times in this place, that I am not an economist—I know that attracts a certain amount of hilarity from the other side—therefore, when I go looking for an explanation of what it means to talk about a \$2 500 increase per year per household representing nearly a 50 per cent increase in the cost of living, I am then helped to understand what this means. I know that not all the people on the other side are economists, so it is worth sharing with honourable members an analysis that goes like this. In 2008, the average cost per household in electricity prices was \$963. That has increased in six years by 76.96 per cent. This is a quite revealing document. I do not have time to read out all the figures in it but I am sure it is publicly available—probably on the Australian Labor Party website. Water charges in 2007–08 were \$365 a year and have gone up 90 per cent. Water, sewerage and drainage costs in 2007–08 were \$918 and have gone up 62.7 per cent. Public transport in the south west is interesting. Obviously public transport in the major population centres such as Albany and Bunbury are very significant, and of course in Mandurah.

[Interruption.]

Hon SALLY TALBOT: Something has fallen down somewhere. It was not me! At least it was not the Black Rod. We might have been in serious trouble if the Black Rod had fallen down! I might have had to start from the beginning! It is just a piece of the Parliament falling off!

Several members interjected.

Hon SALLY TALBOT: These figures relating to public transport have a footnote that states that all years in the above figures assume five return trips on full fare, whereas the budget papers include only five one-way full fares. Public transport in 2007–08 cost \$1 323 and has gone up by 29.7 per cent in the seven years. That amounts to a total of 48.63 per cent in cost of living increases, almost 50 per cent, in the seven years that this government has been in office.

I will summarise those figures. In this budget this coming year, 2014–15, power will go up by 4.5 per cent; water by six per cent; public transport by four per cent; and car registration by three per cent. These are topics that I will not expound on at great length now because I note from the notice paper that finance bills are coming up that deal specifically with these issues. Land tax will go up by an extra \$334 million over the four years, which I note is a 10 per cent increase. Last year's budget upped it by 12.5 per cent. There will therefore be a total increase in land tax, including last year's increase, of \$670 million. Of course, there is also the change to the first home buyer stamp duty exemption, about which we will have more to say when we get to the finance bills. There is so much material that needs to be covered in this context, but I thought I would point to a couple of charges in this budget as an illustration of where in the budget we can see the government's total dysfunction borne out. As I say, I will make some brief comments because there is another item on the notice paper that tells me that we will get to one of my favourite subjects—the landfill levy—before we rise and go away for the winter recess. I notice that in this budget the landfill levy will effectively double. What better place than to start talking about the dysfunction of this government and the lack of understanding about how specific measures affect other specific measures? The effective doubling of the landfill levy—I will look that up to assure honourable members I am not making it up as I go along—is on page 5 of budget paper No 3, and reads —

From 1 January 2015, the landfill levy for putrescible waste and inert waste will increase by \$27 and \$32 per tonne respectively, which is estimated to raise \$202 million across the four year budget period.

I will not go into this in great detail because, as I say, we have plenty of opportunity later in the week to look at these issues. Here we have one of the government's basic areas of dysfunction. The government will put up the landfill levy because it desperately needs more revenue. In budget paper No 3 it is listed under "Revenue Measures". It is also in budget paper No 2. One of the measures the government has specifically identified to help fill its revenue black hole is the landfill levy. But the whole point of the landfill levy in 2008 when the act

was gazetted was to reduce the amount of waste going to landfill. What has the government done? It maintains in its rhetoric that it has an overall objective to reduce the amount of waste going to landfill because we all know we are supposed to be recycling, reducing and reusing to do our bit to prevent the catastrophe of climate change and increased carbon levels. We introduced a landfill levy, which is supposed to send a price signal to the producers of waste. Remember that the producers of waste are not just the John Hollands of the world who are demolishing things and filling up skips with stuff that should no longer be going to landfill. Incidentally, John Holland has won lots of prizes for the measures it has put in place to reduce the amount of waste it sends to landfill. Not only would the government never win a prize for that; if there were a booby prize, we would want to give it to the government in spades. Through a whole series of measures, which, as I say, I do not have time to go into now, the government is using the landfill levy as a cash cow to fill its cash vacuum. What does that tell us about what is supposed to be the overarching object of reducing the amount of waste going to landfill? If everyone—members of Parliament, our councils, manufacturers and retailers—were to decide right here at four o'clock on the afternoon of Tuesday, 24 June that we were not going to produce any more waste to send to landfill, what would the government do? One of its major revenue raising streams would totally disappear. The government needs us to continue to produce lots of rubbish because it is making money out of it. That is a completely unacceptable way to proceed. I, for one, along with my colleagues on this side of the house, will continue to point out how misguided the government is in this regard, as well as many other regards.

I have indicated many times over the course of my comments that this government is made up of the Liberal and National Parties, and I want to make a couple of comments about that. I came across some interesting issues the other day about the National Party trying to run away from the fact that it constitutes the other half of government. I will draw on a couple of examples, one of which comes from the south west, down in my patch, where there was the odd sight of a government member jumping on Labor's bandwagon to complain that in this budget Collie Senior High School has been stripped of funding. Hon Colin Holt said that this was simply unacceptable and that the Collie Senior High School population was going to increase beyond the school's current capacity. He goes to some length to point out that we need a fully functioning school in Collie with a good reputation to attract people to that area to live well and to educate their children. We then saw Hon Martin Aldridge jump on the same bandwagon and put out a press release about the schools in his region, which I think is the Agricultural Region, being defunded because of royalties for regions cuts, which is exactly what has hit Collie Senior High School. This is where something needs to be said about this government's accountability.

The Liberal Party was able to form government in 2008 because the National Party decided that the offer from the Liberals with royalties for regions was the best deal it would get. I cannot believe the National Party has been silent about this, because, despite putting out these little press releases that it hopes will go under the radar, I have not seen a single National Party member stand up and say that stripping the original intent of royalties for regions is simply not acceptable and breaks that fundamental covenant the National Party would have the Western Australian people believe it has entered into with the Liberal Party to keep money flowing to the regions. In 2008 it was starkly obvious to people on this side of the house that the Liberal Party would never keep its promise to keep those funds flowing to regional Western Australia. The only way it could have kept that promise was to legislate for the distinction between expenditure that came out of consolidated revenue and the extra money that was going to come out of iron ore royalties. Of course, that was never done because the Liberal Party was never going to commit to that. What have we seen? We have seen that original promise absolutely trashed; it has not just been broken or sidelined. It is being spelt out in the budget papers, and I can give members a specific reference in case anyone in the National Party has decided that reading budget paper No 3 was too depressing and is using it as their doorstop in their office rather than sitting down and reading it. The chapter on royalties for regions starts in the second paragraph of the introduction on page 199 where, written down in black and white, it starts by referring to the \$1 billion cap. It states —

In addition to the \$1 billion legislated cap on the balance of the Royalties for Regions Fund, starting in 2014–15 and across the forward estimates there will be an expenditure limit of \$1 billion each year that will be reviewed annually. On current budget estimates, this will mean that the appropriation to the Royalties for Regions Fund will decline below the current 25% of mining royalties across the forward estimates period, to as low as 12.4% in 2016–17.

That is not a promise that has been sidelined; it is a promise that has been smashed to smithereens. Not one person in the region is under any illusion about what this means.

I hark back to a period similar to the period we have just entered in the political cycle. One of the first things Geoff Gallop did when he became leader of the Labor Party, when the Court government was still in office, was to take on a tour of regional Western Australia a delegation of MPs and people who had some experience of running small businesses. One of the people who went on that delegation with him was Bob Kucera, who subsequently became the member for Yokine. Geoff Gallop did a tour of regional Western Australia and in every town he went to throughout the state he saw high streets that were beset with shops that were closed, vacant properties and businesses that were closing down. The real estate agents consistently said that property prices

were coming down because nobody wanted to live in those regional centres or country towns because there was simply no functioning economy there. That was in the last two and a half years of Richard Court's conservative government.

I put it to you, Mr President, that we are entering into the last two and a half years of the Barnett Liberal–National government and we are going to see the same thing. We are effectively seeing the Liberal Party foot being put on the hose of the funding that was designated to go to regional Western Australia. It is just disgraceful for the National Party not to be out there complaining loudly about what has been done. People in regional Western Australia are under no illusion that this has happened, and they will hold the National Party directly responsible for not standing up to the city-centric focus of the Liberal Party. That city-centric focus, incidentally, is specifically borne out in budget paper No 3, because the third paragraph of the chapter on royalties for regions on page 199 states —

In line with the Government's decision in the 2012–13 Budget to establish the Western Australian Future Fund, —

Members might ask why we are talking about the future fund in the context of royalties for regions, but they know why. This is what the government has done. Remember, the National Party has four members of cabinet, and that means that about one-quarter of cabinet is made up of this mob who have just sold regional Western Australia down the line.

Hon Peter Collier: Three.

Hon SALLY TALBOT: One is a parliamentary secretary; that is right. A substantial part of cabinet is made up of these people who have just sold regional Western Australia down the line. I will start the paragraph again —

In line with the Government's decision in the 2012–13 Budget to establish the Western Australian Future Fund, an amount of \$246.8 million will be transferred from the Royalties for Regions Fund into the Future Fund in 2014–15. This brings the total amount transferred to \$807 million.

The money in the future fund is not going to regional Western Australia. There has never been any talk about that money going to regional Western Australia, so what has happened here is a double bungler. Royalties for regions is effectively dead in the water. The country local government fund, on which local councils have relied—all our local councils talk about the benefits of that fund—has been fiddled with to such an extent that it virtually no longer exists. The SuperTowns program no longer exists. Maybe the people in Manjimup will not be too upset about that, because Manjimup has had quite a lot of money through the SuperTowns program and it has spent it extremely well. I was there the other day talking to the councillors about their plans—they still have a lot that they want to do to the town centre—and they told me how much money they have had from that program. The other towns on that long list of SuperTowns have not had anything like that amount of money, and now that program has effectively finished. The Liberal Party has killed royalties for regions and the National Party has just lain down and died with that program. We put up an idea that I think would have had regional Western Australia in a much better position now, but we will see over the next two and a half years how things go. I can guarantee that when we get to the next election, regional Western Australia will come back to Labor and say, “You're the people who made our high streets vibrant again and you're the people who made our towns worth living in again, and that is why we're going to back you from here on.”

HON ALANNA CLOHESY (East Metropolitan) [4.14 pm]: I share Hon Sally Talbot's croakiness, so please bear with me. It seems no time at all since I stood here and reviewed last year's budget and, indeed, it is not really. Since that time we have had the midyear review, and now we have the 2014 state budget. In that time, we have seen a range of promises and commitments made and others broken, some planning changes and movements on major projects. This budget is no different from the last budget in the sense that what underpins it is a range of broken promises but also some seriously poor planning and a lack of vision for the state. I am pleased to have the opportunity to closely scrutinise the budget through not only this process, but also the Standing Committee on Estimates and Financial Operations. As Hon Sally Talbot pointed out, this budget seems to be a much slimmer version in not only the number of pages, but also the type and quality of information provided. Of course, that means that we need to work all the harder to identify exactly what the government has in mind.

In my contribution on the budget, I would like to look at the budget framework and some of the features that characterise the budget. In doing so, I will look at whom this budget will affect and who will be better off and who will be worse off. I suspect that, in this review, we will find that those who can least afford it will be worse off. Of course, on top of this budget, people on low and fixed incomes also are reeling from the great big whack that is coming their way from the federal budget. Not only will the state budget unfairly and disproportionately impact on people on low and fixed incomes, but also the federal budget provides a double whammy to that group of people. That disproportionate burden on people on low incomes should not come as a surprise to us, or to them, given the track record of this government. The disproportionate effect of cuts started a long time ago in the state budget, and certainly has started with the Abbott government's federal budget. So, as I said, we should not

be surprised that that is the case. However, I would have thought that the measure of any good government—it does not matter which government—is the way it treats those most disadvantaged in its community. I cannot see anything in this budget that redeems this government from being labelled as unfairly treating those on low and fixed incomes. That is one of the major features of this budget and one that the Barnett government needs to be roundly and solely condemned for. It also tells us that because of the disproportionate impact on people on low and fixed incomes, this budget is based on all the wrong priorities.

Let us look at the first feature of the budget. The government wants us to believe that this budget is about getting WA's finances back on track, and that is a quote from the new Treasurer, Hon Mike Nahan. But of course the first question I have to ask is: back on track from what? It is certainly not from the former Labor government, that is for sure. When Labor left office in 2008, this government was left with an immaculate set of books—very shiny—thanks to the state Treasurer from 2001 to 2008, Hon Eric Ripper, and of course the good management of successive Labor governments dating back to 2001. The facts are clear. Labor left Mr Barnett and his several Treasurers with a healthy surplus, low debt, and, as has been commented by many throughout the country, the best set of books in Australia. However, over the last seven years, what we have seen from the Liberal–National government is mismanagement. I think we have had six Treasurers over seven years. Maybe that is one of the reasons for the significant mismanagement of the finances of this state and the poor attention that is being paid to the needs of Western Australians. Maybe that is what the state's finances need to recover from.

There is another thing that is quite perplexing about this budget. I refer to a report commissioned by Unions WA and written by Professor David Hayward, Dean of the School of Global, Urban and Social Studies at RMIT University, who looked at the strange case of why the state of Western Australia, with its supposedly five-star economy, has lost its AAA credit rating and appears to be in fiscal constraints. That may be because of the lack of attention from government, with six Treasurers—sorry, seven Treasurers—over six years, or it might even be seven —

Hon Alyssa Hayden: Did you say six over seven or seven over six?

Hon Ken Travers: There are so many you lose count, don't you!

Hon ALANNA CLOHESY: We had Troy Buswell —

Hon Sue Ellery: We had Christian Porter first —

Hon ALANNA CLOHESY: No; we had Troy Buswell —

The PRESIDENT: Order, members! Hon Alanna Clohesy.

Hon ALANNA CLOHESY: Thank you, Mr President.

I think the Premier has been Treasurer about three times, after a couple of little mishaps. Is that not the case?

Hon Ken Travers: He always seems to replace Buswell for some reason.

Hon ALANNA CLOHESY: Imagine my surprise! I am not sure why that is. However, we now have the latest in that long line of six, Hon Mike Nahan. The point I was making is that maybe one of the reasons that Western Australia's finances need to recover is because of the poor mismanagement and the succession of Treasurers that Western Australia has had. The government is certainly not keeping its eyes on the ball. According to Professor David Hayward, in real terms, revenues are up by 26 per cent relative to 2007–08. This is a far higher than population growth over that same period of 19 per cent. In addition, in constant 2011–12 prices, royalties have risen from \$1.8 billion in 2008 to \$5.8 billion this year. So, revenues are up, and royalties are up. Therefore, why is the budget in this state? Professor Hayward suggests that it cannot be accounted for by the relative reduction in goods and services tax revenue. The report by Professor Hayward found that between 2008 and 2014, Western Australia's GST revenues—again, at constant 2011–12 prices—fell by approximately \$2 billion. That means that as a result of the increased royalty income, the government is getting in twice the amount of money it has lost in GST revenue. If that is the case, why is this state in such dire economic circumstances?

Let us look at debt. I suggest that the level of debt that we see in the budget is due to not only the succession of Treasurers, with six Treasurers over seven years, but also the mismanagement of the Barnett government, particularly around poor or no planning. We see that particularly when we look at infrastructure. The government made a range of promises in 2008 and 2013 that it knew at the time it could not afford, yet it went ahead and made those promises, and broke those promises, and we are seeing the effects of that in this budget. The government has now left this state in a situation of spiralling debt. This is of extreme concern to me because it means—as many before me have commented—that we will be leaving a legacy of debt for generations to come. The budget papers tell us that in this financial year, there will be a \$2.9 billion increase in debt. It is interesting to note, in the context of the good management of the state's books by previous Labor governments, that that increase in debt of \$2.9 billion is nearly equivalent to the entire state debt in 2008. That is the increase in debt that we will experience in this budget this year alone.

Of course, the increase in debt is likely over the forward estimates to spiral to \$30 billion. That figure is astounding, because it is a strong indicator that this government has managed this state's finances very poorly. The conga line of Treasurers, as I have mentioned, has meant that no-one has been in the driver's seat and firmly in charge of the state's finances for a length of time to enable serious management to take place. This state has already lost its AAA credit rating. That reinforces the fact that this debt and this government are out of control.

I am not the only one who is worried about the size and spiralling nature of the debt; lots of people are worried about it. Lots of families are worried about it. It is unusual that practically every interest and lobby group in the state has serious concerns about this budget. Often business will have concerns about a budget and perhaps the welfare sector does not have as many concerns. That is not the case with this budget, because business and the welfare sector have serious concerns about the level and spiralling nature of debt.

Debate interrupted, pursuant to standing orders.

[Continued on page 4344.]

QUESTIONS WITHOUT NOTICE

SCHOOLS — ENROLMENTS

670. Hon SUE ELLERY to the Minister for Education:

- (1) Does the department collect data on the average number of students who change the public school they are enrolled at from year to year?
- (2) If so, what is the average percentage of shift of enrolments?

Hon PETER COLLIER replied:

I thank the honourable member for some notice of this question.

- (1) No.
- (2) Not applicable.

DEPARTMENT OF EDUCATION — BUILDING CONDITION ASSESSMENT REPORTS

671. Hon SUE ELLERY to the Minister for Education:

I refer to the minister's answer to questions on notice contained in supplementary information number 16 provided for the estimates hearing of 12 June 2014.

- (1) Why is there no summary building condition assessment report for this year, when the 2010 assessment, tabled in 2011 by the then minister, provided a 23-page summary?
- (2) Given that in 2011 and in 2009 the then Minister for Education tabled the 2010 and 2008 building condition assessment reports respectively for all sites, why has the minister refused to table the 2012 reports?

Hon PETER COLLIER replied:

I thank the honourable member for some notice of this question.

- (1)–(2) A summary of the building condition assessment reports will be provided to the Standing Committee on Estimates and Financial Operations in response to a question arising from the 2014–15 budget estimates hearing. I have not refused to table the reports and I am happy to provide a copy of the summary of the reports to the member once they have been made available to the committee.

TRUCK DRIVERS — FATALITIES — WORKSAFE

672. Hon KATE DOUST to the Minister for Commerce:

I refer the minister to the fact that truck drivers who get killed on the job are counted as road fatalities and not workplace fatalities.

- (1) Can the minister please explain why this is the case?
- (2) Can the minister please explain why these workplace incidents are not investigated by WorkSafe?
- (3) How many truck drivers have been killed on the job for the financial year 2013–14 to date?

Hon MICHAEL MISCHIN replied:

I thank the honourable member for some notice of this question.

- (1)–(2) For road traffic incidents involving fatalities in Western Australia, the investigating authority is the major crash unit of Western Australia Police. WorkSafe does not become involved unless the police decide not to lay charges and formally refer the matter to WorkSafe after identifying evidence of a

potential breach of occupational safety and health legislation. When referred, the incidents are investigated by WorkSafe. If breaches of the occupational safety and health laws are identified by WorkSafe, the incidents are counted in WorkSafe statistics.

- (3) As at 24 June 2014, WorkSafe has recorded three fatalities in 2013–14 in the truck driver occupation classification. It should be noted that although the occupational category might be classified as “truck driver”, a fatality may not necessarily have occurred when the person was driving a truck.

RAIL SIDING UPGRADES

673. Hon KEN TRAVERS to the parliamentary secretary representing the Minister for Transport:

- (1) How much of the \$187.9 million in rail improvements announced on 15 November 2010 was for rail siding upgrades?
- (2) Which rail sidings were to be upgraded with this funding?
- (3) Have these sidings been upgraded?
- (4) How much of the funds for rail siding upgrades was from the commonwealth government and has this funding been reallocated to other projects?
- (5) If yes to (4), which projects has it been allocated to?
- (6) Is the state government still committed to funding these upgrades; and, if so, how much is allocated in the current state budget for these works?

Hon DONNA FARAGHER replied:

On behalf of the parliamentary secretary representing the Minister for Transport, I thank the member for some notice of this question.

- (1) The amount is \$10 million.
- (2) Brookton and Kellerberrin.
- (3) No.
- (4) The amount is \$10 million. Yes.
- (5) The funding has been reallocated to the grade separation of Nicholson Road and the main freight rail line through Perth to the Fremantle inner harbour and the Kwinana outer harbour.
- (6) The funding was required to be spent or committed by the end of June 2014. The decision to invest in rail sidings was dependent on agreement between Brookfield Rail and Cooperative Bulk Handling on the use of the rail lines. As no agreement was reached, the funding had to be either reallocated to another project or returned to the commonwealth; hence the decision to reallocate it to the Nicholson Road grade separation.

DEPARTMENT OF HOUSING — HEDLAND HOUSING STOCK

674. Hon STEPHEN DAWSON to the minister representing the Minister for Housing:

I refer to Department of Housing stock in Hedland.

- (1) At 15 June 2014, how many non-service worker houses did the department manage, and how many of those houses were empty?
- (2) Does the department have any agreements with non-government agencies to provide houses; and, if so, which agencies?
- (3) Will the minister table a copy of any such agreements or memoranda of understanding?
- (4) Can the minister advise which agency makes the final decision on a tenant’s eligibility and suitability for service worker accommodation in Osprey Village?
- (5) Will the minister table a copy of any criteria used to assess the suitability of tenants for Osprey Village?

Hon KEN BASTON replied:

I thank the honourable member for some notice of this question. On behalf of the Minister for Housing, the Department of Housing advises —

- (1) As at 31 May, the department managed the following properties that should fall out of the broad definition of non-service worker housing in Hedland —
- (i) a total of 413 Government Regional Officers’ Housing properties, of which 29 were vacant;
- (ii) a total of 26 non-government organisation housing properties, of which none were vacant;

- (iii) a total of 618 public housing properties, of which 29 were vacant; and
 - (iv) a total of 51 community housing properties for which the department does not manage tenancies and does not have vacancy data.
- (2) Yes. The NGOs that received housing under the royalties for regions NGO housing intervention 2011 are the Aboriginal Legal Service of Western Australia, the Bloodwood Tree Association, Drug Arm WA, Lifestyle Solutions, Len Taplin Children Services, the Pilbara Meta Maya Regional Aboriginal Corporation, Relationships Australia WA Inc, the Rose Nowers Early Learning Centre Inc, the Small Business Centre East Pilbara, Southern Cross Care, the Treloar Child Care Centre, Wangka Maya Pilbara Aboriginal Language, the Wirraka Maya Health Service Aboriginal Corporation, Yorghum, and the Youth Involvement Council. In addition, two NGOs are currently renting surplus GROH properties in Hedland—the Yamatji Marlpa Aboriginal Corporation and Southern Cross Care.
 - (3) Each NGO occupies properties under a head lease agreement with the organisation, and its tenant occupies a property under a tenancy agreement. In the case of the NGOs renting GROH surplus property, the department has a direct residential tenancy agreement in place. Copies can be provided if required.
 - (4) The Osprey Village allocations committee makes the final decision. Committee members include representatives from a number of organisations, including the Pilbara Development Commission—the chair, the Department of Housing, Fleetwood, the Town of Port Hedland, Foundation Housing and the Port Hedland Chamber of Commerce.
 - (5) I table the information.

[See paper 1613.]

DRIVING TESTS — BUNBURY AND BUSSELTON

675. Hon SALLY TALBOT to the parliamentary secretary representing the Minister for Transport:

I refer to the decision by the government to privatise the practical driving tests for ancillary heavy rigid and heavy combination vehicles in Bunbury and Busselton.

- (1) Can the minister guarantee that this will not be extended to other classes of licences?
- (2) What conditions have been imposed on the private assessors to prevent corruption?
- (3) Can the minister table the independent assessment done into the trial of the program?

Hon DONNA FARAGHER replied:

On behalf of the parliamentary secretary representing the Minister for Transport, I thank the member for some notice of the question.

- (1) There are currently no plans to seek private providers to conduct practical driving assessments for other classes of driver's licence.
- (2) Strict contractual conditions subject assessors to a rigorous compliance and audit regime, including vehicle, site and documentation audits, as well as, if required, the provision of a Department of Transport compliance officer to be present in the vehicle during an assessment. The same individual cannot be both trainer and assessor.
- (3) Documents relating to the assessment are commercial-in-confidence due to third party provider information.

MENTAL HEALTH — ALLEGED PSYCHIATRIC HOSPITAL ATTACK

676. Hon LJILJANNA RAVLICH to the Minister for Mental Health:

I refer to the article reported in *The Weekend West* on Saturday, 21 June 2014, titled "Rapist 'held on victim's ward'", which states —

A 63-year-old female patient at a Perth psychiatric hospital was allegedly raped by a fellow patient and then kept on the same ward as him after the attack ...

The Weekend West understands hospital staff walked in on the woman being sexually assaulted by the male patient in a locked ward on April 24, after which the woman needed urgent treatment.

Despite the woman being left in a mute and catatonic state by the attack, authorities kept her on the same ward as the man with one-on-one supervision.

- (1) Why was the 63-year-old female patient who was allegedly raped by a fellow patient and who was left in a mute and catatonic state by the attack kept on the same ward as her attacker following the attack?

- (2) What was the urgent treatment required by the woman following the attack?
- (3) Was the matter reported to the police; and, if so, when and by whom?
- (4) If no to (3), why not?

Hon HELEN MORTON replied:

I thank the member for some notice of the question.

- (1)–(4) I understand the reporting of this case and the details portrayed in the article were very concerning. However, this case was misrepresented in the article as there were no allegations of rape by either patient or guardian and, accordingly, was not reported to the police. The Chief Psychiatrist was involved in looking into the incident when it occurred and has advised me that he was satisfied appropriate protocols were adhered to following the alleged incident.

BROOKTON HIGHWAY — CAPITAL AND MAINTENANCE COSTS

677. Hon DARREN WEST to the parliamentary secretary representing the Minister for Transport:

- (1) What has been the capital cost to rebuild and realign Brookton Highway since the decision to close tier 3 lines was made in 2010?
- (2) What was the budgeted maintenance cost to Main Roads for Brookton Highway in 2013–14?
- (3) What is the estimated actual maintenance cost to Main Roads for Brookton Highway in 2013–14?

Hon DONNA FARAGHER replied:

On behalf of the parliamentary secretary representing the Minister for Transport, I thank the member for some notice of the question.

- (1) It is \$17.5 million.
- (2)–(3) Main Roads does not allocate maintenance budgets to specific roads. The allocation of these funds is done on a priority basis within the region.

POLICE — 000 AND 131 444 CALLS

678. Hon SAMANTHA ROWE to the Attorney General representing the Minister for Police:

The 2014–15 budget papers note that WA Police operates in “an environment of increasing demand for services and population growth”.

- (1) How many calls to 000 for assistance were made in each month from 1 January 2013 to date?
- (2) How many calls to 131 444 for assistance were made for each month from 1 January 2013 to date?

Hon MICHAEL MISCHIN replied:

I thank the honourable member for some notice of the question.

- (1)–(2) The information is set out in a table form, which I table and seek leave to have incorporated into *Hansard*.

Leave granted. [See paper 1614.]

The following material was incorporated —

(1)–(2)

		000 Public	131 444
2013	Jan	24 116	16 379
	Feb	21 120	15 025
	Mar	23 575	15 545
	Apr	21 163	14 995
	May	19 973	17 048
	Jun	19 631	15 170
	Jul	19 424	15 461
	Aug	20 471	15 977
	Sep	21 132	15 326

	Oct	21 734	17 049
	Nov	22 986	17 426
	Dec	24 564	17 620
2014	Jan	24 935	19 102
	Feb	21 461	17 215
	Mar	23 964	17 947
	Apr	20 902	15 442

DEPARTMENT OF ENVIRONMENT REGULATION — MENEGHELLO GALVANISING PLANT —
INSPECTIONS

679. Hon AMBER-JADE SANDERSON to the minister representing the Minister for Environment:

- (1) Can the Minister for Environment advise how many inspections of Meneghello's galvanising plant in Landsdale were undertaken by his agency's officers in each of the calendar years 2011, 2012, 2013 and 2014?
- (2) For each of those same years, how many complaints were received by the minister's agency?
- (3) As a result of those complaints, what action or variations to conditions have occurred?

Hon HELEN MORTON replied:

I thank the member for some notice of the question.

- (1) The then Department of Environment and Conservation—DEC—undertook no inspections in 2011 and one inspection in 2012. The Department of Environment Regulation—DER—undertook one inspection in 2013 and one inspection in 2014.
- (2) In 2011, there were no complaints against the premises. In 2012, there was one complaint; in 2013, there were no complaints; and in 2014 there were two complaints.
- (3) As a result of the complaint in 2012, Meneghello Nominees Pty Ltd committed to undertake random night-time noise checks. As a result of a noncompliance identified during an inspection by the then DEC in 2012, Meneghello constructed bunding to store environmentally hazardous substances. Following a complaint in April 2014, DER undertook one site inspection and one after-hours patrol of the immediate vicinity. Between 2011 and 2014, there were no variations to conditions of the licence as a result of the complaints.

SENIORS SAFETY AND SECURITY REBATE

680. Hon ALANNA CLOHESY to the minister representing the Minister for Seniors and Volunteering:

I refer to the Minister for Seniors and Volunteering's answer to question without notice 477.

- (1) Has the data for applications after January 2014 for the home security items category now been verified?
- (2) If yes to (1), will the minister now provide that information; and, if not, why not?
- (3) If no to (1), why not?

Hon HELEN MORTON replied:

I thank the member for some notice of the question.

- (1) Yes.
- (2) Applications and payments under the current eligibility for home security items are as follows: in February 2014, one was received and approved; in March 2014, no applications were received; in April 2014, three were received and one was approved; in May 2014, three were received and one was approved; and for June 2014 to date, one has been received and approved.
- (3) Not applicable.

DEPARTMENT OF PARKS AND WILDLIFE — HEADQUARTERS

681. Hon ADELE FARINA to the minister representing the Minister for Environment:

I refer to the commitment to build the Department of Parks and Wildlife headquarters at Turkey Point in Bunbury.

- (1) Has a specific site been identified at Turkey Point for construction of the department's headquarters; and, if yes, where?
- (2) Are basic services such as power, water and sewerage available at the Turkey Point site?
- (3) Will the business plan currently being developed for the headquarters consider other sites in Bunbury or will it focus solely on the Turkey Point site?
- (4) If the business plan proves the Turkey Point site to be prohibitive, will the government abandon its commitment to locate the headquarters of the Department of Parks and Wildlife in Bunbury?

Hon HELEN MORTON replied:

I thank the member for some notice of the question.

- (1)–(4) The state government remains committed to a new Department of Parks and Wildlife headquarters in Bunbury. An initial funding amount of \$250 000 has been provided as part of the 2013–14 state budget to undertake necessary planning works that will set out the full scope of the project and the proposed delivery stages. Future funding commitments will be considered as part of the next annual budget process.

SCHOOLS — ENROLMENT PROJECTIONS

682. Hon SUE ELLERY to the Minister for Education:

Public schools were asked to provide preliminary projections of 2015 student enrolments by 7 May 2014.

- (1) Will the minister provide a list of those, by school, received to date?
- (2) If no to (1), why not?

Hon PETER COLLIER replied:

I thank the honourable member for some notice of the question.

- (1) The response is in tabular form, so I seek leave to have it incorporated into *Hansard*.

Leave granted.

The following material was incorporated —

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
ADAM ROAD PS	525
ALBANY PS	439
ALBANY SECONDARY ESC	39
ALBANY SHS	1278
ALINJARRA PS	393
ALLANSON PS	93
ALLENDALE PS	375
AMAROO PS	378
ANZAC TERRACE PS	351
APPLECROSS PS	487
APPLECROSS SHS	1438
ARBOR GROVE PS	691
ARDROSS PS	366
ARMADALE PS	426
ARMADALE SHS	680
ARMADALE SHS ESC	80

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
ASHBURTON DRIVE PS	470
ASHDALE PS	836
ASHDALE SECONDARY COLLEGE	1527
ASHFIELD PS	116
ATTADALE PS	330
ATWELL COLLEGE	1404
ATWELL PS	819
AUBIN GROVE PS	971
AUGUSTA PS	71
AUSTRALIND PS	279
AUSTRALIND SHS	1209
AVELEY PS	459
AVONVALE ESC	29
AVONVALE PS	198
BABAKIN PS	20
BADGINGARRA PS	21
BAKERS HILL PS	159
BALCATT A PS	186
BALCATT A SHS	691
BALDIVIS PS	845
BALDIVIS SECONDARY COLLEGE	1090
BALER PS	584
BALGA PS	293
BALGA SHS	477
BALINGUP PS	37
BALLAJURA COMMUNITY COLLEGE	1551
BALLAJURA PS	667
BALLIDU PS	21
BAMBARA PS	176
BANKSIA GROVE SECONDARY SCHOOL	336
BANKSIA PARK PS	316
BANNISTER CREEK PS	557
BASSENDEAN PS	385
BATEMAN PS	288
BAYNTON WEST PS	543
BAYSWATER PS	362
BAYULU RCS	119
BEACHLANDS PS	139
BEACON PS	38
BEACONSFIELD PS	501
BEAUMARIS PS	787
BECKENHAM PS	452
BEECHBORO PS	360
BEELIAR PS	488

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
BELDON ESC	36
BELDON PS	321
BELMAY PS	227
BELMONT CITY COLLEGE	690
BELMONT PS	160
BELRIDGE SECONDARY COLLEGE	1068
BELRIDGE SHS ESC	105
BENCUBBIN PS	31
BENTLEY PS	204
BERTRAM PS	872
BEVERLEY DHS	167
BIBRA LAKE PS	340
BICTON PS	389
BINDOON PS	180
BINNU PS	25
BLETCHLEY PARK PS	995
BLUFF POINT PS	342
BODDINGTON DHS	328
BOLGART PS	32
BOORAGOON PS	384
BORDEN PS	31
BOULDER PS	346
BOYANUP PS	131
BOYARE PS	373
BOYUP BROOK DHS	158
BRAESIDE PS	221
BRAMFIELD PARK PS	285
BREMER BAY PS	39
BRENTWOOD PS	327
BRIDGETOWN HS	202
BRIDGETOWN PS	262
BROOKMAN PS	348
BROOKTON DHS	141
BROOME NORTH PS (New School 2015)	204
BROOME PS	415
BROOME SHS	875
BROOMEHILL PS	45
BRUCE ROCK DHS	141
BRUNSWICK JUNCT PS	69
BULL CREEK PS	314
BULLSBROOK COLLEGE	1134
BUNBURY PS	411
BUNBURY SHS	1008
BUNGAREE PS	288

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
BUNTINE PS	14
BURBRIDGE SCHOOL	43
BURRENDAH PS	579
BURRINGURRAH RCS	40
BUSSELTON PS	281
BUSSELTON SHS	664
BUTLER COLLEGE	1263
BUTLER PS	845
BYFORD PS	343
BYFORD SECONDARY COLLEGE	602
CABLE BEACH PS	395
CADOUX PS	21
CALADENIA PS	702
CALINGIRI PS	37
CALISTA PS	457
CAMBOON PS	386
CAMPBELL PS	997
CANNING COLLEGE	295
CANNING VALE COLLEGE	1740
CANNING VALE ESC	34
CANNING VALE PS	560
CANNINGTON COMMUNITY COLLEGE	665
CANNINGTON COMMUNITY ESC	113
CAPE NATURALISTE COLLEGE	641
CAPEL PS	358
CARALEE COMMUNITY SCHOOL	286
CARCOOLA PS	125
CAREER ENTERPRISE CENTRE	40
CAREY PARK PS	387
CARINE PS	522
CARINE SHS	1464
CARLISLE PS	393
CARNAMAH DHS	104
CARNARVON COMMUNITY COLLEGE	632
CARNARVON SOTA	37
CARRAMAR PS	830
CARSON STREET SCHOOL	78
CASCADE PS	28
CASSIA ESC	16
CASSIA PS	382.2
CASTLEREAGH SCHOOL	53
CASTLETOWN PS	535
CAVERSHAM PS	196
CECIL ANDREWS SHS	663

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
CENTRAL MIDLANDS SHS	201
CERVANTES PS	47
CHALLIS ECEC	435
CHALLIS PS	351
CHAPMAN VALLEY PS	38
CHARTHOUSE PS	572
CHIDLOW PS	177
CHRISTMAS ISLAND DHS	242
CHURCHLANDS PS	490
CHURCHLANDS SHS	2247
CITY BEACH PS	183
CLARKSON CHS	694
CLARKSON PS	462
CLAYTON VIEW PS	140
CLIFTON HILLS PS	376
CLIFTON PARK PS	188
CLOVERDALE ESC	26
CLOVERDALE PS	345
COCOS ISLANDS DHS	92
COLLEGE ROW SCHOOL	26
COLLIE SHS	600
COLLIER PS	264
COMET BAY COLLEGE	1654
COMET BAY PS	937
COMO PS	351
COMO SECONDARY COLLEGE	828
CONDINGUP PS	72
CONNOLLY PS	458
COODANUP COMMUNITY COLLEGE	573
COOGEE PS	456
COOINDA PS	391
COOLBELLUP COMMUNITY SCHOOL	229
COOLBELLUP LEARNING CENTRE	17
COOLBINIA PS	402
COOLGARDIE PS	42
COOLOONGUP PS	401
COOROW PS	26
CORRIGIN DHS	169
COTTESLOE PS	333
COWARAMUP PS	269
CRAIGIE HEIGHTS PS	374
CRANBROOK PS	64
CREANEY ESC	18
CREANEY PS	303

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
CUE PS	35
CUNDERDIN - WA COLLEGE OF AGRICULTURE	122
CUNDERDIN DHS	149
CURRAMBINE PS	831
CURTIN PS	153
CYRIL JACKSON ESC	16
CYRIL JACKSON SENIOR CAMPUS	428
DALKEITH PS	385
DALMAIN PS	294
DALWALLINU DHS	139
DALYELLUP COLLEGE	773
DALYELLUP PS	706
DAMPIER PS	176
DANDARAGAN PS	50
DARDANUP PS	157
DARKAN PS	74
DARLING RANGE SPORTS COLLEGE	1069
DARLINGTON PS	371
DAVALLIA PS	438
DAWSON PARK PS	391
DAWUL RCS	20
DEANMORE PS	461
DENMARK - WA COLLEGE OF AGRICULTURE	130
DENMARK HIGH SCHOOL	403
DENMARK PS	448
DERBY DHS	722
DIANELLA HEIGHTS PS	463
DJIDI DJIDI ABORIGINAL SCHOOL	120
DJUGERARI RCS	21
DONGARA DHS	420
DONNYBROOK DHS	524
DOUBLEVIEW PS	423
DOWERIN DHS	108
DRYANDRA PS	322
DUDLEY PARK PS	527
DUMBLEYUNG PS	24
DUNCRAIG PS	360
DUNCRAIG SHS	1350
DUNCRAIG SHS ESC	67
DUNSBOROUGH PS	739
DURHAM ROAD SCHOOL	152
DWELLINGUP PS	64
EAST BEECHBORO PS	404
EAST BUTLER PS	728

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
EAST FREMANTLE PS	388
EAST HAMERSLEY PS	166
EAST HAMILTON HILL PS	141
EAST KALGOORLIE PS	153
EAST KENWICK PS	368
EAST MADDINGTON PS	412
EAST MANJIMUP PS	284
EAST NARROGIN PS	245
EAST VICTORIA PARK ESC	9
EAST VICTORIA PARK PS	321
EAST WAIKIKI PS	490
EAST WANNEROO PS	357
EASTERN GOLDFIELDS COLLEGE	470
EASTERN GOLDFIELDS ESC	44
EASTERN HILLS SHS	975
EATON COMMUNITY COLLEGE	510
EATON PS	409
EDDYSTONE PS	315
EDEN HILL PS	431
EDGEWATER PS	440
EDNEY PS	414
ELLEN STIRLING PS	715
ELLENBROOK PS	544
ELLENBROOK SECONDARY COLLEGE	1607
EMBLETON PS	166
ENDEAVOUR EDUCATION SUPPORT CENTRE	33
ENDEAVOUR PS	576
ENEABBA PS	31
ESPERANCE PS	466
ESPERANCE SHS	1040
ESPERANCE SHS ESC	15
EXCELSIOR PS	462
EXMOUTH DHS	464
FAIRVIEW PS	257
FALCON PS	539
FALLS ROAD PS	290
FITZROY VALLEY DHS	316
FLINDERS PARK PS	461
FLOREAT PARK PS	479
FOREST CRESCENT PS	676
FORRESTDAL PS	166
FORRESTFIELD PS	155
FRANKLAND RIVER PS	58
FREMANTLE LANGUAGE DEVELOPMENT CENTRE	204

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
FREMANTLE PS	202
FRESHWATER BAY PS	403
GAIRDNER PS	48
GASCOYNE JUNCTION RCS	23
GEOGRAPHE ESC	56
GEOGRAPHE PS	563
GERALDTON PS	386
GERALDTON SENIOR COLLEGE	961
GIBBS STREET PS	554
GIDGEGANNUP PS	232
GILMORE COLLEGE	1242
GINGIN DHS	406
GIRRAWHEEN SHS	497
GLADYS NEWTON SCHOOL	79
GLEN FORREST PS	315
GLEN HUON PS	483
GLENCOE PS	480
GLENDALE PS	344
GLENGARRY PS	354
GNOWANGERUP DHS	142
GOLDEN BAY PS (New School 2014)	175
GOOLLELAL PS	240
GOOMALLING PS	68
GOOSEBERRY HILL PS	342
GOSNELLS PS	400
GOVERNOR STIRLING SHS	963
GRASS PATCH PS	10
GREENBUSHES PS	50
GREENFIELDS PS	374
GREENMOUNT PS	359
GREENWOOD COLLEGE	981
GREENWOOD PS	354
GROVELANDS PS	339
GUILDFORD PS	325
GWYNNE PARK ESC	53
GWYNNE PARK PS	439
HALIDON PS	264
HALLS CREEK DHS	445
HALLS HEAD COMMUNITY COLLEGE	1308
HALLS HEAD COMMUNITY COLLEGE ESC	70
HALLS HEAD PS	451
HAMILTON SHS	550
HAMMOND PARK PS	390
HAMPTON PARK PS	383

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
HAMPTON SHS	869
HANNANS PS	365
HARMONY PS	680
HARVEY - WA COLLEGE OF AGRICULTURE	150
HARVEY PS	404
HARVEY SHS	219
HAWKER PARK PS	217
HEATHRIDGE PS	147
HEDLAND SHS	851
HELENA VALLEY PS	269
HERNE HILL PS	159
HIGH WYCOMBE PS	415
HIGHGATE PS	600
HILLARYS PS	580
HILLCREST PS	417
HILLMAN PS	357
HILTON PS	140
HOCKING PS	696
HOLLAND STREET SCHOOL	35
HOLLYWOOD PS	323
HOPETOON PS	133
HUDSON PARK PS	270
HUNTINGDALE PS	765
HYDEN PS	80
ILLAWARRA PS	387
INGLEWOOD PS	525
JANDAKOT PS	488
JARRAHDAL PS	88
JERDACCUP PS	16
JERRAMUNGUP DHS	102
JIGALONG RCS	117
JOHN BUTLER PRIMARY COLLEGE	570
JOHN CURTIN COLLEGE OF THE ARTS	1460
JOHN FORREST SECONDARY COLLEGE	1009
JOHN TONKIN COLLEGE	1120
JOHN WILLCOCK COLLEGE	855
JOLIMONT PS	221
JOONDALUP ESC	48
JOONDALUP PS	534
JUNGDRANUNG RCS	12
JURIEN DHS	351
KALAMUNDA ESC	36
KALAMUNDA PS	291
KALAMUNDA SHS	1208

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
KALAMUNDA SHS ESC	60
KALANNIE PS	38
KALBARRI DHS	265
KALGOORLIE PS	501
KALGOORLIE SOTA	28
KALGOORLIE-BOULDER CHS	1011
KALUMBURU RCS	159
KAMBALDA PS	135
KAMBALDA WEST DHS	371
KAPINARA PS	385
KARDINYA PS	405
KARRATHA PS	301
KARRATHA SHS	871
KARRIDALE PS	67
KARRINYUP PS	463
KATANNING PS	247
KATANNING SHS	417
KELLERBERRIN DHS	179
KELMSCOTT PS	408
KELMSCOTT SHS	1534
KENDENUP PS	90
KENSINGTON PS	472
KENSINGTON SECONDARY SCHOOL	37
KENT STREET SHS	965
KENWICK SCHOOL	72
KEWDALE PS	315
KIMBERLEY SOTA	47
KINGSLEY PS	240
KINGSTON PS	806
KINROSS COLLEGE	843
KINROSS PS	702
KIRUP PS	48
KOJONUP DHS	248
KONDININ PS	35
KOONDOOLA PS	300
KOORANA ESC	13
KOORANA PS	382
KOORDA PS	43
KUKERIN PS	43
KULIN DHS	107
KUNUNURRA DHS	1001
KYILLA PS	281
LA GRANGE RCS	205
LAKE GRACE DHS	109

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
LAKE GWELUP PS	478
LAKE KING PS	43
LAKE MONGER PS	228
LAKELAND SHS	685
LAKELANDS PS	416
LANCELIN PS	129
LANDSDALE PS	847
LATHAM PS	5
LATHLAIN PS	478
LAVERTON PS	113
LEDA ESC	24
LEDA PS	531
LEEMAN PS	39
LEEMING PS	248
LEEMING SHS	945
LEEMING SHS ESC	75
LEINSTER PS	88
LEONORA DHS	151
LESMURDIE PS	252
LESMURDIE SHS	1084
LITTLE GROVE PS	196
LOCKRIDGE PS	260
LOCKRIDGE SHS	389
LOOMA RCS	125
LYNWOOD SHS	1335
MADDINGTON ESC	20
MADDINGTON PS	231
MADELEY PS	577
MAIDA VALE PS	335
MAIDENS PARK PS	192
MAKYBE RISE PS	1205
MALIBU SCHOOL	95
MALVERN SPRINGS PS	710
MANDURAH PS	209
MANEA SENIOR COLLEGE	500
MANJIMUP ESC	20
MANJIMUP PS	244
MANJIMUP SHS	646
MANNING PS	365
MARANGAROO PS	300
MARBLE BAR PS	39
MARGARET RIVER PS	716
MARGARET RIVER SHS	842
MARMION PS	366

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
MARRI GROVE PS	545
MAYLANDS PENINSULA PS	611
MEADOW SPRINGS ESC	51
MEADOW SPRINGS PS	725
MECKERING PS	30
MEDINA PS	217
MEEKATHARRA DHS	180
MEEKATHARRA SOTA	37
MELVILLE PS	684
MELVILLE SHS	1293
MENZIES COMMUNITY SCHOOL	36
MERREDIN COLLEGE	583
MERRIWA ESC	33
MERRIWA PS	470
MIDDLE SWAN PS	447
MIDVALE PS	406
MILING PS	32
MILLARS WELL PS	303
MILLEN PS	363
MINDARIE PS	712
MINDARIE SENIOR COLLEGE	850
MINGENEW PS	73
MIRRABOOKA PS	245
MIRRABOOKA SHS	674
MIRRABOOKA SHS ESC	70
MOORA PS	93
MOORDITJ NOONGAR COMMUNITY COLLEGE	101
MOORINE ROCK PS	30
MORAWA - WA COLLEGE OF AGRICULTURE	62
MORAWA DHS	247
MORLEY PS	174
MORLEY SHS	1141
MOSMAN PARK PS	334
MOSMAN PARK SCHOOL FOR THE DEAF	13
MOUNT BARKER COMMUNITY COLLEGE	716
MOUNT CLAREMONT PS	154
MOUNT HAWTHORN ESC	22
MOUNT HAWTHORN PS	805
MOUNT HELENA PS	178
MOUNT LAWLEY PS	436
MOUNT LAWLEY SHS	1536
MOUNT LOCKYER PS	510
MOUNT MAGNET DHS	125
MOUNT MANYPEAKS PS	28

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
MOUNT MARGARET RCS	22
MOUNT PLEASANT PS	396
MOUNT TARCOOLA PS	475
MUKINBUDIN DHS	82
MULLALOO BEACH PS	339
MULLALOO HEIGHTS PS	218
MULLEWA DHS	82
MULUDJA RCS	35
MUNDARING PS	287
MUNDIJONG PS	134
MUNGLINUP PS	11
NANNUP DHS	120
NAREMBEEN DHS	123
NARROGIN - WA COLLEGE OF AGRICULTURE	150
NARROGIN PS	294
NARROGIN SHS	744
NEDLANDS PS	539
NEERABUP PS	439
NEERIGEN BROOK PS	397
NEWBOROUGH PS	430
NEWDEGATE PS	48
NEWMAN PS	306
NEWMAN SHS	308
NEWTON MOORE SHS	784
NEWTON MOORE SHS ESC	56
NEWTON PS	250
NGAANYATJARRA LANDS SCHOOL	336
NGALAPITA RCS	25
NOLLAMARA PS	246
NORANDA PS	361
NORSEMAN DHS	148
NORTH ALBANY SHS	681
NORTH BALGA PS	218
NORTH BEACH PS	425
NORTH COTTESLOE PS	377
NORTH DANDALUP PS	106
NORTH EAST METRO LANGUAGE DEVELOPMENT CENTRE	252
NORTH FREMANTLE PS	139
NORTH KALGOORLIE PS	568
NORTH LAKE SENIOR CAMPUS	417
NORTH MANDURAH PS	420
NORTH MORLEY PS	207
NORTH PARMELIA PS	336
NORTH PERTH PS	435

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
NORTH TOM PRICE PS	279
NORTH WOODVALE PS	370
NORTHAM PS	337
NORTHAM SHS	720
NORTHAMPTON DHS	83
NORTHCLIFFE DHS	84
NULLAGINE PS	38
NULSEN PS	263
NUNGARIN PS	21
NYABING PS	43
O CONNOR ESC	16
O CONNOR PS	743
OBERTHUR PS	570
OCEAN REEF PS	322
OCEAN REEF SHS	1298
OCEAN ROAD PS	577
ONE ARM POINT RCS	100
ONGERUP PS	20
ONSLow PS	151
ORANGE GROVE PS	132
ORELIA PS	399
OSBORNE PS	200
PADBURY PS	158
PALMYRA PS	495
PANNAWONICA PS	142
PARABURDOO PS	262
PARKERVILLE PS	291
PARKFIELD PS	587
PARKWOOD PS	529
PEARSALL PS	320
PEEL LANGUAGE DEVELOPMENT SCHOOL	226
PEGS CREEK PS	291
PEMBERTON DHS	165
PERENJORI PS	48
PERTH MODERN SCHOOL	1306
PHOENIX PS	215
PIA WAJARRI RCS	18
PIARA WATERS PS	927
PICKERING BROOK PS	148
PICTON PS	147
PINGELLY PS	144
PINGRUP PS	22
PINJARRA PS	618
PINJARRA SHS	750

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
PORT HEDLAND PS	527
PORT HEDLAND SOTA	44
PORT KENNEDY PS	571
POSEIDON PS	273
POYNTER PS	495
QUAIRADING DHS	147
QUEENS PARK PS	208
QUINNS BEACH PS	624
QUINNS ROCKS PS	390
RANFORD PS	544
RANGEWAY PS	490
RAVENSTHORPE DHS	138
RAWLINSON PS	550
REDCLIFFE PS	314
RICHMOND PS	419
RIVER VALLEY PS	74
RIVERSIDE ESC	41
RIVERSIDE PS	523
RIVERTON ESC	14
RIVERTON PS	508
ROCKINGHAM BEACH ESC	36
ROCKINGHAM BEACH PS	525
ROCKINGHAM LAKES PS	705
ROCKINGHAM SHS	954
ROCKINGHAM SHS ESC	62
ROEBOURNE DHS	185
ROEBUCK PS	495
ROLEYSTONE COMMUNITY COLLEGE	844
ROSALIE PS	474
ROSEWORTH ESC	20
ROSEWORTH PS	442
ROSSMOYNE PS	419
ROSSMOYNE SHS	2111
ROSTRATA PS	704
SAFETY BAY PS	679
SAFETY BAY SHS	1212
SALMON GUMS PS	31
SAMSON PS	382
SAWYERS VALLEY PS	178
SCADDAN PS	23
SCARBOROUGH PS	129
SEAFORTH PS	208
SECRET HARBOUR PS	681
SERPENTINE PS	252

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
SETTLERS PS	705
SEVENOAKS SENIOR COLLEGE	521
SHARK BAY PS	97
SHELLEY PS	363
SHENTON COLLEGE	1864
SHENTON COLLEGE DEAF EDUCATION CENTRE	55
SINGLETON PS	666
SIR DAVID BRAND SCHOOL	53
SMIRK ROAD PS (New School 2014)	486
SOMERLY PS	570
SORRENTO PS	450
SOUTH BALLAJURA ESC	42
SOUTH BALLAJURA PS	511
SOUTH BUNBURY ESC	58
SOUTH BUNBURY PS	367
SOUTH COOGEE PS	470
SOUTH EAST METROPOLITAN LANGUAGE DEVELOPMENT CENTRE	220
SOUTH FREMANTLE SHS	421
SOUTH HALLS HEAD PS	615
SOUTH HEDLAND PS	237
SOUTH KALGOORLIE PS	567
SOUTH LAKE PS	297
SOUTH NEWMAN PS	486
SOUTH PADBURY PS	310
SOUTH PERTH PS	452
SOUTH STIRLING PS	19
SOUTH THORNIE PS	488
SOUTHERN CROSS DHS	100
SOUTHERN RIVER COLLEGE	970
SOUTHWELL PS	133
SPEARWOOD ALTERNATE SCHOOL	94
SPEARWOOD PS	191
SPENCER PARK ESC	21
SPENCER PARK PS	368
SPRING HILL PS	596
SPRINGFIELD PS	410
SUBIACO PS	587
SUCCESS PS	696
SUTHERLAND/DIANELLA PS	322
SWAN VIEW PS	341
SWAN VIEW SHS	530
SWANBOURNE PS	498
TAKARI PS	230
TAMBELLUP PS	88

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
TAMBREY PS	479
TAMMIN PS	61
TAPPING PS	775
THORNLIE PS	408
THORNLIE SHS	1205
THREE SPRINGS PS	89
TINCURRIN PS	13
TJUNTJUNJARA RCS	32
TOM PRICE PS	286
TOM PRICE SHS	361
TOODYAY DHS	412
TRANBY PS	216
TRAYNING PS	42
TREENDALE PS	377
TUART COLLEGE	390
TUART FOREST PS	428
TUART HILL PS	414
TWO ROCKS PS	429
UPPER SWAN PS	385
USELESS LOOP PS	34
VASSE PS	602
VICTORIA PARK PS	342
WADDINGTON PS	100
WAGGRAKINE PS	467
WAGIN DHS	273
WAIKIKI PS	401
WALKAWAY PS	76
WALLISTON PS	201
WALPOLE PS	70
WANANAMI RCS	47
WANDERING PS	35
WANDINA PS	225
WANGKATJUNGKA RCS	76
WANNEROO PS	433
WANNEROO SECONDARY COLLEGE	1274
WARNBRO CHS	1176
WARNBRO CHS ESC	85
WARNBRO PS	472
WAROONA DHS	293
WARRIAPENDI PS	203
WARWICK SHS	706
WATHEROO PS	39
WATTLE GROVE PS	534
WELD SQUARE PS	165

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
WELLSTEAD PS	20
WEMBLEY DOWNS PS	371
WEMBLEY PS	748
WEST BALCATT A PS	477
WEST BEECHBORO PS	446
WEST BUSSELTON PS	417
WEST BYFORD PS	729
WEST COAST LANGUAGE DEVELOPMENT CENTRE	281
WEST GREENWOOD PS	447
WEST LEEDERVILLE PS	464
WEST LEEMING PS	453
WEST MORLEY PS	231
WEST NORTHAM PS	146
WESTFIELD PARK PS	298
WESTMINSTER ESC	34
WESTMINSTER JPS	292
WESTMINSTER PS	116
WHITE GUM VALLEY PS	276
WICKEPIN PS	43
WICKHAM PS	422
WILLANDRA PS	595
WILLETTON PS	488
WILLETTON SHS	2255
WILLIAMS PS	108
WILSON PARK PS	119
WILSON PS	338
WILUNA RCS	104
WINTERFOLD PS	287
WINTHROP PS	615
WIRRABIRRA ESC	26
WIRRABIRRA PS	405
WONGAN HILLS DHS	288
WOODANILLING PS	14
WOODBRI DGE PS	335
WOODLANDS PS	468
WOODLUPINE PS	361
WOODVALE PS	372
WOODVALE SECONDARY COLLEGE	1540
WOOROLOO PS	77
WUNDOWIE PS	95
WYALKATCHEM DHS	82
WYNDHAM DHS	157
YAKAMIA PS	483
YALE PS	531

SCHOOL	2015 PRELIMINARY ENROLMENT PROJECTIONS
YALGOO PS	20
YANCHEP BEACH PS	382
YANCHEP DHS	644
YANDEYARRA RCS	34
YANGEBUP PS	294
YARLOOP PS	58
YEALERING PS	24
YERECOIN PS	48
YOKINE PS	300
YORK DHS	502
YULE BROOK COLLEGE	264
YULGA JINNA RCS	18
YULUMA PS	185
YUNA PS	29

For new primary schools scheduled to open in 2015, the Department of Education has projected the student enrolments, as principals have not yet been appointed. The new schools are Golden Bay, Broome North and Smirk Road primary school.

These are preliminary projections and subject to change prior to the February 2015 student census.

(2) Not applicable.

BENTLEY TECHNOLOGY PARK

683. Hon KATE DOUST to the Minister for Commerce:

I refer to the 2014–15 budget and Bentley Technology Park.

- (1) Will any further works be undertaken at Bentley Technology Park?
- (2) If yes to (1) —
 - (a) what are the works to be done; and
 - (b) how much will they cost?
- (3) What is the annual operating expenditure for Bentley Technology Park?
- (4) Can the minister please detail what the one-off payment of \$300 000 to the Innovation Centre was for?
- (5) Can the minister indicate whether the government will continue to support the ongoing operation of the Innovation Centre?

Hon MICHAEL MISCHIN replied:

I thank the honourable member for some notice of the question.

- (1) No major works are planned for the Technology Park, Bentley, in the financial year 2014–15.
- (2) Not applicable.
- (3) The operating expenditure for Technology Park, Bentley, for the period 1 July 2013 to 30 May 2014 is \$1 517 740 net.
- (4) The one-off payment of \$300 000 is to allow for the Innovation Centre WA to continue to deliver innovation and commercialisation services in the 2014–15 financial year.
- (5) The Innovation Centre WA has been provided with the above funding so that a comprehensive review of operations can be undertaken and to allow for the development of a strategy and business case, based on industry needs and international best practice.

GRAIN FREIGHT NETWORK

684. Hon KEN TRAVERS to the parliamentary secretary representing the Minister for Transport:

- (1) How much grain does the minister expect will still be held at grain receivable points currently serviced by tier 3 rail lines after 30 June 2014?
- (2) How much of this grain does the minister expect will be transported by road to port?

- (3) Which roads in the Perth metropolitan area does the minister expect will be used to transport this grain to port?

Hon DONNA FARAGHER replied:

On behalf of the parliamentary secretary representing the Minister for Transport, I thank the member for some notice of the question.

- (1) Co-operative Bulk Handling has publicly indicated that over 500 000 tonnes of grain is expected to remain in tier 3 rail bins after 30 June 2014.
- (2)–(3) Decisions regarding the use of road or rail transport from bin to port are made by CBH, dependent on many commercial transport and market factors.

BROWN AVENUE, KALGOORLIE — OCCUPANCY

685. Hon STEPHEN DAWSON to the minister representing the Minister for Housing:

I refer to media reports in the *Kalgoorlie Miner* regarding seven vacant houses in Brown Avenue, Kalgoorlie.

- (1) As of 1 June 2014, how many applications existed for public housing in the goldfields region and how many years has the longest applicant been waiting?
- (2) As of 1 June 2014, how many of the applicants currently waiting on public housing in the goldfields region identify as Aboriginal?
- (3) What immediate action has or will be taken by the Department of Housing regarding the Brown Avenue housing complex, given that the Goldfields Indigenous Housing Association advised that it does not have capacity to manage the facility?
- (4) How long has the Department of Housing been aware that seven houses in the Brown Avenue complex are vacant?
- (5) How quickly will the department act to appoint tenants to the vacant properties in the Brown Avenue complex?

Hon KEN BASTON replied:

I thank the honourable member for some notice of the question. On behalf of the Minister for Housing —

- (1) The number is 433. Further information about the time the longest applicant has been waiting cannot be provided in the time available. I request that the member place this part of the question on notice.
- (2) Of the 764 people associated with the applications on the waitlist, 423 have self-identified as Aboriginal.
- (3) The department is working towards engaging an organisation with local presence and capacity to manage the complex under the Crisis Accommodation Program.
- (4) The properties in the complex were refurbished under the make good reform program, aimed at assisting Indigenous community housing organisations upgrade their community housing stock. In November 2013, GIHO advised the department that it no longer intended to manage the complex and sought assistance in appointing another organisation to manage the complex.
- (5) Given that the department is in a process of sourcing an alternative organisation, GIHO remains responsible for the management of the complex. GIHO can consider selecting eligible applicants and occupying the remaining units.

QEII MEDICAL CENTRE — CAR PARK

686. Hon SALLY TALBOT to the minister representing the Treasurer:

- (1) How many vehicles use the visitor and staff multideck car park at the Queen Elizabeth II Medical Centre on Monday to Friday and at weekends?
- (2) How many entrances and exits are there to the car park, and where are they?
- (3) How many complaints have been received from the public and staff about the car park and the entrance and exit design?

Hon HELEN MORTON replied:

I thank the member for some notice of this question.

The information is not available in the time required and I request that the member place the question on notice.

MENTAL HEALTH COMMISSION — FUNDING GRANTS

687. Hon ADELE FARINA to the Minister for Mental Health:

I refer to the Mental Health Commission's funding grants to non-government organisations delivering mental health services in the lower south west.

- (1) I ask the minister to provide a list of NGOs that deliver mental health services only and a separate list of those NGOs that deliver both mental health and disability services in the lower south west.
- (2) For 2013–14, how much funding did each NGO receive?
- (3) For each of the financial years 2014–15 and 2015–16, how much will each NGO receive in funding grants?
- (4) In relation to (2) and (3), what portion of the funding grants for mental health services is directed specifically to preventative and early intervention programs?
- (5) Will the funding grants for NGOs delivering mental health services only, including preventative and early intervention programs, continue beyond 30 June 2016 when the NDIS My Way trial and current funding contract cease or will funding be dependent on the purchase of services by clients?

Hon HELEN MORTON replied:

- (1)–(5) I would like to commend the government agency responsible for putting together this amazing work at such short notice. The majority of the response to this question is in tabular form and I therefore seek leave to have it incorporated into *Hansard* and also tabled.

Leave granted. [See paper 1615.]

The following material was incorporated —

The following table answers questions 1, 2, 3 and 4.

The following NGOs received funding from the Mental Health Commission in 2013/14 to provide community mental health support services in the Lower South West and did not receive funding from the Disability Services Commission. Information is provided by service type.

Service Provider	Service Type	Location	Catchment/Service Area	Agreement Type	2013/14 Funding (ex GST)	Indicative 2014/15 Funding (ex GST)	Indicative 2015/16 Funding (ext GST)
Collie Family Centre Inc.	Counselling – face to face	Collie	South West	Service Agreement	\$75,418	\$78,058	\$80,634
Total Funding					\$75,418	\$78,058	\$80,634

Service Provider	Service Type	Location	Catchment/Service Area	Agreement Type	2013/14 Funding (ex GST)	Indicative 2014/15 Funding (ex GST)	Indicative 2015/16 Funding (ext GST)
Tendercare	Personalised Support – Other		South West	Service Agreement	\$30,977	\$32,062	2015/16 funding is subject to agreement extension
	Family and Carer Support		South West	Service Agreement	\$164,941	\$170,714	
Total Funding					\$195,918	\$202,776	

Service Provider	Service Type	Location	Catchment/Service Area	Agreement Type	2013/14 Funding (ex GST)	Indicative 2014/15 Funding (ex GST)	Indicative 2015/16 Funding (ext GST)
Lamp Inc.	Family and Carer Support	Busselton	South West	Service Agreement	\$125,697	\$130,096	\$134,389
	Personalised	Bunbury	South West	Grant	\$71,192	\$73,684	2015/16

	Support – Linked to Housing			Agreement			funding is subject to grant extension
	Personalised Support - Other	Busselton	South West	Service Agreement	\$191,230	\$197,923	\$204,454
Total Funding					\$708,436	\$401,703	\$593,607

Service Provider	Service Type	Location	Catchment/Service Area	Agreement Type	2013/14 Funding (ex GST)	Indicative 2014/15 Funding (ex GST)	Indicative 2015/16 Funding (ext GST)
Pathways South West Inc.	Family and Carer Support	Bunbury	South West	Service Agreement	\$132,069	\$136,691	\$141,202
	Personalised Support – Linked to Housing	Bunbury	South West	Service Agreement	\$94,835	\$98,154	\$101,393
	Personalised Support - Other	Bunbury	South West	Service Agreement	\$481,532	\$498,386	\$514,832
Total Funding					\$708,436.00	\$733,231	\$757,427

The following NGO received funding from the Mental Health Commission in 2013/14 to provide community mental health support services in the Lower South West and also received funding from the Disability Services Commission. Information is provided by service type.

Service Provider	Service Type	Location	Catchment/Service Area	Agreement Type	2013/14 Funding (ex GST)	Indicative 2014/15 Funding (ex GST)	Indicative 2015/16 Funding (ext GST)
Richmond Fellowship of WA Inc.	Staffed Residential Services – Community Supported Residential Units	Bunbury	South West	Service Agreement	\$1,031,280	\$1,067,375	\$1,102,598
		Busselton	South West	Service Agreement	\$763,911	\$790,648	\$816,739
Total Funding from the Mental Health Commission					\$1,795,191	\$1,858,023	\$1,919,337

In 2013/14 Richmond Fellowship received \$270,158 from the Disability Services Commission to provide a range of supports based on individualised funding allocations. Given that all funding to Richmond Fellowship is based on individualised funding and that individuals choose (and can change their service provider), it is not possible to predict the overall level of funding that will be provided to this organisation in 2014/15 or 2015/16.

Service Provider	Service Type	Location	Catchment/Service Area	Agreement Type	2013/14 Funding (ex GST)	Indicative 2014/15 Funding (ex GST)	Indicative 2015/16 Funding (ext GST)
Enable Southwest	Individualised Community Living	Bunbury	South West	Service Agreement	\$263,706	\$272,936	\$281,943
		Busselton	South West	Service Agreement	\$140,426	\$145,341	\$150,137
Total Funding from the Mental Health Commission					\$404,132	\$418,277	\$432,080

In 2013/14 Enable SouthWest received \$7,678,021 from the Disability Services Commission to provide a range of supports based on individualised funding allocations. Given that all funding to Enable SouthWest is based on individualised funding and that individuals choose (and can change their service provider), it is not possible to predict the overall level of funding that will be provided to this organisation in 2014/15 or 2015/16.

The Disability Services Commission is in contract negotiations with Tendercare, Lamp Inc. and Pathways South West to become providers of support services for people with psychosocial disability who may become eligible for WA NDIS My Way. Funding to these organisations will be based on individual funding allocations associated with individual My Way plans.

5. The Mental Health Commission is not able to confirm the continuation of funding beyond the current contract terms for any NGOs either in the Lower South West or anywhere else. The NDIS My Way Trial may impact on future procurement processes once the evaluation of the trial is completed.

YOUTHCARE CHAPLAINCY SERVICES

688. Hon SUE ELLERY to the Minister for Education:

I refer to the final report of the 2012 evaluation of YouthCARE chaplaincy services in Western Australia that found that in order to position chaplaincy to meet emerging challenges, further work is required to develop policy and practice, with particular emphasis on demarcation issues and multidisciplinary practice.

- (1) What policies or protocols have been agreed since that finding?
- (2) Will the minister please table them; and, if not, why not?

Hon PETER COLLIER replied:

- (1)–(2) The University of Western Australia's evaluation of YouthCARE chaplaincy services was commissioned by YouthCARE to inform its internal policies and practices. It is, therefore, suggested that the honourable member contact YouthCARE for a response to these questions.

GATEWAY WA PERTH AIRPORT PROJECT — SAND SUPPLIES

689. Hon ALANNA CLOHESY to the parliamentary secretary representing the Minister for Transport:

I refer to the sand that is currently being supplied to Main Roads' Gateway WA Perth Airport and freight access project from the Stargaze Asset Pty Ltd-owned sand quarry at lot 5, No 91, Walyunga Road, Bullsbrook.

- (1) On average, how many loads of sand are currently being supplied to the Gateway project per weekday?
- (2) What time on weekdays does the Gateway project —
 - (a) accept the first load of sand; and
 - (b) accept the last load of sand?
- (3) Has a SIDRA Intersection analysis been undertaken on the Walyunga Road and Great Northern Highway intersection?
- (4) If yes to (3), will the Minister for Transport table that report?
- (5) If no to (3), why not?

Hon DONNA FARAGHER replied:

On behalf of the parliamentary secretary representing the Minister for Transport, I thank the member for some notice of the question.

- (1) The average is 400.
- (2)
 - (a) At 6.30 am.
 - (b) At 5.15 pm.
- (3) No.
- (4) Not applicable.
- (5) The intersection design is a non-complex, free-flowing, left turn exit for which a SIDRA analysis is not required.

DEPARTMENT OF REGIONAL DEVELOPMENT — INDUSTRY AND STAKEHOLDER EVENT

690. Hon AMBER-JADE SANDERSON to the parliamentary secretary representing the Minister for Regional Development:

I refer to the industry and stakeholder event funded by the Department of Regional Development on 19 May 2014.

- (1) What time was the event scheduled to commence and conclude?
- (2) Will the Minister for Regional Development provide a breakdown of the costs in terms of amounts paid for —
 - (a) venue hire;
 - (b) food;
 - (c) beverages; and
 - (d) other—please specify?

- (3) Was travel or accommodation paid for any regional-based department employees; and, if so, how much for —
 - (a) travel; and
 - (b) accommodation?
- (4) Was travel or accommodation paid for regional development commission representatives—board members or employees—and, if so, how much for —
 - (a) travel; and
 - (b) accommodation?

Hon COL HOLT replied:

I thank the honourable member for some notice of the question.

- (1) The event was scheduled to commence at 5.00 pm and conclude at 7.00 pm.
- (2)
 - (a) \$700;
 - (b) \$5 520;
 - (c) \$2 990; and
 - (d) audiovisual equipment, \$443; Welcome to Country, \$660.
- (3) (a)–(b) Nil.
- (4) (a)–(b) Nil. All regional development commission attendees were in Perth to attend various other meetings.

MENTAL HEALTH COMMISSION COURT DIVERSION PROGRAM

691. Hon SAMANTHA ROWE to the Attorney General representing the Minister for Police:

The mental health court diversion program was budgeted to receive \$365 000 over the 2013–14 budget forward estimates.

- (1) Why has the total amount in the 2014–15 budget now been reduced to \$215 000?
- (2) Have any additional programs of a similar purpose been put in place in the absence of budgeted funding for this program?

Hon MICHAEL MISCHIN replied:

On behalf of the Minister for Police, I thank the honourable member for some notice of the question.

- (1) In 2014–15 Western Australia Police has been allocated \$215 000 to meet operating costs associated with providing services to the Mental Health Commission court diversion program. Western Australia Police did not receive an allocation for the mental health court diversion program in the 2013–14 budget.
- (2) Questions on other costs associated with the court diversion program should be addressed to the Minister for Mental Health.

TIER 3 RAIL LINES

692. Hon DARREN WEST to the parliamentary secretary representing the Minister for Transport:

I refer to the government's election commitment that a re-elected Liberal government will decide in consultation with industry and farmers which tier 3 lines are viable and could remain open.

- (1) Who has the government consulted on which lines are viable and when were they consulted?
- (2) What analysis has been undertaken on the state of the tracks, the volume of grain carried and the condition of the roads nearby to tier 3 rail lines since the 2013 state election?
- (3) Has the government identified any tier 3 lines as viable; and, if yes, has it determined what funding is required from government to maintain them?
- (4) How was the safety of road users assessed in determining which tier 3 lines were viable?
- (5) What options will be available for farmers to get grain from gate to port in areas serviced by the tier 3 grain lines that will close on 30 June 2014?

Hon DONNA FARAGHER replied:

On behalf of the parliamentary secretary representing the Minister for Transport, I thank the member for some notice of the question.

- (1) The government consults on an ongoing basis with Brookfield Rail Pty Ltd and Co-operative Bulk Handling Ltd. Line viability is a matter for Brookfield Rail to resolve with its clients. Extensive consultation occurred with all key stakeholders during the strategic grain network review by the Freight and Logistics Council of Western Australia and the consultants that undertook the analysis.
- (2) The SGNR, which is the review referred to in (1), thoroughly analysed the grain rail network and road network. Brookfield Rail, which has leased the rail network for 49 years, is responsible for monitoring and managing the lines. Not all upgrades associated with the grain freight improvement program have been completed and as a result it is not yet appropriate to undertake an assessment. Main Roads Western Australia continually monitors the status and performance of the roads.
- (3) Refer to (1). Viable lines should not require government funding assistance. Both Co-operative Bulk Handling and Brookfield Rail have advised that the tier 3 lines cannot continue to operate without additional government investment, which indicates that the lines are not commercially viable.
- (4) Road safety was assessed as part of the SGNR. The road upgrades provide improvements to maintain road safety.
- (5) The government supports the funnelling of grain from the tier 3 area to rail bins on viable rail lines from where the grain should be transferred to port by rail. However, modal choice is based on private commercial decisions by individual grain growers and Co-operative Bulk Handling. There is no need for any farmer to change their deliveries to their preferred receipt point.

EAST PERTH FIRE STATION — RESPONSE TIMES**693. Hon KATE DOUST to the Attorney General representing the Minister for Emergency Services:**

What are the current average response times recorded in simulation exercises between the current East Perth Fire Station and the furthest areas within their response boundaries?

Hon MICHAEL MISCHIN replied:

On behalf of the Minister for Emergency Services, I thank the honourable member for some notice of the question.

The Department of Fire and Emergency Services advises that its simulations are conducted using a computer modelling program. Due to safety reasons, it is not possible to conduct actual driving exercises in a fire appliance travelling under emergency conditions to test the response time frames. The response times to the extremities of the Perth response area have been run in simulation. Responses are based on travel time only from the current Perth career fire and rescue station. The simulated traffic conditions were 70 kilometres an hour for non-freeway speed and 100 kilometres an hour freeway speed. The simulations are based on ideal traffic conditions and do not take into account factors that may have a negative impact on travel times. These include, but are not limited to, traffic congestion, roadworks and diversions or weather. They are: north western extremity, Wiluna and Bradford Streets, Coolbinia, five minutes; north eastern extremity, Clement Street and Grand Promenade, Bedford, seven minutes; eastern extremity, Guildford Road, Bayswater, five minutes; southern western boundary, bordered by the Swan River from Mercy Hospital to Kwinana Freeway, four minutes; southern eastern boundary, bordered by the Swan River from Mercy Hospital to Maylands peninsula, seven minutes; and western boundary, bordered by the freeway and Charles Street, four minutes.

QUESTIONS ON NOTICE 1195, 1196, 1198 AND 1199*Papers Tabled*

Papers relating to answers to questions on notice were tabled by **Hon Helen Morton (Minister for Mental Health)**.

TAXIS — DRIVERS — POLICE CHARGES*Question on Notice 1178 — Answer Advice*

HON MICHAEL MISCHIN (North Metropolitan — Attorney General) [5.05 pm]: Pursuant to standing order 108(2), I inform the house that the answer to question on notice 1178 asked by Hon Ken Travers on 6 May 2014 directed to me representing the Minister for Police is expected to be provided on 26 June 2014.

QUESTION ON NOTICE 1105*Paper Tabled*

A paper relating to an answer to question on notice 1105 was tabled by **Hon Ken Baston (Minister for Agriculture and Food)**.

QUESTIONS ON NOTICE 1130, 1131, 1152, 1153, 1155, 1156 AND 1174*Papers Tabled*

Papers relating to answers to questions on notice were tabled by **Hon Donna Faragher (Parliamentary Secretary)**.

QUESTIONS ON NOTICE 1184, 1185 AND 1179*Answer Advice*

HON DONNA FARAGHER (East Metropolitan — Parliamentary Secretary) [5.06 pm]: Pursuant to standing order 108(2), I inform the house that the answers to questions on notice 1184 and 1185 asked by Hon Ken Travers on Tuesday, 6 May 2014 of the parliamentary secretary representing the Minister for Transport will be provided on Thursday, 26 June 2014; and the answer to question on notice 1179 asked by Hon Ken Travers on Tuesday, 6 May 2014 of the parliamentary secretary representing the Minister for Transport will be provided on Tuesday, 12 August 2014.

SOUTH METROPOLITAN AREA HEALTH SERVICE — OPERATING THEATRES*Question without Notice 619 — Correction of Answer*

HON ALYSSA HAYDEN (East Metropolitan — Parliamentary Secretary) [5.08 pm]: On behalf of the Minister for Health, I provide a correction to the answer given to Hon Amber-Jade Sanderson's question without notice 619 asked on 17 June 2014. The corrected answer to part (2) of the question is that the total number of operating theatres is now 51, not 50; Fiona Stanley Hospital operating theatres figure is now 15, not 16; and two interventional theatres at Fiona Stanley Hospital have now been included.

ESTIMATES OF REVENUE AND EXPENDITURE*Consideration of Tabled Papers*

Resumed from an earlier stage of the sitting.

HON ALANNA CLOHESY (East Metropolitan) [5.10 pm]: As I was saying before question time, I wanted to consider this budget particularly in the way it disproportionately affects those who are on fixed and low incomes. In my mind the measure of any good government is the way it treats its citizens, particularly those who are most disadvantaged. This budget tells me that this government's priorities are all wrong, particularly for people on fixed and low incomes. They are disproportionately negatively affected by this budget. I was also saying that I am not sure what the government believes it is doing about getting Western Australia's finances back on track. I was questioning what the Treasurer meant by "back on track"; it certainly is not "back on track" with the finances of former Labor governments. From 2001 to 2008 Hon Eric Ripper, the former Labor Treasurer, provided the state with an immaculate set of books and extraordinary good economic management. The Labor Party certainly maintained a AAA credit rating and left office with a healthy surplus and extraordinarily low debt. I think I pointed out that just the amount by which WA's debt has increased in this year's budget is almost the total amount of debt the state had when the Labor government left office. The amount of increase in debt is almost equal to the total amount of debt in the 2007–08 budget. That is a sign of good economic management. The level of debt today and the spiralling nature of the debt is a sign of poor economic management. It is also a sign of poor planning because allowing debt to spiral out of control to this extreme means that the government has not been able to fix some priorities, particularly those around infrastructure, but I will get to that a little later.

Before question time I also mentioned that part of the mismanagement of this budget as a whole was due to the government's lack of attention to detail. That is in part because the government has had seven Treasurers in six years. It kind of begs the question: who is managing the state's finances and who is developing a long-term vision for this state? The current Treasurer is the seventh Treasurer—lucky seven perhaps. I have to say that I have some sympathy for him because he was saddled with a set of books that were certainly on their way to being very poor.

Hon Darren West: The damage was done.

Hon ALANNA CLOHESY: Yes, particularly the loss of the AAA credit rating; Hon Darren West is quite correct. I was saying that I found it quite perplexing with revenues up in real terms 26 per cent from 2007–08 and royalties, in constant prices, rising from \$1.8 billion to \$5.8 billion in 2011–12. Royalties are up and revenues are up over the same period. Although there has been a reduction in GST revenue of \$2 billion, in

relative figures, the government is bringing in twice the amount of money as the GST revenue it lost over the same period—twice the amount of money. Why therefore are the state's finances in this position? We have to draw the conclusion that it must be due to poor priorities and mismanagement. Perhaps part of that mismanagement is due to having seven Treasurers in six years. Why is our debt so large and spiralling out of control? Before question time, I was also talking about the level of debt and its spiralling nature. In this coming financial year alone there will be a \$2.9 billion increase in debt. We see also from this budget that that debt is likely to spiral to \$30 billion over the forward estimates. That is a significant debt. It is not a small debt; it is a really large debt and what concerns me is the legacy it will leave us and our families into the future. Also of concern are the government's very poor decisions that have led to this debt being so high.

I was saying also before question time that it is rare for practically every lobby group and every interest group to voice major criticisms of a budget and of the government's financial management. Often with a Liberal budget, business is quite enthusiastic about it, but the welfare lobby might be less enthusiastic because of the management and political decisions the government of the day makes. This budget has been roundly condemned by a range of interest and lobby groups. In particular, the business lobby has roundly condemned the size of the debt. I quote the following business extract from *The West Australian* by Nick Evans and Shane Wright about the government's backlash to the budget —

Chamber of Commerce and Industry WA chief executive Deidre Willmott said Mr Nahan's first Budget had not set the State back on track to regain its AAA credit rating.

Ms Willmott said the WA business lobby was disappointed the Budget did little to address State Government debt, which is tipped to balloon to almost \$30 billion by 2017–18, and the electricity hike would hurt businesses.

I will come back to the electricity hike. That is an example of how the business lobby is concerned about the spiralling debt. Not only mums and dads are concerned about our spiralling debt; the business lobby is also.

The next feature of this budget that I want to concentrate on is asset sales. On the one hand we have spiralling debt and on the other hand the Treasurer is telling us that to address perhaps a small part of this spiralling debt we will have to sell some assets. The problem is we do not know how much of that debt will be retired by asset sales. There are a couple of problems with that. One is that in the scale of the state's finances, asset sales are only a short-term fix. They will certainly not address the longer term fundamental problems of the budget. Once assets are sold, they are gone forever and are no longer able to contribute to the state's bottom line. The other thing about asset sales is that the assets are fixtures that belong to the people of the state, and, as such, the government is only their custodian. Any measure to sell assets should be seriously considered within the view that the government is only a custodian and not the owner of the assets; the assets belong to the people. Nowhere does this budget actually say—or I cannot find it, and I have looked through much of the material produced by Treasurer Nahan—how much these asset sales will return and how much debt these proposed asset sales will retire. The government says it will just sell a few things and pay off some of the debt, but the Treasurer has been unable to say what will be sold and for how much. Nothing in the budget papers determines how much those asset sales will raise and how much debt will be retired. It is basically on the tick, as one might say. The asset sales program is a “might be”—it is possibly going to happen—and is another example of this government's slapdash approach to the management of state finances and its policy priorities.

One of the reasons we are in this dire budget problem is the government's reckless spending over the past few years. It is reckless spending because of the lack of planning, the poor planning, and the general mismanagement of the way that the government sought to raise revenue. This budget has another slapdash approach to the various tax increases, and the problem with that is that it disproportionately affects people on fixed and low incomes. There will be a 10 per cent increase in land tax on top of the 12.5 per cent increase last year. That is a 22.5 per cent increase in land tax over the last two years. There will also be an increase to stamp duty, which will attack first home buyers trying to get their foot into the housing market to get housing security for the first time. We know that often, but not always—I am a good example of this—most first home buyers are young people on fixed and low-to-moderate incomes. It is estimated that about 30 per cent to 40 per cent of first home buyers will lose the stamp duty exemption that has been provided for a very long time in this state—I think since the Labor government introduced it in 2007. I am worried about the impact of this change on first home buyers, particularly young people on fixed and low incomes, but also on the building industry, particularly in the East Metropolitan Region, where there is a significant amount of building activity. We know that this stamp duty increase will have a slowdown effect on the home-building industry, because it will scare away first home buyers. The increase last year certainly made people think about their capacity to buy a home, and the increase this year will only maximise that situation.

That is an overview of the tax increases, which, as I mentioned, disproportionately affect people on low and fixed incomes. However, there is much more in this budget that has the same effect of disproportionately making it difficult for people on low incomes. The huge increase in cost-of-living charges and fees is a major feature of

this budget. The government says that it has to put up cost-of-living charges in part to meet and reflect the cost of service provision, but it puts up taxes for ordinary Western Australians and businesses. That shows that the government has not managed the finances of Western Australia properly. Let us look at how increases to the cost of living will take effect. Obviously, one of the most significant increases in this budget and across the last six years is the increase to electricity charges. Remember, these increases are based on a promise from the Barnett government that electricity charges would not increase by more than the rate of inflation. The budget considered this year has a 4.5 per cent increase in electricity charges, which equates to an increase of about \$1 704 a year in the cost of the provision of electricity to a standard home. The cumulative increase over the past six years in the cost of electricity is now, after this budget, 76.96 per cent. Over the past six years, an average family's electricity bill has increased by 76.96 per cent. The average family budget, including family members' wages, has certainly not increased at the same rate. The cost of water and charges for water, sewerage and drainage are usual costs for families. This year, in the 2014–15 budget, the increase in water charges is six per cent. Over the past seven years, the cost of water has increased by 90 per cent, which is a significant amount. Even if that increase was in part to meet the cost of service provision, 90 per cent over seven years is very hard to take into account in one's household budget. Water, sewerage and drainage charges, as I mentioned, increased by six per cent in this budget. Over the past seven years, those charges have increased by 62.7 per cent.

I will look at transport in more detail later, but the increase in a zone 2 fare is 4.76 per cent. These figures assume five return trips on a full fare, whereas the budget assumes only five one-way full fares. Over one year, that equates to \$1 494. Where will that money come from for households that do not have money saved away for a rainy day or an increase in their income or a choice other than to pay the fare? That equates to a 29.7 per cent increase in public transport fares over a seven-year period. Overall in this year's budget, there has been an increase of 5.86 per cent in the total cost of living—that includes the cost of electricity, water, sewerage, drainage, transport and gas, and motor vehicle charges, the emergency services levy and stamp duty—which equates to \$7 576. That is astounding.

Hon Amber-Jade Sanderson: It's crippling.

Hon ALANNA CLOHESY: That is exactly what it is; it is crippling, particularly when it is put in the context of a seven-year increase. Year after year, people have been hit by increases and are already finding it difficult to make ends meet. The Western Australian Council of Social Service, for example, has pointed out that the number of families that need assistance to pay their electricity bills is looking to be the highest ever this year and, more than that, the number has increased by 500 per cent from 2008 to 2014. There has been a 500 per cent increase in the number of people looking for assistance to pay their electricity bills because there has been an average increase of \$741 in their electricity bills over that seven-year period, which equates to an increase of nearly 77 per cent.

According to an article in *The West Australian* —

Hardship Utilities Grant Scheme payments made to customers of ... Synergy stood at 12,677 for the 10 months between July and April 30.

HUGS payments to Synergy customers totalled 14,208 for the 2012–13 financial year, up from 2508 recipients in 2008–09, ...

That represents the 500 per cent increase in HUGS recipients, but it does not end there. Water prices have increased by six per cent in this year's budget, and over the last seven years there has been a 90 per cent increase. The article continues —

... Water Corporation figures show there have been big increases in the number of households asking for more time to pay their bills. For the 10 months to April 30, the Water Corporation said 61,213 customers had been put on to a total of 120,196 payment plans, indicating some households were asking for help repeatedly.

As I mentioned before, it is not just the increases in this budget; it is the cumulative effect of the increases over time. The article continues —

In comparison, 64,732 customers were granted payment plans in 2012–13 and 32,755 subscribed to the measure in 2007–08.

In line with the increased stress among its customers, the corporation said the interest owed to it on overdue accounts had swelled to \$4.3 million this financial year, compared with \$3.8 million last year and \$1.9 million six years ago.

Again, that demonstrates the cumulative effect of the increase in the cost of living in Western Australia. The other point about the increase in the cost of living and the disproportionate effect it has on people on low and fixed incomes, particularly those who are in receipt of income support, is that it is a triple whammy, because the cumulative effect of the cost-of-living increases, the new cost-of-living increase and the impact of the federal

budget, with its cuts to concessions and other services, will also impact on those people who are in receipt of income support and on low and fixed incomes. The federal government has cut at least \$8 billion out of education and health funding to this state. Remember, the state budget was handed down on a Thursday and the federal budget was handed down on the following Tuesday, so that \$8 billion will hit hard those who can least afford it. What we do not know is how the state government will manage it, because the state government already has a huge black hole. What did the Premier do when \$8 billion was cut out of education and health funding to the state?

Hon Ken Travers: He went to see Hugh Jackman!

Hon ALANNA CLOHESY: He popped over to see Hugh Jackman; that is quite correct. I am sure it was an entertaining visit. The problem is that the Premier did not raise a whimper. He did not bat an eyelid.

Hon Ken Travers: He got his blood excited at the footy!

Hon ALANNA CLOHESY: He may have done that, but he did not seem to bat an eyelid at the serious damage being done to his bottom line. He did not stand up to the Abbott government and demand fairness. He did not stand up to the Abbott government and demand that health concessions not be cut or that there not be a \$7 co-payment for people to visit a general practitioner; rather, he talked about a \$7 hospital tax in Western Australia. On the other hand, when the previous Labor government offered an increase in education funding —

Several members interjected.

The DEPUTY PRESIDENT: Order, members! Hon Alanna Clohesy has the call.

Hon ALANNA CLOHESY: When the previous Labor government offered an increase in education funding through the Gonski program, the Premier refused to sign up. He pushed away money set aside for education improvements as though he had enough in the bank. The Barnett government has allocated \$380 million for the cost of concessions to pensioners and other income support recipients, but the federal government has cut \$25 million from this amount alone; that is \$107 million over four years. That leaves \$355 million and, as I mentioned, this will be compounded by cuts inflicted by the federal Abbott government, as well as the reduction in other services and concessions such as the Health Care Card.

In the short time that I have left, I would like to focus not on what those opposite would like me to focus on, because they are pretty worried about this budget—I would be concerned about this budget too if I were them; I would be embarrassed by it—but on public transport. As I mentioned before, public transport fares have increased by 4.76 per cent in this budget, and the increase has been nearly 30 per cent over the last seven years, so we would think that there would be a focus on public transport but, of course, there is nothing for the East Metropolitan Region, particularly for Ellenbrook, Aveley, the Swan Valley and Bullsbrook. We know the very sad history—I have talked about it a couple of times in this place—of the bus rapid transit service for Ellenbrook. That was promised, and it was not promised; and, in the midyear review, it was dropped altogether. There is now no promise of public transport for Ellenbrook and its surrounds—that is, not just the suburb of Ellenbrook, but also The Vines. The Australian Bureau of Statistics in its 2011 census put the population of Ellenbrook and The Vines at 31 173. Current estimates from the City of Swan forecast the population of Ellenbrook and The Vines to increase by approximately 20 000 in the next six years. The population in the area known as the urban growth corridor, which is roughly east of Whiteman Park, is forecast to reach 14 670 in the same period. That is one of the most poorly serviced public transport areas in this state. I did not mention the proposed rail line to Ellenbrook, because I have lost track now of which budget that disappeared in. It probably did not even make it into a budget, because it probably was not even planned for.

Hon Ken Travers: It was put into the 2008 midyear review.

Hon ALANNA CLOHESY: So it did appear in a set of budget papers and was promised to the people of Ellenbrook, but then nothing happened. There is absolutely no love for the people in these areas in relation to public transport. However, what they can expect is road congestion, and a lot of it.

The Committee for Perth pointed out in its June 2014 research titled “The Rising Cost of Living in Perth” that —

... congestion delays in metropolitan Perth have grown —

That is contrary to what the current Minister for Transport, Hon Dean Nalder, has said. He has said that he does not think there is any traffic congestion in Perth. The report continues —

and it’s now the second most congested region in Australia, with congestion adding 31 minutes delay for every one hour peak period commute. Peak journey delays in Perth are longer than in much larger global centres like New York (30 minutes) and Chicago (29 minutes).

I also want to look at the impact the lack of public transport has on people's lives. The report from the Committee for Perth states also —

Most people find battling traffic stressful and increasing global recognition is now being given to a growing body of international evidence that links long commutes to a range of long term serious health and social problems from premature death, to obesity, mental health issues and family problems.

That is the real cost on people's lives of not including funding for public transport in the budget. The report states also —

In Perth, commute times have increased substantially in recent decades ... For example a journey from Clarkson to the city during the morning peak now takes an hour. Journeys from Midland, Rockingham and Armadale took close to an hour in 2009 and are now likely to take longer meaning that these commuters spend more than 19 full days in their cars travelling to work each year. That's nearly as much time —

In some cases, probably more time —

spent commuting every year as on annual leave.

That is the real cost of not providing public transport in the north east metropolitan region. That is a real cost to people's lives, because people do not have time to spend with their families. They are more likely to live stressful lives, they are more likely to experience mental health issues and they are more likely to die a premature death from obesity.

The report from the Committee for Perth states also, under the heading "Mental Health and Wellbeing" —

However UK research suggests that it is women whose mental health is most affected—a sensitivity to commuting which seems to be a result of the larger responsibility that women have for day-to-day household tasks, including childcare and housework.

The report goes on to refer to the impact of commuting on families and relationships —

For example according to the findings of research in Sweden, if one partner commutes for 45 minutes or more each way you are 40% more likely to divorce.

Those are just some examples of the poor mental health outcomes that result from the congestion on our roads and the lack of public transport.

In the short time left to me, I want to talk about one of the worst congestion hotspots in the Perth metropolitan region—the intersection of Reid Highway and Malaga Drive, which also just happens to be in the East Metropolitan Region. I think the Barnett government originally promised to put two bridges over that intersection, to be completed this year, at a cost of about \$75 million. That was the original commitment; I am fairly sure about that. We need to keep in mind that this intersection has been identified by the RAC as one of the worst intersections in this state. In fact, the RAC suggested that 238 crashes occurred at that intersection between 2008 and 2011. That intersection was also nominated by more than 4 000 people in a congestion survey that the RAC did in conjunction with *The West Australian*. That intersection is pretty bad. However, what we see from this government is a series of, "Yes, it is going to happen; no, it is not going to happen; here is some money for it; it is in the budget." Then we blink, and it is not in the midyear review; and we blink again, and there is some money in the budget for that. In fact, in the *Government Mid-year Financial Projections Statement* last December, the then Treasurer, Mr Buswell, said that the project would be deferred until 2017. Hon Ken Travers identified during the estimates hearings process that the project to fix that horrible intersection would be delayed a further year and although it is still on the books, it probably will not commence until 2019. I mentioned that that is a horrible intersection but it is also a strategic location within the road network. The Mayor of the City of Swan, Charlie Zannino, spoke to *The West Australian* in May this year about this, and stated —

"This intersection is a strategic location within the road network and, with the continued strong population growth of the City of Swan, the work is very important,"...

Despite its importance, there was nothing in the budget papers to indicate that this project would be completed and, in fact, we do not know when it will be completed.

There is so much more I would like to have contributed, and I will find an opportunity to contribute in different ways over time. This budget will have a detrimental effect on people living in the East Metropolitan Region and, in particular, people living on fixed and low incomes, including those receiving income support payments. The budget will affect them in the areas of health, transport, housing and other support services. I wanted to mention the arts, but I have not had the opportunity. In my time in this place I have not seen a budget that will have such a negative impact on people on low and fixed incomes as this budget will have. I welcome the opportunity to further scrutinise and to demonstrate the horrible nature of this budget.

Debate adjourned, on motion by **Hon Peter Collier (Leader of the House)**.

REVENUE LAWS AMENDMENT BILL 2014*Second Reading*

Resumed from 17 June.

HON KEN TRAVERS (North Metropolitan) [5.54 pm]: We are debating another budget and another Revenue Laws Amendment Bill from the government—what a surprise! The Revenue Laws Amendment Bill 2014 will implement another tax increase for the people of Western Australia. What a surprise from the low-taxing, low-spending Liberal–National government! Yet again we see a bill in this house to increase the rate of government fees and charges for the people of Western Australia. This bill contains three measures. The first is a particularly nasty slug on a group of people who can least afford to have the pain of the Barnett government’s spend-a-thon inflicted on them—that is, first home owners. Since the budget was brought down this government has joined its colleagues in the federal parliament to inflict the most pain it possibly can on the groups in society that it believes can least afford it. The first significant impost in this bill is on first home owners. Today we found out that the Barnett government has found another measure that will slug seniors and hurt the most vulnerable in our community. The second measure in this bill is an increase in land tax. This bill seeks to increase land tax by about 10 per cent across the board.

The third measure is that for the first time in many years the government is seeking to adjust the threshold for when payroll tax will be applied in Western Australia. I might add that this will be the first time there has been a change to the threshold rate of payroll tax since 1 January 2005—almost a decade ago. Although the government is increasing the threshold rate, it is interesting to note that it still expects to collect more payroll tax this year than it did last year, and that over the period of the forward estimates it expects that the amount it collects from payroll tax will increase by \$1 billion on what it expects to collect in 2014–15.

I will go through this bill and look at each of these measures. The first measure will decrease the property value threshold at which first home owners who buy an established house are required to pay transfer duty. That initiative was brought in by the previous Labor government under then Treasurer Eric Ripper as a measure clearly targeted at assisting first home owners. It is worth noting that at the time that threshold was brought in, the \$500 000 threshold was significantly higher than the average median price of homes. Since those measures were brought in, the median price of homes has gone up. In my own neighbourhood of Joondanna, a person could probably have bought a two-bedroom, one-bathroom apartment for somewhere in the order of \$230 000 to \$280 000. Today, a person would struggle to find a two-by-one in Joondanna for \$430 000. That is the reality. We need to look at this, not just in terms of the increase in the rate of tax, but also the circumstances in which people find themselves when they deal with these matters. We know that a first home owner purchasing a property for \$440 000 now pays \$1 919 in stamp duty. Previously, if they had bought a property that was worth \$530 000, they would have paid \$6 753 in stamp duty. As a result of the passage of this bill, they will now pay a whopping \$19 190. That is over \$12 000 more. That means they could pay for three of the animations that this government made up for projects it never delivered.

What I thought I might do is offer to the good people of Ellenbrook who have to pay this stamp duty a copy of the animation of the proposed Ellenbrook rapid transit bus service. I will get it blown up for them and present it to them, because their stamp duty will be paying for that waste by this government. I will give it to the first two home owners who say they bought their first house in Ellenbrook. I have these lovely pictures that the Barnett government created of the proposed Ellenbrook rapid transit bus system as part of its election campaign. I will get them blown up and have them nicely framed for the first two first home purchasers who contact me.

Hon Alanna Clohesy interjected.

Hon KEN TRAVERS: They are for anyone who would have been serviced by the Ellenbrook rapid transit bus service who are buying their first home and as a result of this bill will have to pay stamp duty when they otherwise would not. At the very least, we should give them their own copy of the animation that the Barnett government wasted some of our money on. Those people should at least be able to frame it and hang it in their lounge room as a memento of paying stamp duty as first home owners so that the Barnett government could afford to produce these animations and coloured drawings before the last election, even though it did not use them during the election campaign. The government threw them away!

Sitting suspended from 6.00 to 7.30 pm

Hon KEN TRAVERS: Before the break I had started to go through this bill. The first item of this legislation I will deal with are the changes to the transfer duty that is paid by first home buyers. I am sure members are aware that for many years now, dating back to the time of the previous Labor government, first home owners did not pay any transfer duty on properties purchased up to the value of \$500 000 and the concession for properties worth more than that phased out at \$600 000. However, this mean and nasty Liberal government is proposing to change that so that the full exemption for first home owners is phased out at \$430 000 and the concession is completely phased out at \$530 000.

Before the break I highlighted to members that these increases will place a significant impost upon first home owners in Western Australia. In fact, I think what probably is most telling is that although those measures may not seem significant, as a result of those measures the revenue the government expects to collect in this financial year is an additional \$53.9 million, and over the full period of the forward estimates it is some \$221 million. We could look at this in many ways. This could be the first home owners' contribution to the Elizabeth Quay tax; that could be what the government would charge it to! However, there are many areas of waste and mismanagement by the Barnett government for which this measure could be labelled. Personally, I think this measure should be allocated towards paying for the numerous artists' impressions, fly-throughs, animations and other works produced by the Public Transport Authority of Western Australia. In particular, we should identify that this money is being raised to pay for the animations, fly-throughs and planning studies done by the Public Transport Authority for projects that this government now no longer intends to proceed with. Many of those animations have not seen the light of day, yet every first home owner who now buys a house worth more than \$430 000 will have to make a contribution towards covering up the waste of the Barnett government. It starts, as I said, at \$440 000; first home owners who buy a property of that value will pay almost \$2 000 as their contribution to the waste and mismanagement fund for public transport matters in Western Australia. It peaks for a person buying a \$500 000 home. This is just a simple home in a suburb such as Joondanna; it is not a flash mansion. In many cases it is a simple two-by-one or three-by-one unit in a block in a suburb such as Joondanna that will be captured by these new tax arrangements for first home owners. That is where those people will be looking to buy. It peaks at \$500 000. Each individual first home owner will be making a contribution of \$13 433 —

The ACTING PRESIDENT (Hon Simon O'Brien): Order! I am sorry to interrupt, member. The audibility of conversations around the chamber is too high. If members could please speak softly so as not to interrupt the member speaking or to distract Hansard or other members from the member's speech.

Hon KEN TRAVERS: If it assists, Mr Acting President, I could try to raise my voice a little.

The ACTING PRESIDENT: It should not be necessary.

Hon KEN TRAVERS: It would be difficult but I could try.

As I was saying, as a result of the passage of this bill, each first home buyer who purchases a new home worth \$500 000 will pay \$13 433 more than they would have paid prior to this measure being introduced. It is interesting to note that today I received an answer to a parliamentary question I put on notice earlier about the number of graphics, artists' impressions, fly-throughs or animations that were produced for the Public Transport Authority in 2011–12. In the answer I was told that in 2011–12, there were 103 and in 2012–13, there were 54. Many of those works were clearly produced by the government for the purposes of an election campaign. They were not produced for the ordinary operation and business of government; they were clearly produced by the government for an election campaign. That is why the government has introduced this increase in tax: to pay for the election campaign of Liberal Party members sitting opposite.

[Quorum formed.]

Hon KEN TRAVERS: As I was saying, some 157 fly-throughs, animations and the like were produced for the Public Transport Authority leading into the election. I accept that some of those would have been legitimately produced, but many of them were not. Many of them have never seen the light of day. When this bill is passed through this place, the poor first home owners—taxpayers—will now have to pay \$13 433 in additional stamp duty because of the removal of the exemption for first home owners. What is their contribution likely to have paid for?

It might have paid for the \$14 850 artist's impression of the Edgewater multistorey car park, which was nothing more than an election stunt. The first home owners should not have to pay for that; the Liberal Party of Western Australia should.

Hon Peter Collier: Your time has expired.

Hon KEN TRAVERS: As lead speaker one thing I know is that the clocks can break!

The ACTING PRESIDENT: Order! The member is the lead speaker for the opposition; therefore, he has unlimited time. We rely on his good grace that he will not use all of it!

Hon KEN TRAVERS: I will not use all of it, but the unruly interjections may take up a significant chunk of it.

The ACTING PRESIDENT: That is why the unruly interjections will cease.

Several members interjected.

The ACTING PRESIDENT: Order! Hon Ken Travers is trying to get a word in.

Hon KEN TRAVERS: I never interrupt a good interjection. The \$14 850 for the artist's impression of the Edgewater multistorey car park facility will be kindly paid for by at least two poor punters who buy new homes in the suburb of Joondalup. The artist's impression got a shining release on the 8 February 2013. I do not think I need to remind members what happened on 8 February 2013. Clearly, that was after the dissolution of the Legislative Assembly and the day on which the caretaker period started in Western Australia.

Hon Alanna Clohesy: Parliament had been prorogued.

Hon KEN TRAVERS: The Legislative Assembly had been prorogued and dissolved. Therefore, there is no doubt in my mind that that document was produced for nothing more than Liberal Party propaganda. It should be funded by the Liberal Party and not poor first home owners who will buy a place after 1 July in the state electorate of Joondalup. I might add that, of course, next Tuesday everyone who parks at a railway station in Western Australia will be required to make a contribution of \$2 a day or \$520 a year towards the operating costs of the 550 additional parking bays at the Edgewater train station. The Barnett government introduced paid parking at train stations to cover the exorbitant annual operating costs of the Edgewater railway station car park. First home owners will be slugged as a result of the passage of this bill. A first home owner buying a house at \$440 000 and another buying a house at \$500 000 will pay for the artist's impression that was provided for the Liberal Party's election campaign. If I can get a copy of the artist's impression of the Edgewater train station car park, I am more than happy to have it blown up and block-mounted and I will give copies to the first two members of the public who come to my office in Joondalup and demonstrate that they are first home owners who have had to pay this additional tax. If I can get from the government a copy of that original artist's impression of the multistorey car park, I will present it to them as a memento of their contribution to the mismanagement and waste of the Barnett government.

Hon Michael Mischin: Will you autograph it as well?

Hon KEN TRAVERS: If they want me to, but I do not want it to become so valuable that they are tempted to sell it on eBay! If they request it, I will do that.

Hon Michael Mischin: What else do they get in the show bag from your office?

Hon KEN TRAVERS: If the Attorney General waits, he will see. I could highlight for the good punters of Western Australia many examples of this government's waste and mismanagement. We can go through those tonight, but, of course, I will focus on transport matters. Many other artists' impressions are available in that regard.

I want to go through some of the studies that have been done by the government in the transport portfolio that have never seen the light of day and are highly unlikely to see the light of day. The Barnett government commissioned a study into a new railway to connect the Avon to Albany line near Brookton through to Kwinana. According to an answer to a parliamentary question, that study cost \$411 969.24. I would offer to provide a copy of that study to a first home owner who has to pay these outrageous imposts, but, of course, we will not be able to do that because I expect that unless I get a copy sent to my electorate office in a brown paper envelope, that study will not see the light of day even though it has been completed.

Hon Peter Katsambanis: Are they the brown paper envelopes Bruce Wilson used?

Hon KEN TRAVERS: No, I assume they come from the minister's office. When he has difficulty getting things through cabinet, he sends me the reports to say that cabinet will not fund his latest thought bubble idea and asks me to get it out to the public. I would not have anything to do with some of the thought bubbles from the various transport ministers over the past four or five years. Very early on in the piece, Hon Peter Katsambanis, I made the point that this study was nonsense. There was already a railway line that we could use to connect the Avon to Albany line through to the Kwinana terminal. There is an existing railway corridor through Bowelling, which has been closed. That would be a far better way to deal with the issues, but the Barnett government chose to waste \$411 969.24 on a study that will now have to be paid for by first home owners in the state of Western Australia. As I said, it is my view that that study will remain hidden and it will never see the light of day.

Hon Michael Mischin: Like the review that went to the Labor Party structure? That one?

Hon KEN TRAVERS: Is that the best the Attorney General can come up with?

Hon Michael Mischin: It is not bad though, is it?

Hon KEN TRAVERS: It is really quite pathetic. It is belittling even for the Attorney General's standards.

Hon Michael Mischin: Tell us about that review.

Hon KEN TRAVERS: The Attorney General can read it on the ALP website.

I am glad that members opposite will absolutely rely on *The West Australian*. Usually I say that *The West Australian* reported this and members opposite tell me that *The West Australian* is wrong. Now they will say, “No, we accept that everything written in *The West Australian* is 100 per cent accurate.” Obviously, someone gave that document to *The West Australian* and presented it in a light that caused the newspaper to think that it was intended for publication. As far as I am concerned, and from speaking to people about that matter, that is what happened.

Several members interjected.

The ACTING PRESIDENT: Order, members! This is not a two-way conversation. We are hearing from Hon Ken Travers on the question that the bill be read a second time.

Hon KEN TRAVERS: I can understand why members on the other side of the chamber want to try to deflect attention to Labor Party members when their government is the highest taxing, largest spending and most wasteful government Western Australia has ever seen. If I sat on their side, I would draw every apple out of the bag and make every attempt to deflect, defer and avoid the debate about the real facts in the matters before the house tonight, such as that first home owners in Western Australia will now have to pay a significant impost when they buy a house. These home owners right throughout our electorates will fund the \$412 000—I will round it off; I will not go to the detail of the exact dollars and cents—study that will never see the light of day. That is my view. Not only will the study never see the light of day, we will never see a rail line built between Brookton and Kwinana, as proposed by this study. What we may see one day is a rail line from Brunswick Junction through to Narrogin or Wagin along the Albany–Avon line. If there is ever a rail line, that is the one that would do it. The government did not need a study. The Labor Party made it very clear that that is where the government should be looking for a new rail line, if that is what the government wanted to do. That is an example of \$412 000 in waste that poor taxpayers have funded.

Another project that we could look at is of course the very lovely and beautiful Ellenbrook bus rapid transit project. This government spent lots of money on a project that it then chose not to proceed with. As I mentioned before the dinner break, the government spent thousands of dollars on animations and lovely artists’ impressions of the Ellenbrook bus rapid transit system going past Whiteman Park, and of a Gnangara park ‘n’ ride. There were also artists’ impressions of what the bus rapid transit station would look like in the Ellenbrook town centre. I say to the good people of Ellenbrook—many of whom I am sure will be slugged with this impost—that I will get those artists’ impressions blown up and block-mounted for the first two who come to my electorate office and show me they have had to pay stamp duty as first home owners as a result of the passage of this bill. I can guarantee to provide those because I have the artists’ impressions available to me. I am sure the government will not mind me getting those blown up; I do not think I will be in breach of any copyright. The government would want at least a couple of people to feel that they contributed towards those artists’ impressions. They can hang them proudly on the walls of their homes in Ellenbrook. It was not just the artists’ impressions that cost somewhere in the order of \$5 386—a first home owner buying a house at \$460 000, under the new regime, for the first time ever, since changes were made by a Labor government, will pay \$5 757 in stamp duty. That will well and truly cover the cost of those artists’ impressions. I will not stick at one. I will go for two block-mounted versions of those artists’ impressions for those poor people of Ellenbrook.

What else has the government spent? It has spent \$847 600 on planning and consultancy work for the Ellenbrook bus rapid transit project. Where is it, members opposite? It was one of the Liberal Party’s transformational projects. It was part of the Perth public transport master plan for 2031 that was released on 14 July 2011 with three transformational projects. They have all disappeared; vanished—gone. Just like financial management and responsibility has gone in this state under this government. They have vanished, gone, disappeared—not happening. That master plan was a \$6 million project. It has been torn up and burnt. The only thing it was good for was the paper it was written on. If someone was lucky enough to get a copy of it, they might be able to burn it to keep themselves warm, now that they cannot pay their electricity or gas bills thanks to the Barnett government! That was \$847 600 for the Ellenbrook bus rapid transit project, a project that is not going to happen; it is gone—vanished. The government has continued to buy land along the corridor. I guess the government still gets to keep that land. The amount of \$2 million was spent on a project that does not exist. In the meantime we have to come back and slug first home owners to help pay for it.

Let us look at another project. Lovely artists’ impressions and animations were produced for the extension to the Joondalup line from Butler to Yanchep. I wonder if anyone from the other side of the chamber has seen any artists’ drawings or animations for the railway extension from Butler to Yanchep. I suspect the answer is no. Not even members on the government backbenches have seen them, but money was spent on them. The first home owners of Western Australia will fund and pay for this government’s waste and mismanagement of artists’ impressions. First home owners who live in the suburbs of Butler, Alkimos, Eglinton, Yanchep, Two Rocks and other northern suburbs will now have to pay stamp duty for the first time. I am sorry, but all I can offer them is a blank, block-mounted poster that is just plain white!

Hon Peter Collier: What about the two magnificent primary schools that opened there on Friday?

Hon KEN TRAVERS: Minister, absolutely. When he has opened as many new primary schools in the northern suburbs as the previous Labor government did —

Hon Michael Mischin: How many was that?

Hon KEN TRAVERS: I lost count of them in fact.

Hon Peter Katsambanis: Name three; go on!

Hon KEN TRAVERS: Name three? Neerabup and Butler. There were a number of extensions to Clarkson and Somerly. I think members will find that we started the high schools in Pearsall and Hocking. We did Tapping and Banksia Grove. Do members want me to keep going?

Hon Peter Katsambanis: Banksia Grove what?

Hon KEN TRAVERS: The member asked for schools.

Hon Peter Katsambanis: High school or what?

Hon KEN TRAVERS: Not the high school—the primary school. The newcomers to Perth really do not keep up sometimes! Tomorrow, when I come back to continue my remarks I will bring in a list of primary schools that were built just in the seat of Wanneroo. I do not think a single member has delivered as many primary schools for their electorate as Dianne Guise did. I know that we produced far more primary schools and high schools than this minister is producing.

Hon Michael Mischin: Are you saying that she delivered them?

Hon KEN TRAVERS: To her electorate. Yes, she lobbied for them.

Hon Peter Collier: We are talking about Butler and Yanchep.

Hon KEN TRAVERS: Two Rocks is another primary school.

Hon Peter Collier: Two are coming up in Alkimos. I can tell the member right now, the northern suburbs have been well serviced with education. Plus there is the new extension to Butler College. It is magnificent.

Hon KEN TRAVERS: I have no doubt we will go back to where we were when we took over from the Liberal Party in 2001—schools such as Clarkson, Merriwa and Quinns Beach were so crowded. There were over 1 000 students in a primary school.

For the people of Alkimos, Eglinton, Yanchep and Two Rocks, all we can provide at this stage is a blank canvas. The Minister for Education might have some lovely artists' impressions of the new schools. When people come to me, I will give them a blank block mount and the address of the minister's electorate office. I will say, "Hon Peter Collier might be able to give you an artist's impression of a school." The Barnett government is not good at many things but it is excellent at artists' impressions. It pays for them with taxes and charges. By all means, I will refer those people to Hon Peter Collier if they come looking for their blank canvas. The people who live in the suburbs between Butler and Yanchep are waiting to see lovely artists' impressions of that rail line.

Hon Michael Mischin: What about the cardboard cut-outs of teachers you had in those days?

Hon KEN TRAVERS: What about the \$1 484 428.30 including GST as of 15 May 2004? That is the amount that has been spent on planning work for the future Butler–Yanchep rail line and yet we know that the earliest it can possibly be built by this government will be some time after 2020. That is a decade away; that is when we can expect to see it. We are spending money on a project that will be out of date and will require updating by the time it is built. In many respects this can be considered just a large waste of money, and as a result of the passage of this bill, the kind donators of that money will be the first home owners of Yanchep, Two Rocks, Alkimos and Eglinton. We will be spending hundreds of thousands of dollars. There seems to be a lot of artists' impressions and a lot of money spent on fancy drawings, but these projects will never see the light of day. Maybe they were done back in the days when that project was listed as a priority public transport project for the Barnett government. Back in 2010–11, after Hon Simon O'Brien had been sacked as Minister for Transport, Hon Troy Buswell as the new minister got to release the work Hon Simon O'Brien had done on a public transport master plan for Perth, and then the master plan disappeared.

There is another project on which the government spent thousands of dollars for artists' impressions, paid for by first home buyers who paid \$460 000 for their first homes, and that is the proposed extension of the Thornlie rail line to the Mandurah line. Again, we know the government had artists' impressions produced for that project before the election, and we know that they had to be provided urgently to the Minister for Transport's office before the caretaker government period so that the minister could announce the rail line extension. The extension is a project that the Barnett government submitted to Infrastructure Australia and as of 14 May 2014, it has spent \$2 145 672.19—including GST—on its planning. The government paid for artists' impressions, fly-throughs, graphic art and all that lovely, fancy promotional material to be ready for the state Liberal Party's 2013 re-

election campaign, yet those projects have never seen the light of day. If I ever get my hands on the Aubin Grove artists' impressions and animations, I will provide block-mounted versions of them to anyone who can show me they are first home owners in Southern River and Gosnells, who would have been serviced by the proposed Canning Vale or Nicholson Road stations, and have paid stamp duty as a result of the passage of this bill. The people in those southern suburbs, even though they do not have a train line, could look at those and say, "Thanks to the impost of our stamp duty, at least we can dream about it. We made a contribution towards the artists' impressions for this project". Again, more than \$2 million was wasted by the Barnett government on the planning and design of a rail line that was not even part of its original public transport plans until after 2031, so who knows what is going to happen there? Lots of work has been done, much of which will be wasted because of the delays and the fact that that project is no longer going to proceed. It highlights the fact that the chaos and dysfunction of the Barnett government is costing the taxpayers of Western Australia additional money. Millions of dollars have been spent on studies and projects, and much of it on public relations, including designs, artists' impressions and survey work. That is for the good burghers of Southern River and Gosnells.

That brings us to the big one—the project that has cost the Barnett government \$25 million, and most of it is now sitting in a wastepaper basket somewhere in the Minister for Transport's office because it has been cancelled and the government will not look at it again until after the next state election in 2017. I refer, of course, to the Metro Area Express light rail project. This is an interesting point. The government paid \$2 743 for a light rail project branding strategy. We know that the government paid \$27 000 for someone to go off and get the name of the light rail in Portland, Oregon and import it back to become the name of the light rail in Perth; but did we know that the government had also spent \$2 743? A first home owner who pays around \$445 000 for their first home will be paying for the cost of the branding strategy for the light rail project. Seriously, why could the Liberal Party not have got its own internal artists at Liberal Party headquarters to do the job? They would have even had the right colours for the MAX light rail; it is blue and yellow—how hard is it? They would already have those colours in all their colour boxes, because that is the Liberal Party's colours! It had to pay someone to go and develop a branding strategy for MAX in Liberal Party colours. Seriously, why do the first home owners of Western Australia have to pay for that? The Liberal Party is saying to some poor taxpayer out there who is buying a \$445 000 home after 1 July: "Thank you very much, you've just paid for us to be able to brand MAX in the Liberal Party colours and it cost us \$2 743 to do it". Then, of course, the government spent \$20 000 on market research wave one and \$32 000 on market research wave two. It paid for the provision of strategic communication advice and services. I am not sure whether it got that at the beginning of the project or if the strategic communication advice and services were to work out how it was going to explain why it wasted \$25 million on building a brand in the Liberal Party's colours for a new light rail for the inner northern suburbs that it is not going to proceed with. Maybe the strategic communication advice and services were intended to assist the government to explain what it was doing to the good burghers of the inner northern suburbs, including Mt Lawley, Balcatta, Mirrabooka and Morley, who were all expecting a light rail service because that is what the government promised them before the election. The people in those suburbs who are buying a first home now understand that they have to pay increased tax because of the Liberal government's marketing. It wasted money on developing marketing for a project that simply is not going to happen anytime soon. In fact, I suspect that most of the first home owners who will be struck by this legislation in its first year will have moved out of their first homes before the government builds the MAX light rail. I do not think the government ever will build the MAX light rail.

The government also paid \$2 247 to a consultant to assist in the preparation of a submission to the Public Sector Commissioner for the project director role for the MAX light rail project. That was a waste of money, was it not? A complete waste of money, but someone buying a first home in any of the suburbs I mentioned earlier will contribute towards picking up the cost of that waste. I could go on and on and on through these things. Money was spent on work that we know will be out of date and irrelevant by the time anyone gets a chance to build light rail in the northern suburbs.

Work was done on investigation of a power supply, at a cost of \$3 500. How will that be relevant in 10 years' time if the government finally goes back to look at this project? That work will need to be redone. Work was done on team-building workshops for the MAX light rail project, at a cost of \$3 080. I love the government's morale boosting idea at the end of that team building. It was to cancel the project! That must have been a great morale booster! Work was done on providing advice on retail conditions and commercial considerations in the CBD, at a cost of \$4 025. That advice will not be relevant in a decade's time. Work was done on preparation of draft information sheets, at a cost of \$14 600. Those information sheets can now all be torn up and burnt. People who pay \$500 000 for their first home will be making their contribution towards that waste. Work was done on providing assistance with stakeholder and community engagement. Work was done on a review of patronage modelling, at a cost of \$135 000, and an additional \$294 000 was spent on input to patronage modelling. All that work will need to be redone when the government has another look at this project and updates it. That is all wasted money. Work was done on economic advice and analysis, at a cost of \$330 000. There was also a range of internal costs and expenditure. Money was spent on the provision of temporary communications assistants.

I wonder whether anyone knew just how temporary those communications assistants would be for that \$16 000. That money has all been wasted, and the government has had to bring a bill into this Parliament to fund that. The government has also bought \$3 million worth of properties for the MAX light rail project. I am not sure why the government is buying properties for that rail project when it does not know what the route will be and it does not know when it will be building that project.

We need to understand that this bill is an imposition on first home owners. I believe that the purpose of this part of this bill is to fund the waste and mismanagement of the Barnett government. The works that I have gone through tonight—there are some others that I could include—add up to around the \$53.9 million that the Barnett government expects to collect in the 2014–15 financial year as a result of changing the rates for first home owners. That is why it is not unreasonable to claim that this adjustment for first home owners is about waste and mismanagement in the transport portfolio for the animations and all the other material that the government has done for projects that do not exist, will not exist or have ceased to exist. I have not even talked about the changes that the government has made to the grants for first home owners who purchase an established property. Therefore, this is a double whammy for first home owners.

The Liberal Party proclaims that it is a low-taxing government. That leaves me absolutely stunned and bewildered. In 2011–12, the government got \$1.026 billion from transfer duty. In this financial year, the government expects to get \$1.823 billion from transfer duty. It is not as though the revenue from transfer duties has gone down. It is not as though the government needs to do something to get extra money. The government's revenue would be going up across the board even without these measures. We know also that although iron ore royalties fluctuate, the total royalties to this government are significantly higher than they were when this government came to office, and they are significantly higher than was predicted at the time of the *Pre-election Financial Projections Statement*, on which the government based its fully funded, fully costed plan.

The next measure in this bill that is worth talking about is the 10 per cent increase across the board in land tax. According to the *Overview of State Taxes and Royalties*, in 2013–14 the government collected \$662 million in land tax. As a result of these changes, the government expects to collect \$755 million in land tax. That is not to mention the additional money that the government will get from the metropolitan region improvement tax. That is up from \$552 million in 2011–12—significant growth. I remember one of the former Treasurers going on about land tax. I have heard them all on the other side talk about how they want to get rid of payroll tax, land tax and transfer duty. We all want to do that. This government says that it is there for small business, yet it will be placing this additional impost on small business. I hope that the primary production review that is taking place will not lead to a further increase for any of our primary producers, such as the people we were talking to tonight who grow the potatoes of Western Australia. I can say on the record that some mighty fine potatoes are being grown in Western Australia.

Hon Kate Doust: Was Mr Omodei there with his kipflers?

Hon KEN TRAVERS: There were some lovely kipfler potatoes, cooked as chips by Dan from Rockpool Bar and Grill, with some lovely Spanish mackerel from Adam's Cafe Tonino's in North Beach. It was a spectacular fish and chip combination.

Hon Peter Collier: I cannot wait to hear how you going to bring this back to the bill!

Hon KEN TRAVERS: The minister just cut me off as I was coming onto the bill!

Hon Peter Collier: Okay. Fair cop.

Hon KEN TRAVERS: There is a fish and chip analogy for every one of the government's tax increases. Do not worry, minister. There is a fish and chip analogy. What the minister needs to understand is that although primary producers are exempt, the government has a review going on—as I am sure the minister is aware—of primary producers. That review will report, and the outcome of that review will be incorporated into the 2014–15 tax rates. If the outcome of that review results in the producers of potatoes having to pay land tax, or having to pay more land tax —

Hon Peter Collier: Rockpool will go bankrupt.

Hon KEN TRAVERS: Not Rockpool.

Hon Peter Collier: Is that not what you said?

Hon KEN TRAVERS: No. They were cooked by the chef from Rockpool Bar and Grill. They were grown by the hardworking potato growers. I think—I am trying to remember—I did meet the grower of the kipfler potatoes.

Hon Kate Doust: Omodei?

Hon KEN TRAVERS: No, it was not Omodei. It will come to me before the night is out. The grower of the kipfler potatoes was out there today, and they could see their produce being handled by a master. I am not

talking about the land tax paid by Rockpool at Crown casino; I am talking about the potential for land tax. But it is not just those people who were out there paying land tax; it goes right across the state of Western Australia. This is another land tax increase. With land tax, even if the government does not change the rate, if there is a revaluation of a person's property—I accept that the market has been relatively flat—the government gets a big whack of additional money. Over the last couple of years, I am sure that there would have been an increase in the number of people who now have to pay land tax. One of the things I would like to know when the minister gives his response to the second reading debate—hopefully, the minister's advisers may have been able to dig up this information for the benefit of the house—is the number of assessments that were issued in 2012–13 and 2013–14, the number that the government expects to be issued in 2014–15, and the number of properties that that relates to. The minister's advisers were aware that I was going to raise those issues tonight, and they were going to see whether they could find those figures so that the minister could provide them as part of his reply to the debate. I certainly would be intrigued to know.

There are many areas. These land tax rate increases will take \$72 million off the landholders of Western Australia and out of the economy. I was talking to some of the businesspeople at the function tonight. They do not just grow potatoes; they are often involved in other industries and other businesses, and many of them are paying land tax. But it is not just land tax that is hitting small business in Western Australia at the moment; it is also the cost of power. I spoke to a businessman the other day who said that their monthly bill for power has gone from \$6 000 to \$11 000 a month under the Barnett government. It is getting harder and harder to do business in Western Australia. On top of that, the government is going to slug them with \$334 million in tax increases over the next four years by increasing the rate, whereas, in my view, just through natural valuation increases, the government would have already been getting a fairly significant increase in revenue for the state of Western Australia.

The final part of this bill that I want to go through tonight is, of course, the Pay-roll Tax Assessment Act. For the first time since February 2005, the government is planning to finally increase the tax thresholds and rates. For many small businesses that have been captured by payroll tax, I understand that this is a welcome relief. Of course, the problem is that because this government has such poor financial management, it will effectively be borrowing to provide this tax relief. That is the problem. Because general government sector debt is going up because this government is spending more than it gets in income, when it gives a tax cut such as this, it simply means that the government needs to borrow more money. It is great for the small businesses that get it, but how long will they have it? How will the government try to recoup the money to pay for the debt? The best thing for small business in the first instance would be for the Barnett government to get its debt binge under control, because whilst the government is borrowing money, every tax cut that it gives is just adding to that debt, and a future government and a future small business will have to pay taxes at some point to cover that debt that will come about as a result of this measure tonight. That is the simple reality of it. It would be better for the government to not spend money in a wasteful way.

Hon Michael Mischin: A moment ago you were saying that small businesses should not be paying for their electricity at full price. Where should the money come from?

Hon KEN TRAVERS: No. What I said was that under the minister's government, the cost of power had gone up from \$6 000 a month to \$11 000 a month. That was hard enough for business. Now the government is slugging it with an increase in its land tax, minister.

Hon Michael Mischin interjected.

Hon KEN TRAVERS: I did not say they should not pay it. I said that under the minister's government, it has gone up from \$6 000 to \$11 000. The minister is showing his lack of understanding of, and sympathy for, small business. Small business accepts that it has to pay the cost of its energy, but what it does not like is that on top of paying the increased cost for power because of the government's mismanagement of the electricity sector in Western Australia —

Hon Michael Mischin: Tell us how it works.

Hon KEN TRAVERS: The minister should show me where the government's merger of Verve Energy and Synergy has driven down power prices. It has not happened and it is not going to happen. The more the government squeals, the more we know it has made mistakes.

Hon Michael Mischin: I'm looking forward to your insight.

Hon KEN TRAVERS: The point I am making, and I will keep making —

Hon Michael Mischin: The increase in the cost of electricity was to pay for generation and supply.

The ACTING PRESIDENT (Hon Simon O'Brien): Order, members! Standing orders provide for one speaker at a time, and that member is Hon Ken Travers.

Hon KEN TRAVERS: When I sit down, I look forward to the contribution of the Attorney General on this bill; I genuinely look forward to that contribution.

Hon Michael Mischin: I don't need to. The bill is sound. I'm commenting on your absurd flights of fancy.

Hon KEN TRAVERS: I hope Hansard got from the Attorney General that the slugging of small business for additional revenue from land tax is sound.

Hon Michael Mischin: No, no. Hansard will get what I actually said, not what you would like me to have said.

Hon KEN TRAVERS: The Attorney General said that the bill is sound. The bill slugs small business with increased land tax; ipso facto the Attorney General is saying that it is sound to slug small business with a tax increase.

Hon Michael Mischin: No, no.

Hon KEN TRAVERS: Is the Attorney General saying that the government should not slug small business with —

The ACTING PRESIDENT: Order! I have asked the Attorney General and other members to desist from interjecting; therefore, Hon Ken Travers will not encourage their interjections. I invite him to address his remarks to the Chair.

Hon KEN TRAVERS: If the Attorney General is not saving —

Hon Michael Mischin: Now he's provoking me again, Mr Acting President.

Hon KEN TRAVERS: No. I am making a comment to the Chair —

The ACTING PRESIDENT: Order! If the Attorney General wants to raise a point of order, that is the way he should address the Chair, not by interjection. Hon Ken Travers has the call.

Hon KEN TRAVERS: I assure you, Mr Acting President, that if I wanted to provoke the Attorney General, there would be a lot of easier ways of doing it.

The point I was making is that we have two choices: either we support the bill and say it is a sound bill—therefore, the government is saying that it is sound to impose a 10 per cent increase in land tax on small businesses in Western Australia—or the government can say to this house that it is not sound to slug small business. I am saying that I do not think it is sound. I think it would be far better if the Barnett government controlled its wasteful expenditure. Departments such as the Department of the Attorney General enter into contracts not knowing what their value is. It builds new courthouses and cannot tell the Parliament what they will cost to run. Because of the way in which it has contracted out services, it pays fly in, fly out custodial officers in regional parts of Western Australia. That is the sort of waste and mismanagement that we see under the Barnett government. The Attorney General in that government should be trying to control the waste and mismanagement in his agency, not promoting and encouraging it. The reason we have this bill before us tonight is to fund that waste and mismanagement. For months and months the government could not tell this house what it was going to cost to run courthouses in Kununurra and Carnarvon. It was so poorly run that the former Under Treasurer listed it as a risk in the budget papers; I think it was in the midyear review.

Hon Michael Mischin: Should we not have courthouses in Kununurra?

Hon KEN TRAVERS: It is not about not having courthouses; it is about the Attorney General doing his job properly. It is about establishing what the cost will be so we have good, sound financial management. If the government needs to spend that money on courthouses, it needs to be more disciplined in spending some of the money that it wastes on other projects. Of course law and order is at the top of the priority list, as should be health and education. The Attorney General mismanages his budget. He approves projects not knowing what the cost is. He thinks that because there is spare money to spend, he can have some discretionary expenditure on a bit of bling for the people of Western Australia. In the end, the bill comes in for the running of the courthouses and he says, "Oh, no, what have we done? We can't afford the bling but we've already committed to the bling. I know what we'll do; let's increase land tax. We can just slug the small businesses of Western Australia." That is the story of the Barnett government. I am thankful to the Attorney General for allowing me to remind the house tonight that his portfolio is one of those agencies that is incorporated in that waste and mismanagement. Let us remember that story of waste and mismanagement. The former Under Treasurer was so concerned about the mismanagement of the Attorney General's portfolio with respect to the Kununurra and Carnarvon courthouses that he listed it as a risk in last year's midyear review, I think. The former Under Treasurer said that there are unfunded commitments and a budget top-up would be needed. What happened in the 2014–15 budget of the Attorney General's department? There was a top-up, just as the former Under Treasurer said—it was a risk to the budget. How do we fund those top-ups? We bring in a bill called the Revenue Laws Amendment Bill 2014, a bill that increases land tax by 10 per cent across the board.

Hon Michael Mischin: Are you saying that this bill is to cover this cost? Is that what you're trying to say?

Hon KEN TRAVERS: That is one of the costs that it is covering. Yes, that is what I am saying.

Hon Michael Mischin: You plainly have no idea what the term “risk” means in that context.

The ACTING PRESIDENT (Hon Liz Behjat): Order, members! Just because there has been a change in the Chair does not mean that there has been a change in the instructions that were given to the house not five minutes ago. If the Attorney General wants to make a contribution to this debate, he can do so at the appropriate time. The speaker on his feet will not entertain interjections because let us all remember that the Hansard reporters need to do their job. It is very difficult for them to take down the words of more than one person at a time. Is everyone clear on that? Thank you. We will continue.

Hon KEN TRAVERS: I am not inviting interjections. That is why I am making a point, Madam Acting President, of looking at you. The best place in the house to look is always at the Chair.

The ACTING PRESIDENT: When I am in it, yes, I know.

Hon KEN TRAVERS: I think it is fascinating that members of this house who sit at the cabinet table do not understand that when they are running a budget, they have to work out what things they have to do. They need to work out those costs. Then they need to factor those into the budget. This is what we all do in our homes every day. We fund the things that have to be funded, including health, education, law and order and custodial services—locking people up. I accept that those are all legitimate costs. If we then do not get the costs of those things right and we believe that we have greater discretionary expenditure for other nice to have rather than essential projects, we will get ourselves into a massive problem with our budget.

Hon Michael Mischin: Tell us how the Office of Shared Services was run. You were around at that time.

Hon KEN TRAVERS: I think the ADHD child has forgotten to take his medication tonight!

Hon Michael Mischin: Tell us about the Office of Shared Services and how that was budgeted and funded. Tell us how it worked.

Hon Ljiljana Ravlich: Tell us about Fiona Stanley Hospital.

The ACTING PRESIDENT: Order! Those members who may not have been in the chamber because they were away on urgent parliamentary business a few minutes ago may not have heard me asking members to perhaps just pay attention and give their attention to the person on their feet and to pay respect to Hansard, who need to do their job. It is the final week and everyone is getting a bit anxious to get out of here for the winter break so let us all just take a chill pill.

Hon KEN TRAVERS: We have to ensure that we cover the ordinary expenditure of government—the essential things that we need to do and then we need to go out and see how much extra cash we have to do the nice to have things, the non-essential things. If we do not get our costings right on the essential things, we get ourselves into trouble. That is what we have seen continually over the past five or six years of the Barnett government. It continually fails to get it right.

I think there was an unruly interjection earlier about the Office of Shared Services. Let us not forget that the Barnett government had a number of reviews and took the decision to continue that program. If the government wants to talk about waste and it believes it is a wasteful project, why did it continue with it for four or five years before killing it off without a single minister seeking to try to make it work and without a single minister trying to drive it to get outcomes from it? I think I heard another unruly interjection about the amount of money that we are now spending to run a hospital without patients or the money we are spending to run a stadium without sports or a restaurant without fried rice. This is a government that funds people not to do things. I would welcome an invitation to not speak. I do not know what the price of that would be and whether the government would be prepared to pay it. I suspect it would be unparliamentary to request that.

Hon Michael Mischin interjected.

Hon KEN TRAVERS: I doubt that I would take the money anyway because I prefer to represent my constituents; in fact, I would not take the money.

Let us go back to payroll tax. I will try to ignore the constant squeaking coming from the other side. As I was saying earlier, on face value it is a good thing that we are increasing the threshold. It has not increased since January 2005. That is when the threshold of \$750 000 and the 5.5 per cent rate was first introduced by the then Labor government. It flowed from a previous reduction in stamp duty and changes to stamp duty back in 2002–03. In fact, there have been consistent changes in stamp duty rates in Western Australia for many years, going back to 1971. We have gone a decade without changes to stamp duty. Imagine the bracket creep in that time; imagine the number of people who are now being captured—small businesses in Western Australia—by that. What has been the wage price index over those years to lead to that? In 2012–13 the wage price index was four per cent. In 2013–14, it was 3.25 per cent. In fact, the increase in the threshold—at around six per cent—is actually less than wages growth in Western Australia. If wages are growing in Western Australia that would

suggested that more people are getting captured or businesses have to take active decisions not to employ people in Western Australia or to structure their businesses to employ people outside of Western Australia. This measure will not keep up with the last two years' worth of wages price index. In fact, since the last changes were made, there have been years in which the wage price index has been six per cent. In one year the wage price index has grown by the rate of the increase in this threshold. The bracket creep in payroll tax that has been going on under the Barnett government has been extraordinary, and the end result is that it has been driving an outcome in this whole process.

What has amazed me is that business in Western Australia has not screamed more loudly. In the lead-up to the state election, very late in the piece, the Chamber of Commerce and Industry of Western Australia started a campaign, but it was way too late in that campaign to make it a central issue of the campaign, and it has again gone silent on that matter. The CCI has gone silent on the waste and mismanagement of the Barnett government and, ultimately, their membership will continue to pay it. The problem of offering a change in payroll tax—there is probably an argument for a review about who pays payroll tax and how to try to exempt small business. I accept that it is now an increasing problem for small business and many people who are out there today providing goods and services. I spoke to a number of the potato growers who were here at Parliament House tonight. I did not speak to any that were paying payroll tax, but I think some of the other suppliers present tonight were. Payroll tax is an impost on small businesses and it is something that needs to be restructured so that small business is exempt from it. The changes being debated today will only increase the debt of the Barnett government. Debt will be \$30 billion, and every year, before anything else is done, over \$1 billion will need to be found—and that is based on record low interest rates in Western Australia.

Although on face value many small businesses will be relieved by these changes, ultimately they will end up paying for the cost of the Barnett government's waste and mismanagement. That is what this bill is all about. Let me recap. This bill is all about highlighting that yet again the Barnett government has had to bring a bill to this house to increase the amount of money it collects in revenue for Western Australia and to collect more revenue than was predicted at the time of the pre-election financial statements. It is not because this was part of the government's fully funded, fully costed plan; it is because the government has failed to properly budget and, therefore, expenses have now shown up in the budget that should have been in the pre-election financial statements, but because of poor financial management were never there. Tonight I have used the example of the Attorney General's department, but there are hundreds of others that I could have chosen to use. This has happened because the government has wasted money on getting—just in my shadow portfolio area of transport alone; I suspect every other shadow minister could give just as many examples—graphic artists' impressions for nothing more than political propaganda purposes. The people of Western Australia—first home owners, land tax payers—will now have to pay and fund that. As I say, first home owners in particular are funding not only the chaos and dysfunction that occurs in public transport, but also will be paying higher public transport costs and for parking at train stations.

Again, I offer those people who are hit by these taxes and charges in seats across the Perth metropolitan area, if they have to pay stamp duty as a result of the passage of this bill when they would not have otherwise have paid it, a personal and block-mounted copy—depending on what seat they are in—of the mounted animations produced by this government as a symbol of the complete waste and mismanagement of the Barnett government. It saddens me that yet again we are in this house debating a revenue bill simply to fund waste and mismanagement, and that has to be the focus of how to repair it. The problem is that this waste and mismanagement is now becoming structural, because in the general government sector something is happening that has never happened before; that is, the state of Western Australia has to pay a significant interest bill. Before we do anything else, before we sit down and write any budget in the future, Western Australians have to pay interest on the bills of the waste and mismanagement of the Barnett government. As always, the Labor Party believes this bill is a disgrace. Although it does not oppose the revenue measures of the Barnett government budget, the opposition highlights that if it did not waste money on plans that it does not implement, animations that it does not need, colour schemes that just replicate those of the Liberal Party —

Hon Kate Doust: Well, they probably didn't want the National Party ones.

Hon KEN TRAVERS: Do not get me started on the way the National Party wastes money, because I could take it through until 10 o'clock and probably be here all tomorrow as well. The National Party is part of the government when it suits it and pretends to be the opposition when things go wrong within the government, but it continues to support the government; so it actually supports the bad decisions that caused the problems and does nothing to ever change things. Look at the tier 3 rail debate, which members might talk about a bit later on this week. The only person on the conservative side of politics in Western Australia who has ever shown complete honour and integrity on that issue is Stephen Strange, the shire president of Bruce Rock and the Liberal candidate for the Central Wheatbelt seat. He is a man of great integrity who has pursued that issue with vigour. There is not a single conservative politician in Western Australia who has shown the courage and commitment to their electorate as Stephen Strange has on that issue. Hon Kate Doust has distracted me and we can talk about that at another time.

It is waste and mismanagement that I am dealing with tonight, and a bill to fund it. The opposition vigorously opposes the bill. The opposition believes the government should be doing the harder yards to stop waste and mismanagement, but, again, as we have seen tonight, the Attorney General has demonstrated in all his glory that he just does not get it. With people like that around the cabinet table, no wonder there has been so much waste and mismanagement in the Barnett government.

HON KATE DOUST (South Metropolitan — Deputy Leader of the Opposition) [8.49 pm]: I thank Hon Ken Travers for his comments on the Revenue Laws Amendment Bill 2014. He has given a very articulate explanation on what is wrong with the bill. It is an unusual bill, and I am not sure whether in his opening remarks he referred to the fact that the bill provides for one tax cut and two tax increases in the same piece of legislation. I do not know how often the house deals with bills like this, and it is difficult to decide how to respond to a piece of legislation like this, but I certainly agree with my colleague that this bill is the government's poor attempt to try to fix its fiscal problems. Again I say that this government is all about smoke and mirrors and purports to be the good friend of small business, but the cold, hard reality as we deal with these types of bills and after analysing the detail of the bill is that that is not the case.

As my colleague has said, this bill seeks to amend three other pieces of legislation. I think that it has been almost a year since we sat in this place for an extended period. I wonder whether my colleagues across the way have brought their jammies and their doonas to remind themselves of last year's 24-hour stint.

Several members interjected.

Hon KATE DOUST: We were dealing with the —

Hon Michael Mischin interjected.

Hon Sue Ellery: He's gone mad! He's lost it!

Hon KATE DOUST: He probably had one too many potatoes tonight! It is amazing how quickly potatoes can convert to alcohol. We dealt with the Duties Legislation Amendment Bill last year, which again was an attempt by this government to try to patch up its fiscal holes by, in its language, deferring a decision to remove the intangible elements of the duties bill, such as intellectual property and goodwill and a number of other factors. Businesses were looking forward to seeing that tax removed. We spent an extended period debating the reasons that bill should not go through and how it would harm businesses right across our state. Unfortunately, we were not successful on that occasion and that bill went through. We are again dealing with amendments to the Duties Act 2008 today and again the government is seeking to impose further increases on businesses. This bill will amend the Duties Act, the Land Tax Assessment Act and the Pay-roll Tax Assessment Act 2002, which are three quite significant pieces of legislation that have broad reach across business and others in our community.

The one issue that I really want to focus on tonight is payroll tax. Payroll tax is perhaps one of the very few election promises on which this government appears to be delivering. The government has broken more than 50 other promises it made prior to the election, but I remember when the commitment was made to reduce the payroll tax threshold in two increments, as Hon Ken Travers quite rightly says, very late in the election cycle. That was certainly held to last year by this government and finally delivered in this budget. It will be welcomed by a lot of businesses across the state. They talk about the need for change in that area. At every meeting I go to involving small businesses, they talk about this as being one of the significant issues that will impact upon their business and their capacity to employ more staff. I am not too sure how many more staff will be taken on when the threshold is increased by \$50 000 to \$800 000 this year and to \$850 000 in 2016, but small business and certainly the Chamber of Commerce and Industry of Western Australia, if I recall correctly, wanted the government to commit to a much more significant amount. Obviously, that was not delivered, but maybe that is something to which future governments will eventually give regard.

The first increase in the payroll tax threshold will come in this year and the follow-up increase in 2016. I suppose the point that Hon Ken Travers started to talk about was that, on one hand, the government says that it is the true friend of small business and it will deliver on this and very few other commitments to small business, but, on the other hand, small business will have to pay the price. As has already been referred to, the government has increased land tax for the second time—12 per cent last year and 10 per cent this year—and it has increased a range of other costs, including electricity and water. The increase in land rates will flow on to small businesses through local government, as will the increased power costs associated with street lighting and a range of other factors. Small businesses then struggle to pay their way and to make those ends meet as they try to manage things. Although, on one hand, they are getting a discount, if you like, on the other hand, they have to find those additional dollars. Later I will refer to a document that shows each individual category and the increase not only year by year since the change in government but as a total figure. If we pull all those figures together, we see that it is a significant cost to small business. A number of small businesses are finding it extremely difficult. I have already referred to the comments by the Pharmacy Guild of Australia that for the first time in its history it is finding that its members are struggling to survive in a range of shopping centres where all these types of costs to which we are referring tonight are put back onto the pharmacist or the retailer in those facilities. A number of

them have found it difficult to cope and have had to close their doors or reduce the nature and size of their business to sustain themselves.

Last week I was talking to the owner of a small business in a shopping centre in my electorate. This person told me that their business pays \$14 000 a month in rent, but the landlord came around and said without any explanation that their rent would go up by \$2 000 a month. They were told that they would have to do all sorts of things to change the layout of their business and to add different promotions. All these other costs have been passed on. If the increase in land tax and other costs have been put on to the shopping centre management, of course, it will pass those costs on to the businesses. This young person asked me what he should do. He has told the centre management that he will not do those things because if he has to find \$16 000 a month, he will not make any money and he will not be able to pay his bills. He told management that if it has to find another tenant, so be it. That is the response from a number of retailers in that centre. Their rents are being put up on a fairly regular basis—an annual basis, if you like—without justification or a full explanation. If the centre management explained to these retailers that because the state government has increased land tax, electricity costs and a range of other costs, it has to pass on to the retailers the increased charges from local government, the retailers might understand. It would not help them, but maybe they would understand it. This one example of these types of pressures being placed upon small businesses is probably being played out in a range of shopping centres scattered throughout the state. It is a common complaint. We on this side have talked about the need to genuinely provide small business with real assistance.

One of those things that we have talked about in the past to help those retailers is a lease register so that when they sign up to a lease, everything is laid out for them and they do not get these shocks at some stage during their lease cycle when the centre management tells them to pay up or else. That puts a huge burden on people. We are finding that a lot of those small businesses have to fold up and walk away. I use retailers as the example because anything from a business operated by two or three people to a business that employs a significant number of people will be impacted in a positive way, one would hope, by these payroll tax changes but in a negative way by these other changes that it will have to cover. We have only to go to any number of shopping centres throughout our electorates to see the number of retail outlets that have closed because they can no longer afford to sustain their business. They can no longer afford to pay the outrageous and unjustifiable rates, and government does not have any answer for them. It is the private sector, but some mechanism needs to be in place so that there is an even, fair and balanced playing field for these people.

So that is a significant issue. It is all very well and good to bring in a change to the thresholds and, as I have said, it is warmly welcomed, but it is how those small businesses then have to manage and afford all of those other costs that are pushed back onto them, particularly given that we now know that the heat is coming off the boom. We saw today BHP has just dropped 500 workers; there is talk that there may be more. These will be issues that small businesses who relied on those workforces, particularly in the north west, will now have to readjust their expectations in their markets. We have another flow-on issue from the heat coming off the boom in small business; namely, what do we do with all these people?

That brings me to the next thing I want to talk about that reflects the impact of these decisions on small business. Last Friday night I was very pleased to attend the annual WAIITA function—that is, the Western Australian Information Technology and Telecommunications Alliance. Unfortunately, the minister was not there, but Hon Tony Simpson was there in his place. I know that Hon Tony Simpson is a great supporter of the ITC industry on a personal level and he has been a frequent attendee. The function is held on an annual basis. Several hundred people working in the IT industry, who represent a diversity of businesses, attended, be they from very small through to medium and large organisations in our state, both private and public. It was very interesting function. Probably, for the first time, I am really sorry that the Minister for Commerce was not able to be there that night because I would have been interested in his reaction to the speakers on that occasion. This awards night is a very long night, but it is a long night because it has a lot of valuable people who are represented there. But for the first time ever, the presenters at the function talked about, in a negative way, the lack of government engagement by this state government in supporting their businesses, industry or sector in Western Australia.

They did not hold back. They did not hold back in talking about the fact that this government has no strategy, it has no plan, it has no idea of what to do when the boom left us, and also what to do with other workers coming into the workplace.

The speakers also talked about a new report that was released last week by *iNews*, which inquired into how the various state governments and the Northern Territory address IT in their respective states. I must say it was very embarrassing that night to hear that Western Australia scrapes the bottom of the barrel. The state has no plan, no strategy and no dedicated minister. This is absolutely relevant.

Hon Michael Mischin: Who produced the report?

Hon KATE DOUST: *iNews*.

Hon Michael Mischin: Who are they?

Hon KATE DOUST: They are obviously a research or a media organisation.

Hon Michael Mischin: Obviously nothing—who are they?

Hon KATE DOUST: The minister should look at the report. He has a raft of staff to go and do that! A raft of staff!

Hon Michael Mischin: You are holding them up as an authority; who are they?

Hon KATE DOUST: This group, or organisation, is obviously very well regarded by the industry, even if the minister is not aware of it, and I think that is indicative of the problem alerted to by this organisation. It addressed criteria for each state, and I will just go through them, given it is a serious issue. *ITnews* states —

Hon Michael Mischin interjected.

Hon KATE DOUST: Yes, they do! Actually, they do. If the minister wants to get to his feet, he should give it his best shot. He should give his best shot!

Several members interjected.

Hon KATE DOUST: He is an abject failure in this space!

The ACTING PRESIDENT: Order! That includes you, Hon Kate Doust, when I said “Order!” Sorry for shouting, Hansard. Just stick to the topic at hand and address your remarks through the Chair, and I will ask the Minister for Commerce to also try to refrain from making his contribution from his chair sitting down.

Hon KATE DOUST: Thank you, Madam Acting President, and I will be very happy to address you because I know that you have an interest in this space.

Each of the states had a series of questions put to them, and I will just go through the Western Australian list first. The criteria that were addressed included whether the state has an ICT policy. No. The report states —

Have a stance on cloud computing (including offshore) that is clear to IT executives? Yes.

There is a plus, and I think there are only two in the whole criteria list! It states —

Have a minister with clear ICT authority? No.

Now I know that notionally we do; I know that the Minister for Commerce is notionally responsible for IT and for the digital economy of this state. But we know that effectively in this last budget this government has collapsed that department and merged it with a commercialisation department. A raft of programs has been shut down, and that type of negative change is the reason why we have to deal with this type of bill, because the government cannot manage its budget.

The criteria list continues —

Is there a formal structure that allows CIO voices to be heard up the line? No.

Is investment into projects properly governed and awarded on business merit? No.

Is the progress of projects monitored beyond sign off (i.e. gateway reviews)? Yes.

The thing is that there are no projects now except for the Square Kilometre Array and that is really in the science portfolio. The report continues —

Has it properly identified what the problems are (audit; review etc.)? No.

Has it left ample time to address legacy IT issues before they become urgent? No.

Is IT funded properly, or is it only paid attention when savings need to be found? No.

Is innovation rewarded?

No.

Do agencies buy-in to the whole-of-government vision? No.

I must say, we have seen a recent example of that given the way the government has fuddled through its Fiona Stanley Hospital and Royal Perth Hospital patient data records.

I continue —

Does the government have the skills to realise its vision? No.

The list very clearly shows the abject failure on the part of this government. If we go through this report, we will see that at a change of government—a number of these changes of government have been Liberal governments around the country—they actually move very quickly to pick up on this issue and realise the capacity to not only save money, but also become more productive and assist and support small business in their state with this area of work. This is about significant change, and it is embarrassing, given that here in Western Australia, since

2008, this government has systematically shut down funding and support mechanisms in this area for not just the private sector; it also has not effectively worked its own government sector to manage these processes.

If I turn back to look at how can we work through this, this is about the government having a strategy, and we know that the government has no strategy because we have a minister who does not understand the benefit of ICT to industry and to government.

Hon Michael Mischin: Which program is being shut down? Help me out.

Hon KATE DOUST: We do not have a Premier who understands the benefits of ICT to the state.

Hon Ljiljanna Ravlich: I can't hear what is going on, Madam Chair.

The ACTING PRESIDENT: Order! Are you wanting to make a point of order from sitting down in your chair, Hon Ljiljanna Ravlich?

Hon Ljiljanna Ravlich: I am just saying —

The ACTING PRESIDENT: No, you are making a contribution sitting down from your chair and that is not allowed in this chamber.

Hon Ljiljanna Ravlich: You're kidding!

The ACTING PRESIDENT: Hon Kate Doust.

Hon KATE DOUST: Thank you. So we have a double combination of a minister who is not interested and a Premier who does not understand the benefit.

Hon Michael Mischin: I am interested; tell me which programs.

Hon KATE DOUST: And the government has slashed the funding —

Point of Order

Hon KEN TRAVERS: I have a point order, Madam Acting President. I have sat here and I have tolerated the Attorney General's interjections because I have a loud voice. It is clear that the Deputy Leader of the Opposition has not been inviting the interjections. The Attorney General has consistently ignored your requests for members not to interject, and I ask you to remind him and to enforce your earlier rulings upon him.

The ACTING PRESIDENT (Hon Liz Behjat): Thank you, Hon Ken Travers. It is not really a point of order, but I would ask the Attorney General if, perhaps, he could do the courtesy to everybody in the chamber, but especially to Hansard, who do an amazing job. It is coming up to their winter break also, and everyone is looking forward to that and the sooner we can get through the Revenue Laws Amendment Bill, the sooner we can get to the winter break. So please, if I could ask again for no interjections. If the members on my right need to make a contribution to this debate, they will get their opportunity at the appropriate time. They will not do so from sitting in their chairs.

Debate Resumed

Hon KATE DOUST: Thank you, Madam Acting President. So as I was saying, we have a minister who is not interested and a Premier who does not understand. They have used this particular part of government as a soft target to cut funding to try to resolve their own fiscal mismanagement for other parts of the state.

It has missed opportunities, and that was apparent even today when I asked questions about the Innovation Centre at Bentley Technology Park. That is an important facility that is replicated in a number of states. I encourage members, if they ever get the opportunity, to have a look at the South Australian BioSA Incubator, which is fabulous and light years ahead of where we are. The Incubator is very important in terms of providing initial support for start-ups in that state. As I said earlier, anyone going to a Western Australian Information Technology and Telecommunications Alliance function will see that we have an enormous talent pool in Western Australia of people working at various levels of product. I am always in awe of these people, but they always make the complaint that they do not get support from government; the WA state government does not understand how to support the information and communications technology sector, and frankly it is not interested.

The only thing this government is interested in is the mining and resources sector; it is not focused on any other area, so when the heat comes off the resources boom, the government is going to be caught with its pants down. That is happening and I do not think the government has any idea about how to deal with this situation. I worry that it is now too late to provide support.

Reference is made in this report to shared services, so I give that to the minister, but it also talks about Fiona Stanley Hospital and the fact that it was originally to be a paperless facility; however, a range of concerns have forced the opening of that \$2 billion health centre to be put on hold, and there will be plenty of paper for at least a few more years. It would be great for Fiona Stanley and all the other hospitals to be paperless, and I know

that a number of members have also tried to achieve that, but if the government does not understand the value of supporting the industry or the value of ICT into the future, there is no point.

There are many other areas also. I encourage members to read this report; it is only a few pages long. However, the fact that Western Australia has been highlighted as being an abject failure in this space is an embarrassment. This is a state that has been raking in the dollars from the resources boom; we have had an almighty boom in the north west of the state for a number of years, so we have to ask ourselves: “What’s the government done with the dollars? Where’s the benefit of the boom?” I can tell members that the benefit of the boom has not flowed to the ICT sector, and there certainly has not been any support from this government, because it continues to cull the people it should be assisting in that space. I do not understand why the minister is not embarrassed by this report —

Hon Michael Mischin: Because it’s nonsense.

Hon KATE DOUST: It is not nonsense; the Minister for Commerce cannot even name the people who work in his office, he cannot name who is doing what, he cannot name the projects, and he cannot name the work that is being done.

The ACTING PRESIDENT: Order, members!

Hon KATE DOUST: We have a vital, alternative and sustainable industry that stands alone but also can and does work within the mining and resources sector. It is fully capable of being a separate, sustainable, diverse and job-creating industry. Companies of significant size, hopefully, will not have to pay the payroll tax if they are over the limit, but the private sector in this space is really struggling. The government is not engaged in this space and not looking towards the future, and the industry is asking us, “What are they doing to encourage young people into the sector? What are they doing to educate young people about the value of working in the ICT sector?” I think there is a real gap there, and I have referred to this issue in other speeches. I hope the Minister for Education is listening, because unless we do something to significantly emphasise the value of maths and science to our students, from primary education all the way through, and to encourage them to look at ICT as a viable employment and business opportunity, we are going to be the poor cousins in South-East Asia. These are the jobs of the future, and if the government cannot provide appropriate and ongoing support through the digital economy and commercialisation sections of the Department of Commerce, and through the Innovation Centre at Bentley Technology Park, we will have serious problems.

Last Friday night was a significant wake-up call, and it was very refreshing to see senior people in the industry stand up and unanimously critique this government as loudly and openly as they did. I was looking forward to the speech by the Minister for Local Government, on behalf of the Premier. Hon Tony Simpson went up to the podium and told us all how he had had a rough day with the seniors. Having listened to the speech by the chair of WAITTA, maybe people in this sector might want to think about a rally or a petition or something like that. I am happy to personally help accommodate that. The minister then went on to say to the 600 or 700 people in that room, “You need to make yourself known to government. If you want to get change, you need to make yourself known to government.” I sat there and thought, “Well mate, you’re the minister. This is a significant employer in our state. ‘Make yourself known to the government?’”

Hon Ken Travers: This is WAITTA.

Hon KATE DOUST: Yes, WAITTA—the peak organisation. It is doing the things that government does not do because it does not want to. It is supporting the industry, providing incentives, and helping to provide pathways for small businesses in our state, but the government is not prepared to do that.

That was a bit of a shock, so I am looking forward to people working in the ICT sector well and truly making themselves known to the government and the minister, but there has to be significant change. I have been talking about this issue ever since the Labor Party lost government because when we were in government we had a plan in place to look after this industry and we understood the need to energise and support the industry because it is about jobs for the future. I know that we are losing a lot of talented people and product overseas because this state does not have any skin in the game. The government might deflect that report, but I encourage members to go through it because it is a telling and damning report that should act as a wake-up call to this government to invest in this space; otherwise, the lights will be out for us and we will lose job opportunities. Employers will not be able to build their numbers sufficiently to even have to worry about payroll tax. This is a significant issue. I would be pleasantly surprised if the minister and the Premier were to engage with the industry to develop a strategy. If they were to announce and deliver that strategy, I would be the first to congratulate them, but I do not think I am going to have to worry about that. Nevertheless, I look forward to that opportunity if it ever comes up and I say to members to feel free to go back and find that report; I am happy to share it.

The government gives with one hand and takes with the other. I have found the statistics for cost-of-living increases under the Barnett government. Over the six years of the Liberal government, the increase in electricity is \$741. That is the residential tariff; the L1/L2 tariff might be slightly higher. The seven-year increase in water

rates is about 90 per cent, or \$328. The seven-year increase for water, sewerage and drainage is 62 per cent or \$576. Public transport, although probably not an issue that too many businesses have to worry about, but something my colleague Hon Ken Travers will be very concerned about, has increased by almost 30 per cent. Cost-of-living increases overall are nearly 49 per cent. Tagging with that are the increases that local governments have to engage with and then pass on, so small businesses have to try to manage those as well. I referred earlier to the issue of street lighting, which we know has been a significant issue. In 2014–15 the increased cost is 3.5 per cent to five per cent, and then there are some other increments as we go into the out years.

Small businesses in the long term will also have to deal with the government's botched proposals for local government amalgamation. Again, this falls back on the lap of Hon Tony Simpson, so he was not having a great day on Friday; I think they gave a bit of a slap around about that, also. That will ultimately also become an issue for small businesses, and I am not sure that the government has addressed that. It is proposing to move lines rather than make significant reform and real changes to local government, and nobody has addressed the impact on small businesses in terms of changes to the fees and charges incurred as a result of dealing with local government. Nobody has talked about having uniformity of costs across the sector. Nobody has talked about having uniformity in the forms and applications that people need to fill out. Nobody has talked about having uniformity of processes. Today there was an article in the press about the different types of planning applications that are required by local governments. A lot of these issues will fall back onto small business, and they will have to find a way to manage it.

People say to us on this side that the Liberal government is the friend of small business. I really do not know whether it is. Although the government might do some shop-front dressing with payroll tax, there are many other costs that small businesses have to deal with. I referred to the duties tax deferment. I think that is the polite word that is used by this government when it is not going to do something. There have been significant cost changes for small business.

This Thursday will be very interesting, because we will have our regular meeting at Parliament House with the regional chambers of commerce. This year, we will have one of the largest turnouts that we have ever had, because 21 regional chambers will be represented from across the state. I have spoken to the chambers a couple of times in the past, and the matters that we are talking about today—the land tax increases and the payroll tax threshold—are matters that they talk about a lot. I imagine that these matters will come up again on Thursday. They want to know from us what we will be doing about this. All I can say is that, given our numbers, all we can do is try to hold the government to account and try to keep it honest. That is a difficult task with this government. I hope that when I speak to the chambers on Thursday, they will ask me those questions. I want to talk to them about all the other hidden costs and how they are managing those, and also about how they are dealing with the changes that the government purports are good for them. A number of state government ministers will also be meeting with that significant group, and I hope they will be able to answer those questions. The people in regional areas have real concerns. They want to know what the government will do to assist their businesses as the jobs drop off in the mining sector in the north west, and how they will be able to afford the ever-increasing taxes that this government is seeking to impose on them, and the utility and other living costs that are associated with operating in that part of our state. I do not believe that this Liberal government is truly the friend of small business in our state. I think that is a great furphy. The small businesses in our state are bearing the burden of the Liberal badge. They have been conned.

This year, even our good friend the Chamber of Commerce and Industry of Western Australia was critical of this government. In fact, there are not many groups in the business sector that have given a favourable mention to this government. We all know that because of the government's financial mismanagement, this state lost its AAA credit rating. We all know that we have this ever-burgeoning state debt. No-one can explain why state debt is blowing out, given that this government came into office with such a low rate of debt. We have the Premier, who is a former head of the Chamber of Commerce and Industry of Western Australia and an economist. We have Minister Nahan, who is a right-wing think-tank economist. We had the former Treasurer, who won some prize at university for accounting or economics. We have these people who claim to know what they are doing. But, under their watch, things are not looking so sweet in Western Australia.

I thank my colleague Hon Ken Travers, who talked about some of the vanity projects that this government is engaged in. The message is now starting to get through, and a lot of people in the community and a lot of small businesses are saying, "We are doing it really tough. Why does the government need to do these things?" If the government wants to save money, there is almost \$1 billion in two projects alone that could be saved and channelled back into assisting these small businesses and these members of our community.

I have referred to the land tax increases, both last year and this year, and the flow-on implications for small business. Reference has been made to first home owners. Although there have not been any change to the grants available to first home owners who purchase a new home, a significant change has been made for first home owners who purchase an established home. I had discussions with the Real Estate Institute of Western Australia before the budget and it talked about its views on this issue. I just need to find my document. REIWA was

concerned about the fact that there would be a great rush before 1 July to buy a property in the price range of between \$430 000 and \$500 000. Things will now be even harder for many first home owners, many of whom are young people, because they will now have to pay stamp duty. That will mean that they will need to save a bit harder and a bit longer. They may miss out on the property that they want to purchase. It may force a lot of people into purchasing a property further away from their desired place of living and further and further into the suburbs. A lot of families like living in the suburbs, but we need to make sure that the infrastructure is in place to support those families. I think about suburbs such as Southern River and Jandakot that are ever-growing; every time we turn around a corner there is a new house and a new family. I see that Hon Nick Goiran is noting that. We need to make sure that these families have appropriate infrastructure to support them, and I do not think that is the case yet. So that is an ongoing issue. I have lost my train of thought on that.

Hon Nick Goiran: I have that effect on people!

Hon KATE DOUST: Yes, I know! One look and I just lost it! It was very distracting.

Tonight I looked up realestate.com.au. I have not looked at housing prices for a while in that patch, so I thought I would see how many homes are available for sale in Jandakot under \$400 000, because if the threshold is \$430 000, more people will be looking in that space. Less than a handful of properties are available in that price range. Everything else in that area is well and truly over the \$550 000 mark and up into the \$800 000 mark, which I think is quite pricey. I imagine that would be the case for a lot of the newer developments in the band from Southern River through to Jandakot and even to parts of Cockburn. That puts a lot of pressure on young couples who want to buy a home.

There has been a lot of talk about people downsizing and getting a simpler property to start with, and that is nice, or buying a flat. But flats are not cheap either. One of my daughters has been through that process recently, and I can tell members that they will not get much for \$300 000—perhaps a flat that is above a kebab shop in Cannington. That is a good starting point, but it is pretty tough for people.

This bill will make it even harder for first home buyers. It will be interesting to see the impact on the real estate market and whether people will put off purchasing a home, or whether they will save up to take out a larger loan so that they can buy a more expensive or a larger place. All these things will have flow-on implications for the sector. We all know that the decisions that have been made by this government and the matters that we are dealing with in this legislation are, as Hon Ken Travers said, to deal with the mismanagement and waste of this government. Unfortunately, because of the poor decision-making and the poor fiscal management of this government, Western Australian taxpayers have to foot the bill and pay the price. Be they in business, a ratepayer or a first home buyer, they have been hit. In fact, we would find very few people in this state who have not been impacted in a negative way by this budget and then smacked around the head by the federal Liberal government as well. In Western Australia we have had a double dose of negativity.

Government members can come into this place and paint these things any way they like; we know that they have become the masters of spin and blast. But, at the end of the day, this type of legislation will not deliver in the long term the positive outcome that people want or expect. Come 2016, it will be interesting to see whether the government delivers on the full payroll tax threshold change or whether some other financial crisis arises before that time and the government has to come back and say, “We really wanted to do that, but X has happened and we have to claw back again.” We know that this government has had to cull staff from the public sector and cull facilities, staff and services throughout the education area. It has had to reduce front-line services. I worry about where all those non-government organisations that initially received funding from the government will be in the next couple of years in providing services to the community. I do not think that government members will prove to be the fiscal managers that they purported to be when they went to the 2008 and 2013 elections. I think that the people of Western Australia are waking up. I think they now understand that the Premier is not a man of his word; he will say one thing and do another. We now know that this government is not capable of delivering upon its promises, and all that these people will see as a result of this boom is more and more hardship, and more and more adaptation of their lives.

In the last week or so I have received letters from seniors, telling me how they have had to adjust their lifestyles since these budgetary changes have come in over the last couple of years. I can tell members that they were really sad letters. I do not think the government understands the implications of its decisions for people in the community and how tough they are doing it. Every time the government brings in a bill such as this, there will be implications for people, and they will have to make lifestyle changes. Hopefully, in due course people will have had enough and we will start to see more and more of what we saw on Friday, with, I think, a town hall full of seniors who were angry and upset about how their lifestyles have been impacted negatively by the state government. I think we will see more anger in the community and, hopefully, in due course people will say that enough is enough and that this mob will have to go because it cannot manage the dollars, and every decision it makes, makes their lives harder and worse. Hopefully, they will seek a change.

I agree with my colleague. I think this bill has been brought in to cover the government—to cover up its mismanagement and the fact that it cannot balance the books. It has spent on its vanity projects, but it cannot deliver real outcomes for the community, and again the Western Australian taxpayer will have to suffer the consequences.

HON LJILJANNA RAVLICH (North Metropolitan) [9.34 pm]: I, too, rise to support the Revenue Laws Amendment Bill 2014 and to put my comments on it on the public record. This bill seeks to amend three acts: the Duties Act 2008, the Land Tax Act 2002 and the Pay-roll Tax Assessment Act 2002. The first two of these measures was announced in the 2014–15 state budget and makes changes to the first home buyer transfer duty concession and introduces a new land tax scale from 2014–15. The third measure seeks to amend the Pay-roll Tax Assessment Act 2002 to implement the government’s 2013 election commitment to progressively increase the payroll tax exemption threshold from \$750 000 to \$850 000. That is all simple. Whilst I was sitting here, listening to the contributions of my colleagues, I was looking at my documentation from the budget papers and thought to myself that the Duties Act 2008 and the Land Tax Act 2002 bring in tax increases and if we look at the forward estimates, we see that the total revenue generated from both of them is \$550 million—that is, the adjustment to property value thresholds for first home buyers by a transfer duty concession, and the land tax rate increase. These are also a part of the government’s fiscal action plan, and the fiscal action plan is one of a number of spending risks faced by this government.

As I sat here I thought to myself that given the pain and the pus that this is likely to cause to home first buyers, particularly the adjustment to property value thresholds for first home buyer transfer duty concessions, and given the pain and pus that it might cause to the building industry, which has a very important role to play in the economic health of a state or nation, and given the pain and pus it is likely to cause to real estate agents and everyone else who is involved in the provision of housing and land to first home buyers, it did not seem to be the main game. Here we are talking about taxing \$550 million through the land tax rate increase and the adjustments to the thresholds for first home buyer transfer concessions, and at the same time we have a budget that is predicated on a number of assumptions, many of which are very, very shaky in their structure. We also have a whole range of spending risks that, if not managed properly and effectively, will have a devastating impact on this budget, on the government’s finances and on the future of this state, and on Western Australian taxpayers. This is going to be a phenomenal problem for this government or, indeed, any other government that comes into power.

I am happy to support the second reading speech, but, really, I think this is just another example of the government not having its eye on the main game and not even understanding its own budget or what should be the priorities of government when it comes to the expenditure and revenue in this state. Let me tell members what I think is the main game. The main game is these spending risks, and I want to put them on the record. Another thing that has become very, very apparent is how secretive this government is on any matter that relates to the budget or to these spending risks. We cannot get anything out of this government. Anyway, I want to put these on the public record, and then I will deal with the detail of what we have before us. Certainly, in terms of major spending risks, as outlined on page 37 of budget paper No 3—I will work my way through some of these because I think it is very important—we are talking about substantial sums of money that will be lost if this whole process is not managed properly.

The first one is headed “Asset Investment”, and states —

The estimates contained in this mid-year review are based on the latest infrastructure cost projections available to agencies. Variations in infrastructure costs may occur as a result of a number of factors including market conditions, the capacity of the construction sector, and the commercial outcome of any ongoing negotiations between the State and its contractors to resolve outstanding contractual claims. The State’s Asset Investment Program also includes some projects that are subject to confirmation of Commonwealth funding, further planning and definition of scope and design, finalisation of contract negotiations, and/or other events.

I want to touch on Fiona Stanley Hospital but before I do, having noted that asset investment is probably one of the biggest risks to the budget and some projects are subject to confirmation of commonwealth funding, further planning and definition of scope and design, finalisation of contract negotiations and/or other events, I thought it would be a good idea if the Western Australian taxpayer knew what these were and understood how much money might be at risk. These are very reasonable questions. I asked a question on notice on Thursday, 8 May 2014 of the Minister for Mental Health representing the Treasurer. Referring to the 2012–13 midyear review, I asked —

- (a) of the State’s Asset Investment Program, will the Minister list those projects that are subject to further planning, definition of scope and design;
- (b) what is the estimated value of the further planning, definition of scope and design for each project;

- (c) will the Minister advise of the expected completion date for the planning, definition of scope and design of each project; and
- (d) if no to (c), why not?

This is supposed to be a transparent government providing information to the people of this state through the Parliament. The answer was —

- (a) Consistent with the Strategic Asset Management Framework, projects for which business case and funding approval have been obtained are included in the State's Asset Investment Program at that time. However, this is generally before the more detailed project definition phase. As a result, there would likely be a significant number of projects within the State's Asset Investment Program that are subject to further planning, definition of scope and design. However, a definitive list of those projects is not available.
- (b) The value of any further planning, definition of scope and design would need to be accommodated within the approved funding allocation for each project.
- (c) See (b) above.
- (d) Not applicable (see above).

It is shocking that on a matter so important, a matter in which the government should be transparent and a matter that is critical to the effectiveness of the budget, this government feels that it can fail in its duty to provide the information to this Parliament. That is exactly what it does, and that is what it has done in this case.

I do not want to go through the three questions I asked. I have made my point. For those members who are interested in the state's asset investment program and the extent to which it poses a risk to the state finances, I draw their attention to question 1208 from me to the Minister for Mental Health representing the Treasurer, asked on Thursday, 8 May 2014. That was the second question that also provided close to a nil response. I asked a third question, question 1209, on Thursday, 8 May 2014 of the parliamentary secretary representing the Minister for Transport, also in relation to the state's asset investment program, which also provided almost no information at all. I will put that to one side.

Debate adjourned, pursuant to standing orders.

TIER 3 RAIL LINES

Statement

HON KEN TRAVERS (North Metropolitan) [9.45 pm]: Over the next week a number of significant issues will occur in the transport portfolio. Sadly, none of them are of great merit to the state of Western Australia and will be to great disadvantage. The one that I wanted to talk about tonight is that in a week's time, another 500 kilometres of rail line will close in regional Western Australia. It carries the grain freight task in Western Australia. This debate has been held in this chamber for many years, after the decision in 2010 by the Liberal government to close those lines. Interestingly, just prior to the election, the Liberal Party changed the position it had previously articulated and it released a policy document. I have a copy of "The Liberals' Transport Policy". Page 19, under the heading "Supporting Commercially Viable Tier 3", states —

If re-elected the Liberals:

- Commit to keeping open commercially viable Tier 3 rail lines
- Western Australia's Grain Freight Network comprises 5,100 km of rail in the South-West land division. This is made up of lines from Tier 1 through to Tier 3. There have been particular concerns in the Wheatbelt about the increase in grain trucks on country roads because of deterioration of the Tier 3 network.

The Liberal-led Government has committed to extending the operation of Tier 3 rail lines until the end of October 2013. By that time, a re-elected Liberal Government will decide, in consultation with industry and farmers, which Tier 3 lines are viable and could remain open.

Today Hon Darren West asked a question of the parliamentary secretary representing the Minister for Transport. According to the uncorrected proof copy of *Hansard*, the first question he asked was —

Who has the government consulted on which lines are viable and when were they consulted?

Noting that the government made a clear commitment that there would be consultation with industry and farmers, the response provided by the parliamentary secretary was —

The government consults on an ongoing basis with Brookfield Rail Pty Ltd and Cooperative Bulk Handling Ltd. Line viability is a matter for Brookfield Rail to resolve with its clients. Extensive

consultation occurred with all key stakeholders during the strategic grain network review by the Freight and Logistics Council of Western Australia and the consultants that undertook the analysis.

That was back in 2010. The clear implications of the answer from the Minister for Transport today is that the government has not carried out any consultation with industry and farmers with respect to identifying the viable tier 3 lines. That section of its policy is completely broken. The policy then goes on to state —

This decision will be based on the state of the tracks, the volume of grain carried on those lines and the condition of the roads nearby those lines.

Hon Darren West further asked today what analysis had been undertaken on the state of the tracks, the volume of grain carried and the condition of the roads nearby to tier 3 rail lines since the 2013 state election. According to the uncorrected proof copy of *Hansard*, the answer provided by the parliamentary secretary was —

The SGNR ... thoroughly analysed the grain rail network and road network. Brookfield Rail, which has leased the rail network for 49 years, is responsible for monitoring and managing the lines. Not all upgrades associated with the grain freight improvement program have been completed and as a result it is not yet appropriate to undertake an assessment. Main Roads Western Australia continually monitors the status and performance of the roads.

Again, the government has simply ignored the next part of its policy that it would base its decision on the state of the tracks, the volume of grain and the condition of the roads nearby lines. Again, another element of the promise has been broken. Then Hon Darren West asked —

Has the government identified any tier 3 lines as viable; and, if yes, has it determined what funding is required from government to maintain them?

The minister replied —

Refer to (1). Viable lines should not require government funding assistance.

If that was the case, why did the Liberal Party say in its election policy that it would identify the viable lines and then determine how much to invest in them?

The next section of the Liberal Party's policy document states —

Once it is established which lines are viable, a re-elected Liberal Government will determine what funding is required from Government to maintain them.

Were the Liberal Party and the Premier who released this policy deliberately lying to the people of Western Australia when they made that statement and put it in writing before the election? If viable lines do not require government funding, why did the Liberal Party make that promise before the election? It is complete dishonesty.

The policy then goes on to state —

The safety of road users and providing options for farmers to get grain from gate to port will be paramount in the decision making.

Hon Darren West asked the Minister for Transport today during question time how the safety of road users was assessed in determining which tier 3 lines were viable. The answer provided by the minister was that road safety was assessed as part of the strategic grain network review and that the road upgrades provide improvements to maintain road safety. Quite simply, those things were known when this policy was issued by the Liberal Party and it has done nothing to consider the safety of road users. Hon Darren West also asked the minister what options will be available for farmers to get from gate to port in areas serviced by the tier 3 grain lines that will close on 30 June. Again, and I reiterate, the minister answered by saying that getting grain from gate to port will be paramount in the decision-making. That is the Liberal Party's policy. The government's response today was that it supports the funnelling of grain from the tier 3 area to rail bins on viable rail lines from where the grain should be transferred to port by rail. If they are viable—and viable means it does not require government assistance—why did the government spend \$135 million in federal government money on those lines? That is the nonsense of the Liberal Party on the tier 3 rail issue. According to today's uncorrected copy of *Hansard*, the parliamentary secretary stated on behalf of the Minister for Transport —

However, modal choice is based on private, commercial decisions by individual grain growers and Co-operative Bulk Handling. There is no need for any farmer to change their deliveries to their preferred receipt point.

That is not true. Based on the answer of the minister today, the Liberal Party clearly issued a nonsense policy before the election and never intended to implement it in any way. It now refers to work done prior to the election commitment, which was known to everyone before the election, as an excuse for not honouring that

election commitment. What an act of absolute dishonesty and betrayal to the Liberal Party and National Party heartlands of Western Australia!

Regarding the last point about options, part of the government's strategy, which was termed the Brookton strategy, was to funnel grain to Brookton and Kellerberrin to put it onto rail. That required an upgrade of the sidings at Brookton and Kellerberrin, and, as I asked today in a question without notice, and had it confirmed by the government, it has not spent the \$10 million that was required to upgrade Brookton and Kellerberrin. Quite simply, Brookton will not be able to handle the grain task that it will now have with that funnelling approach. What is the alternative? That grain will now come down the roads into the Perth metropolitan area to the Kwinana grain terminal. That will explain the answer to my question without notice to the minister today which asked how much grain is left in the wheatbelt. The minister admitted that it was over 500 000 tonnes, and when I asked which Perth roads will it come down, the parliamentary secretary said on his behalf, according to the uncorrected *Hansard* —

Decisions regarding the use of road or rail transport from bin to port are made by CBH dependent on many commercial transport and market factors.

Those factors are also dependent on the failure of the Liberal government to honour its election commitments and to upgrade the sidings. The simple fact is that a government without vision has failed the people in the wheatbelt. It has not upgraded the rail, and roads in Western Australia—local roads; roads that go to the Brookton Highway; Thomas Road—will all now experience significant increases in trucks. It is clear that something that the government denied would ever happen is happening, and next Tuesday it will start—the closure of rail. I can assure the government that just like when it closed the Fremantle passenger line and the Labor Party campaigned to reopen it, the opposition will fight and get these lines reopened.

WOMEN UNDER BLUE SKIES

Statement

HON LIZ BEHJAT (North Metropolitan) [9.55 pm]: This evening I would like to share with the house an event that I attended on 4 June at the Ishar Multicultural Women's Health Centre in Mirrabooka. As members know, I have spoken often in the house about the wonderful work that the Ishar Multicultural Women's Health Centre does for migrant and refugee women in the community. The event I attended was the launch of a book called *Women under Blue Skies*. I was delighted and honoured to be asked to officially launch the book for the women's health centre and to also write the foreword for that book. As a migrant woman, it was a privilege to contribute my thoughts to the importance of this publication.

Women under Blue Skies was funded by a federal government grant through the Department of Social Services, and its diversity and social cohesion program. The aim and the subtitle of the book is *Migrant women in Australia developing connections, communities and careers*. There are 21 stories in the book, written by women who attend the Ishar Multicultural Women's Health Centre. They were brought together by Violeta Sukoski, one of the fabulous people who has worked at Ishar for 14 years. It is obviously a great place to work when people have such a long history and association with it.

Under the guidance of Violetta and with the facilitator Rosa Speranza, 21 women from 15 countries from the five regions of Africa, Asia, Central America, Europe and west Asia came together to tell their stories about what it is like to be a migrant in Western Australia. Those women have arrived in Western Australia over a period of 50 years, so some of them have been here a long time; some more recently arrived.

I wish to table a copy of the book at the conclusion of my speech so that members can have a look and read some of the stories. All of the stories of these women have one thing in common—that is, they now embrace Australia as their home. Some of them return to their countries of origin to visit and some are unable to, but there are a couple of women in the book whose stories touched me in particular. Mariana Cuza from Romania states in the opening paragraph of her story that the scars on her hands are a reminder of her past. They are a reminder of the brutal torture she faced when she was raped and almost killed as a prisoner in a Romanian gaol more than 30 years ago. That is something that no woman or man in this chamber hopefully will ever experience. On the day of the book launch Mariana was the presenter and explained how she escaped from that gaol and made a better life for herself in Australia.

Another story in the book is about Mariam Ashrat, who fled Afghanistan in 1985 with her family to go to India. After spending a number of years in India, in 1994 she was granted humanitarian refugee status in Australia. The story in the book is about her family and how they have now settled and made Australia their home. There is also the story of Nasim Khamseh from Iran. One of the paragraphs in her story talks about Australia and her impressions of it. Nasim says that she is still adjusting in some ways to life here because her English is not as good as she would like it to be, but she says that she thinks that Australia is like a crazy quilt, beautiful and precious and created from immigrants who have moved here to find a better life. She says that she believes that we can all make an agreement that no-one can claim superiority over another and feel that they have more of a

right to be called an Australian than anyone else. They are really great words to come from someone who claims not to have a great command of the English language. To write those sentiments and thoughts in her story is really quite amazing.

At the same event where I launched this book, Ishar announced that it will appoint its first ambassador to go out and tell Ishar's story to the wider world. That person, whom I have met now on a number of occasions and whom I have come to call a friend, is a woman called Rabia Siddique. Some members may know Rabia from programs in which she has told her story. Rabia is a criminal and human rights lawyer and a retired British Army officer. She was born in Perth to an Indian father and Australian mother and educated at Penrhos College. She moved to the UK and became a member of the British Armed Forces. She has written a book called *Equal Justice: one woman's battle against the British Army*. I recommend that everyone in this chamber reads the stories she tells, particularly those stories about her time in the army and when she had to go into Basra in Iraq to try to negotiate the successful release of two Special Air Service soldiers held hostage there. On the day that I made my speech to launch the book it was about two days after the death of that fabulous African American poet Maya Angelou. I know a number of people around the chamber are familiar with Maya Angelou's work. In the time remaining to me tonight I want to share a poem of Maya's that I thought was particularly relevant to the migrant women who were at the event that I attended. It is the story of the struggle of African-American women, but it is relevant to anyone who has ever found themselves in a struggle. The poem is "Still I Rise" —

You may write me down in history
With your bitter, twisted lies,
You may trod me in the very dirt
But still, like dust, I'll rise.

Does my sassiness upset you?
Why are you beset with gloom?
'Cause I walk like I've got oil wells
Pumping in my living room.

Just like moons and like suns,
With the certainty of tides,
Just like hopes springing high,
Still I'll rise.

Did you want to see me broken?
Bowed head and lowered eyes?
Shoulders falling down like teardrops.
Weakened by my soulful cries.

Does my haughtiness offend you?
Don't you take it awful hard
'Cause I laugh like I've got gold mines
Diggin' in my own back yard.

You may shoot me with your words,
You may cut me with your eyes,
You may kill me with your hatefulness,
But still, like air, I'll rise.

Does my sexiness upset you?
Does it come as a surprise
That I dance like I've got diamonds
At the meeting of my thighs?

Out of the huts of history's shame
I rise
Up from a past that's rooted in pain
I rise

I'm a black ocean, leaping and wide,
Welling and swelling I bear in the tide.
Leaving behind nights of terror and fear
I rise

Into a daybreak that's wondrously clear
I rise
Bringing the gifts that my ancestors gave,
I am the dream and the hope of the slave.

I rise
I rise
I rise.

They are wonderful words written by Maya Angelou and I think they resonate with a lot of the women whom Ishar takes under its wing and whom it nurtures to become wonderful Australian citizens. Those women are doing a fabulous job. I commend Ishar for everything it does for all those people who come from backgrounds that are very dissimilar to most of ours. I continue to wish Ishar very well with all the work that it does and I commend this book, *Women under Blue Skies*. With that I would like to table a copy of the book.

Leave granted. [See paper 1628.]

MENTAL HEALTH — ALLEGED PSYCHIATRIC HOSPITAL ATTACK

Statement

HON LJILJANNA RAVLICH (North Metropolitan) [10.07 pm]: Tonight I rise on the matter of the question that I asked during question time of the Minister for Mental Health about an article in *The Weekend West* on Saturday, 21 June 2014, titled “Rapist held on victim’s ward”. It was written by journalist Tim Clarke and it seemed to be a fairly straightforward article. I extrapolated a number of questions from this quote —

A 63-year-old female patient at a Perth psychiatric hospital was allegedly raped by a fellow patient and then kept on the same ward as him after the attack ...

The Weekend West understands hospital staff walked in on the woman being sexually assaulted by the male patient in a locked ward on April 24, after which the woman needed urgent treatment.

Despite the woman being left in a mute and catatonic state by the attack, authorities kept her on the same ward as the man with one-on-one supervision.

I asked the following questions, according to the uncorrected *Hansard* —

- (1) Why was the 63-year-old female patient who was allegedly raped by a fellow patient and who was left in a mute and catatonic state by the attack kept on the same ward as her attacker following the attack?
- (2) What was the urgent treatment required by the woman following the attack?
- (3) Was the matter reported to the police; and, if so, when and by whom?
- (4) If no to (3), why not?

The honourable minister replied, according to the uncorrected *Hansard* —

I thank the member for some notice of the question.

- (1)–(4) I understand the reporting of this case and the details portrayed in the article were very concerning. However, this case was misrepresented in the article as there were no allegations of rape by either patient or guardian and, accordingly, was not reported to the police. The Chief Psychiatrist was involved in looking into the incident when it occurred and has advised me that he was satisfied appropriate protocols were adhered to following the alleged incident.

Either this event occurred and the woman was raped by a fellow patient and left in such a state or this did not happen and somebody has fabricated the story. The minister leads me to believe that this did not happen because that is the sort of tenor of her response, but it is not put down in that way in black and white, because the minister clearly stated, according to the uncorrected *Hansard* —

... this case was misrepresented in the article as there were no allegations of rape by either patient or guardian ...

It may well be that the patient was not well enough to make such an allegation. It may be the case that that was the case. The article states —

... details were revealed after the State Administrative Tribunal held an emergency hearing to determine guardianship —

There was no guardianship at that time. It was determining guardianship—

of the woman, who was deemed mentally unfit to consent to an intimate medical examination after the incident.

It seems to me that this gives rise to a number of very, very serious questions. It seems to me that once again the minister has given a very, very deficient response. The minister has form in coming to this place and providing half-truths and omitting critical and important information and getting away with it. We heard time and again

how brilliantly the suicide prevention program was going and that all the indicators were that it was making a huge difference and then an evaluation by the Auditor General made it quite clear that not even any indicators had been put in place to be measured, let alone anything else. The minister has form in misleading, whether intentionally or unintentionally. I believe that in this case she has misled the house and if she wants to make some changes to this answer, I suggest she does it quick smart, because I think something very, very strange is going on here and it will require further investigation, and I can assure the minister that we will be out there investigating it.

House adjourned at 10.10 pm

QUESTIONS ON NOTICE

Questions and answers are as supplied to Hansard.

DEPARTMENT FOR CHILD PROTECTION AND FAMILY SUPPORT CARE — CHILD ABUSE CASES

1089. Hon Stephen Dawson to the Minister for Child Protection:

I refer to any substantiated cases of abuse of children in the care of the Chief Executive Officer (CEO) of the Department for Child Protection and Family Support, and ask:

- (a) how many substantiated cases of abuse of children in the care of the CEO, if any, were reported from 1 July 2013 to 31 March 2014;
- (b) what was the type of abuse, if any, of substantiated cases of abuse of children in the care of the CEO for the period 1 July 2013 to 31 March 2014; and
- (c) what was the date of substantiated cases of abuse of children in the care of the CEO, from 1 July 2013 to 31 March 2014?

Hon Helen Morton replied:

- (a) Seven.
- (b–c) Between 1 July 2013 and 31 March 2014, the substantiated cases of abuse of children in the care of the Chief Executive Officer, by type and incident date were:

Incident Date	Type of Abuse
1. 15/07/2013	Emotional Abuse
2. 23/07/2013	Emotional Abuse
3. 05/09/2013	Neglect
4. 05/09/2013	Neglect
5. 12/09/2013	Neglect
6. 06/12/2013	Physical

WOMEN'S REFUGE ACCOMMODATION

1090. Hon Stephen Dawson to the Minister for Child Protection:

- (1) What was the total funding amount allocated to women's refuge accommodation in the following periods:
 - (a) 2010-2011;
 - (b) 2011-2012;
 - (c) 2012-2013; and
 - (d) 2013-2014?
- (2) What is the total funding amount planned to be allocated to women's refuge accommodation in each of the following periods:
 - (a) 2014-2015;
 - (b) 2015-2016; and
 - (c) 2016-2017?
- (3) What percentage of the total funding listed in response to (1) was provided by the Federal Government through the National Affordable Housing Agreement and the National Partnership on Homelessness?

Hon Helen Morton replied:

- (1) As at 13 May 2014:
 - (a) 2010-2011: \$18,776,219
 - (b) 2011-2012: \$20,699,163
 - (c) 2012-2013: \$21,086,316
 - (d) 2013-2014: \$22,030,644

- (2) (a) 2014-2015: \$22,600,185
- (b) 2015-2016: \$22,641,640
- (c) 2016-2017: \$23,196,360

Funding for the new proposed refuge is not included as a commencement date has not been confirmed.

- (3) 50 per cent of total funding allocated to women's refuge accommodation was Federal funding through the National Affordable Housing Agreement. There was no contribution through the National Partnership Agreement on Homelessness.

DISABILITY SERVICES COMMISSION — VOLUNTARY SEVERANCE

1091. Hon Stephen Dawson to the Minister for Disability Services:

I refer to question on notice No. 723 and ask, what is the breakdown by job title of each employee approved for severance for all of the locations detailed in the response to (8)?

Hon Helen Morton replied:

Armadale:

- Cook 2
- Domestic 4

Ballajura:

- Domestic 1

Bassendean:

- Domestic 1

Brentwood:

- Domestic 1

Bull Creek:

- Tradesperson Cook 1

East Victoria Park:

- Management Support Officer 1

Forrestfield:

- Domestic 2
- Tradesperson Cook 1

Gosnells:

- Domestic 1

Guildford:

- Domestic 2

Joondalup:

- Community Social Trainer 4
- Receptionist 1
- Senior Podiatrist 1

Morley:

- Domestic 1

Myaree:

- Administrative Officer 1
- Community Social Trainer 2
- Early Childhood Development Team Leader 1
- Receptionist 2

Nollamara:

- Domestic 1

South Lake:

Domestic 1

West Perth:

Administrative Officer 3

Alternative to Employment Officer 3

Change Control Officer 1

Community & Family Living Facilitator *3

Community Development Manager 1

DAIP Program Officer 1

Executive Director 2

Facility Officer 1

HR Advisor 1

Injury Management Officer 1

Management Support Officer 1

Manager Program Support & Reporting 1

People at Risk Coordinator 1

Principal Eligibility Officer 1

Quality Assurance Officer 1

Records Officer 1

Sector Development Manager 1

Senior Community Development Officer 2

Senior Podiatrist 1

Senior Project Manager 1

Service Resource Consultant 1

Strategic Development Manager 1

Yokine:

Tradesperson Cook 1

Total 63

**Please note: One Community & Family Living Facilitator, approved for severance, subsequently declined the offer, therefore the total number of severances is 63, not 64 as stated in LC QON 723, question number 2.*

DEPARTMENT FOR CHILD PROTECTION AND FAMILY SUPPORT — VOLUNTARY SEVERANCE

1092. Hon Stephen Dawson to the Minister for Child Protection:

I refer to question on notice No. 722 and ask, what is the breakdown by job title of each employee approved for severance for all locations detailed in the response to part (8)?

Hon Helen Morton replied:

Albany

- District Director (1)

Geraldton

- Director Programmes (1)
- Field Officer (1)

Kalgoorlie

- Aboriginal Practice Leader (1)

Kununurra

- Senior Child Protection Worker (1)

Mandurah

- Senior Child Protection Worker (1)

Northam

- Family Resource Employee (1)

Perth x 34

- Aboriginal Records Information Officer (1);
- Administration Assistant (3);
- Administration Officer (1);
- Business Systems Consultant (1);
- Child Protection Worker (1);
- Clerical Officer (1);
- Community Child Protection Worker (1);
- Coordinator Asset Management (1);
- Coordinator Financial Management Information System (1);
- Coordinator, Information Management (1);
- Corporate Support Officer (1);
- Customer Liaison Officer (1);
- Director Central Referral Team (1);
- Director Internal Audit and Performance Review (1);
- Family Centre Coordinator (1);
- Manager (3);
- Records Management Officer (1);
- Residential Care Officer (1);
- Screening Officer (1);
- Senior Child Protection Worker (2);
- Senior Child Protection Worker Community (1);
- Senior Child Protection Worker Placement Services (1);
- Senior Legal Officer (1);
- Senior Professional Manager (1);
- Senior Project Officer (1);
- Senior Secure Care Officer (1);
- Team Leader (3)

Wyndham

- Senior Child Protection Worker Community (1)

DEPARTMENT FOR CHILD PROTECTION AND FAMILY SUPPORT — VOLUNTARY SEVERANCE

1093. Hon Stephen Dawson to the Minister for Child Protection:

I refer to question on notice No. 722 and ask, in reference to the response to part (5), which positions in what locations have been abolished within the department for the following periods:

- 2013-2014 to date;
- 2012-2013; and
- 2012-2011?

Hon Helen Morton replied:

- 2013-2014 to date

Geraldton

- Director Programmes (1)

Northam

- Family Resource Employee (1)

Perth

- Aboriginal Records Information Officer (1)
- Administration Assistant (3)
- Administration Officer (1)
- Business Systems Consultant (1)
- Child Protection Worker (1)
- Clerical Officer (1)
- Coordinator Asset Management (1)
- Corporate Support Officer (1)
- Director Internal Audit and Performance Review (1)
- Family Centre Coordinator (1)
- Manager (2)
- Senior Child Protection Worker (1)
- Senior Child Protection Worker Community (1)
- Senior Professional Manager (1)
- Senior Project Officer (1)
- Senior Secure Care Officer (1)

Wyndham

- Senior Child Protection Worker Community (1)

(b) 2012-2013

Nil

(c) 2012-2011

Nil

DISABILITY SERVICES COMMISSION — VOLUNTARY SEVERANCE

1094. Hon Stephen Dawson to the Minister for Disability Services:

I refer to question on notice No. 723 and ask, what is the breakdown by job title of each employee approved for severance for all locations detailed in the response to part (8)?

Hon Helen Morton replied:

I refer the Honourable Member to Question on Notice 1091, asked on Tuesday 6 May 2014 in which the identical question was asked.

TOXIC SPILLAGE — PARAQUAT

1096. Hon Lynn MacLaren to the Minister for Agriculture and Food representing the Minister for Mines and Petroleum:

I refer to the spillage of the toxic herbicide paraquat through Maddington and Kewdale, which was reported on 29 January 2014, and ask:

- (a) who was responsible for the spillage; and
- (b) what penalties have been paid by those responsible?

Hon Ken Baston replied:

The Department of Mines and Petroleum advises:

- (a) The Dangerous Goods Safety Branch of the Department of Mines and Petroleum was called in to assist with initial enquiries regarding the incident, but responsibility for undertaking the clean-up of the spillage was undertaken by the HEAT/HAZMAT team under the jurisdiction of the Department of Fire and Emergency Services and the Department of Environment Regulation.
- (b) Responsibility for penalties rests with the Department of Fire and Emergency Services and the Department of Environment Regulation.

CLIMATE CHANGE STRATEGY — FUNDING

1099. Hon Lynn MacLaren to the Parliamentary Secretary representing the Minister for Transport:

- (1) With reference to question on notice No. 964 answered on 9 April 2014, has any funding been allocated by the State Government for measures to mitigate risks from sea level rise?
- (2) If yes (1), please provide details?
- (3) If no to (1), why not?

Hon Jim Chown replied:**Department of Transport**

- (1) Yes.
- (2) The Department of Transport administers the Coastal Adaptation and Protection (CAP) Grants, an annual \$1m program. The CAP Grants assist coastal managers understand and adapt sustainably to coastal hazards including sea level rise for the public benefit.

To further inform coastal managers the department continues to fund a network of tide gauges which measure water levels to assist with characterising changes in sea level at all-time scales, including sea level rise due to climate change.
- (3) Not applicable

Main Roads Western Australia

- (1–3) Main Roads addresses these risks in the design standards for new road infrastructure.

Public Transport Authority

- (1) No.
- (2) Not Applicable.
- (3) The Authority has commissioned environmental consultants to prepare a Sustainability Framework and is now investigating the business case for pursuing an Infrastructure Sustainability Council of Australia IS rating for major transport projects.

CLIMATE CHANGE STRATEGY — FUNDING

1100. Hon Lynn MacLaren to the Minister for Mental Health representing the Minister for Planning:

- (1) With reference to question on notice No. 964 answered on 9 April 2014, has any funding been allocated by the State Government for measures to mitigate risks from sea level rise?
- (2) If yes to (1), please provide details?
- (3) If no to (1), why not?

Hon Helen Morton replied:

- (1) Yes
- (2) Department of Planning/Western Australian Planning Commission:
 - Coastal Management Plan Assistance Program: \$200 000 - sub-regional coastal hazard risk management and adaptation planning projects in rural and regional areas including the Shires of Harvey, Augusta-Margaret River, Dandaragan and Gingin.
 - Coastwest Grants: \$500 000 (available annually) - contribution of funds towards projects such as beach monitoring and community consultation for asset and options evaluation.
 - Storm Surge and Sea Level Rise Inundation Modelling for Bunbury and Busselton: \$125 000 (2012) and \$100 000 (2013) respectively.
 - Geology, Geomorphology and Vulnerability Studies:
 - Gingin to Dandaragan \$56 000 (2012)
 - Mid West \$90 000 (2012)
 - Gascoyne and Pilbara coasts \$90 000 (2012); \$95 000 (2013) - commissioned by Department of Planning, with grant funding from the State NRM Office and the Department of Transport.
 - The Department of Planning has also provided in-kind support to coastal climate change risk and adaptation projects such as those undertaken by the Peron Naturaliste Partnership (2011-12) and the Cockburn Sound Coastal Alliance (underway).

- The following coastal vulnerability studies have been funded by Royalties for Regions via the Northern Planning Program (previously North West Planning Program)
 - Onslow: \$175 000 - allocated 2010-11; completed July 2011
 - Port Hedland: \$350 000 - allocated 2010-11, completed August 2011
 - Karratha: \$450 000 - allocated 2010-11, completed August 2011
 - Broome Townsite: \$270 000 allocated 2013-14, currently underway
 - Broome District: \$500 000 allocated 2012-13, currently underway
 - Shire of Derby/West Kimberley: \$320 000 allocated 2013-14, currently underway

(3) Not applicable

AUSTRALIAN WORLDWIDE EXPLORATION LIMITED — FRACKING

1102. Hon Robin Chapple to the Minister for Agriculture and Food representing the Minister for Water:

I refer to the proposal by Australian Worldwide Exploration Limited (AWE Ltd) to carry out an onshore unconventional gas fracking operation called Drover 01 in the Shire of Coorow in the Mid West, and I ask:

- (a) is the Minister aware of the location of the proposal;
- (b) what advice did the Minister or the Department of Water (DOW) provide to the Environmental Protection Authority (EPA) in relation to this project and whether or not it ought to be assessed by the EPA;
- (c) is the Minister aware that the proposed fracking operation is close to a proclaimed Priority 1 public drinking water source area called the Mount Perron bore field (or well field);
- (d) can the Minister confirm how close the proposed Drover 01 frack well is to the Mount Perron public drinking water supply bore field and water storage facility;
- (e) did the Minister or the DOW make the EPA specifically aware that the proposed fracking operation is close to the Mount Perron proclaimed public drinking water supply bore field and water storage facility, which supplies the community of Green Head with drinking water;
- (f) if yes to (e), how and when did this notification occur;
- (g) if no to (e), why not;
- (h) if and when AWE Ltd carries out a full horizontal drilling and fracking campaign based on the Drover 01 well, how far might that extend in any given direction, given overseas experience;
- (i) is the Minister aware that the 2008 DOW report on the management of the Mount Perron facility refers to the Mount Peron well field area as a 'leaky semi-confined aquifer';
- (j) is the Minister aware that a meeting was convened on 31 October 2013 between officers from the DoW, Department of Mines and Petroleum (DMP), Office of the EPA and the proponent to discuss the proposal;
- (k) if yes to (j), did the DoW officials make it clear to those present that the proposed frack well is in close proximity to a proclaimed, Priority 1 public drinking water source bore field;
- (l) if no to (j), why not;
- (m) is the Minister aware that nowhere in the public documents produced by the EPA or the proponent (AWE Ltd) in relation to this proposal is there any mention of the fact that the proposed frack well is close to, or anywhere near, a proclaimed public drinking water source area;
- (n) will the Minister conduct a transparent investigation to establish whether DoW either failed in its statutory responsibility to alert the EPA and the public about the proximity of the frack well to the proclaimed public drinking water source area, or, alternatively, colluded with the proponent to ensure this information was withheld from the EPA and the public;
- (o) if no to (n), why not;
- (p) given the proximity of the proposed frack well to the proclaimed public drinking water source area and the non-assessment of this by the EPA, will the Minister intervene to prevent any fracking of Drover 01 pending a proper assessment; and
- (q) if no to (p), why not?

Hon Ken Baston replied:

- (a) Yes.
- (b) The Department of Water provided advice to the Environmental Protection Authority on the water resources of the area, including the location of the Mount Peron Water Reserve used for drinking water supplies. No comment was made by the Department of Water on whether the proposal ought to be assessed by the Environmental Protection Authority.
- (c) Yes.
- (d) The proposed Drover 01 site is approximately 4 kilometres to the east of the Water Corporation bore located in the Mount Peron Water Reserve.
- (e) Yes.
- (f) The Department of Water provided a letter to the Environmental Protection Authority on 13 November 2013.
- (g) Not applicable.
- (h) The Department of Water has not seen a proposal for a full horizontal drilling and fracking campaign and is therefore unable to comment on the extent and direction of the future drilling that may or may not be proposed.
- (i) Yes.
- (j) Yes.
- (k) Yes.
- (l) Not applicable.
- (m) No. Public advice provided by the Environmental Protection Authority under section 39A(7) on the proposal dated 18 November 2013 identifies the location of the Water Corporation bore and notes that the Water Corporation is the closest licensed groundwater abstractor.
- (n) No.
- (o) The Department of Water notified the Environmental Protection Authority about the distance of the Drover 01 well to the Water Corporation bore and the Mount Peron Water Reserve.
- (p) No.
- (q) The Environmental Protection Authority assessment was conducted with full disclosure by the Department of Water of all relevant facts.

PUBLIC HOUSING — TJIRRKARLI, WAKATHUNI AND BIDYADANGA

1105. Hon Robin Chapple to the Minister for Agriculture and Food representing the Minister for Housing:

I refer to question on notice No. 855, asked on 11 March 2014, regarding water towers in remote communities, and I ask:

- (a) for all of the water towers that cannot be filled or are substandard, what is the filling regime;
- (b) is the filling regime having an impact on power generation in each of the community locations or regions;
- (c) if no to (b), why not;
- (d) if yes to (b), why and how;
- (e) what is the level of load being placed on each community location or region during the filling regime;
- (f) please list the water consumption efficiency measures that have been introduced to affected communities, for example education, spring loaded taps with auto turn on and off, repairs to leaking taps and pipes;
- (g) if none to (f), why not;
- (h) does the infrastructure of the remaining water towers meet safety requirements;
- (i) if yes to (h), please list the water towers that do;
- (j) if no to (h), please list the water towers that do not;
- (k) of the ones listed in (j), does the department have any plans to replace the water towers;

- (l) if yes to (k), which water towers are to be replaced and when; and
 (m) if not to (k), which water towers are not to be replaced and why not?

Hon Ken Baston replied:

The Department of Housing advises:

- (a) The filling of the water towers is automated. Water towers that cannot be filled to capacity, due to their condition or age, have the following procedures in place to mitigate risk:
- Undertake visual inspection of tank prior to entering the water compound, to ensure no apparent change in condition.
 - Reduce the volume of water stored in tanks to minimal operational levels to reduce stress on infrastructure.
 - Restrict access into water compound where possible.
 - Reduce water levels to an absolute minimum, if working on the tank or structure.
 - Ensure water compound is not occupied during filling and emptying procedures.
- (b) No
- (c) The same amount of power is required to maintain minimal supplies of water. The electrical components of the water infrastructure run more frequently, but for shorter periods of time, as a result of the reduced water limit.
- (d) Not applicable
- (e) The load placed on power stations varies across the program subject to the community size and infrastructure system.
- (f) The Department of Housing ensures that water systems in communities under the Remote Area Essential Services Program are maintained and repaired on a regular basis. The Department also undertakes regular maintenance and repairs of internal plumbing under agreed housing management arrangements.
- Tenants are also encouraged to report leaks and defects in a timely manner. In addition, through its Beyond Town newsletter the Department publishes educational articles about water efficiency that assist in managing water demand.
- The Department is in ongoing discussions with the Commonwealth Government under National Partnership Agreement on Remote Indigenous Housing (NPARIH) to develop targeted initiatives to reduce demand on water supply. Through NPARIH, over the last six years the Department has built or refurbished approximately 1780 community houses with a key focus of ensuring house plumbing and facilities are in good working condition.
- (g) Not applicable
- (h) Safety standards vary across communities. Some tanks have exceeded their recommended operational life, and have been identified for replacement from the findings of an inspection program.
- (i) [See paper 1620.]
- (j) [See paper 1620.]
- (k) The Department has recently received government funding of \$15 million in the 2014-15 financial year to undertake some critical infrastructure works. The program of works is prioritised based on the outcome of a risk assessment process and is subject to change should needs arise due to the condition or failure of existing essential service assets.
- (l) [See paper 1620.]
- (m) [See paper 1620.]

ARROWSMITH 02 — FRACKING

1107. Hon Robin Chapple to the Minister for Agriculture and Food representing the Minister for Mines and Petroleum:

I refer to recent hydraulic fracturing (fracking) activities at Arrowsmith 02 near Eneabba, and I ask:

- (a) when did the fracking operation(s) occur;
 (b) who conducted the fracking operation(s);

- (c) is the Minister aware that about 40 x 1000 litre plastic containers full of diesel oil, and possibly other chemicals, are stored uncovered and un-bunded on this frack site;
- (d) how long have the containers been there;
- (e) have the containers been inspected by officers from the Department of Mines and Petroleum:
 - (i) if yes to (e), when did this occur and what were the findings;
- (f) is the long term storage of these 1000 litre plastic containers full of chemicals on the frack site approved under the plans and conditions that apply to this operation under the department's regulatory system:
 - (i) if yes to (f), will the Minister please table these plans and conditions, and if not, why not;
- (g) is the Minister aware that several of these 1000 litre plastic containers are now leaking onto the ground:
 - (i) if yes to (g), what has been done to rectify the situation; and
 - (ii) if no to (g), why not and will the Minister now order an investigation;
- (h) who is responsible for the safe storage, removal and disposal of these chemicals; and
- (i) if the company is responsible, will it be prosecuted if found to be negligent, causing pollution:
 - (i) if no to (i), why not?

Hon Ken Baston replied:

The Department of Mines and Petroleum advises:

- (a) From July to September 2012.
- (b) Norwest Energy.
- (c) Yes, the Department of Mines and Petroleum (DMP) is aware 44 x 1 000L sealed containers containing oil/condensate (recovered from the Arrowsmith 2 well) were stored on site. These have now been removed.
- (d) DMP has been advised that the containers were stored onsite for a total of 20 days due to delays with the transportation company removing the containers from site.
- (e) No, the containers had been removed from the site before the delay in removal was reported to DMP.
 - (i) Not applicable
- (f) No, the long term storage of the unbunded containers containing oil/condensate was not approved by DMP. The Environment Plan commits to 'All chemicals and hazardous materials are stored in a suitably bunded tank or storage area at the well location.' It was the operator's intention for the transportation company to remove these from site immediately, however, due to unforeseen delays they were stored unbunded on site for a total of 20 days.
 - (i). Not applicable
- (g) DMP is aware that one container had leaked and one litre of oil/condensate had leaked onto the ground. This was reported to DMP after the spill had been cleaned up.
 - (i) The hydrocarbon spill and contaminated soil have been removed from site and disposed of at an appropriate waste disposal facility.
 - (ii) The situation has been rectified.
- (h) Norwest Energy.
 - (i) No
- (i) The spill of one litre is not considered significant and the contaminated soil has been removed from site and disposed of at an appropriate waste disposal facility.

NULLAGINE–MARBLE BAR ROAD — TREE REMOVAL

1108. Hon Robin Chapple to the Parliamentary Secretary representing the Minister for Transport:

I refer to the article 'Nullagine Outraged at Tree Lopping' in the *North West Telegraph* on 24 February 2014, and I ask:

- (a) did Main Roads remove the river gums on Marble Bay Road in Nullagine;
- (b) if no to (a), who was responsible for the removal of the river gums;
- (c) if yes to (a), why were the river gums removed;

- (d) if yes to (a), did Main Roads consult with the Shire of East Pilbara or the Nullagine community regarding the removal of the river gums on Marble Bay Road in Nullagine;
- (e) if yes (d), what were the forms of consultation and on which dates did consultation take place; and
- (f) if no to (d), why not?

Hon Jim Chown replied:

- (a) Yes.
- (b) Not applicable
- (c) A request for removal was raised by the Police at Nullagine due to safety concerns during the wet season.
- (d) Yes.
- (e) Request was made at a Local Emergency Management Committee (LEMC) meeting and then discussed with the Shire of East Pilbara and community representatives at a community reference group meeting on 3 September 2013.
- (f) Not applicable

KOOLAN ISLAND OPERATION — MT GIBSON IRON LIMITED

1109. Hon Robin Chapple to the Minister for Agriculture and Food representing the Minister for Mines and Petroleum:

With regard to the Mt Gibson Iron Limited operations on Koolan Island, I ask:

- (a) is the Minister aware that there have been numerous problems relating to the company's operations on Koolan Island in recent months;
- (b) what action is the company and its sub-contractor(s) required to take to clean up the oil leaks and spills from the mobile crushing unit(s) on site;
- (c) what is the company doing to manage the infestation of weeds on the island, particularly the wild passion vine *passiflora foetida*;
- (d) what action is the company taking to prevent further overtopping of the main pit, which is below sea level, as occurred during the recent wet season months:
 - (i) what was the impact on the nearby marine ecosystem of this event;
 - (ii) what did the company do to clean up after this event;
 - (iii) has the clean-up effort been monitored, and by whom;
 - (iv) if no to (iii), why not;
 - (v) has the company been fined for allowing the overtopping to occur;
 - (vi) if no to (v), why not; and
 - (vii) if yes to (v), what was the fine and when was it issued; and
- (e) what method is currently in place to secure the sheer, sloping rock face located on the island side of the main pit:
 - (i) what is the angle of the slope;
 - (ii) why are there no benches built into it;
 - (iii) does the Minister believe this is a safe way to operate; and
 - (iv) if no to (iii), why not?

Hon Ken Baston replied:

The Department of Mines and Petroleum advises:

- (a) The Department of Mines and Petroleum (DMP) has not been made aware of any significant concerns relating to the Koolan Island Mt Gibson Iron Limited operations in recent months.
- (b) The remediation of oil leaks and spills is regulated under the *Environmental Protection Act 1986* by the Department of Environment and Regulation. This query should be directed to the Minister for Environment.

- (c) DMP encourages proactive weed management at all mines sites, however there is no requirement for Mt Gibson Iron Limited to inform DMP of specific weed control programmes. DMP notes, however, that Koolan Island is subject to a Ministerial Statement under the *Environmental Protection Act 1986*. A condition of this Statement requires a Quarantine Management Plan which is to include detail of how Mt Gibson Iron Limited will identify and control weed species and hence this query should be directed to the Minister for Environment.
- (d) No overtopping of the seawall into the pit has been reported to DMP. During the recent inspection by DMP there was no evidence to suggest the seawall was overtopped. The seawall has been designed and built to prevent overtopping, and its performance is regularly monitored.
 - (i) - (vii) Not applicable
- (e) The Koolan Island pit walls are designed to meet the industry accepted leading practice.
 - (i) The angle of the slope varies from 45 to 50 degrees and follows the natural angle of the rock beds and layers.
 - (ii) The entire wall is reinforced with cable bolts. Additionally, weaker rock zones are stabilised with shotcrete. A rock fall protection system (continuous draping mesh) is placed along the slope from top to bottom, hence no benches are required.
 - (iii) Yes. The pit walls are designed, constructed and monitored to meet the required safety standards.
 - (iv) Not applicable

COAL TRUCKING — DERBY — REY RESOURCES

1113. Hon Robin Chapple to the Parliamentary Secretary representing the Minister for Transport:

I refer to the plans of Rey Resources Ltd to truck coal from its proposed Duchess Paradise mine for 175 kms along the Great Northern Highway and then down the main street of Derby to the Derby wharf, and I ask:

- (a) is the Minister aware that under this plan, there would at peak operation be up to 140 truck movements each day (70 full; 70 empty), 24 hours a day, along the highway and through the centre of Derby, involving triple trailer road trains with a load capacity of about 100 tonnes of coal each;
- (b) based on departmental records, how many road trains of this size per day currently travel:
 - (i) along this section of the Great Northern Highway; and
 - (ii) through the centre of Derby;
- (c) have either the Department of Transport or Main Roads conducted any studies or produced any reports assessing the health and safety risks and impacts of this transport proposal in relation to local communities in the Fitzroy valley, the residents of Derby, tourists and other road users:
 - (i) if no to (c), why not; and
 - (ii) if yes to (c), will the Minister table those studies or reports;
- (d) have officials from either agency held any meetings with Rey Resources Ltd to discuss any concerns in relation to community health and safety issues arising from the coal transport plan;
- (e) does the Minister believe it is responsible to expose local communities and visitors to the region to this type and level of transport proposal without proper assessment and consultation about the health and safety risks and likely impacts;
- (f) what monitoring of impacts on the residents of Derby and the Fitzroy valley, including accidents, noise, coal dust and diesel fumes, will be undertaken by government agencies if this proposal proceeds:
 - (i) if none, why not; and
- (g) if accidents or other serious harm result from this transport proposal, will the Minister or the department be legally liable due to a failure to properly investigate, inform and intervene in this matter?

Hon Jim Chown replied:

- (a) No.
- (b) (i) 25.
- (ii) 8.

- (c) (i) No. As the roads are designated road train routes therefore assessed as being suitable for road train use. Port area operations are managed by the Shire of Derby-West Kimberley.
- (ii) Not applicable
- (d) Yes.
- (e) This sort of traffic movement along the Great Northern Highway and through Derby has been carried out before. The roads are designated road train routes therefore assessed as being suitable for road train use.
- (f) Crashes will be recorded and investigated as appropriate as per normal processes. Environmental issues normally form part of an Environmental Protection Authority assessment. The final approval for the project would contain any relevant conditions on its operation.
 - (i) Not applicable
- (g) Any claims from third parties against Main Roads will, in the first instance, be referred to RiskCover in accordance with normal procedures.

COAL TRUCKING — DERBY — REY RESOURCES

1114. **Hon Robin Chapple to the Attorney General representing the Minister for Road Safety:**

I refer to the plans of Rey Resources Ltd to truck coal from its proposed Duchess Paradise mine for 175 kms along the Great Northern Highway and then down the main street of Derby to the Derby wharf, and I ask:

- (a) is the Minister aware that under this plan, there would at peak operation be up to 140 truck movements each day (70 full; 70 empty), 24 hours a day, along the highway and through the centre of Derby, involving triple trailer road trains with a load capacity of about 100 tonnes of coal each;
- (b) based on government records, how many road trains of this size per day currently travel:
 - (i) along this section of the Great Northern Highway; and
 - (ii) through the centre of Derby;
- (c) have the Minister's Road Safety officers conducted any studies or produced any reports assessing the safety risks and impacts of this transport proposal in relation to local communities in the Fitzroy valley, the residents of Derby, tourists and other road users:
 - (i) if no to (c), why not; and
 - (ii) if yes to (c), will the Minister table those studies or reports;
- (d) have officials from Road Safety held any meetings with Rey Resources Ltd to discuss any concerns in relation to community safety issues arising from the coal transport plan;
- (e) does the Minister believe it is responsible to expose local communities and visitors to the region to this type and level of transport proposal without proper assessment and consultation about the safety risks and likely impacts;
- (f) what monitoring of impacts on the residents of Derby, including accidents, noise, coal dust and diesel fumes, will be undertaken by government agencies if this proposal proceeds:
 - (i) if none, why not; and
- (g) if accidents or other serious harm result from this transport proposal, will the Minister or the Road Safety officers be legally liable due to a failure to properly investigate, inform and intervene in this matter?

Hon Michael Mischin replied:

Refer to Legislative Council question on notice 1113.

DAM CONSTRUCTION — PROPOSED SITES

1115. **Hon Robin Chapple to the Minister for Agriculture and Food representing the Minister for Water:**

In relation to the Federal Government's push for new dams across Australia, I ask:

- (a) has the Minister recently met with the Federal Agriculture Minister, Hon Barnaby Joyce, to discuss possible new dams in Western Australia;

- (b) if yes to (a), in the course of these discussions can the Minister confirm that the following possible locations for new dams were discussed:
 - (i) Scott River in the South West;
 - (ii) a site near Albany on the South coast;
 - (iii) the Midwest-Gascoyne region, including Murchison Palaeovalley and West Midlands;
 - (iv) the Kimberley; and
 - (v) the Pilbara's West Canning Basin aquifer and alluvial aquifers in the Hamersley Range;
- (c) if yes to (a), in relation to the Kimberley, specifically what location or locations were discussed;
- (d) if yes to (a), in relation to the South coast near Albany, specifically what location or locations were discussed; and
- (e) what is the Government's policy on constructing new dams in the South West and the Kimberley?

Hon Ken Baston replied:

- (a) Yes.
- (b) (i)–(iii) No
 - (iv) Yes, Lake Argyle Dam spillway project to increase dam storage for expansion of the Ord River irrigated farm land.
 - (v) No
- (c) Lake Argyle Dam spillway project.
- (d) Not applicable
- (e) Groundwater abstraction, storm water harvesting, storage of run-off in public and farm dams and desalination will, where appropriate, continue to part of the Government's State wide supply mix for ensuring water for domestic, industrial and agricultural use.

ENERGY UTILITIES — EMPLOYEE NUMBERS

1121. Hon Robin Chapple to the Leader of the House representing the Minister for Energy:

- (1) Prior to the restructuring process, what was the total number of employees for:
 - (a) Horizon Power;
 - (b) Synergy and Verve; and
 - (c) Western Power?
- (2) How many employees were given redundancy packages during the restructuring process for:
 - (a) Horizon Power;
 - (b) Synergy and Verve; and
 - (c) Western Power?
- (3) What was the cost of the redundancy packages for:
 - (a) Horizon Power;
 - (b) Synergy and Verve; and
 - (c) Western Power?
- (4) How much revenue has the cut in the number of employees provided?
- (5) How many employees who received redundancy packages have since been hired as contract workers and/or consultants for:
 - (a) Horizon Power;
 - (b) Synergy and Verve; and
 - (c) Western Power?
- (6) Regarding the answer to (5), what was the total cost of hiring the contract workers and/or consultants?
- (7) Currently, what are the total number of employees for:
 - (a) Horizon Power;
 - (b) Synergy and Verve; and
 - (c) Western Power?

Hon Peter Collier replied:

- (1)
 - (a) 545.73 FTE as at October 2013
 - (b) 1090 as at 30 June 2013
 - (c) 3,392 (data provided is Western Power headcount and excludes 360 staff contracted to provide customer funded work, casuals, contractors and vacant positions).
- (2)
 - (a) 100 from Dec 2013 to end May 2014.
 - (b) 21 as at 3 June 2014
 - (c) 155
- (3)
 - (a) From Nov 2013 until May 2014, \$11,274,985.33.
 - (b) \$2.4m as at 3 June 2014
 - (c) approx. \$17m
- (4)

The estimated labour cost saving, to Horizon Power, as a result of the reduction in the number of employee positions (including vacant positions) from Dec 2013 to June 2014 is \$23 million pa.

Western Power's revenue is fixed as per its Access Arrangement. A reduction in the number of Western Power employees does not impact its revenue.

Synergy does not derive revenue from the decline in employee numbers.
- (5)
 - (a) 2 people
 - (b) 0
 - (c) Western Power has not directly hired any of the employees who received redundancy packages as contractors or consultants.
- (6)

Total cost, to Horizon Power, of hiring one contractor to end May 2014 was \$3,787.50. The other contractor was paid \$27,978 for services, now completed.

Not Applicable to Western Power and Synergy.
- (7)
 - (a) 443 FTE as at the end of April 2014
 - (b) 1035 as at 30 April 2014
 - (c) 3,301 (plus 216 employees from in-sourcing customer funded work from Future Grid Alliance with Transfield Services and excluding casuals, contractors and vacant positions).

MINE WORKERS — EXPOSURE TO DIESEL FUMES**1122. Hon Robin Chapple to the Minister for Agriculture and Food representing the Minister for Mines and Petroleum:**

I refer to the 'Diesel Particulate Study of Goldfields Mines' from *Resources Safety Matters*, Volume 2, Number 1, January 2014, pages 8–11 that may be found here: http://www.robinchapple.com/sites/default/files/RSM_Magazine_Jan14_Extract_0.pdf which outlines the finding that based on the time weighted average (TWA) exposure recorded on the day of sampling, 10 of 29 sites or 34 percent would have exceeded the accepted TWA exposure standard had workers been exposed to that environment for eight hours, and given that the International Agency for Research on Cancer (IARC) has publicised through the World Health Organisation (WHO) that an increased risk of death from lung cancer is found among underground miners exposed to diesel fumes, I ask:

- (a) will the Department of Mines and Petroleum (DMP) enforce real-time ambient diesel particulate sampling of all underground mines in Western Australia to gauge ambient contaminant levels;
- (b) if yes to (a), when and how;
- (c) if no to (a), why not;
- (d) if no to (a), and as there is currently no national exposure standard for diesel particulates, how will DMP assess and control diesel emissions to an acceptable standard;
- (e) given that the lowest diesel particulate TWA and peak measurements were recorded at mine sites that had quality diesel emissions management plans, will DMP enforce the use of these plans for all mine sites;
- (f) if yes to (e), when and how;
- (g) if no to (e), why not;

- (h) will DMP include direct personal exposure monitoring in future studies;
- (i) if yes to (h), when and how;
- (j) if no to (h), why not;
- (k) given the sites that committed to fitting diesel particulate filters to all underground machinery had the lowest exposure data for both TWA and peak readings, will DMP enforce all mine sites fit diesel particulate filters, and other emission controls including an effective maintenance regime, low sulphur fuel, low ash engine oil, and a doubling of the frequency at which air filters were being replaced;
- (l) if yes to (k), when and how;
- (m) if no to (k), why not;
- (n) will the Minister enforce an industry standard for conducting primary and secondary ventilation surveys and for reporting the measured data;
- (o) if yes to (n), when and how;
- (p) if no to (n), why not;
- (q) will the Minister enforce an industry standard in the levels of experience, competence and authority of statutory appointed ventilation officers;
- (r) if yes to (q), when and how;
- (s) if no to (q), why not; and
- (t) will the Minister table any future further sampling and studies of remaining underground mines in Western Australia?

Hon Ken Baston replied:

The Department of Mines and Petroleum has provided the following response:

- (a) No
- (b) Not Applicable
- (c) Real time ambient monitoring is a useful tool to be utilised in determining effectiveness of particular control systems, but TWA based sampling quotas will continue to be required to determine personal exposure monitoring.
- (d) The Department of Mines and Petroleum (DMP) has adopted the Australian Institute of Occupational Hygienists exposure limit recommendation of 0.1 mg/m³ as elemental carbon.
- (e) Yes
- (f) The DMP 2012 “Management of diesel emissions in Western Australian mining operations” guideline applies to all underground mines. DMP inspectors will continue to require that companies demonstrate they are developing and implementing an appropriate diesel emissions management plan.
- (g) Not Applicable
- (h) DMP will continue to require that companies carry out direct personal exposure monitoring in their CONTAM sampling quotas. The results will continue to be supplied upon request to bona fide researchers involved in related epidemiological studies.
- (i) Answered by (h)
- (j) Not Applicable
- (k) Minimising employee exposure to diesel emissions can be achieved by a range of source, transmission and exposure controls. DMP can make recommendations to companies, but the ultimate responsibility for selecting the appropriate controls to manage the level of atmospheric contaminants in a mine rests with the principal employer.
- (l) Not Applicable
- (m) See answer to (k)
- (n) The requirements for determining the adequacy of a mine ventilation system are detailed in the Mines Safety and Inspection Regulations 1995. This includes the requirement that ventilation plans for underground mines be updated at intervals not exceeding three months. The measured data is kept in the mine ventilation log book which is available to mines inspectors.
- (o) See answer to (n)

- (p) Not Applicable
- (q) The qualifications and duties required of an underground ventilation officer are detailed in the Mines Safety and Inspection Regulations 1995. The training and competency required to undertake these duties must be demonstrated to the satisfaction of the manager or principal employer.
- (r) See answer to (q)
- (s) Not Applicable
- (t) The Resources Safety Division of DMP intends to provide a further update to industry of studies for all underground mines, once sufficient time has elapsed to determine the effectiveness of implemented diesel emissions management plans.

CONTAMINATED SITE — REMEDIATION

1124. Hon Robin Chapple to the Minister for Agriculture and Food representing the Minister for Mines and Petroleum:

I refer to the Coolgardie State Battery Mineral Processing Reserve 9435 and the report by CSIRO Minerals, which may be found at: <http://www.robinchapple.com/sites/default/files/Hg%20speciation%20results.pdf>, and ask:

- (a) has the Department of Mines and Petroleum worked with the responsible parties, including the Department of Environment Regulation and the Contaminated Sites Committee to conduct an investigation of this site for contamination;
- (b) if yes to (a), is this a contaminated site;
- (c) if no to (a), why not;
- (d) if yes to (b), who is responsible for ensuring remediation occurs;
- (e) if yes to (b), when will remediation occur; and
- (f) if the site is contaminated but remediation will not occur, why not?

Hon Ken Baston replied:

The Department of Mines and Petroleum advises:

- (a) No
- (b) Not applicable
- (c) The Coolgardie Battery Site is located on Mineral Processing Crown Reserve 9435 vested with Perth Mint.
- (d)–(e) Not applicable
- (f) This question should be referred to the Minister for Environment as the Department of Environment Regulation has responsibility.

MANDURAH RAILWAY — NEW STATIONS

1126. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to the proposed Wandu North Station, and ask:

- (a) did the Government complete a plan for the Wandu North Station;
- (b) if yes to (a), will the Minister table a copy;
- (c) how much was spent on the plan;
- (d) when did the Government decide not to build the Wandu North Station; and
- (e) what were the reasons for not building the Wandu North Station?

Hon Jim Chown replied:

- (a) As part of the South West Metropolitan Railway Master Plan of April 2000, provision was made for a potential future station at Mandogalup.
- (b)–(c) Not applicable
- (d)–(e) The Liberal National Governments construction of the Aubin Grove station that the previous Labor government failed to build when constructing the Mandurah line will provide for the demand of the area.

MANDURAH RAILWAY — NEW STATIONS

1127. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to the proposed Wandu North Station, and ask:

- (a) did the Government complete a plan for the Wandu North Station;
- (b) if yes to (a), will the Minister table a copy;
- (c) how much was spent on the plan;
- (d) when did the Government decide not to build the Wandu North Station; and
- (e) what were the reasons for not building the Wandu North Station?

Hon Jim Chown replied:

Please refer to Legislative Council question on notice 1126.

ELLENBROOK BUS RAPID TRANSIT

1128. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Has the Government completed a plan for the Ellenbrook Bus Rapid Transit?
- (2) If yes to (1), will the Minister table a copy?
- (3) If no to (1), why not?
- (4) When does the Minister expect this plan will be completed?
- (5) When does the Minister expect this plan will be released?

Hon Jim Chown replied:

- (1)–(5) The Department of Transport prepared a 15 per cent concept design for bus rapid transit infrastructure between Ellenbrook and Bassendean train station. The Government is considering options around transport solutions for Ellenbrook and the wider metropolitan area and will use the bus rapid transit design as part of a broader transport plan.

TONKIN HIGHWAY — EXTENSION TO JARRAHDALÉ

1129. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Has the Government completed a plan for the extension of Tonkin Highway to Jarrahdale?
- (2) If yes to (1), will the Minister table a copy?
- (3) If no to (1), why not?
- (4) When does the Minister expect this plan will be completed?
- (5) When does the Minister expect this plan will be released?
- (6) How much has been spent on the plan so far?
- (7) What is the nature of the works to date?
- (8) Who else, other than departmental staff are, or have, worked on this plan?

Hon Jim Chown replied:

- (1)–(8) The government had no specific plan to extend Tonkin Highway to Jarrahdale. A Ministerial Community Working Group in conjunction with the Shire of Serpentine-Jarrahdale was established to examine a range of options south of Thomas Road.

MITCHELL FREEWAY — EXTENSION TO HESTER AVENUE

1130. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Has the Government completed a plan for the extension of the Mitchell Freeway to Hester Avenue?
- (2) If yes to (1), will the Minister table a copy?
- (3) If no to (1), why not?
- (4) When does the Minister expect this plan will be completed?
- (5) When does the Minister expect this plan will be released?
- (6) How much has been spent on the plan so far?
- (7) What is the nature of the works to date?
- (8) Who else, other than departmental staff are, or have, worked on this plan?

Hon Jim Chown replied:

- (1) Yes.
- (2) Yes. [See paper 1621.]
- (3)–(5) Not applicable
- (6) \$2.6m which includes preparation of the concept plan.
- (7) Project development works.
- (8) A number of private sector organisations have been engaged on the project to date.

REID HIGHWAY – MALAGA DRIVE OVERPASS

1131. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Has the Government completed a plan for the overpass on Reid Highway at Malaga Drive?
- (2) If yes to (1), will the Minister table a copy?
- (3) If no to (1), why not?
- (4) When does the Minister expect this plan will be completed?
- (5) When does the Minister expect this plan will be released?
- (6) How much has been spent on the plan so far?
- (7) What is the nature of the works to date?
- (8) Who else, other than departmental staff are, or have, worked on this plan?

Hon Jim Chown replied:

- (1) Yes.
- (2) Yes.[See paper 1622.]
- (3)–(5) Not applicable
- (6) \$465 000 has been expended on project development.
- (7) Primarily project development.
- (8) A number of private sector organisations have been engaged on the project to date.

STIRLING ALLIANCE — PUBLIC TRANSPORT PLAN

1132. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Has the Government completed a public transport plan for the area covered by the Stirling Alliance?
- (2) If yes to (1), will the Minister table a copy?
- (3) If no to (1), why not?
- (4) When does the Minister expect this plan will be completed?
- (5) When does the Minister expect this plan will be released?
- (6) How much has been spent on the plan so far?
- (7) What is the nature of the works to date?
- (8) Who else, other than departmental staff are, or have, worked on this plan?

Hon Jim Chown replied:

- (1)–(8) Please refer this question to the responsible Minister, the Minister for Planning.

STIRLING ALLIANCE — LIGHT RAIL PLAN

1133. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Has the Government completed a light rail plan for the area covered by the Stirling Alliance?
- (2) If yes to (1), will the Minister table a copy?
- (3) If no to (1), why not?
- (4) When does the Minister expect this plan will be completed?
- (5) When does the Minister expect this plan will be released?

- (6) How much has been spent on the plan so far?
- (7) What is the nature of the works to date?
- (8) Who else, other than departmental staff are, or have, worked on this plan?

Hon Jim Chown replied:

- (1)–(8) Please refer this question to the responsible Minister, the Minister for Planning.

MIDLAND TRAIN STATION — RELOCATION

1134. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Has the Government completed a plan to relocate the Midland Train Station?
- (2) If yes to (1), will the Minister table a copy?
- (3) If no to (1), why not?
- (4) When does the Minister expect this plan will be completed?
- (5) When does the Minister expect this plan will be released?
- (6) How much has been spent on the plan so far?
- (7) What is the nature of the works to date?
- (8) Who else, other than departmental staff are, or have, worked on this plan?

Hon Jim Chown replied:

- (1) No.
- (2) Not applicable
- (3)–(8) The Public Transport Authority will continue to work with the Metropolitan Redevelopment Authority in coming years on the concept, where required, and any future decision on funding the project will be made by Cabinet.

ARMADALE RAIL LINE — EXTENSION TO BYFORD

1135. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Has the Government completed a plan to extend the Armadale Rail Line to Byford?
- (2) If yes to (1), will the Minister table a copy?
- (3) If no to (1), why not?
- (4) When does the Minister expect this plan will be completed?
- (5) When does the Minister expect this plan will be released?
- (6) How much has been spent on the plan so far?
- (7) What is the nature of the works to date?
- (8) Who else, other than departmental staff are, or have, worked on this plan?

Hon Jim Chown replied:

- (1) No.
- (2) Not applicable
- (3)–(8) An extension to Byford is not envisaged before 2031.

CANNING HIGHWAY — SIGNAL OPTIMISATION PLAN

1136. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to the Canning Highway Signal Optimisation Trial, and ask:

- (a) what impact does the trial have on surrounding roads;
- (b) what monitoring is undertaken of the impacts on surrounding roads;
- (c) has there been any increase in the length of time it takes for vehicles to enter Canning Highway;
- (d) if yes to , what is the increase; and
- (e) does the estimated time savings include any increase in the length of time it takes for vehicles to access Canning Highway?

Hon Jim Chown replied:

- (a)–(e) The improved travel times have meant more traffic can travel on the Highway, with 8% more vehicles heading eastbound at the Canning Beach Road intersection. Traffic using local streets to avoid Canning Highway has reduced, with more traffic returning to the Highway.

ALEXANDER DRIVE — BUS RAPID TRANSIT

1137. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Has the Government carried out any assessment of a bus rapid transit along Alexander Drive and into Perth city?
- (2) If yes to (1):
- (a) did it include a cost-benefit analysis of this option; and
- (b) what was the estimated cost-benefit ratio?
- (3) If no to (1), why not?
- (4) Will the Minister table any report or analysis of the assessment they have undertaken on a bus rapid transit along Alexander Drive and, if not, why not?

Hon Jim Chown replied:

- (1) Yes.
- (2) (a) Yes.
- (2b)–(4) The assessment of transit options in this corridor is part of the Project Definition Plan for the MAX light rail project, which will be submitted to Cabinet for consideration when completed.

SHOWGROUND TRAIN STATION — OPERATING COSTS

1138. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) What is the daily cost to operate the Showgrounds station on the Fremantle rail line?
- (2) What events does Transperth open the station for?
- (3) Are event organisers required to pay a charge for the station to open?
- (4) If yes to (3), how much are they charged?
- (5) Are event organisers required to include the cost of public transport in their tickets if the station is opened?
- (6) If no to (5), why not?

Hon Jim Chown replied:

- (1) \$3 258.39
- (2) Special events such as the Royal Show, exhibitions, expos, music festivals and concerts.
- (3) No.
- (4) Not applicable
- (5) No.
- (6) Not all events require additional public transport services.

“A” SERIES RAILCARS — PERFORMANCE

1139. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to the maintenance contract for the ‘A’ series railcars, and ask:

- (a) does the contract provide for penalties to be applied when a railcar breaks down;
- (b) if yes to (a), what are the circumstances when penalties can be applied;
- (c) on how many occasions were penalties applied in:
- (i) 2011;
- (ii) 2012; and
- (iii) 2013;

- (d) on each occasion in :
- (i) what was the reason for the penalty; and
 - (ii) what was the penalty amount;
- (e) on how many occasions in each year did a train break down with no penalty applied in:
- (i) 2011;
 - (ii) 2012; and
 - (iii) 2013; and
- (f) for each case in (e), why was no penalty applied?

Hon Jim Chown replied:

- (a) Yes.
- (b) Penalties can be applied when a service:
- Is cancelled or short- due to a technical fault of a railcar.
 - Incurs a delay greater than or equal to four minutes due to a technical fault of a railcar.
- (c) (i)–(ii) Nil.
- (iii) 244 Lost Time Incidents and 94 Train Cancellation penalties were applied.
- (d) (i) See part (c)(iii).
- (ii) Lost Time Incidents attracted a total penalty amount of \$41 028.00 and Train Cancellations attracted a total penalty amount of \$310 291.00.
- (e)–(f) The Public Transport Authority advises that significant resources would need to be diverted from essential operational duties in order to answer this question.

“B” SERIES RAILCARS — PERFORMANCE**1140. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:**

I refer to the maintenance contract for the ‘B’ series railcars, and ask:

- (a) does the contract provide for penalties to be applied when a railcar breaks down;
- (b) if yes to (a), what are the circumstances when penalties can be applied;
- (c) on how many occasions were penalties applied in:
- (i) 2011;
 - (ii) 2012; and
 - (iii) 2013;
- (d) on each occasion in :
- (i) what was the reason for the penalty; and
 - (ii) what was the penalty amount;
- (e) on how many occasions in each year did a train break down with no penalty applied in:
- (i) 2011;
 - (ii) 2012; and
 - (iii) 2013; and
- (f) for each case in (e), why was no penalty applied?

Hon Jim Chown replied:

- (a) Yes.
- (b) Penalties can be applied when a service:
- Is cancelled or short-formed
 - Incurs a delay greater than or equal to four minutes
- (c) (i) 227 Lost Time Incidents and 24 Train Cancellations were applied.
- (ii) 203 Lost Time Incidents and 31 Train Cancellations were applied.
- (iii) 226 Lost Time Incidents and 81 Train Cancellations were applied.

- (d) (i) See part c.
- (ii) Lost Time Incidents attracted a total penalty amount of \$557 765. Train Cancellations attracted a total penalty amount of \$320 243.
- (e)–(f) The Public Transport Authority advises that significant resources would need to be diverted from essential operational duties in order to answer this question.

KWINANA FREEWAY ON-RAMPS — LINE MARKINGS

1141. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to the trial of new line markings on Kwinana Freeway on-ramps, and ask:

- (a) under the *Road Traffic Act 1974*, are vehicles using the selected northbound on-ramps changing lanes or merging;
- (b) who is liable in the event of an accident;
- (c) what road rule will be applicable to on-ramp roads with the new line markings;
- (d) what education campaign is being run to advise people of changes to the rules that apply;
- (e) what is the cost of the education campaign; and
- (f) what criteria will be used to assess whether the trial is a success?

Hon Jim Chown replied:

- (a) Changing Lanes.
- (b) The driver using the on-ramp.
- (c) WA Road Traffic Code 2000 regulation 126.
- (d) The Kwinana Freeway on-ramp line marking trial is for six weeks. Information about the trial, including the rules for vehicles moving from the on-ramps to the freeway lanes, is provided on Main Roads' website. Motorists are alerted to the changed road conditions with signs saying "Modified Merge Layout".
- (e) The cost of the signs is \$2 190.
- (f) A video survey was undertaken prior to the new line markings being installed. Another video survey will be undertaken after the line markings have been in place for four weeks. The success of the trial will be determined if the video survey shows improved driver behaviour. Road user comments via telephone and email will also be used to assess the success of the trial.

MAX LIGHT RAIL — CAR DEPOT

1142. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Has the Government given any consideration to using land on the eastern side of Alexander Drive, north of Reid Highway, opposite Polytechnic West for a light railcar depot?
- (2) If yes to (1), what was the outcome?

Hon Jim Chown replied:

- (1) It is one of a number of sites under consideration.
- (2) No final decision has been made on the location.

MAX LIGHT RAIL — CAR DEPOT

1143. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to the proposed MAX Light Rail project, and ask:

- (a) how many square metres will be required for the depot;
- (b) how many light railcars will be stored at the depot; and
- (c) how many square metres will be required for storage of an additional light railcar?

Hon Jim Chown replied:

- (a)–(c) This information is contained within the MAX Project Definition Plan to be submitted to Cabinet for consideration.

TIER 3 RAIL NETWORK

1144. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to the tier three rail network, and ask:

- (a) who is the owner of the rail corridor;
- (b) does the Public Transport Authority have any control over infrastructure in the rail corridor; and
- (c) could the Public Transport Authority allow the construction of another rail line in the rail corridor if an investor wanted to set up competing infrastructure?

Hon Jim Chown replied:

- (a) The State Government.
- (b) The Public Transport Authority has control over infrastructure in the rail corridor as provided in the Rail Freight Corridor Land Use Agreement (Narrow Gauge) and Railway Infrastructure Lease.
- (c) No.

RAIL CORRIDORS — OWNERSHIP

1145. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to the tier three rail network, and ask:

- (a) who owns the infrastructure in the rail corridor if a rail line is closed or put into care and maintenance; and
- (b) can the lessee sell off or remove the infrastructure such as rail sleepers, flashing lights and bridges?

Hon Jim Chown replied:

- (a) The infrastructure in the rail corridor continues to be owned by the State Government and is leased to Brookfield Rail.
- (b) Brookfield Rail cannot sell leased rail infrastructure without the permission of the Public Transport Authority.

RAIL LINES — CARE AND MAINTENANCE

1146. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to the tier three rail network and ask, what is the definition of ‘care and maintenance’ in relation to rail lines no longer being used?

Hon Jim Chown replied:

Care and Maintenance means “a Line Section, which due to the Initial Performance Standards not being satisfied and where line speeds are such that it is no longer efficient or safe to transport grain on that Line Section, is no longer maintained to an operational standard”.

NORTHBRIDGE TUNNEL — TRAFFIC CONGESTION

1147. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

How many times did traffic queue up in the eastbound lanes of the Northbridge tunnel travelling east in the afternoon peak times in:

- (a) February 2014; and
- (b) March 2014?

Hon Jim Chown replied:

- (a)–(b) In the course of any peak period traffic flows vary depending on a broad range of factors including driver behaviour, weather and traffic incidents.

In some instances this may cause delays.

RAIL LINE — BROOKTON TO KWINANA

1148. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Has the Government completed their study to investigate the options for a new rail link from the Avon to Albany line near Brookton to Kwinana?
- (2) If yes to (1), will the Minister table a copy?

- (3) If no to (2), why not?
- (4) If no to (1), when will the study be completed and made public?
- (5) How much has been spent on the study to date?

Hon Jim Chown replied:

- (1) Yes.
- (2) No.
- (3) The reports contain commercial-in-confidence information.
- (4) Not applicable
- (5) 411 969.24 (ex. GST).

FAST TRAIN TO BUNBURY AND SOUTH WEST — PROPOSAL

1149. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to the proposed fast train to Bunbury and the South West, and ask:

- (a) has the Government resolved all outstanding issues on a proposed route;
- (b) if yes to (a):
 - (i) what is the proposed route; and
 - (ii) what is the Government doing to ensure the route is reserved and protected;
- (c) if no to (a), what work is the Government doing to finalise the route; and
- (d) what are the Government's current plans regarding a fast train to Bunbury and the South West?

Hon Jim Chown replied:

- (a) No.
- (b) (i)–(ii) Not applicable
- (c) The Public Transport Authority continues to work with key stakeholders such as Landcorp, Main Roads Western Australia, the City of Bunbury, the Western Australian Planning Commission and the Departments of Planning, Transport and State Development to integrate the railway with other planned developments and to investigate and cost potential alignments in the Perth CBD.
- (d) Once potential routes into the Perth CBD have been investigated in detail, a determination can then be made on a preferred route.

MAX LIGHT RAIL — PROPOSED ROUTE

1150. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to the proposed MAX Light Rail, and ask:

- (a) does the proposed route involve running through City Square in the City Link development;
- (b) what impact will large crowds in City Square for public events have on the operation of the light rail; and
- (c) how will large crowds be managed to ensure they do not disrupt operations?

Hon Jim Chown replied:

- (a) Yes.
- (b)–(c) Due to the low operating speeds through City Square the impact will be minimal as it is everywhere else Light Rail is operated through crowded urban public areas.

BUSSELL HIGHWAY — TRAFFIC FLOW REVIEW

1151. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Has Main Roads completed their review of traffic flows on Bussell Highway between Busselton and Bunbury?
- (2) If yes to (1), what were the findings?
- (3) If no to (1), when will the review be completed?
- (4) Does the Government have plans to widen the Bussell Highway?

- (5) If yes to (4), when will works commence?
- (6) What is the estimated cost of the project?

Hon Jim Chown replied:

- (1) Yes.
- (2) The northbound traffic flows on the date of the review were above typical capacity of the existing road.
- (3) Not applicable
- (4) There are plans to complete a continuous four lane dual carriageway between Capel and Busselton.
- (5) The project will be considered for funding as part of a future Budget process.
- (6) \$52m.

JOONDALUP RAIL LINE — EXTENSION TO YANCHEP

1152. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Since 1 July 2011, how much has been spent on any work related to the future extension of the Joondalup rail line from Butler to Yanchep?
- (2) What was the total cost of all internal work undertaken on this project?
- (3) Have any consultants been employed to assist in any work on this project?
- (4) If yes to (3):
 - (a) what was the name of the consultant(s);
 - (b) what work did they undertake; and
 - (c) what was the cost of each consultancy?
- (5) Have any other contracts related to this project been let?
- (6) If yes to (5):
 - (a) who was the contract with;
 - (b) what was the contract for; and
 - (c) what was the cost of each contract?
- (7) Have any concept designs, animations or artists impressions been prepared for this project?
- (8) If yes to (7):
 - (a) what were they;
 - (b) who produced them; and
 - (c) what was the cost?
- (9) What is the total amount spent on this project since 1 July 2011?

Hon Jim Chown replied:

- (1) \$1 484 428.30 including GST as of 15 May 2014.
- (2) It is not possible to quantify these costs as they are part of a broader operating budget.
- (3) Yes.
- (4) (a)–(c) Refer to the table [See paper 1623.].
- (5) No.
- (6) Not applicable
- (7) Yes. These are included in Part 4.
- (8) (a)–(c) see part 4
- (9) \$1 484 428.30 including GST as of 15 May 2014.

THORNLIE RAIL LINE — EXTENSION TO MANDURAH LINE

1153. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Since 1 July 2011, how much has been spent on any work related to the future extension of the Thornlie rail line to the Mandurah rail line?

- (2) What was the total cost of all internal work undertaken on this project?
- (3) Have any consultants been employed to assist in any work on this project?
- (4) If yes to (3):
 - (a) what was the name of the consultant(s);
 - (b) what work did they undertake; and
 - (c) what was the cost of each consultancy?
- (5) Have any other contracts related to this project been let?
- (6) If yes to (5):
 - (a) who was the contract with;
 - (b) what was the contract for; and
 - (c) what was the cost of each contract?
- (7) Have any concept designs, animations or artists impressions been prepared for this project?
- (8) If yes to (7):
 - (a) what were they;
 - (b) who produced them; and
 - (c) what was the cost?
- (9) What is the total amount spent on this project since 1 July 2011?

Hon Jim Chown replied:

- (1) \$2 145 672.19 Inc. GST as of 14 May 2014.
- (2) It is not possible to quantify these costs as they are part of a broader operating budget.
- (3) Yes.
- (4) (a)–(c) Refer to the table [See paper 1624.]
- (5) No.
- (6) (a)–(c) Not applicable
- (7) Yes. These are included in Part 4.
- (8) (a)–(c) See part 4
- (9) \$2 145 672.19 including GST as of 14 May 2014.

ELLENBROOK BUS RAPID TRANSIT PROJECT

1154. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Since 1 July 2011, how much has been spent on any work related to the Ellenbrook Bus Rapid Transit project?
- (2) What was the total cost of all internal work undertaken on this project?
- (3) Have any consultants been employed to assist in any work on this project?
- (4) If yes to (3):
 - (a) what was the name of the consultant(s);
 - (b) what work did they undertake; and
 - (c) what was the cost of each consultancy?
- (5) Have any other contracts related to this project been let?
- (6) If yes to (5):
 - (a) who was the contract with;
 - (b) what was the contract for; and
 - (c) what was the cost of each contract?

- (7) Have any concept designs, animations or artists impressions been prepared for this project?
- (8) If yes to (7):
- (a) what were they;
 - (b) who produced them; and
 - (c) what was the cost?
- (9) What is the total amount spent on this project since 1 July 2011?

Hon Jim Chown replied:

- (1) \$847 600.
- (2) Individual project costs by internal employees are not tracked.
- (3) Yes.
- (4) (a) AECOM, Laurie Piggott Consulting Pty Ltd and IQE Pty Ltd.
 (b) AECOM concept design. Laurie Piggott Consulting project management. IQE determination of quantities and cost estimation.
 (c) AECOM: \$705 000. Laurie Piggott Consulting: \$110 200. IQE: \$27 000.
- (5) No.
- (6) Not applicable
- (7) Yes.
- (8) (a) Concept design, route animation, graphic design and printing.
 (b) Equilibrium Communications.
 (c) \$5 386.50.
- (9) See part (1) above.

MAX LIGHT RAIL — EXPENDITURE

1155. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Since 1 July 2011, how much has been spent on any work related to the MAX Light Rail project?
- (2) What was the total cost of all internal work undertaken on this project?
- (3) Have any consultants been employed to assist in any work on this project?
- (4) If yes to (3):
- (a) what was the name of the consultant(s);
 - (b) what work did they undertake; and
 - (c) what was the cost of each consultancy?
- (5) Have any other contracts related to this project been let?
- (6) If yes to (5):
- (a) who was the contract with;
 - (b) what was the contract for; and
 - (c) what was the cost of each contract?
- (7) Have any concept designs, animations or artists impressions been prepared for this project?
- (8) If yes to (7):
- (a) what were they;
 - (b) who produced them; and
 - (c) what was the cost?
- (9) What is the total amount spent on this project since 1 July 2011?

Hon Jim Chown replied:

- (1) \$25m.
- (2) \$5.7m.

- (3) Yes.
- (4) (a)–(c) [See paper 1625.]
- (5) Yes.
- (6) (a)–(c) [See paper 1625.]
- (7) Yes.
- (8) (a) Concept design drawings. Animations and Artist Impressions.
- (b) Parsons Brinkerhoff and AECOM.
- (c) It is not possible to provide a total combined cost for concept designs, animations and artist impressions as they were produced as a result of all of the work.
- (9) See part (1).

AIRPORT RAIL LINE — EXPENDITURE

1156. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Since 1 July 2011, how much has been spent on any work related to the rail line to Perth Airport?
- (2) What was the total cost of all internal work undertaken on this project?
- (3) Have any consultants been employed to assist in any work on this project?
- (4) If yes to (3):
 - (a) what was the name of the consultant(s);
 - (b) what work did they undertake; and
 - (c) what was the cost of each consultancy?
- (5) Have any other contracts related to this project been let?
- (6) If yes to (5):
 - (a) who was the contract with;
 - (b) what was the contract for; and
 - (c) what was the cost of each contract?
- (7) Have any concept designs, animations or artists impressions been prepared for this project?
- (8) If yes to (7):
 - (a) what were they;
 - (b) who produced them; and
 - (c) what was the cost?
- (9) What is the total amount spent on this project since 1 July 2011?

Hon Jim Chown replied:

- (1) \$6 193 912.50.
- (2) \$333 411.62 for the 2013/14 financial year only. The total cost of internal work between the 2011/12 and 2012/13 financial years were part of a broader operating budget.
- (3) Yes.
- (4) (a)–(c) Refer to the table [See paper 1626.]
- (5) No.
- (6) Not applicable
- (7) Yes.
- (8) (a) Forrestfield Airport Link Photo Montages; Forrestfield Airport Link Graphic Designs.
- (b) Arup Group Ltd; Key2Design Graphic Designers.
- (c) \$9 846.35; \$6 320
- (9) \$6 193 912.50.

JOONDALUP RAIL LINE — EXTENSION TO YANCHEP

1157. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Since 1 July 2011, has any agency in the Minister's portfolio purchased or acquired any land along the proposed route for the northern rail line extension to Yanchep?
- (2) If yes to (1), for each parcel of land:
 - (a) what was the address of the land purchased or acquired;
 - (b) what was the purpose of the purchase;
 - (c) who was the land purchased or acquired from; and
 - (d) what was the cost of the purchase?
- (3) Has any work been undertaken on any property since it was purchased or acquired?
- (4) If yes to (3), for each parcel of land:
 - (a) what work was undertaken;
 - (b) what was the purpose of the work;
 - (c) what was the cost of the work undertaken; and
 - (d) where did the funding for the work come from?
- (5) Has any agency held any discussions with any other party or agency about purchasing or acquiring any land along the proposed route?
- (6) If yes to (5), for each parcel of land:
 - (a) what was nature of the discussions;
 - (b) what were the addresses of any land discussed;
 - (c) what was the intended purpose of the land discussed; and
 - (d) what is the estimated value of any land?

Hon Jim Chown replied:

- (1) No.
- (2)–(4) Not applicable
- (5) No. The Public Transport Authority has however raised the possibility that land may need to be surrendered for future station development at individual sites with developers.
- (6) Not applicable

JOONDALUP RAIL LINE — EXTENSION TO YANCHEP

1158. Hon Ken Travers to the Minister for Mental Health representing the Minister for Planning:

- (1) Since 1 July 2011, has any agency in the Minister's portfolio purchased or acquired any land along the proposed route for the northern rail line extension to Yanchep?
- (2) If yes to (1), for each parcel of land:
 - (a) what was the address of the land purchased or acquired;
 - (b) what was the purpose of the purchase;
 - (c) who was the land purchased or acquired from; and
 - (d) what was the cost of the purchase?
- (3) Has any work been undertaken on any property since it was purchased or acquired?
- (4) If yes to (3), for each parcel of land:
 - (a) what work was undertaken;
 - (b) what was the purpose of the work;
 - (c) what was the cost of the work undertaken; and
 - (d) where did the funding for the work come from?
- (5) Has any agency held any discussions with any other party or agency about purchasing or acquiring any land along the proposed route?

- (6) If yes to (5), for each parcel of land:
- (a) what was nature of the discussions;
 - (b) what were the addresses of any land discussed;
 - (c) what was the intended purpose of the land discussed; and
 - (d) what is the estimated value of any land?

Hon Jim Chown replied:

- (1) No
- (2)–(4) Not applicable
- (5) No
- (6) Not applicable

ELLENBROOK BUS RAPID TRANSIT — LAND PURCHASE

1159. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Since 1 July 2011, has any agency in the Minister's portfolio purchased or acquired any land along the proposed route for the Ellenbrook Bus Rapid Transit?
- (2) If yes to (1), for each parcel of land:
 - (a) what was the address of the land purchased or acquired;
 - (b) what was the purpose of the purchase;
 - (c) who was the land purchased or acquired from; and
 - (d) what was the cost of the purchase?
- (3) Has any work been undertaken on any property since it was purchased or acquired?
- (4) If yes to (3), for each parcel of land:
 - (a) what work was undertaken;
 - (b) what was the purpose of the work;
 - (c) what was the cost of the work undertaken; and
 - (d) where did the funding for the work come from?
- (5) Has any agency held any discussions with any other party or agency about purchasing or acquiring any land along the proposed route?
- (6) If yes to (5), for each parcel of land:
 - (a) what was nature of the discussions;
 - (b) what were the addresses of any land discussed;
 - (c) what was the intended purpose of the land discussed; and
 - (d) what is the estimated value of any land?

Hon Jim Chown replied:

- (1) No.
- (2)–(4) Not applicable
- (5) No.
- (6) Not applicable

ELLENBROOK BUS RAPID TRANSIT — LAND PURCHASE

1160. Hon Ken Travers to the Minister for Mental Health representing the Minister for Planning:

- (1) Since 1 July 2011, has any agency in the Minister's portfolio purchased or acquired any land along the proposed route for the Ellenbrook Bus Rapid Transit?
- (2) If yes to (1), for each parcel of land:
 - (a) what was the address of the land purchased or acquired;
 - (b) what was the purpose of the purchase;

- (c) who was the land purchased or acquired from; and
- (d) what was the cost of the purchase?
- (3) Has any work been undertaken on any property since it was purchased or acquired?
- (4) If yes to (3), for each parcel of land:
 - (a) what work was undertaken;
 - (b) what was the purpose of the work;
 - (c) what was the cost of the work undertaken; and
 - (d) where did the funding for the work come from?
- (5) Has any agency held any discussions with any other party or agency about purchasing or acquiring any land along the proposed route?
- (6) If yes to (5), for each parcel of land:
 - (a) what was nature of the discussions;
 - (b) what were the addresses of any land discussed;
 - (c) what was the intended purpose of the land discussed; and
 - (d) what is the estimated value of any land?

Hon Helen Morton replied:

- (1) Yes - the Western Australian Planning Commission
- (2) (a)–(d) Three acquisitions have been made, all for Public Purposes - Special Use (Ellenbrook Transit):
 - Lot 9001 St Leonards Boulevard, Dayton - purchased from St Leonards Estate Pty Ltd; purchase cost \$455 000
 - Lot 80 Coast Road, Dayton - purchased from Condor Estates Pty Ltd; purchase cost \$1 700 000
 - Lot 2 Repton Street, Dayton - purchased from I Franulovich & G Groom; purchase cost \$200 000
- (3) No (other than basic land management)
- (4) Not applicable
- (5) No
- (6) Not applicable

THORNLIE RAIL LINE — EXTENSION TO MANDURAH LINE

1161. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Since 1 July 2011, has any agency in the Minister's portfolio purchased or acquired any land along the proposed route for the Thornlie rail line extension to the Mandurah line?
- (2) If yes to (1), for each parcel of land:
 - (a) what was the address of the land purchased or acquired;
 - (b) what was the purpose of the purchase;
 - (c) who was the land purchased or acquired from; and
 - (d) what was the cost of the purchase?
- (3) Has any work been undertaken on any property since it was purchased or acquired?
- (4) If yes to (3), for each parcel of land:
 - (a) what work was undertaken;
 - (b) what was the purpose of the work;
 - (c) what was the cost of the work undertaken; and
 - (d) where did the funding for the work come from?
- (5) Has any agency held any discussions with any other party or agency about purchasing or acquiring any land along the proposed route?

- (6) If yes to (5), for each parcel of land:
- (a) what was nature of the discussions;
 - (b) what were the addresses of any land discussed;
 - (c) what was the intended purpose of the land discussed; and
 - (d) what is the estimated value of any land?

Hon Jim Chown replied:

- (1) No.
- (2)–(4) Not applicable
- (5) No.
- (6) Not applicable

THORNLIE RAIL LINE — EXTENSION TO MANDURAH LINE

1162. Hon Ken Travers to the Minister for Mental Health representing the Minister for Planning:

- (1) Since 1 July 2011, has any agency in the Minister's portfolio purchased or acquired any land along the proposed route for the Thornlie rail line extension to the Mandurah line?
- (2) If yes to (1), for each parcel of land:
 - (a) what was the address of the land purchased or acquired;
 - (b) what was the purpose of the purchase;
 - (c) who was the land purchased or acquired from; and
 - (d) what was the cost of the purchase?
- (3) Has any work been undertaken on any property since it was purchased or acquired?
- (4) If yes to (3), for each parcel of land:
 - (a) what work was undertaken;
 - (b) what was the purpose of the work;
 - (c) what was the cost of the work undertaken; and
 - (d) where did the funding for the work come from?
- (5) Has any agency held any discussions with any other party or agency about purchasing or acquiring any land along the proposed route?
- (6) If yes to (5), for each parcel of land:
 - (a) what was nature of the discussions;
 - (b) what was the addresses of any land discussed;
 - (c) what was the intended purpose of the land discussed; and
 - (d) what is the estimated value of any land?

Hon Helen Morton replied:

- (1) No
- (2)–(4) Not applicable
- (5) No
- (6) Not applicable

MAX LIGHT RAIL — LAND PURCHASE

1163. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Since 1 July 2011, has any agency in the Minister's portfolio purchased or acquired any land along the proposed route for the MAX light rail?
- (2) If yes to (1), for each parcel of land:
 - (a) what was the address of the land purchased or acquired;
 - (b) what was the purpose of the purchase;

- (c) who was the land purchased or acquired from; and
- (d) what was the cost of the purchase?
- (3) Has any work been undertaken on any property since it was purchased or acquired?
- (4) If yes to (3), for each parcel of land:
 - (a) what work was undertaken;
 - (b) what was the purpose of the work;
 - (c) what was the cost of the work undertaken; and
 - (d) where did the funding for the work come from?
- (5) Has any agency held any discussions with any other party or agency about purchasing or acquiring any land along the proposed route?
- (6) If yes to (5), for each parcel of land:
 - (a) what was nature of the discussions;
 - (b) what was the addresses of any land discussed;
 - (c) what was the intended purpose of the land discussed; and
 - (d) what is the estimated value of any land?

Hon Jim Chown replied:

- (1) No.
- (2) Not applicable
- (3) No.
- (4) Not applicable
- (5) Yes.
- (6) This information is contained within the MAX Project Definition Plan and will be submitted to Cabinet for its consideration.

MAX LIGHT RAIL — LAND PURCHASE

1164. Hon Ken Travers to the Minister for Mental Health representing the Minister for Planning:

- (1) Since 1 July 2011, has any agency in the Minister's portfolio purchased or acquired any land along the proposed route for the MAX light rail?
- (2) If yes to (1), for each parcel of land:
 - (a) what was the address of the land purchased or acquired;
 - (b) what was the purpose of the purchase;
 - (c) who was the land purchased or acquired from; and
 - (d) what was the cost of the purchase?
- (3) Has any work been undertaken on any property since it was purchased or acquired?
- (4) If yes to (3), for each parcel of land:
 - (a) what work was undertaken;
 - (b) what was the purpose of the work;
 - (c) what was the cost of the work undertaken; and
 - (d) where did the funding for the work come from?
- (5) Has any agency held any discussions with any other party or agency about purchasing or acquiring any land along the proposed route?
- (6) If yes to (5), for each parcel of land:
 - (a) what was nature of the discussions;
 - (b) what were the addresses of any land discussed;
 - (c) what was the intended purpose of the land discussed; and
 - (d) what is the estimated value of any land?

Hon Helen Morton replied:

- (1) Yes—the Western Australian Planning Commission
- (2)
 - (a) 70 Thomas Street, West Perth (whole property)
 - (b) Other Regional Roads - Thomas Street (Metropolitan Region Scheme)
 - (c) 70 Thomas Street Pty Ltd
 - (d) \$3 025 000
- (3) No
- (4) Not applicable
- (5) Discussions have been held with the Department of Transport in respect of the general manner in which land that may be required for the MAX light rail may be protected and acquisition/compensation responsibilities.
- (6) Not applicable

KWINANA FREEWAY — WIDENING

1165. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to the widening of the Kwinana Freeway between Roe Highway and Armadale Road, and ask:

- (a) does the widening involve the building of additional bridge structures over the freight railway line;
- (b) if no to (a), how will the additional lanes be accommodated;
- (c) how many lanes will vehicles travelling south under Roe Highway on Kwinana Freeway need to cross to exit at Berrigan Drive; and
- (d) what will the distance be between the first point a vehicle can change lanes to move into the exit lane on the Kwinana Freeway and the Berrigan Drive exit?

Hon Jim Chown replied:

- (a) No.
- (b) The additional traffic lane will be accommodated by reducing the traffic and shoulder lane widths on the bridge over the freight rail line.
- (c) One traffic lane assuming the exiting vehicle is in lane 1 (verge side) of Kwinana Freeway southbound.
- (d) A concept design for the project will be refined during the detailed design phase of the project.

TRANSPORT PROJECTS — GRAPHICS

1166. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

For new asset investment projects being considered or under construction:

- (a) how many graphics, artist impressions, fly-throughs or animations were produced for the Public Transport Authority in:
 - (i) 2011-12; and
 - (ii) 2012-13;
- (b) what projects were the graphics, artist impressions, fly-throughs or animations for;
- (c) what was the cost of each graphic, artist impression, fly-through or animation produced in:
 - (i) 2011-12; and
 - (ii) 2012-13;
- (d) what was the name of the company who produced each of the graphics, artist impressions, fly-throughs or animations for the Public Transport Authority;
- (e) how was each company in (d) selected to produce the graphics, artists impressions, fly-throughs or animations for the Public Authority;
- (f) will the Minister table the graphics, artist impressions, fly-throughs or animations produced for the Public Transport Authority; and
- (g) if no to (f), why not?

Hon Jim Chown replied:

- (a) (i) 103.
(ii) 54.
- (b) Perth City Link Rail project, Butler station, Canning Bridge bus facility, Karnup station, Oats Street grade separation, William Street grade separation, relocation of Midland station, Nicholson Road grade separation, extension of the Joondalup line, Edgewater multi-storey parking, extension of the Thornlie rail line and the rail line to Perth Airport.
- (c) The costs pertaining to the extension of the Joondalup line from Butler to Yanchep, extension of the Thornlie rail line to the Mandurah rail line and the rail line to Perth Airport, refer to Legislative Council questions on notice 1152, 1153 and 1156 dated 6 May 2014.
- The costs for infographics for the Perth City Link Rail project for these two financial years totalled \$6 743 and the artist impression cost for the Edgewater multi-storey car park was \$14 850. For the other projects listed in (b), graphics and perspectives were undertaken as part of concept design reports and are not able to be itemised.
- (d) Toucan; Coniglio and Ainsworth; BG&E; Gresley Abas; GHD Pty Ltd; Arup; MPS; Aurecon; Woodhead.
- For information pertaining to the extension of the Joondalup line from Butler to Yanchep, extension of the Thornlie rail line to the Mandurah rail line and the rail line to Perth Airport, refer to Legislative Council questions on notice 1152, 1153 and 1156 dated 6 May 2014.
- (e) Through a formal procurement process.
- (f)–(g) Artist impressions for the Edgewater station multi-storey car parking facility were publicly released during a media event attended by Mr Jan Norberger MLA, Member for Joondalup and the Premier, the Hon Colin Barnett MLA on 8 February 2013.
- Infographics pertaining to the Perth City Link Rail project are publicly available on the Perth City Link website and the artist impression for Butler station is available on the Public Transport Authority website.

ROAD TRAFFIC — SPEED LIMITS

1167. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Has the Government given any consideration to reducing the number of speed limits used across Western Australia?
- (2) Has the Government given any consideration to changing the speed limits on approaches to rural towns?
- (3) If yes to (1) or (2):
- (a) what considerations have been given; and
- (b) what was the outcome?

Hon Jim Chown replied:

- (1)–(2) Yes.
- (3) (a) Main Roads has considered simplifying the speed limit system by reviewing 70 km/h and 90 km/h speed zones as appropriate. Main Roads has reviewed buffer zones that gradually step down the speed limit on the approach to rural towns.
- (b) Main Roads believes that reducing the number of speed limits would simplify driving for motorists. There are however concerns that changes to buffer zones may result in a large variation in vehicle speeds between the advance warning signs and the speed zone change. Main Roads will monitor trials currently underway in Victoria and New South Wales.

ROAD TRAFFIC — ROCK THROWING INCIDENTS

1168. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Does Main Roads WA record the number of incidents of rock throwing on roads controlled by Main Roads WA?
- (2) If yes to (1), how many incidents were recorded in the following financial years:
- (a) 2009-10;
- (b) 2010-11;

- (c) 2011-12; and
- (d) 2012-13?
- (3) Does Main Roads WA record the suburbs or locations of the rock-throwing incidents?
- (4) If yes to (3), what were the suburbs or locations and how many incidents have occurred at each of these suburbs or locations in:
 - (a) 2011-12; and
 - (b) 2012-13?
- (5) Were any of the rock-throwing incidents referred to any other body for investigation and or prosecution?
- (6) If yes to (5), how many were referred in the following financial years:
 - (a) 2009-10;
 - (b) 2010-11;
 - (c) 2011-12; and
 - (d) 2012-13?

Hon Jim Chown replied:

- (1) No.
- (2)–(6) Not applicable

PUBLIC TRANSPORT — ROCK THROWING INCIDENTS

1172. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) How many people did the Public Transport Authority identify for throwing rocks or projectiles in:
 - (a) 2010-11;
 - (b) 2011-12; and
 - (c) 2012-13?
- (2) How many of those in (1) were:
 - (a) prosecuted; and
 - (b) convicted?
- (3) How many were referred to any other body for investigation in:
 - (a) 2010-11;
 - (b) 2011-12; and
 - (c) 2012-13?
- (4) How many were referred to any other body for prosecution in:
 - (a) 2010-11;
 - (b) 2011-12; and
 - (c) 2012-13?

Hon Jim Chown replied:

- (1)–(2) The Public Transport Authority (PTA) does not have powers to infringe or arrest a member of the public for throwing rocks or projectiles and therefore cannot summons, prosecute and convict an offender on that basis alone. The PTA does however record the number of these types of incidents and in some instances the PTA has been able to identify the offender(s).
 - (a) 20 offenders identified.
 - (b) 41 offenders identified.
 - (c) 66 offenders identified.
- (3) The following number of incidents were referred to Police. It is unknown how many offenders were involved in each incident.
 - (a) 104.

- (b) 138.
- (c) 130.
- (4) This is a matter for the Western Australian Police to answer.

PUBLIC TRANSPORT AUTHORITY — DIESEL SHUNTER

1173. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) Did the Public Transport Authority have a diesel shunter to enable it to retrieve railcars that were stranded on lines when there was a power outage?
- (2) If yes to (1), why was it not used to retrieve any railcars on the Fremantle line on 24 March 2014?

Hon Jim Chown replied:

- (1)–(2) Yes, the Public Transport Authority (PTA) does have a diesel shunter to enable it to retrieve railcars that have become stranded when there is a power outage.

In relation to the Fremantle line on 24 March 2014, the PTA was able to undertake repairs in situ which restored power to the railcar.

NEW PERTH STADIUM — RAILCAR STOWAGE

1174. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to the comment on the Public Transport Authority website regarding the new Perth Stadium that states ‘Nearby stowage for up to 117 railcars to keep a continuous flow of trains following events.’, and ask:

- (a) can the Minister advise exactly where this nearby stowage is proposed to be located;
- (b) will the Minister table a map of the proposed stowage locations for these 117 railcars; and
- (c) if no to (1) or (2), why not?

Hon Jim Chown replied:

- (a) The new Perth Stadium Transport Project Definition Plan outlines a new railway station at Belmont Park with three island platforms accommodating 6 platform faces and stowage for up to 117 individual railcars.
- (b) Yes.
- (c) [See paper 1627.]

CITY TRAIN STATIONS — PLATFORM LENGTHENING

1175. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to the study into the lengthening of train platforms at Perth Underground train station and the Esplanade train station, and I ask:

- (a) has the study been completed;
- (b) what was outcome of the study; and
- (c) will the Minister table any reports and, if not, why not?

Hon Jim Chown replied:

- (a) No.
- (b)–(c) The Public Transport Authority is examining a number of options to maximise the throughput at Perth Underground and Esplanade stations. These studies are ongoing and are not confined to any one option.

TAXIDRIVERS — OFFENCES

1177. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to question on notice No. 810 and ask, for each offence in (1), on what date did Western Australia Police notify the department that the driver had been charged?

Hon Jim Chown replied:

1. 4 January 2013; 2. 4 January 2013; 3. 4 January 2013; 4. 11 January 2013; 5. 11 January 2013; 6. 11 January 2013; 7. 11 January 2013; 8. 11 January 2013; 9. 11 January 2013; 10. 11 January 2013; 11. 11 January 2013; 12. 11 January 2013; 13. 20 January 2013; 14. 20 January 2013; 15. 20 January 2013; 16. 4 February 2013; 17. 4 February 2013; 18. 4 February 2013; 19. 8 February 2013; 20. 8 February 2013; 21. 8 February 2013; 22. 8 February 2013; 23. 8 February 2013; 24. 8 February 2013; 25. 8 February 2013; 26. 8 February 2013;

27. 8 February 2013; 28. 15 February 2013; 29. 15 February 2013; 30. 15 February 2013; 31. 15 February 2013; 32. 15 February 2013; 33. 15 February 2013; 34. 15 February 2013; 35. 15 February 2013; 36. 15 February 2013; 37. 15 February 2013; 38. 22 February 2013; 39. 22 February 2013; 40. 22 February 2013; 41. 22 February 2013; 42. 22 February 2013; 43. 22 February 2013; 44. 22 February 2013; 45. 22 February 2013; 46. 1 March 2013; 47. 1 March 2013; 48. 1 March 2013; 49. 1 March 2013; 50. 1 March 2013; 51. 8 March 2013; 52. 8 March 2013; 53. 8 March 2013; 54. 8 March 2013; 55. 8 March 2013; 56. 8 March 2013; 57. 8 March 2013; 58. 8 March 2013; 59. 8 March 2013; 60. 15 March 2013; 61. 15 March 2013; 62. 15 March 2013; 63. 15 March 2013; 64. 15 March 2013; 65. 15 March 2013; 66. 15 March 2013; 67. 15 March 2013; 68. 21 March 2013; 69. 21 March 2013; 70. 21 March 2013; 71. 21 March 2013; 72. 21 March 2013; 73. 21 March 2013; 74. 21 March 2013; 75. 21 March 2013; 76. 21 March 2013; 77. 21 March 2013; 78. 21 March 2013; 79. 25 March 2013; 80. 25 March 2013; 81. 25 March 2013; 82. 25 March 2013; 83. 25 March 2013; 84. 25 March 2013; 85. 25 March 2013; 86. 25 March 2013; 87. 5 April 2013; 88. 5 April 2013; 89. 5 April 2013; 90. 5 April 2013; 91. 5 April 2013; 92. 5 April 2013; 93. 5 April 2013; 94. 5 April 2013; 95. 5 April 2013; 96. 12 April 2013; 97. 12 April 2013; 98. 12 April 2013; 99. 12 April 2013; 100. 12 April 2013; 101. 12 April 2013; 102. 12 April 2013; 103. 12 April 2013; 104. 12 April 2013; 105. 12 April 2013; 106. 12 April 2013; 107. 12 April 2013; 108. 19 April 2013; 109. 19 April 2013; 110. 19 April 2013; 111. 19 April 2013; 112. 19 April 2013; 113. 19 April 2013; 114. 26 April 2013; 115. 26 April 2013; 116. 26 April 2013; 117. 26 April 2013; 118. 26 April 2013; 119. 3 May 2013; 120. 3 May 2013; 121. 3 May 2013; 122. 3 May 2013; 123. 3 May 2013; 124. 3 May 2013; 125. 3 May 2013; 126. 3 May 2013; 127. 10 May 2013; 128. 10 May 2013; 129. 10 May 2013; 130. 10 May 2013; 131. 10 May 2013; 132. 10 May 2013; 133. 10 May 2013; 134. 17 May 2013; 135. 17 May 2013; 136. 17 May 2013; 137. 17 May 2013; 138. 17 May 2013; 139. 17 May 2013; 140. 17 May 2013; 141. 24 May 2013; 142. 24 May 2013; 143. 24 May 2013; 144. 30 May 2013; 145. 30 May 2013; 146. 30 May 2013; 147. 30 May 2013; 148. 30 May 2013; 149. 30 May 2013; 150. 7 June 2013; 151. 7 June 2013; 152. 7 June 2013; 153. 7 June 2013; 154. 7 June 2013; 155. 7 June 2013; 156. 7 June 2013; 157. 21 June 2013; 158. 21 June 2013; 159. 21 June 2013; 160. 21 June 2013; 161. 21 June 2013; 162. 21 June 2013; 163. 21 June 2013; 164. 21 June 2013; 165. 21 June 2013; 166. 28 June 2013; 167. 28 June 2013; 168. 28 June 2013; 169. 28 June 2013; 170. 28 June 2013; 171. 28 June 2013; 172. 28 June 2013; 173. 28 June 2013; 174. 28 June 2013; 175. 28 June 2013; 176. 28 June 2013; 177. 7 July 2013; 178. 7 July 2013; 179. 7 July 2013; 180. 7 July 2013; 181. 7 July 2013; 182. 7 July 2013; 183. 7 July 2013; 184. 7 July 2013; 185. 7 July 2013; 186. 7 July 2013; 187. 7 July 2013; 188. 12 July 2013; 189. 12 July 2013; 190. 12 July 2013; 191. 12 July 2013; 192. 12 July 2013; 193. 12 July 2013; 194. 19 July 2013; 195. 19 July 2013; 196. 19 July 2013; 197. 19 July 2013; 198. 2 August 2013; 199. 2 August 2013; 200. 2 August 2013; 201. 2 August 2013; 202. 2 August 2013; 203. 2 August 2013; 204. 9 August 2013; 205. 9 August 2013; 206. 9 August 2013; 207. 9 August 2013; 208. 19 August 2013; 209. 19 August 2013; 210. 19 August 2013; 211. 23 August 2013; 212. 23 August 2013; 213. 2 September 2013; 214. 2 September 2013; 215. 2 September 2013; 216. 2 September 2013; 217. 2 September 2013; 218. 2 September 2013; 219. 2 September 2013; 220. 2 September 2013; 221. 6 September 2013; 222. 6 September 2013; 223. 6 September 2013; 224. 6 September 2013; 225. 6 September 2013; 226. 6 September 2013; 227. 13 September 2013; 228. 13 September 2013; 229. 13 September 2013; 230. 13 September 2013; 231. 13 September 2013; 232. 20 September 2013; 233. 20 September 2013; 234. 20 September 2013; 235. 20 September 2013; 236. 20 September 2013; 237. 20 September 2013; 238. 20 September 2013; 239. 20 September 2013; 240. 20 September 2013; 241. 20 September 2013; 242. 29 September 2013; 243. 29 September 2013; 244. 29 September 2013; 245. 29 September 2013; 246. 29 September 2013; 247. 29 September 2013; 248. 29 September 2013; 249. 29 September 2013; 250. 29 September 2013; 251. 29 September 2013; 252. 29 September 2013; 253. 29 September 2013; 254. 29 September 2013; 255. 29 September 2013; 256. 4 October 2013; 257. 4 October 2013; 258. 4 October 2013; 259. 11 October 2013; 260. 11 October 2013; 261. 11 October 2013; 262. 11 October 2013; 263. 11 October 2013; 264. 11 October 2013; 265. 11 October 2013; 266. 11 October 2013; 267. 11 October 2013; 268. 18 October 2013; 269. 18 October 2013; 270. 18 October 2013; 271. 18 October 2013; 272. 25 October 2013; 273. 25 October 2013; 274. 25 October 2013; 275. 25 October 2013; 276. 25 October 2013; 277. 25 October 2013; 278. 2 November 2013; 279. 2 November 2013; 280. 2 November 2013; 281. 2 November 2013; 282. 2 November 2013; 283. 2 November 2013; 284. 2 November 2013; 285. 2 November 2013; 286. 2 November 2013; 287. 2 November 2013; 288. 2 November 2013; 289. 9 November 2013; 290. 9 November 2013; 291. 9 November 2013; 292. 18 November 2013; 293. 18 November 2013; 294. 18 November 2013; 295. 18 November 2013; 296. 18 November 2013; 297. 18 November 2013; 298. 18 November 2013; 299. 18 November 2013; 300. 18 November 2013; 301. 18 November 2013; 302. 18 November 2013; 303. 18 November 2013; 304. 22 November 2013; 305. 22 November 2013; 306. 22 November 2013; 307. 22 November 2013; 308. 22 November 2013; 309. 22 November 2013; 310. 29 November 2013; 311. 29 November 2013; 312. 29 November 2013; 313. 29 November 2013; 314. 29 November 2013; 315. 29 November 2013; 316. 6 December 2013; 317. 6 December 2013; 318. 6 December 2013; 319. 6 December 2013; 320. 6 December 2013; 321. 13 December 2013; 322. 13 December 2013; 323. 13 December 2013; 324. 13 December 2013; 325. 20 December 2013; 326. 20 December 2013; 327. 20 December 2013; 328. 30

December 2013; 329. 30 December 2013; 330. 30 December 2013; 331. 30 December 2013; 332. 30 December 2013; 333. 30 December 2013; 334. 3 May 2013; 335. 3 May 2013; 336. 3 May 2013; 337. 3 May 2013; 338. 3 May 2013; 339. 3 May 2013; 340. 3 May 2013; 341. 3 May 2013; 342. 6 January 2014; 343. 6 January 2014; 344. 6 January 2014; 345. 6 January 2014; 346. 13 January 2014; 347. 13 January 2014; 348. 13 January 2014; 349. 13 January 2014; 350. 13 January 2014; 351. 13 January 2014; 352. 20 January 2014; 353. 20 January 2014; 354. 27 January 2014; 355. 27 January 2014; 356. 3 February 2014; 357. 3 February 2014; 358. 3 February 2014; 359. 3 February 2014; 360. 10 February 2014; 361. 17 February 2014; 362. 24 February 2014; 363. 24 February 2014; 364. 24 February 2014; 365. 24 February 2014; 366. 28 February 2014; 367. 28 February 2014; 368. 28 February 2014; 369. 28 February 2014; 370. 28 February 2014; 371. 7 March 2014; 372. 7 March 2014; 373. 7 March 2014; 374. 7 March 2014; 375. 7 March 2014

SMALL CHARTER VEHICLE DRIVERS — OFFENCES

1181. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

- (1) How many drivers of Small Charter Vehicles (SCV) were charged with offences by Western Australia Police in 2013?
- (2) What offences were they charged for?
- (3) For each offence, on what date did Western Australia Police notify the Department of Transport that the driver had been charged?
- (4) For each offence in (2), did the Department of Transport suspend or cancel the driver's licence to drive a SCV?
- (5) If yes to (4), on what date was their licence to drive a SCV cancelled or suspended?
- (6) If no to (4), why not?

Hon Jim Chown replied:

- (1) The Department of Transport does not keep separate records for SCV drivers from general F extension holders.
- (2)–(6) Not applicable

THORIUM HAZARD

1187. Hon Lynn MacLaren to the Minister for Agriculture and Food representing the Minister for Mines and Petroleum:

- (1) I refer to the thorium hazard in welding and Alcoa red mud waste at Kwinana, Perth Motorplex, Pinjarra, Wagerup and Worsley and ask if the Minister is aware that welding rods containing up to two percent thorium dioxide (thoria) by weight have been used in Western Australia?
- (2) Are such welding rods still in use in Western Australia?
- (3) Have any measurements of body load of thorium been made in welders or others exposed to thorium contaminated dusts in Western Australia?
- (4) Is the Minister aware that thorium accumulates in the bodies of people exposed, especially in the lung, pulmonary lymph nodes, bones, liver, spleen, kidney and bones?
- (5) Have any autopsy studies been made of thorium and decay products in Western Australian workers versus the unexposed population?
- (6) Has any study been performed in Western Australia regarding the incidence of disease, including cancer, in welders or others exposed to thorium?
- (7) Is the Minister aware that thorium exposure is associated with higher incidence of hodgkins lymphoma, leukaemia, liver cancer, eye cancer, pancreatic cancer, respiratory and digestive tract cancers?
- (8) Can the Minister provide detailed analysis of radon and thoron emissions from the Perth Motorplex site and all red mud residue areas in the State, including areas treated with alkaloam?
- (9) When did Alcoa commence radon and thoron monitoring at its Western Australian facilities, including mines, refineries, railcars and port stockpiles and handling facilities, and what were the maximum concentrations of those radioactive gases detected?

Hon Ken Baston replied:

The Department of Mines and Petroleum advises:

- (1) The Department of Mines and Petroleum (DMP) has advised that under the *Mines Safety and Inspection Act 1994*, companies are not required to advise DMP of the composition of any welding rods they may use.
- (2) See answer to (1).
- (3)–(7) These questions should be asked of the Minister for Health.
- (8) There is no requirement under the Mines Safety and Inspection Act for alumina companies to report to DMP on radon and thoron emissions.

In regard to Alcoa of Australia Limited's (Alcoa's) materials, the WA bauxite ore from which alumina is extracted in the Bayer refining process contains traces of naturally occurring radionuclides, which are also found in rock and soils in general, and is therefore categorised as NORM (naturally occurring radioactive material). Alcoa has for more than 30 years conducted extensive studies on the department of these trace radionuclides during bauxite processing to ensure there are no radiological health risks for the workforce or for the general public.

- (9) See answer to (8).

THORIUM HAZARD

1188. Hon Lynn MacLaren to the Minister for Agriculture and Food representing the Minister for Mines and Petroleum:

- (1) I refer to the thorium hazard in welding and Alcoa red mud waste at Kwinana, Perth Motorplex, Pinjarra, Wagerup and Worsley, and ask if the Minister is aware that thorium is present in the alumina product shipped by Alcoa?
- (2) Is the Minister aware that Alcoa has been advised that it should bury its red mud waste under two metres of uncontaminated topsoil to avoid windswept residue, and attenuate radon and thoron emanations into the atmosphere?
- (3) What estimates have been made of the extra radiation dose inhaled by residents near Alcoa facilities and Alcoa workers?
- (4) Is the Minister aware that the process known as 'dry stacking' dramatically increases dust, radon and thoron emissions from red mud waste?
- (5) What measurements have been made on thorium and radium decay products including radium, polonium, bismuth, lead, thallium, protactinium, astatine in Alcoa sites?
- (6) Is the Minister aware that a sensitive non-invasive test is available to determine thorium body load, involving measurement of exhaled thoron?
- (7) Will the Minister make arrangements to provide this test, free of charge, to workers, past and present, as well as residents near Alcoa sites who have reason to believe they have accumulated a body load of thorium and its decay products?
- (8) Is the Minister aware that the Australian Nuclear Science and Technology Organisation (ANSTO) has measured thorium in red mud at 535 to 911 parts per million (ppm) and uranium 10 to 37 ppm?
- (9) Is the Minister aware that ANSTO found its own measurements consistently higher than those reported by Alcoa?
- (10) If yes to (9), has that fact been adequately explained?

Hon Ken Baston replied:

The Department of Mines and Petroleum advises:

- (1) The Department of Mines and Petroleum (DMP) has advised that the composition of exported mineral products does not fall under the provisions of the *Mines Safety and Inspection Act 1994*.
- (2) No
- (3) This question should be asked of the Minister for Health.
- (4) This question should be asked of the Minister for Environment.
- (5) There is no requirement under the provisions of the Mines Safety and Inspection Act for Alcoa to provide detailed reporting of thorium and radioactive decay products to DMP.

In regard to Alcoa of Australia Limited's (Alcoa's) materials, the WA bauxite ore from which alumina is extracted in the Bayer refining process contains traces of naturally occurring radionuclides, which are also found in rock and soils in general, and is therefore categorised as NORM (naturally occurring radioactive material). Alcoa has for more than 30 years conducted extensive studies on the department of these trace radionuclides during bauxite processing to ensure there are no radiological health risks for the workforce or for the general public.

- (6) Yes
- (7) No
- (8) Yes. However, the Australian Radiation Protection and Nuclear Safety Agency's 2008 research shows that there is minimal transfer of naturally occurring radioactive material from bauxite to alumina.
- (9) No
- (10) Not applicable

ALCOA — WATER USE

1189. Hon Lynn MacLaren to the Minister for Agriculture and Food representing the Minister for Water:

- (1) I refer to Alcoa's use of water from the Wellington Dam and from the Harvey Waroona region, and ask if there is a direct pipeline between Wellington Dam and Wagerup?
- (2) Is there a desalination plant to make this water suitable for Alcoa's purpose?
- (3) If these two items of infrastructure are in place, who built and paid for them and when?
- (4) If it exists, who pays for the running costs and maintenance of this infrastructure?
- (5) Does the water from Wellington Dam go directly to Alcoa's residue storage area (RSA)?
- (6) If the saline Wellington Dam water is fed directly to Wagerup's RSA for dust suppression, what is the effect of run off on the groundwater in that area?
- (7) Does saline water from Wellington Dam in fact go into the Harvey Dam to be diluted, with the equivalent amount of water taken from the Harvey Dam for use at the Wagerup RSA?
- (8) If saline water from Wellington Dam goes into Harvey Dam in an exchange arrangement, what is the effect on the quality of the water in the Harvey Dam?
- (9) What is the quantity of water taken annually from the Wellington Dam for Alcoa?
- (10) How much do Alcoa pay for this Wellington Dam water?

Hon Ken Baston replied:

- (1) No
- (2) The Department of Water is not aware as to whether Alcoa has a desalination plant at Wagerup.
- (3) Not applicable
- (4) Not applicable
- (5) No
- (6) Not applicable
- (7) Yes. Water from Wellington Dam water is gravity fed to a holding excavation and then pumped to Harvey Dam. The transfer of this water is managed by Harvey Water utilising their infrastructure.
- (8) Harvey Water is responsible for monitoring of salinity in Harvey Dam.
- (9) Not applicable
- (10) Not applicable

CHILD PROTECTION WORKERS — CASELOAD

1191. Hon Stephen Dawson to the Minister for Child Protection:

At 1 August 2013, 1 November 2013, 1 February 2014 and 1 May 2014, how many Department for Child Protection and Family Support staff working in metropolitan and country regions had:

- (a) a caseload allocation of more than 15 cases;
- (b) the maximum 18 'exceptional circumstances' cases allocated to them; and; and
- (c) a pro rata case ratio greater than 18 cases?

Hon Helen Morton replied:

Work Load Management Data, which addresses all three questions, was taken from reports generated on the following dates:

3 August 2013

- (a) 126
- (b) 4
- (c) 4

4 November 2013

- (a) 110
- (b) 3
- (c) 6

7 February 2014

- (a) 104
- (b) 7
- (c) 11

13 May 2014

- (a) 85
- (b) 3
- (c) 8

HARDSHIP UTILITIES GRANT SCHEME — APPLICATIONS**1193. Hon Stephen Dawson to the Minister for Child Protection:**

For each of the utilities Synergy, Horizon, Water Corporation and Alinta, in relation to the Hardship Utilities Grant Scheme for March 2014:

- (a) how many applications were received;
- (b) what was the number of approved grants;
- (c) what was the total grant amount; and
- (d) what was the average amount paid?

Hon Helen Morton replied:

March 2014

(a)

Utility	Received Applications Grants
Synergy	1,568
Horizon	243
Water Corporation	104
Alinta	490

(b)

Utility	Number of Approved Grants
Synergy	1,547
Horizon	238
Water Corporation	101
Alinta	480

(c)

Utility	Total Grant Amount
Synergy	\$595,851
Horizon	\$161,665
Water Corporation	\$33,550
Alinta	\$134,839

(d)

Utility	Average Grant Value
Synergy	\$385
Horizon	\$679
Water Corporation	\$332
Alinta	\$281

Disclosure

The data provided in this report is taken from multiple sources including the HUGS database and previous reports supplied by the Department. The details in this report are a correct reflection of the data at the time the report was generated. 'Data cleansing' to increase the accuracy of the information in the HUGS database may alter the results of reports generated at a later date. This report may contain confidential information and is intended for the exclusive use of authorised persons only.

HARDSHIP UTILITIES GRANT SCHEME — APPLICATIONS

1194. Hon Stephen Dawson to the Minister for Child Protection:

For each of the utilities Synergy, Horizon, Water Corporation and Alinta, in relation to the Hardship Utilities Grant Scheme for April 2014:

- (a) how many applications were received;
- (b) what was the number of approved grants;
- (c) what was the total grant amount; and
- (d) what was the average amount paid?

Hon Helen Morton replied:

(a)

Utility	Received Applications Grants
Synergy	1,258
Horizon	148
Water Corporation	86
Alinta	356

(b)

Utility	Number of Approved Grants
Synergy	1,237
Horizon	145
Water Corporation	84
Alinta	347

(c)

Utility	Total Grant Amount
Synergy	\$471,623
Horizon	\$95,462

Water Corporation	\$26,429
Alinta	\$95,680

(d)

Utility	Average Grant Value
Synergy	\$381
Horizon	\$658
Water Corporation	\$315
Alinta	\$276

Disclosure

The data provided in this report is taken from multiple sources including the HUGS database and previous reports supplied by the Department. The details in this report are a correct reflection of the data at the time the report was generated. 'Data cleansing' to increase the accuracy of the information in the HUGS database may alter the results of reports generated at a later date. This report may contain confidential information and is intended for the exclusive use of authorised persons only.

HARDSHIP UTILITIES GRANT SCHEME — APPLICATIONS

1195. Hon Stephen Dawson to the Minister for Child Protection:

For all Hardship Utility Grant Scheme applicants processed by the Department for Child Protection and Family Support in March 2014, please provide the number of applications by:

- (a) postcode;
- (b) regional development region;
- (c) main source of income;
- (d) family status;
- (e) number of children;
- (f) gender;
- (g) age;
- (h) housing tenure; and
- (i) ethnicity?

Hon Helen Morton replied:

(a)–(i) [See paper 1616.]

HARDSHIP UTILITIES GRANT SCHEME — APPLICATIONS

1196. Hon Stephen Dawson to the Minister for Child Protection:

For all Hardship Utility Grant Scheme applicants processed by the Department for Child Protection and Family Support in April 2014, please provide the number of applications by:

- (a) postcode;
- (b) regional development region;
- (c) main source of income;
- (d) family status;
- (e) number of children;
- (f) gender;
- (g) age;
- (h) housing tenure; and
- (i) ethnicity?

Hon Helen Morton replied:

(a)–(i) [See paper 1617.]

HARDSHIP UTILITIES GRANT SCHEME — APPLICATIONS

1197. Hon Stephen Dawson to the Minister for Child Protection:

For the months of November 2013, November 2012 and November 2011, how many applications for financial assistance to pay utility bills for the following suburbs were received:

- (a) Leeming;
- (b) Canning Vale;
- (c) Morley;
- (d) Wanneroo;
- (e) Willagee;
- (f) Samson;
- (g) Spencer Park;
- (h) Balcatta;
- (i) Dalyellup;
- (j) High Wycombe;
- (k) Kingsley;
- (l) Clarkson;
- (m) Noranda;
- (n) Yokine;
- (o) Currambine;
- (p) Parkwood;
- (q) Innaloo;
- (r) Huntingdale;
- (s) Ellenbrook;
- (t) Darch; and
- (u) Peppermint Grove?

Hon Helen Morton replied:

	Suburb	November 2011	November 2012	November 2013
(a)	Leeming	0	7	2
(b)	Canning Vale	8	6	12
(c)	Morley	11	17	20
(d)	Wanneroo	14	13	25
(e)	Willagee	10	18	15
(f)	Samson	0	1	0
(g)	Spencer Park	4	3	6
(h)	Balcatta	5	19	16
(i)	Dalyellup	5	9	6
(j)	High Wycombe	4	14	13
(k)	Kingsley	6	3	9
(l)	Clarkson	28	29	26
(m)	Noranda	3	7	5
(n)	Yokine	6	3	2

(o)	Currambine	2	5	3
(p)	Parkwood	1	3	2
(q)	Innaloo	3	7	13
(r)	Huntingdale	7	14	8
(s)	Ellenbrook	15	28	45
(t)	Darch	0	7	1
(u)	Peppermint Grove	0	0	0

Disclosure

The data provided in this report is taken from multiple sources including the HUGS database and previous reports supplied by the Department. The details in this report are a correct reflection of the data at the time the report was generated. 'Data cleansing' to increase the accuracy of the information in the HUGS database may alter the results of reports generated at a later date. This report may contain confidential information and is intended for the exclusive use of authorised persons only.

HARDSHIP UTILITIES GRANT SCHEME — APPLICATIONS

1198. Hon Stephen Dawson to the Minister for Child Protection:

- (1) For each of the utilities Synergy, Horizon, Water Corporation and Alinta in regards to the Hardship Utilities Grant Scheme (HUGS) how many applications were received and how many applicants were approved and provided with financial assistance to pay utility bills for the following suburbs in February 2014:
- (a) Leeming;
 - (b) Canning Vale;
 - (c) Morley;
 - (d) Wanneroo;
 - (e) Willagee;
 - (f) Samson;
 - (g) Spencer Park;
 - (h) Balcatta;
 - (i) Dalvellup;
 - (j) High Wycombe;
 - (k) Kingsley;
 - (l) Clarkson;
 - (m) Noranda;
 - (n) Yokine;
 - (o) Currambine;
 - (p) Parkwood;
 - (q) Innaloo;
 - (r) Huntingdale;
 - (s) Ellenbrook;
 - (t) Darch; and
 - (u) Peppermint Grove?
- (2) What was the average payment for each utility for each of the suburbs listed?

Hon Helen Morton replied:

(1)–(2) [See paper 1618.]

HARDSHIP UTILITIES GRANT SCHEME — APPLICATIONS

1199. Hon Stephen Dawson to the Minister for Child Protection:

(1) For each of the utilities Synergy, Horizon, Water Corporation and Alinta in regards to the Hardship Utilities Grant Scheme (HUGS) how many applications were received for the following suburbs in February 2010, February 2011, February 2012 and February 2013:

- (a) Leeming;
- (b) Canning Vale;
- (c) Morley;
- (d) Wanneroo;
- (e) Willagee;
- (f) Samson;
- (g) Spencer Park;
- (h) Balcatta;
- (i) Dalyellup;
- (j) High Wycombe;
- (k) Kingsley;
- (l) Clarkson;
- (m) Noranda;
- (n) Yokine;
- (o) Currambine;
- (p) Parkwood;
- (q) Innaloo;
- (r) Huntingdale;
- (s) Ellenbrook;
- (t) Darch; and
- (u) Peppermint Grove?

(2) What was the average payment for each utility for each of the suburbs listed?

Hon Helen Morton replied:

(1)–(2) [See paper 1619.]

REDRESS WA SCHEME — APPLICATION BY ETHEL WALALGIE

1201. Hon Robin Chapple to the Minister for Mental Health representing the Minister for Community Services:

Regarding the application by Ms Ethel Walalgie of Halls Creek to the Redress Scheme Western Australia, I ask:

- (a) is the Minister aware of the claim made by Ms Walalgie that she has made an application to the Department of Communities under the Redress Scheme Western Australia during the time that it was open, an application that was apparently never received by the department, for which there is no explanation and has been no investigation:
 - (i) if yes to (a), is the Minister also aware that Ms Walalgie has requested that the Government re-open the Redress Scheme Western Australia, especially for Aboriginal people living in remote parts of Western Australia;

- (ii) if yes to (a) and (a)(i), will the Minister re-open the Redress Scheme Western Australia and order an investigation; and
- (iii) if no to (a), (a)(i) and (a)(ii), why not; and
- (b) is the Minister aware of the circumstances of Ms Walalgie's childhood at Moola Boola near Halls Creek and the United Aborigines Mission in Fitzroy Crossing, and the physical and psychological abuse she claims she suffered at the hands of the staff there:
 - (i) if yes to (b), does the Minister think that this sort of treatment is ever warranted and justified;
 - (ii) if yes to (b), does the Minister consider some form of compensation should be forthcoming to ease the hurt; and
 - (iii) if no to (b) and (b)(i) and (b)(ii), why not?

Hon Helen Morton replied:

- (a) No.
 - (i)–(ii) Not applicable
 - (iii) While I acknowledge that there are those who did miss out on applying, there are no plans to reopen the Redress WA scheme.
- (b) Having read the account (that was sent through to the Department of Local Government and Communities by the Kimberley Community Legal Service in December last year) of Ms Walalgie's childhood experiences, I regret that she missed out on lodging a claim. If she wishes, she can submit her story to the Commonwealth Royal Commission into Institutional Responses to Child Sexual Abuse if you believe this will assist in acknowledging her State care experiences as a child. However, she unfortunately will not be able to receive an ex gratia payment.
 - (i) No
 - (ii) See (a)(iii) above.
 - (iii) See (a)(iii) above.

2012–13 MIDYEAR REVIEW — ASSET INVESTMENT PROGRAM

1207. Hon Ljiljanna Ravlich to the Minister for Mental Health representing the Treasurer:

I refer to the 2012-13 Mid-Year Review, and ask:

- (a) of the State's Asset Investment Program, will the Minister list those projects that are subject to further planning, definition of scope and design;
- (b) what is the estimated value of the further planning, definition of scope and design for each project;
- (c) will the Minister advise of the expected completion date for the planning, definition of scope and design of each project; and
- (d) if no to (c), why not?

Hon Helen Morton replied:

- (a) Consistent with the Strategic Asset Management Framework, projects for which business case and funding approval have been obtained are included in the State's Asset Investment Program at that time. However, this is generally before the more detailed project definition phase. As a result, there would likely be a significant number of projects within the State's Asset Investment Program that are subject to further planning, definition of scope and design. However, a definitive list of those projects is not available.
- (b) The value of any further planning, definition of scope and design would need to be accommodated within the approved funding allocation for each project.
- (c) See (b) above.
- (d) Not applicable (see above).

2012–13 MIDYEAR REVIEW — ASSET INVESTMENT PROGRAM

1208. Hon Ljiljanna Ravlich to the Minister for Mental Health representing the Treasurer:

I refer to the Government Mid-Year Financial Projections Statement, and ask:

- (a) of the State's Asset Investment Program, can the Treasurer list those projects that are still subject to finalisation of contract; and
- (b) what is the estimated timeframe for the finalisation of contract for each project?

Hon Helen Morton replied:

- (a) The contract status of individual projects would need to be requested from individual portfolio agencies and their Ministers.
- (b) Not applicable (see above).

AIRPORT RAIL LINK — OPERATING COSTS

1209. Hon Ljiljana Ravlich to the Parliamentary Secretary representing the Minister for Transport:

- (1) When the Government committed to build the airport rail link, what advice did it receive about the likely costs of operating the service, including debt servicing, once it was built?
- (2) Has the Government received any advice, formal or informal, about the likely cost of operating the airport rail link?
- (3) If yes to (2), what is the advice?
- (4) If no to (2), how could the Government describe its commitment as fully funded and costed?
- (5) If no advice at all was received, is it usual practice for the Government to decide to build projects without any idea of the cost of operating the project?

Hon Jim Chown replied:

- (1) The operating cost of the Forrestfield Airport Link (FAL) project will depend on the procurement model, the ultimate design of the link and the operating plan of the rail services.
- (2) See above.
- (3) Not applicable.
- (4) The operating subsidy required for the FAL project will be considered as part of the normal Budget process.
- (5) A final decision about the project will be made by Government when the Project Definition Plan is presented in the second half of 2014.

CHEEDITHA ABORIGINAL COMMUNITY — POWER OUTAGE

1214. Hon Stephen Dawson to the Leader of the House representing the Minister for Energy:

- (1) Is the Minister aware that a number of houses in the Cheeditha Aboriginal community, on the outskirts of Roebourne, have been without power since Cyclone Christine hit the community on 31 December 2013?
- (2) Does the Minister think it's acceptable that families have been without power for over five months?
- (3) Will the Minister ensure that power is restored to the community as a matter of priority?

Hon Peter Collier replied:

- (1) All houses in Cheeditha, except for three, were reconnected to Horizon Power's network within three days of Tropical Cyclone Christine, therefore power is currently available at the majority of properties in the community. Horizon Power inspects each property before reconnecting to the network to ensure it is safe to do so, minimising the risk of any harm or damage to residents or their properties. The three houses that were left disconnected had safety issues such as exposed wiring, and in some instances significant structural damage. Fault notes were left on site at the relevant meter boxes with instruction for the property owners about the next steps. When safety issues are identified at a property, it is the owner's responsibility to rectify these issues by engaging an electrical contractor, then to apply to Horizon Power for reconnection.

This was explained to a representative from the Yindjibarndi Aboriginal Corporation, the organisation who assists in the management of Cheeditha, on 2 January 2014.

- (2) All houses within the Cheeditha Aboriginal community that were deemed safe were reconnected to Horizon Power's network within three days of Tropical Cyclone Christine. Only three houses were left disconnected until the safety issues identified are addressed by its owner.
- (3) Horizon Power understands that maintenance work is currently being carried out by an electrical contractor at the three properties still disconnected in Cheeditha, under instruction by the Yindjibarndi Aboriginal Corporation. Once this work has been complete, Horizon Power will undertake an inspection and reconnect the premises if safe to do so.

REDRESS WA SCHEME — ELIGIBILITY

1216. Hon Stephen Dawson to the Minister for Mental Health representing the Minister for Community Services:

I refer to the Redress Scheme Western Australia, and I ask:

- (a) what was the estimated number of people that the State Government determined may have been eligible to apply for the Redress Scheme Western Australia before the scheme opened;
- (b) what was the methodology used to determine the estimated number in response to (a);
- (c) what was the estimated number of people that the State Government determined may have been eligible to apply for the Redress Scheme Western Australia before the scheme was opened by the geographical Regional Development Commission;
- (d) what was the estimated number of people that the State Government determined may have been eligible to apply for the Redress Scheme Western Australia before the scheme was opened by geographical ethnicity;
- (e) how many applications were received for the Redress Scheme Western Australia;
- (f) how many of the applicants identified as Aboriginal;
- (g) how many applications were deemed eligible for payment;
- (h) how many successful applicants identified as Aboriginal; and
- (i) what was the number of successful applicants by post code?

Hon Helen Morton replied:

- (a) Approximately 10 000
- (b) This was based on those that expressed an interest
- (c) Such analysis was not undertaken
- (d) Such analysis was not undertaken
- (e) 5 917 applications were received and assessed
- (f) It was voluntary for applicants to identify as Aboriginal and 3 028 applicants identified as being Aboriginal or Torres Strait Islander.
- (g) 5 325 offers of payment were made
- (h) 2 689 successful applicants identified as Aboriginal or Torres Strait Islander
- (i) The number of successful applicants by post code is not available. However, of all applications received, 3 158 were metropolitan, 2 137 were regional, 584 were interstate and 38 were international.

REDRESS WA SCHEME — FUNDING

1217. Hon Stephen Dawson to the Minister for Mental Health representing the Minister for Community Services:

I refer to the Redress Scheme Western Australia, and I ask:

- (a) how much funding was originally allocated to the Redress Scheme Western Australia;
- (b) how was the amount of funding originally allocated to the Redress Scheme Western Australia calculated;
- (c) how much funding was paid to successful applicants;
- (d) what was the average *ex gratia* payment approved in this scheme; and
- (e) what was the average *ex gratia* payment approved for applicants that identified as Aboriginal?

Hon Helen Morton replied:

- (a) \$114m was originally allocated to the Redress WA scheme.
- (b) The funding was allocated as \$90.2m for applicant payments and \$24.1m for administration of the scheme.

- (c) Close to \$118m of *ex gratia* payments were offered.
- (d) The average *ex gratia* payment was \$22 160.
- (e) The average *ex gratia* payment approved for applicants that identified as Aboriginal or Torres Strait Islander was \$19 070.

COUNTRY HIGH SCHOOLS HOSTELS AUTHORITY — EX GRATIA GUIDELINES

1218. Hon Stephen Dawson to the Minister for Mental Health representing the Minister for Community Services:

I refer to the Country High Schools Hostels Authority (CHSHA) *ex gratia* scheme guidelines, and I ask:

- (a) can the Minister advise if the CHSHA guidelines were made available to the public;
- (b) if no to (a), why not;
- (c) will the Minister now table the CHSHA guidelines;
- (d) if no to , why not;
- (e) if yes to (a), in what format and in which locations were the CHSHA guidelines publically available and when did the guidelines become available for each format;
- (f) what percentage of people who applied to the CHSHA scheme received a copy of the CHSHA guidelines from the department before their application was determined;
- (g) how many requests did the department receive for a copy of the CHSHA scheme guidelines:
 - (i) before the scheme closed, and; and
 - (ii) from the closure date until 28 February 2014; and
- (h) in response to these requests in (f), on how many occasions did the department provide a copy of the CHSHA guidelines?

Hon Helen Morton replied:

- (a) No, the CHSHA guidelines were not made available to the public.
- (b) It is not common practice in *ex gratia* schemes to make the guidelines available to the public. Additionally, at the time the guidelines were endorsed, several applications had already been received and it was thought that if the guidelines were then released, those applicants who had already submitted applications may feel disadvantaged by not having had access to the guidelines at the time of submitting their applications.
- (c) Yes
- (d) Not applicable
- (e) Not applicable
- (f) No applicants received a copy of the guidelines
- (g) A Freedom of Information (FOI) application requesting the guidelines was received after the scheme had closed.
 - (i) Not applicable
 - (ii) Refer to (g)
- (h) The guidelines were provided in response to the FOI application.

COUNTRY HIGH SCHOOLS HOSTELS AUTHORITY — EX GRATIA GUIDELINES

1219. Hon Stephen Dawson to the Minister for Mental Health representing the Minister for Community Services:

I refer to the Country High Schools Hostels Authority (CHSHA) *ex gratia* scheme and the Redress Scheme Western Australia, and I ask:

- (a) which institutions were listed as locations for which a person may be eligible for an *ex gratia* payment from CHSHA scheme and the Redress Scheme Western Australia; and
- (b) can the Minister confirm that people who were at the institutions listed in the answer to (a) have been afforded two opportunities to apply for an *ex gratia* payment relating to the same or similar experiences?

Hon Helen Morton replied:

- (a) The hostels covered by the Country High School Hostels (CHSH) Scheme were Adamson House; Albany Residential College; Amity House; Caloola House; Carnarvon Hostel; Dellahale House; Ellimata House; Esperance Residential College; Geraldton Residential College; Goldfields Hostel; Great Southern Residential College; Hardie House; John Frewer House; Kalgoorlie Residential College; Katanning Residential College; Merredin Residential College; Moora Residential College; Narrogin High School Hostel; Narrogin Residential College; Northam Residential College; Priors - Albany; Reidy House; St Andrew's Hostel - Esperance; St Andrew's Hostel - Katanning; St Christopher's Hostel. Of these, the following hostels were covered by both the CHSH and Redress WA Schemes: Albany Residential College; Esperance Residential College; Geraldton Residential College; Katanning Residential College; Merredin Residential College; Moora Residential College; Narrogin Residential College; and Northam Residential College
- (b) Yes, in some instances.

COUNTRY HIGH SCHOOLS HOSTELS AUTHORITY — EX GRATIA SCHEME

1220. Hon Stephen Dawson to the Minister for Mental Health representing the Minister for Community Services:

I refer to the Country High Schools Hostels Authority (CHSHA) *ex gratia* scheme, and I ask:

- (a) how much funding was originally allocated to the CHSHA *ex gratia* scheme;
- (b) how was the amount of funding originally allocated to the CHSHA *ex gratia* scheme calculated;
- (c) how much funding was paid to successful applicants;
- (d) what was the average *ex gratia* payment approved in this scheme; and
- (e) what was the average *ex gratia* payment approved for applicants that identified as Aboriginal?

Hon Helen Morton replied:

- (a) \$6.7m was originally allocated to the Country High School Hostels Scheme (for both *ex gratia* payments and administration of the scheme).
- (b) The funding was calculated on the basis of 350 applicants and a three-tiered payment scheme of \$5 000, \$20 000 and \$45 000.
- (c) Just over \$3.2m was paid to successful applicants.
- (d) 60 of the 90 payments made were at the highest level, being \$45 000.
- (e) This data was not collected.

SHARK MITIGATION POLICY

1246. Hon Lynn MacLaren to the Minister for Fisheries:

- (1) Before the Minister issued his media statement on 7 May 2014 about the success of the shark mitigation policy, was the Minister aware that the Surf Life Saving of Western Australia policy on beach closures was changed in January 2014? For example, did the Minister know that, previously, a beach closure was triggered if a two-metre or bigger shark came within one kilometre of the shoreline, and that since January 2014, a two-metre to three-metre shark would be able to come within 500 metres of the shoreline before a beach closure would be triggered?
- (2) Does the Minister agree that when one considers this change in policy, it is not an equal comparison to compare the beach closure figures for previous years with the beach closure figures since January 2014?

Hon Ken Baston replied:

- (1) The criteria used to close beaches are determined by Surf Life Saving of Western Australia.
- (2) The comment with respect to beach closures was based on recorded statistics without assessment of the many variables which may impact on beach closures.
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