

**Extract from Hansard**

[ASSEMBLY — Tuesday, 17 September 2013]

p4190b-4232a

Mr Troy Buswell; Mr Ben Wyatt; Mr Paul Papalia; Ms Rita Saffioti; Mr Dave Kelly; Ms Lisa Baker; Mr Chris Tallentire; Ms Simone McGurk; Mr Roger Cook; Ms Margaret Quirk; Dr Tony Buti; Ms Janine Freeman; Mr Mick Murray; Mrs Michelle Roberts

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**APPROPRIATION (CONSOLIDATED ACCOUNT) CAPITAL 2013–14 BILL 2013**

*Third Reading*

**MR T.R. BUSWELL (Vasse — Treasurer)** [7.35 pm]: I move —

That the bill be now read a third time.

**MR B.S. WYATT (Victoria Park)** [7.36 pm]: I rise to speak to the Appropriation (Consolidated Account) Capital 2013–14 Bill 2013. I do not often get to speak at the third reading stage, so I sometimes forget the time we have to speak to the third reading when we are not the lead speaker.

As we know, this bill appropriates the capital expenditure and financing transactions, and this year it is in the amount of \$3 113 045 000. As members know, this is to allow the government to continue with its asset investment program across the government sector. I will be making a few points, particularly around debt and some of the impacts of the capital works program of this government.

As I have pointed out a number of times, there has clearly been a change in the government's approach to debt and financial management. We saw that in respect of what the Treasurer said before the election, what we saw when the budget came down, and the commentary of the Treasurer and Premier post-election. I remind members that in the lead-up to the state election in March, the Treasurer had a cautious tone to his commentary about debt. I refer members to a 19 January 2013 article by Peter Kerr, who then wrote for *The West Australian*—he has since left, of course—under the headline “Buswell turns on cautious mode”. In that article, the Treasurer made the point that any extra royalty revenue in a second term would be used to pay off net debt, which at that stage was forecast to hit \$24.8 billion by 2015. The article went on —

He said the Government would aim to stabilise debt in its second term if re-elected, and said that he would have a fully costed plan before March 9.

Then we saw the budget and the post-budget commentary of the Treasurer and Premier. I compare the headlines of “Buswell turns to cautious mode” in January this year to “Buswell puts no limit on state debt” on 18 August this year. There has been quite a considerable change in how the government approaches the finances of the state, particularly around debt. Even though the Treasurer said the current trajectory of debt and the current “infrastructure binge is unsustainable over the medium to longer term”, he was going to proceed in any event because “the community wants us to”. Therefore, any pretence in place by the Premier and the Treasurer prior to the election has obviously now gone. At some point, between election day and the delivery of the budget, there was clearly a discussion about that strategy.

Of course, what is also in the budget is a 10-year projection of net debt, out to nearly \$50 billion, based on—and it is important to note—the fiscal action plan being implemented. I questioned the Premier today about the fiscal action plan, because we have already seen two components of the fiscal action plan abandoned in the form that they were presented to the Parliament in the budget papers. The fiscal action plan is reliant upon the assumption that the government will indeed ensure that wages rise only by the consumer price index across that time frame. I have made the point previously that, looking at the first term of this government, particularly the nurses' wage deal during the election campaign, I dare say that is a big ask.

**The DEPUTY SPEAKER:** I remind the member for Victoria Park that we are talking about the Appropriation (Consolidated Account) Capital 2013–14 Bill and that he needs to restrict his comments to this particular bill.

**Mr B.S. WYATT:** The Deputy Speaker does not need to remind me; I am very aware that we are dealing with the capital bill and that is why I am talking about debt. I am not sure what else there is that funds the capital program at the moment, when surpluses are so small, but that is why debt has increased rapidly and is projected to rise dramatically across the forward estimates and across the 10-year estimates that we saw in the budget papers. I have previously made a number of comments about the debt make up, which is the component of the debt that is held in the general government sector and the component of the debt that is held in the total public sector. We are seeing a fundamental shift in where the debt is being held. The former member for Belmont, Hon Eric Ripper, quite proudly and quite rightly made the point that when he concluded his term as Deputy Premier and Treasurer the general government sector was net debt free. At the time, I think about \$3.5 billion in assets in the general government sector was bequeathed to the new government on the assumption, I guess, that future governments, whether Labor or Liberal, would govern with the thought of future governments in mind. What we see with respect to the net debt figure is the actual component of that debt; how much is being held in the general government sector. By 2014, 33 per cent of net debt will be held in the general government sector. When the member for Cottesloe became Premier the general government sector was net debt free. By 2017, the end of the current forward estimates, it will be 45 per cent. At the end of the forward estimates, 45 per cent of the state's net

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debt will be held in the general government sector. I emphasise this point for the very reason that the member for Cottesloe, in his very first substantial speech in this Parliament when he was elected, moved a motion to set up a select committee to inquire into state debt. He debated that on 28 August 1991. I want to quote the member for Cottesloe, the current Premier —

Thirdly, we need a change in policy in the way in which we operate our State Budget. We need to shift the financing of non-income generating assets away from debt finance and into finance from current revenues. That is the socially responsible thing to do, it is the economically responsible thing to do, and for this generation it is a fair thing to do for the coming generation. I hope that the Treasurer, in tomorrow's Budget speech, will address the debt problem of Western Australia.

The Premier was right. When members opposite get up and say they are building hospitals and schools—how wonderful it is that we are taking on all this debt—they should go back to the commentary of the member for Cottesloe in August 1991, when he made the point that it is the “socially responsible thing to do” to construct non-income generating assets from current revenues. This is part of the reason for the issues that surround the current education budget. The government has had strong capital spending in education—a big boost, of course, from the Building the Education Revolution funding—but what it forgets when it is opening those schools, those non-income generating assets, is that they come with ongoing operating costs. That is why the member for Cottesloe made the point in 1991 that it is the socially and economically responsible thing to do to finance non-income generating assets from current revenues, not from debt. That is what the former member for Belmont, Hon Eric Ripper, spent eight years doing. He left the member for Cottesloe and the Liberal–National government with an incredibly healthy financial position, which has since deteriorated at an incredibly rapid pace. I do not think that anyone in 2008 could have expected the finances to deteriorate as rapidly as they have done over the last five years.

I will quickly make some comments about the fiscal action plan, particularly the solar feed-in tariff—a budget measure that lasted barely hours. We saw —

*Point of Order*

**Mr T.R. BUSWELL:** Without being argumentative, the capital bill deals with capital items and the solar feed-in tariff is a recurrent item that should have been dealt with in the discussion of the recurrent bill. I seek the guidance of the Deputy Speaker.

**The DEPUTY SPEAKER:** I thank the Treasurer. The member for Victoria Park should confine himself to the capital bill.

*Debate Resumed*

**Mr B.S. WYATT:** I dare say it will now be funded out of debt.

Because the Treasurer is concerned about my discussion of the fiscal action plan, or lack thereof across the forward estimates, I will turn to something that is being funded out of the capital appropriation, and that is Muja AB. I know the Treasurer may have some concerns about why I am discussing this, so I will refer to page 185 of budget paper No 3, which outlines the impact of the debacle, if not the scandal, of the Muja AB refurbishment project. The whole of government net debt impact is set out in table 2, on page 185. I want to reflect on the KPMG report, “Muja AB Project Assessment”, because it is not good reading for the Treasurer. The Treasurer is culpable in this disaster, as is the Minister for Energy. I want to highlight a couple of findings of the KPMG report. It states on page ii —

There appears to have been no methodical approach to applying a typical investment decision framework to this Project.

It goes on —

In our view, there were material inadequacies in the development of the Project ownership and financing structures. While the Project had the appearance of a 50/50 JV, the true value of the each party's contributions, combined with the contracting, financing and guarantee arrangements, created an asymmetric risk profile between the parties, with Verve bearing a disproportionate share of the risks.

In particular, had the true commercial value of the Verve financing guarantee been recognised in the context of the Project's risk profile, alternative partners, ownership structures, financing arrangements, and delivery models should have at least been seriously considered.

That is in the summary at the beginning of the report. The document goes into some detail on these issues. On page 9, under the heading “Guarantees”, it states —

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In relation to the GUR, it is understood that the principal reason for the guarantee was the counterparty credit worthiness. However, there is no evidence to show that alternative credit enhancing options were investigated at the time.

The result of this, and KPMG found this, was that there was a quasi-free carry by the private-sector partner courtesy of the guarantee provided by Verve—that is, the taxpayer. As a result, this guarantee arrangement created an asymmetric risk profile between the parties. Instead of an arrangement whereby, as the Premier said, we get this wonderful asset that will cost the taxpayer nothing, we end up with this debacle set out at page 185 of budget paper No 3. The Treasurer has a role in this because he agreed to the guarantee. The Treasurer may be able to assist by way of interjection. I am looking at some freedom of information documents. FOI documents are always blanked out in places that would otherwise be of some use, but this is a section 68 request from 30 August 2012 regarding the Muja AB joint venture from the Treasurer to the then Minister for Energy Hon Peter Collier. It makes the point —

Thank you for seeking my concurrence, under Section 68 of the *Electricity Corporations Act 2005*, to Verve Energy's ... request to:

The next bit is blanked out. I can only assume that the section 68 request is as per question time debate back in July, I think, when the Treasurer stood and said that is right; pursuant to section 68 he provided approval or concurrence to the guarantee. Interestingly, the Treasurer wrote —

I provide my concurrence to this request, subject to:

- there being no impact on the State's finances. In this regard, I note that Verve has stated that there is no immediate impact on the State's financial position due to expenditure offsets offered by Verve;
- you —

The minister —

actively working with Verve to manage the risks associated with this project and their potential financial impacts;

There are some other bullet points there that have been blanked out; I assume that is because they are not relevant to the FOI. The Treasurer is just as involved in this financial debacle as the Minister for Energy. I do not know what the Minister for Energy did or did not do to actively work with Verve to manage the risks associated with the Verve project, but it failed abysmally. That is why there is this horrible little table at page 185 of budget paper No 3. My problem is that I know that the Treasurer said in here and in the media that he is now looking at bringing the private sector in on all sorts of different issues, public transport in particular. The problem is that if the government is to have these sorts of arrangements with the private sector, which put all the risk on the taxpayer, it is not a public-private partnership. It is not a private sector arrangement; it is a publicly funded and publicly risk-borne arrangement, and ultimately the taxpayer pays. Let us not forget that, as the KPMG report found out, this guarantee provided the asymmetric risk profile that meant the taxpayer bears all the risk. Guaranteeing private sector debt guarantees an interest rate higher than the taxpayer could have got if it did it directly itself. There is a two per cent difference between what the taxpayer could get on the market courtesy of the AAA rating and what Vinalco or Kempe Engineering could get. I assume something was done about looking at the financial credit worthiness. I do not know who did that.

An extra interest cost was guaranteed by the taxpayer. What a ridiculous position for the government to find itself in. The Liberal Party gushes about how wonderful it is to involve the private sector in the delivery of public officers, but only if the taxpayer bears all the risk and the taxpayer takes on a higher interest rate than the taxpayer can get courtesy of the AAA credit rating. What an appalling outcome for the Western Australian taxpayer. The KPMG report highlights that, although, interestingly, the KPMG report has nothing to say about the governance issues and role of particular cabinet issues. The Deputy Speaker asked about the relevance of these issues to the capital appropriation. It is relevant because we are appropriating money to pay for this mess. That is the reality of the Muja debacle. I heard the member for Cannington. We still do not have the full facts and got to the bottom of this whole issue. Bearing in mind that the government is looking at bringing in the private sector into many more areas of delivery of public services, we want to get this right. We do not want ever again to enter into an arrangement with the private sector whereby there is no private sector risk and, ultimately, the taxpayer is on the hook for a project. If the taxpayer had done it himself, at the very least he would have got a lower interest rate than what is guaranteed in the private sector.

This has not been a good budget. I do not know how many times I have stood in here and banged on about state debt, but it is now in the public mind. It was becoming in the public mind leading up to the last election, which is

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why the Treasurer made the point with Peter Kerr that the second term is all about stabilising debt. It was probably in Christian Porter's budget last year when debt was starting to swirl in the minds of the media and members of the public. The then Treasurer in his budget speech just over a year ago —

**Mr M. McGowan:** It was just before he resigned.

**Mr B.S. WYATT:** He tabled his budget and quit. The then Treasurer said in his budget speech that net debt will be peaking—members should look at the Treasury website because “peaking” is still underlined—before commencing its decline in the out years. The then Treasurer, Mr Porter, before he tabled the budget and quit, made the point that net debt is peaking and then it will decline.

**Mr D.J. Kelly:** And I am out of here.

**Mr B.S. WYATT:** Perhaps that was the best political decision he made. The current Treasurer, the member for Vasse, during the election campaign said that extra revenue would go into paying down net debt. He said the government would stabilise net debt in its second term. No doubt at some point someone has mentioned not to forget that the Premier has said he does not want debt to get over \$20 billion. Somewhere in there in government that was echoing around. But then what do we see? For the first time in 10 years the word “debt” is not used in the budget speech. Clearly, a decision was made that the government would walk away from it. I am sensing some ambivalence from the government about the importance of AAA. I will not go through it again. The Premier and I talked about the information given by Mr Collins, the chief executive officer of the Treasury Corporation, about the fact that that perception means that we are paying a higher interest rate on our long-term debt at the 10-year bond levels. We will take on more of that debt because by the end of next year we have to shift from 50–50 of short–long to 30–70 of short–long. Most of our debt will go into the 10-year bond level, at which we are paying a higher level of interest because there is already a market perception that our credit rating is not what it used to be. Mr Collins outlined that during a very helpful discussion during the estimates committee a few of weeks ago. The government brought down a budget with all these savings measures that unwound very quickly. Today we saw the second example of that with the 457 visa policy. For the life of me, I do not understand how in budget time the government can base its figures on an assumption of 8 600 students and now it is basing its figures on only 4 000. It has not been a huge time between budget cut-off date and today.

**The DEPUTY SPEAKER:** Order, member! Please confine yourself to the capital bill.

**Mr B.S. WYATT:** Here we are now; the government is walking away and creating those holes. I dare say —

*Point of Order*

**Mr T.R. BUSWELL:** Again, I do not have a problem with hearing it, but, as I think I indicated in the response to the first bill, no points of order were raised, but this is the capital bill and the member is referring to a matter of recurrent spending.

**The DEPUTY SPEAKER:** I take that point of order. Member for Victoria Park, confine yourself to this bill.

*Debate Resumed*

**Mr B.S. WYATT:** In that case I will re-conclude. That conclusion that I was about to make is clearly not appropriate or suitable to the Treasurer or the Deputy Speaker. I will conclude by going back to what the member for Cottesloe said in 1991. It is a nice way of concluding because that is how I began my contribution tonight. The debt make-up of the state is changing. More and more of our debt is being held in the general government sector and the assets that do not generate income. As the member for Cottesloe pointed out on 28 August 1991, that is neither socially nor economically responsible. That is why these sorts of large capital appropriations are coming before us. The member for Cottesloe has made a decision to leave this problem with government members, opposition members and future governments. He does not care about the state of our finances. His view is that 30 years from now nobody will remember the debt or government spending, but everyone will remember the brass plaque on whatever building he has opened. That may be the case, but there is also a responsibility on government and government members to leave some sort of financial flexibility for future governments. Members opposite are not doing that. That is why the member for Cottesloe made the point back in 1991 that the socially and economically responsible thing to do is to shift the finances of non-income generating assets away from debt finance into financial current revenues. The former member for Belmont, Hon Eric Ripper, did that. He left a very healthy set of books for the member for Cottesloe to whittle away like an army of white ants. That is what has happened. Ultimately, the government will leave this situation for future generations. Members opposite may ignore what I say. I dare say they will. We have seen an extraordinary budget presented with the government's key fiscal action plan already crumbling before us, which will ultimately impact on those long-term debt projections in the budget this year.

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**MR P. PAPALIA (Warnbro)** [8.01 pm]: It is my pleasure to rise this evening and address the Appropriation (Consolidated Account) Capital 2013–14 Bill 2013. I welcome you, Mr Speaker, keeping me tightly reined in and focused only on capital, because I would like to spend a significant amount of time talking about one capital project in particular. Fortunately, the Treasurer is in this place to hear my words and possibly we can engage in an exchange across the chamber to reflect on a discussion we had in May after the election and following the government's many broken promises. I raised with the Treasurer—the Premier was here as well—across the chamber that there had been a major broken promise in the electorate of Warnbro that was directly related to a capital project. This promise was made publicly by the Liberal Party on a number of occasions in the lead-up to the election, before the caretaker mode, and repeated on election day, that if it were re-elected the government would deliver a train station at Karnup. I raised that matter with the Treasurer in the chamber on 14 May and that exchange was recorded in *Hansard*, which I would like to read into the record again. I am quoting myself, which I do not do very often! I said —

The candidate for the Liberal Party of Western Australia undeniably lied at the last election. He lied in the form of a statement given to the *Southern Telegraph* during the election campaign, which was never refuted by the Liberal Party machine or by the Premier of the state, who would undoubtedly have been aware of it because he has all the staff and all the mechanisms of government.

*Point of Order*

**Mr T.R. BUSWELL:** Mr Speaker, I seek your guidance on a point of order. The Appropriation (Consolidated Account) Capital 2013–14 Bill 2013 specifies a range of capital items, which members have every right to discuss in the third reading speech in the way that the member for Victoria Park canvassed issues around the Muja power station. The issue of a train station at Warnbro is not funded in this bill.

**Mr P. Papalia:** That is the point!

**Mr T.R. BUSWELL:** I am seeking your guidance on the capacity in the third reading debate to canvass issues that are not included in the legislation.

**Mr M. McGOWAN:** I have a further point of order. The member for Warnbro is referring to rail projects, and I think he is about to refer to rail projects which are funded and which are contained in the bill, and he will juxtapose those with projects that are not funded. That is entirely within the parameters of the third reading debate.

**The SPEAKER:** Member for Warnbro, you have to confine yourself to what is in this bill, not what you think should have been in this bill.

*Debate Resumed*

**Mr P. PAPALIA:** Thank you for that interesting guidance, Mr Speaker.

I refer the Treasurer to page 403 of the budget papers, which refers to the Aubin Grove train station, which is funded in this bill. The government has delivered \$15 million for the construction of Aubin Grove station out of the \$57 million that it announced would be spent. The observation I want to make is that exactly the same announcement was made about a station at Karnup. The same announcement was made by the Liberal Party's candidate in Warnbro. This announcement was not made during an election campaign or in caretaker mode as claimed in May by the Treasurer, but well before that when the first Barnett government —

**Mr T.R. Buswell:** Are you talking about the thing that was not funded in the bill?

**Mr P. PAPALIA:** I am talking about the promise that was made by the Liberal Party. It was identical to the commitment it made to build a station at Aubin Grove, with the exception that the Treasurer was posing for a photograph rather than the candidate at the time. That was in November 2012, which was well before the caretaker mode and when the government was the government, the Premier was the Premier, and the Treasurer, who delivered this bill, was the Treasurer.

**Mr T.R. Buswell:** Are you referring to an item that is not in the bill?

**Mr P. PAPALIA:** I am referring to the Treasurer and the value or lack of value in the Treasurer's word. I am referring to the Treasurer's integrity or the lack of it.

*Point of Order*

Mr Troy Buswell; Mr Ben Wyatt; Mr Paul Papalia; Ms Rita Saffioti; Mr Dave Kelly; Ms Lisa Baker; Mr Chris Tallentire; Ms Simone McGurk; Mr Roger Cook; Ms Margaret Quirk; Dr Tony Buti; Ms Janine Freeman; Mr Mick Murray; Mrs Michelle Roberts

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**Mr T.R. BUSWELL:** I am sorry for interrupting by way of a point of order, but I seek your guidance on the capacity in the third reading debate to canvass issues that are not covered in the appropriation bill. Perhaps you can provide that advice again.

**The SPEAKER:** Member for Warnbro, you have to confine your comments to things in this bill and not what should have been in the bill.

*Debate Resumed*

**Mr P. PAPALIA:** Thank you for your guidance, Mr Speaker. As you are aware, public transport and the need for better public transport is addressed in the bill. It was addressed significantly and on many occasions throughout the election campaign. It resulted in a number of commitments being made by the government, very few of which have been followed through and committed to in this bill, and many of which have been completely broken and have resulted in a loss of confidence in this government and a complete mistrust of the Treasurer of this state. The Treasurer is interjecting because he does not want to hear about the frequent broken promises that he has inflicted on the state of Western Australia and how the Premier of this state has very rapidly built a reputation for being, possibly, the least trustworthy leader in the country at the moment.

**Dr A.D. Buti:** That is without doubt, not possibly.

**Mr P. PAPALIA:** I would not want to say that, because Campbell Newman over in Queensland is doing a pretty good job of it as well, but he has a bigger margin of error to play with. The reality is that the failure of the government to keep its commitments and the things that are missing from this bill are important. The broken promises that are missing from this bill are significant. They have resulted in a loss of confidence in the government and the Premier of this state. They have resulted in people asking themselves whether they can trust anything this mob says. That is significant. No matter how many times the Treasurer leaps to his feet and complains about the opposition drawing attention to this, it is significant.

**Mr T.R. Buswell:** I just want you to follow the rules of Parliament.

**Mr P. PAPALIA:** I am following the rules of Parliament. The reality is that the only train station project that is even partly committed to in this bill is part of the Aubin Grove station.

**Mr T.R. Buswell:** It is not true. There is Edgewater.

**Mr P. PAPALIA:** The Treasurer is talking about the car park. I am talking about train stations.

**Mr T.R. Buswell:** Butler.

**Mr P. PAPALIA:** That is already underway. I am talking about new projects. The Treasurer knows what I am talking about! I am talking about the new projects that he promised during the election campaign. I am not talking about car parks! How many multistorey car parks did the government promise? In how many Liberal electorates were multistorey car parks promised?

**The SPEAKER:** Sit down, please, member for Warnbro. I want to tell you again that there are a number of items in this bill that you can talk to, but you need to talk to items that are germane to the figures and not just swing from one item to another. You need to home in on items that are relevant to the figures in question.

**Mr P. PAPALIA:** In reference to the Edgewater station car park, which is funded in this bill, I am interested to know how many other promises the government has made and broken. That is an important point to make. The government's willingness to promise one thing before the election and subsequently abandon those promises the moment it is elected is a point worth noting. As the shadow Treasurer has indicated, there has been significant growth in state debt. However, that is not because the government is keeping its commitments to the people of Western Australia. In many cases, the government has broken its commitments to the people of Western Australia. That is significant and also worth noting. Only one new train station has been committed to in this budget, and that is the one at Aubin Grove.

**Mr T.R. Buswell:** We are finishing the one at Butler.

**Mr P. PAPALIA:** How many years ago did the minister promise the one at Butler?

**Mr T.R. Buswell:** They take a while to build, you know.

**Mr P. PAPALIA:** Yes, I know. If this government is building them, they will take forever. We can give up on Karnup station, because that is not going to happen.

**Mr T.R. Buswell:** Kenwick station will be very nice.

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**Mr P. PAPALIA:** What I am interested to know is, beyond Edgewater, how many other multistorey car parks are funded in this bill?

**Mr T.R. Buswell:** None.

**Mr P. PAPALIA:** That is interesting, is it not? I am pretty certain that during the election campaign at least three government members promised multistorey car parks.

**The SPEAKER:** You are getting off the point again, member for Warnbro. You have to talk about things that are in the bill. I am not going to warn you again. If I have to warn you again, I am going to sit you down.

**Mr P. PAPALIA:** Thank you, Mr Speaker. I am not entirely sure what you are warning me about, because I was responding to an interjection from the Treasurer about his broken promises. I began by focusing on the one promise that the Treasurer has kept on multistorey car parks—namely, the one at Edgewater—and I reflected on the fact that it is a lonesome multistorey car park. It is a solitary one. It is not accompanied by any friends. This bill fails to provide support for all the other promised multistorey car parks. That is an observation that I made in response to the Treasurer, who interjected—in the same way that I observed that Aubin Grove train station will be a solitary new train station.

**Mr J.M. Francis** interjected.

**Mr P. PAPALIA:** It is a promise at this stage. But I would not hold my breath on that one, member for Jandakot. In light of the way the government is folding and failing to keep promises, the member for Jandakot as a representative should be very wary of proclaiming victory on Aubin Grove train station at this stage. All we have is a sign. It is one of those big metal ones. It is not a sign in the sky, so do not get too excited, member for Ocean Reef! Oh, no! The member for Ocean Reef is not here! I was not talking about that sort of sign.

**Mr P. Abetz** interjected.

**Mr P. PAPALIA:** Member for Southern River, it is not that sort of sign. I am talking about a metal sign with a couple of poles. That is all the government has so far, member for Jandakot. That is it. That is the extent of Aubin Grove train station.

**Mr T.R. Buswell:** No; not true.

**Mr P. PAPALIA:** Do tell, Treasurer.

**Mr T.R. Buswell:** Clearly, planning and design work is progressing on that station. Just out of interest, you missed the station at Forrestfield, the one at the consolidated Perth Airport terminal and the one at an area currently known as airport west.

**Mr P. PAPALIA:** There is a reason I missed those.

**Mr T.R. Buswell:** Those are all in the budget.

**Mr P. PAPALIA:** The reason I missed those is that I am very sceptical about all of them, Treasurer. I find that all a bit tenuous, shall we say. Just because the government promised it, and just because the government told the people it was fully funded, fully costed, does not mean it is a reality. Most of the people in Western Australia are onto the government now. The ability that the government had to snow people before the election has passed. That time has gone. The government is now confronted with the reality that it has no credibility on public transport promises, as evidenced by this bill, which contains only one new station.

**Mr T.R. Buswell:** No, it does not. I just ran through some of the areas.

**Mr P. PAPALIA:** The only train station I think we can safely say is likely to be built is the one at Aubin Grove.

**Mr T.R. Buswell:** I ran through a lot of those, if you would turn your ears on.

**Mr P. PAPALIA:** The Treasurer should turn his ears on. All the other stations to which he has referred rely upon some ethereal source of income that the Treasurer has not yet shared with us. All we know is that on election day, it was fully funded, fully costed. After the election, the Treasurer was desperate for the Liberal Party to be elected federally so that it could get some money. That has gone. We know that the Treasurer's federal colleagues do not believe in public transport. No-one can believe what the Treasurer is saying about these particular projects, beyond the train station at Aubin Grove. I think it is reasonable for the member for Jandakot to hold some hope that his government may deliver on that project. However, I would not hold my breath on the delivery date, and I would not necessarily at this stage put that one in the bank. With only \$15 million worth of funding for that \$57 million project, I would be very wary of making too many bold statements about how this bill will deliver on that station. Albeit that train station is actually in the budget, and that makes it one-up on

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Karnup train station, which I am not allowed to talk about, because that is not in budget, I would not be too confident, member for Jandakot, about that station.

**Mr J.M. Francis:** You can be very confident.

**Mr P. PAPALIA:** No, no, no! I would say that if the member for Jandakot's confidence is based on the election material that was dispensed across the state, which had that nice looking stamp on it saying, "fully funded, fully costed", it is wrongly placed. It is very questionable. How many other things were promised that should have been in this budget? We know that Aubin Grove train station is in the budget.

**Mr T.R. Buswell:** It was a cabinet decision way before the election.

**Mr P. PAPALIA:** How many other promises have been broken? Undoubtedly there are a few disappointed members around the chamber who would like to talk about the things that are not in the bill, as I would. I know that the member for Swan Hills would love to be campaigning for some sort of public transport in Ellenbrook—perhaps a horse and cart, because the people of Ellenbrook have given up on the bus and they have given up on the train. They know there is no hope of the government delivering on anything for Ellenbrook beyond possibly a horse and cart.

*Point of Order*

**Mr T.R. BUSWELL:** Mr Speaker, a horse and cart to Ellenbrook bears no relevance to any of the detail in the capital account. I sat here for the full length of the debate on the recurrent bill, and I did not raise a point of order but let members have a wide-ranging discussion. But the conventions of this place are very clear about the third reading debate, and I will continue to raise points of order when those conventions are breached. I again seek your guidance, Mr Speaker, specifically about how a horse and cart to Ellenbrook relates to this bill.

**The SPEAKER:** Member for Warnbro, I am going to read to you from the standing orders: the third reading debate is restricted to the content of the bill and is not as wide as the debate on the second reading. I have warned you three times about this. If I have to warn you again, I am going to sit you down.

*Debate Resumed*

**Mr P. PAPALIA:** Thank you, Mr Speaker. I apologise. It was a stretch to talk about a horse and cart. That probably would not be in the bill. The people of Ellenbrook would take anything, but a horse and cart is not in there.

I am interested to know about the Treasurer's confidence that Aubin Grove train station will be delivered.

**Mr J.M. Francis** interjected.

**Mr P. PAPALIA:** I am looking at the member for Jandakot, but I am talking to the Treasurer, through the Speaker. I am wondering where the Treasurer's confidence flows from, noting that many other commitments of a similar nature have just evaporated, and that many of the Treasurer's major capital commitments are reliant upon a source of revenue that we are not sure about yet and that there is no indication that the Treasurer is going to get.

**The SPEAKER:** Just hold on a minute please, member for Warnbro. You are now talking about money that could or could not have been got from somewhere else.

**Mr P. Papalia** interjected.

**The SPEAKER:** Just let me finish. The member for Warnbro is now talking about money that could or could not have come from somewhere else. We are talking about the capital appropriation bill here, so I will just tell the member again to please come back to what is in the bill.

**Mr P. PAPALIA:** I refer to the \$15 million that I understand is in the bill for Aubin Grove station; what exactly will that achieve? Will it get us more than a larger sign? Will it progress beyond the mirage of commitment we saw in so many other cases? Will we see something for that money in the next 12 months or is it merely a way of fobbing off the member for Jandakot and suggesting that he has nothing to worry about—that his contract with the people of his electorate is secure and he will not go the way of others who were not given similar support? Is that all this commitment is about or is it actually a serious one that will result in a station sometime in the near term? That is something I would like the Treasurer to address, across the chamber by way of interjection if he wants to.

**Mr T.R. Buswell:** I sat through six hours of estimates. If you wanted to ask me a detailed question you could easily have done that. I will not answer any of these sorts of questions to try to fill in your time.

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**Mr P. PAPALIA:** I would have loved to have been there, but I missed the opportunity. Very well, in that case I will conclude by reflecting very briefly, Mr Speaker, on the fact that what is in this bill is inadequate. What is in this bill, in the way of meeting commitments made by the government prior to the election, is appallingly inadequate.

**The SPEAKER:** Can the member for Warnbro sit down please? This is now the fifth time I have warned you. We will move on to the next speaker.

**MS R. SAFFIOTI (West Swan)** [8.22 pm]: I rise to speak in the third reading debate on the Appropriation (Consolidated Account) Capital 2013–14 Bill 2013. I will make some brief comments about the contents of this bill and about some of the outcomes of our estimates debate. I will refer to the bill specifically and look at some of the capital allocations, and in particular what make up those capital allocations for my electorate of West Swan. I turn first to item 152 “Western Australia Police” and the allocation of \$43.5 million for capital works under the police portfolio. As we know, the issue of the Ballajura Police Station has been significant in Ballajura since the Barnett government closed it in 2009. As we all understand, the government closed the Ballajura Police Station and, as I recall, for about 1 152 days it said that Ballajura did not need a police station. Time and time again when I have raised the issue of the Ballajura Police Station, the Barnett government said that we should not have a police station. When I raised the need for better community policing through Ballajura, I remember those opposite saying that that was an old-fashioned view of policing in WA—that it was a 1950s view of policing. Therefore, it was quite interesting today to hear the Minister for Police talk about bringing back community policing in the south east corridor. We ran a very strong campaign to have a police station brought back to Ballajura and, as I said, for over 1 000 days the Barnett government rejected the idea of having a police station in Ballajura. With 35 days to go before election day in March this year, the Barnett government and the Liberal Party turned around and promised—a key promise—to build a Ballajura police station. There are three key aspects to that commitment: that it would be operating in 2015–16, that it would have 21 officers and that it would run 24/7. As I have mentioned in this house previously, electronic flashing signs were put throughout the suburb of Ballajura advertising the commitment of a 24/7 police station in Ballajura. Since the election, and as part of our discussion of the budget, we have been trying to find out the time frame of delivery for this commitment. We now know that the minister has put no time frame for the construction of the Ballajura police station, even though a core promise was made that the police station would open in 2015–16. The minister, in answer to a question in this place, gave no timetable for construction. The minister has also walked away from the key commitment that it will be open 24/7. As I said, in the week preceding the state election in March there were between four and six flashing signs throughout the suburb of Ballajura saying that the Liberal Party would build a police station for 21 officers that would be open 24/7. As part of the consideration of this bill in estimates, this issue was put to the minister and the minister failed to confirm anything—she actually rejected the idea of 24/7 police station and did not commit to that time frame. I understand that a location for the police station is not even close to being found. Again, I urge the government to take the issue of community safety in Ballajura and through the corridor seriously and deliver, for once, on an election commitment in my electorate and, in relation to the \$43.5 million allocated to Western Australia Police, to ensure that a police station is built as promised, and not to walk away from yet another election commitment for the suburb of Ballajura.

I will talk about some other key election promises made that are capital in nature and relate to this bill. I turn to education, which is item 123 of the bill and which has a capital allocation of \$288.7 million for new schools and upgrades to schools throughout WA. Another key promise made during the election campaign was to construct a new high school in Ellenbrook, on the border with Aveley. There are real issues with the current capacity of Ellenbrook Secondary College. That college has seen enormous growth since it was opened in 2007. As I recall, off the top of my head probably around 350 children were enrolled when the school was first opened in 2007. That figure is now well over 1 000 and there is estimated to be hundreds of new students in the school over future years. The Barnett government and the Liberal Party committed to having that new school open in 2017. People may recall that Labor committed to having that school open in 2015, but the Liberal party said that that was not possible and that it would open the school in 2017. As part of this budget in this capital appropriation we have seen a delay in the construction of the Ellenbrook north high school. This issue has angered a lot of parents throughout Ellenbrook for two reasons. They do not want their kids to go to a crowded high school that now has to order numerous demountables to be able to cope with significant population growth, and they are unhappy about the distance required for children to travel to school. Ellenbrook north has a rapidly growing population and Aveley has a population that would easily serve a new high school in the area. This is yet another broken promise to the people of Ellenbrook. People have written to me telling me that my opponent, whom I understand is now a government staffer, said that the school would open in 2017. They are asking me to lobby on their behalf to get the Liberal Party to uphold that election commitment. I am trying but, again, this government seems to be keen to wilfully break any and every promise it made to people in the West Swan electorate. We have seen

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the Premier and the Treasurer laugh and enjoy the fact that they are not willing to deliver the election promises they took to the people in the March election. As I have outlined, Ballajura police station is one example and Ellenbrook north high school is another example. We are talking only about the capital promises made during the election campaign.

I will talk briefly about the other need for new primary schools in the growth corridor. The budget allocated some money for new primary schools that have not yet been designated. I urge the government to consider the enormous growth through the Lord Street growth corridor, leading up to Ellenbrook, which particularly includes the growing suburb of Caversham, the new suburbs of Dayton and Brabham and the expanding suburbs of West Swan and Henley Brook. Thousands of people will be moving into that area in the forthcoming years, so a new primary school is definitely needed to service that area. Probably five primary schools are planned for that area. We need at least one school to be built within the next four to five years to ensure we meet the increasing population demand in that corridor.

I will finish on the topic of education by discussing the Premier's announcements and some of the budget cuts that we have seen over recent days. The Premier's attack on the education system in WA has been a disgraceful performance. He is also now talking about closing schools throughout WA, which I understand is part of this budget. He failed to tell the people before the election about his so-called reform and his so-called school closures or amalgamations. Today he highlighted that the Queensland Premier closed six schools; it is likely that his plan will involve more. His complete contempt and arrogance on this issue of cutting basic funding for our schools shows that this government has absolutely lost its way. Its chaotic management of the budget demonstrates that this government has no idea how to manage the books. For the first four or five years of its time in office, the government used the state's massive growth and mining royalties, the very low debt levels it inherited from the previous Labor government and its strong surpluses and structurally sound budget to do what it wanted. Now, when it takes a bit of skill and hard work to manage a budget, it is left wanting. This budget might as well be stamped "Draft". We have seen the unwinding of key budget initiatives and a demonstration that this government does not know how to manage our finances so that it can deliver core services, keep debt under control and run surpluses.

I refer now to item 162—sport and recreation's capital allocation of \$39.6 million. Another key promise made to the people of Ellenbrook was for a new aquatic complex. Labor had committed \$8 million to build one swimming pool in Ellenbrook and the Liberal Party committed \$7 million to build two swimming pools. As it did for the police station, it displayed massive flashing signs throughout the entire suburb in the week preceding the election, saying "Vote Liberal for a public swimming pool in Ellenbrook". It has been six months since the election and I have spoken to the City of Swan and asked numerous questions about the construction of these pools in Ellenbrook that were promised by the Liberal Party. The update is that there is nothing—no plans, no processes—absolutely nothing. When the budget was presented, the government referred to some money in the community sporting and recreation facilities fund for the general sports complex but no specific money has been allocated for the swimming pool. It is another example of a broken promise to the people of my electorate.

I will talk about transport next, particularly items 145 and 146 of the capital appropriation account. In 2013–14, \$50.4 million is allocated to transport; \$360.5 million to the Commissioner of Main Roads; and \$118.6 million to the Public Transport Authority of WA. I will go through some of the key infrastructure needs of my electorate and refer specifically to some funding that has been allocated and some funding that has been delayed. I will talk initially about a key promise made in previous years by both the federal Liberal candidate and the Liberal Party. That promise was to start building the Malaga–Reid overpass this financial year, 2013–14. It is a \$75 million project, which I understand will see Reid Highway go over Malaga Drive. Construction was to commence this financial year and be finished in 2014–15. In December last year, the front page of *The Sunday Times* referred to congestion-busting projects of the Liberal government. Pamphlets went out to everyone in Ballajura describing how it was a key project that would cut congestion and travel times and address one of the key black spots and red spots in WA. This intersection is always rated at or near the top in all assessments, whether it be the Main Roads WA black spot assessment through to the RAC red spot survey it holds each year. One of the key reasons for that is the number of rear-end collisions and the time taken to turn right into Malaga Drive from Reid Highway. Normally people have to wait for the lights to change three or four times before they can turn. Traffic banks up as a result of the wait, which forces Reid Highway to form one lane for a significant period of the morning. That project was a key election promise to the public through both state media in December and a lot of the election propaganda distributed by the federal Liberal Party.

What has happened as part of this budget process? Money has been pushed back two to three years so that there is no funding in this budget, except possibly some money for planning. There is no funding for two or three years for the significant construction and the final construction date for the project has been pushed back by

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three years. It is one of the key black spot and red spot projects in WA, particularly in metropolitan Perth, and it has always rated very highly on the black spot and red spot assessments. When I talk to people in Ballajura and Malaga, it comes up in conversation as a key project.

I want to talk about Lord Street and Reid Highway, which urgently need upgrades to ensure that the congestion crisis that has emerged under this Liberal government does not get any worse. The government has been looking after the transport infrastructure of this state for five years and each year it gets worse and there is no coordinated, funded plan to deal with congestion throughout the metropolitan area.

I will talk about transport for two key rail projects. I want to talk particularly about Metro Area Express light rail and the airport rail system. I understand that at the transport line item there is funding of \$50.4 million and at the Public Transport Authority line item there is funding of \$118 million. I want to again highlight that the election of the Abbott Liberal government has created a funding hole for this state government. There has been no statement or comment from this government about how it plans to address the funding hole created by the election of the Abbott Liberal government. The former federal Labor government committed \$500 million to public transport projects in WA. The capital appropriation through this budget was based on the fact that there would be a funding flow from the federal government over the next five to six years for these projects. The amount of \$500 million has been ripped out and there is no explanation or comment on how this government will plug that hole. No comment and no explanation. This budget was out of date pretty much the day it was presented. Since the budget was handed down in early August, we have seen the unwinding of a number of savings or expense measures. The government changed its mind on the solar feed-in tariff. We have seen a change in policy in relation to the 457 visa issue. Now we have seen a funding black hole created because the Barnett Liberal government did not receive any guarantees from the Abbott Liberal government on how it would help fund road and rail projects in WA. Of course we heard Tony Abbott say that rail projects are not in the Liberal Party's "knitting". We heard the Treasurer say, "It doesn't matter. If Tony Abbott does not fund our rail projects, we're going to get extra money on road projects." Tony Abbott said, "You might not get funding on rail projects but you'll get extra money on road projects." We now know that that is not the case and there is a \$500 million black hole on road projects in WA as well. So, \$500 million has been cut from the road program. It is up to the Treasurer, in his third reading response, to tell us how he will fund the \$1 billion black hole due to the election of the Abbott Liberal government—\$1 billion! The Treasurer has been silent on it so far. He said that some of these projects may not go ahead, but surely, given we are debating the budget that was presented in August—which is now pretty much out of date—the Treasurer has an obligation to come into this house and tell us how he will fund \$1 billion that has been pulled out of the budget.

I will go onto a couple of other items, particularly rail and bus rapid transit systems for Ellenbrook. I was amazed at the Premier's media comments on Sunday night. In answer to the question, "What are your plans for public transport for Ellenbrook?" The Premier's answer was, "We have none." He says it so boldly and so proudly, like a person who does not really understand the consequence of what he is saying; someone who basically has lost his way and from a government that has lost its way.

**Mr P. Papalia:** Like a local government minister talking about amalgamations.

**Ms R. SAFFIOTI:** Exactly. From a government that has lost its way. It promised a rail line to Ellenbrook and then broke that promise. The government said, "We don't need a rail line because we are going to build a bus rapid transit system because that's a better way to go." "Everyone likes buses" is what we heard from the government. It then committed to planning, but basically said to the people of Ellenbrook and the corridor, "You're not getting a rail line, you're getting a bus rapid transit system instead." But at the eleventh hour, on the eve of 5 February, after the minister's office had commissioned animations—plastic wraps of a bus—and after posters had arrived in the office showing, as I understand, a beautiful artist's impression of the new BRT system, it changed its mind. There was a five minute and a 10-minute animation of the proposed BRT. As the drawings of the new Gngangara Road station —

*Point of Order*

**Mr T.R. BUSWELL:** I am sorry to raise this as a point of order again. I refer to footnote 100 which appears in the standing orders on page 87. It provides very clear guidance to members around the content of third reading debates. I am wondering if the Speaker could remind the house of that footnote and its implications.

**The SPEAKER:** Member for West Swan, you were in the house when the member for Warnbro was on his feet. I ask you to come back to the item.

*Debate Resumed*

**Ms R. SAFFIOTI:** With all due respect, Treasurer, I am referring to the transport allocations in this budget.

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**Mr T.R. Buswell:** You are talking about a project that there is no allocation for.

**Ms R. SAFFIOTI:** There was \$630 000 for planning and there was \$5 000 for the animations.

**Mr T.R. Buswell:** Not in this.

**Ms R. SAFFIOTI:** I do not know where they were. There was \$5 000 —

**Mr T.R. Buswell:** It is not in there, and you know it.

**Ms R. SAFFIOTI:** I do not know when the Treasurer pays his bills. It was commissioned in February, so I suspect the Treasurer is paying the bill right now, in 2013–14.

In relation to transport, maybe I will go back to the Metro Area Express heavy rail, which is not in here. Since the election, the government has not progressed the MAX project any further, apart from losing \$500 million from the Abbott government. It still has no idea how it will send it through the city centre.

**Mr T.R. Buswell** interjected.

**Ms R. SAFFIOTI:** How are you going to do it?

**Mr T.R. Buswell:** You watch! I can assure you that project is being progressed at a very rapid rate.

**Ms R. SAFFIOTI:** Sure.

**Mr T.R. Buswell:** It is.

**Ms R. SAFFIOTI:** It will go down the Hay Street Mall both ways. As people exit Cotton On clothing, they will get cleaned up by a tram.

**Mr T.R. Buswell:** You will find out.

**Ms R. SAFFIOTI:** I am looking forward to seeing those trams —

**Mr T.R. Buswell:** Which shop did you say?

**Ms R. SAFFIOTI:** Cotton On.

**Ms M.M. Quirk** interjected.

**Ms R. SAFFIOTI:** I think the buskers will be gone!

People will exit shops only to be cleaned up by a couple of trams, if kiddies do not get cleaned up first. These two projects have significant funding holes. It is up to the Treasurer, in his third reading response, to address those issues.

The last comment I want to make today relates to the program of works of the housing authority and the need for this government to do more for housing in WA. This government has failed to deliver a coordinated, funded and consistent plan for transport through our suburbs. Its two projects do not link in with what has already been undertaken, such as the new bus station in the city centre. They are pretty much “thought bubbles” developed on the eve of a caretaker period to try to match the Labor Party’s transport plan.

**Mr T.R. Buswell:** MAX light rail was announced in August or September last year.

**Ms R. SAFFIOTI:** Was it a government project or a Liberal Party project?

**Mr T.R. Buswell:** MAX light rail was announced in August or September last year. I remember that the announcement happened at Polytechnic West, in the member for Nollamara’s electorate.

**Ms R. SAFFIOTI:** Why was the funding not in the midyear review? Was a decision made in August last year?

If a decision was made in August last year, as the Treasurer just said, why was it not contained in the *Pre-election Financial Projections Statement*? If a decision was made in August, according to the financial legislation that this government should be operating under—I know this government does not like operating under financial legislation; it thinks it gets in its way!—the Treasurer should have had the full cost of the MAX light rail in the midyear review, if that is when government made its decision.

**Mr T.R. Buswell:** No, no.

**Ms R. SAFFIOTI:** If that is when government made its decision, it should not have used government resources to make what was a Liberal Party announcement during the election campaign. We know the project was not costed, and we know the project was not costed or funded in the *Pre-election Financial Projections Statement*, so in response to the Treasurer’s interjection —

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**Mr T.R. Buswell:** We had commonwealth funding to assist with the planning, so I am assuming that would appear somewhere in the midyear review. I do not have my copy of the midyear review in this place, but we had commonwealth money because my mate “Albo”, who I am hoping becomes your leader—that great warrior of the New South Wales left —

**Ms R. SAFFIOTI:** Maybe the Treasurer should join the Labor Party and have a vote!

**Mr B.S. Wyatt** interjected.

**Ms R. SAFFIOTI:** Yes, exactly! The Treasurer was a card-carrying member of the left faction—a card carrying member of the miscellaneous workers’ union!

**Mr D.J. Kelly:** He never was.

**Mr P. Papalia:** You were, weren’t you? On the far left!

**Mr T.R. Buswell:** I went to your office down here.

**Mr D.J. Kelly:** I just don’t believe that.

**The SPEAKER:** Thank you very much. This is now degenerating.

**Mr T.R. Buswell:** Chuck Bonzas—I remember him!

**The SPEAKER:** Treasurer!

**Ms R. SAFFIOTI:** As I said, in relation to these projects, if the MAX light rail project was a government project committed to in August last year, then the Treasurer did not do his job under the legislation to include it in the midyear review. Maybe it was like the Insurance Commission of WA situation; maybe it was written in invisible ink on page 451, footnote (vi). Maybe we did not see it. But we have gone through it, and we cannot see the funding or costing for MAX light rail anywhere. The Treasurer interjected that the government made the decision last August, so it then had an obligation under the existing financial legislation to cost and fund it. Again, its approach to this project, as with its approach to this entire budget, shows the entire chaotic mismanagement of the state’s finances. This appropriation bill is, I suspect, entirely funded by debt, given the low operating surplus.

As we have seen, when Labor left government in 2008, it left the best set of books in the state’s history—strong operating surpluses and a very low level of debt of \$3.6 billion for the total public sector, and basically zero debt for the general government sector. It left the best set of books. The Liberal Party has had a chaotic and confusing approach to government in this state. Do members remember that the Premier said he was going to bring dignity back? The Liberal Party walked into Parliament today and no-one knew what the other person was doing. The Premier makes changes to policy decisions every day of the week and forgets to tell the ministers! No wonder he is in Hale House totally disconnected from his ministers!

**MR D.J. KELLY (Bassendean)** [8.53 pm]: I rise to make some comments on the Appropriation (Consolidated Account) Capital 2013–14 Bill 2013. I will start by quoting the promise the Liberal Party made prior to the last state election, when it said that its program would be “fully costed and fully funded”. I assume when it made that promise, it was referring to the totality of its program, which would include the capital program outlined in this bill. It is now obvious that even if the capital program outlined in this bill is fully costed, it is certainly not fully funded. The deception, mistruths and campaign of deceit that the Liberal Party rolled out prior to the last election have been exposed in this bill. The capital program contained in this bill is clearly not fully funded.

As members have heard from other speakers, the current government inherited a dream position for any government in respect of debt. The capital expenditure in this bill is contributing to an explosion of debt, rather than the stabilising of the debt promised by the Treasurer prior to the election. The government inherited \$3 billion of debt, and the budget is forecasting that it will rise to \$28 billion, and on current projections it will be \$50 billion in 10 years.

Before I came into this place I would watch the news and the read the papers and say, “Well, for whatever his other faults might be, the current Treasurer is a man of great capacity; he achieves things. He does his job very well.” I was quite interested when I came into this place to see the other side of the Treasurer, not the sort of shambolic side we sometimes see in public. But I have seen him at work, and I have to say, looking at this budget—in particular the capital expenditure in this bill—I am still waiting to see this other side of the Treasurer that people told me existed. Clearly, to date, there is nothing much to write home about.

One particular thing I want to draw the chamber’s attention to is item 156 in schedule 1 of the bill, Disability Services Commission. There is capital line item there for disability justice centres. Two have been planned by

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this government in my electorate—one on Altone Road, Kiara, and one on Lord Street; some call it Caversham, others call it Lockridge. The capital appropriation there appears to be—maybe we will find out in greater detail in estimates next week—for one centre on Lord Street. The opposition does not oppose these centres being built. Sound arguments exist for not having people in mainstream prisons simply because they have an intellectual disability that renders them incapable of understanding the court processes. These people should not therefore end up in mainstream prisons. The idea of having somewhere else for them to go has merit. If this government was to use the capital allocated in this budget to build centres that had a degree of bipartisan support, it would be a very good thing. But the capital allocated in this bill is for a centre that does not have bipartisan support for a number of very good reasons. When we asked the Minister for Disability Services how the government came to locate the centre on Lord Street, after some probing she provided us with a list of criteria she said the government had used in determining the first location. The criteria included a requirement that these centres should not be close to schools, kindergartens or day care centres. The location on Lord Street is certainly very close to Lockridge Primary School. I think the fourth criterion was that these centres should not be placed close to residential areas; members can see that the location of this centre will be about 30 metres or 40 metres from residents. One of the other stipulations was that the location should be likely to gain local government approval; the City of Swan has made it clear that it does not approve of either of the two proposed sites. This government has allocated money in the budget to build a centre, the location of which clearly does not meet the government's own criteria. No wonder the residents of that area are livid. The minister also revealed that the WA Planning Commission gave the government 11 proposed sites and many of the other sites had been ruled out on the basis that they were too close to schools. The residents of Lockridge, Kiara and Eden Hill wonder why the centre in their community has been approved when others were not, and this centre on Lord Street is very close to Lockridge Primary School.

I would love to stand here and say that the money set aside in the budget for one of these disability justice centres is money well spent and something that my colleagues and I can support, but how can the government expect me to do that when it puts together a list of criteria and then throws them out the door and simply makes a decision based on who knows what? The community and I still do not understand why the centre has been placed where it is. In response to complaints about this issue, the Premier simply says to members opposite that we do not have compassion for people with disabilities. What an insulting thing for the Premier to throw at people who criticise the process and the location of these proposed centres.

I say to the government and to the Premier in particular that when the government makes a decision on these types of facilities, whether it is a new prison or some other public works that is not normally located in a residential area, it has the potential to be controversial. Therefore, because these decisions have the potential to be controversial, we mitigate community concern by having an open and transparent process. That way, when a decision is made to place one of these public works in a community, people can at least understand how and why the decision has been made, because they were consulted. In the case of this centre, none of that applies. As a result of the government's actions this time around, the next time this government makes a decision to place one of these centres in a community to assist people with disabilities, it will be more difficult. By trying to ram through this centre, the government is not doing anything to assist people with disabilities, intellectual or otherwise, in the long run. By doing it in a way that is fundamentally flawed, it will poison the well for future centres. If the government is really concerned about people with intellectual disabilities and any other section of the community that may need a similar sort of centre in the future, it should not ram this centre through, because it guarantees that the next time the government tries to do something of this nature, it will get a public backlash. I feel quite insulted that the Premier simply says that the objections we make to this centre show that we do not care with about people with disabilities. I am saying that the way the government is doing this is poisoning the well and ensuring that the next time it does something else—maybe with good policy outcomes—the community backlash will be greater than it may otherwise have been.

I want to go on to some other items in this bill. Capital has been set aside for overpasses on the Tonkin Highway. This bill appropriates money for overpasses on Tonkin Highway. Tonkin Highway is really in a bad way. Anyone who travels north along Tonkin Highway from the airport and then along Reid Highway to the freeway would know the road is congested. Whether someone is a personal commuter or a truck driver trying to make deliveries, the Tonkin Highway is an absolute mess. The federal Labor government put aside \$140 million for half the cost of three overpasses on Tonkin Highway, at Benara Road, Collier Road and Morley Drive. Money is allocated in this budget to begin that work. The whole \$140 million, which is meant to be the state government's contribution to the project, is not there. I am happy to be shown otherwise, but across the forward estimates I cannot see the state government's \$140 million contribution. The congestion on that road needs to be addressed. It is a matter not only of personal commuter convenience; it is a real productivity bottleneck. I think I said in my first speech in this place that if members of the cabinet had to drive to work along Tonkin Highway every

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morning, it would be a four-lane freeway by now. I suspect that the fact that most cabinet members rarely use Tonkin Highway is one of the reasons that Tonkin Highway, like a lot of the other road and transport infrastructure in the eastern suburbs, has been ignored. I urge the state government to do two things: ensure it stumps up the cash for the state government's contribution —

**Mr T.R. Buswell:** Is your argument that the state is not contributing or that you cannot see it in the forward estimates?

**Mr D.J. KELLY:** I looked and I cannot see the full \$140 million for the state government's contribution to those overpasses.

**Mr T.R. Buswell:** Could you see the \$140 million from the commonwealth?

**Mr D.J. KELLY:** There was \$140 million from the commonwealth, but not in the state budget, obviously.

**Mr T.R. Buswell:** It would be in the state budget. I will go and check. I will not have time now. I think for those projects it is pretty much whatever you see in the state budget it is pretty much 50–50 across those projects. I would have to double-check, but I am pretty sure.

**Mr D.J. KELLY:** The proposal from the commonwealth was that it be 50–50, with \$140 million from the commonwealth and \$140 million from the state government. I cannot see across the forward estimates that the government has committed the full \$140 million.

**Mr T.R. Buswell:** Construction will extend beyond the final year in the forward estimates.

**Mr D.J. KELLY:** That is what I am saying. It is because of the way it has been staggered —

**Mr T.R. Buswell** interjected.

**Mr D.J. KELLY:** With respect, I am quite happy to have a conversation with the Treasurer, but he is likely to jump up in a minute and say that I am not talking about what I should be talking about! I would like to get through a number of things. Could the Treasurer provide me with that information at a later date? The second thing I urge the government to do is rapidly go to the new federal government and secure the \$140 million that was promised by federal Labor but from which the federal Abbott government appears to have walked away. Given the criticism of the federal Labor government I have heard in this chamber in my six months here over how much it does not support Western Australia, I was absolutely staggered to discover that the state government has not secured a commitment from the new Abbott government that matches the \$140 million that was promised by the Gillard and Rudd governments. I think I am about to get an interjection here. I have a number of things I want to get through. I love hearing the Treasurer's voice, but not at the moment.

If the state government wants the capital appropriation for the Tonkin Highway to produce those three overpasses, I urge it to do the work with the new Abbott government to get that commitment so that money will be forthcoming from the commonwealth. If this government does not do that, it will be open to the accusation that all its criticism of the Rudd and Gillard governments about not standing up for Western Australia and for projects in Western Australia was just politicking. Members opposite will be open to the accusation that they were making those criticisms for pure, base political reasons. They have the federal government they all hoped for—publicly at least. Let us see them get those commitments from the new federal government.

The other thing about the Tonkin Highway is that it needs capital investment for a train line to complement the overpasses. People really hate governments that spend money unnecessarily. For example, the water company comes through, digs up the road, puts down the pipe, fills in the hole and puts the tarmac over the top; the electricity company comes along, digs up the road, puts down the line, fills in the hole and puts the tarmac over the top; and then along comes the gas company! People stand back and say, "What a waste of money! Why doesn't the government do the job once and do it properly?" If this government was going to do the job on the Tonkin Highway properly, it would build not only those three overpasses but also a train line down the middle, because that is really what the eastern suburbs need.

**Ms R. Saffioti:** And it will be much more cost effective!

**Mr D.J. KELLY:** It will be much more cost effective in the long run. What an absolute tragedy for the budget of Western Australia if this government gets money from the federal government, scrounges up the pennies in its own budget to build those three overpasses, and then leaves it to a future government to go back and redesign all those overpasses to accommodate a train line and train stations. What an absolute waste of capital expenditure that would be at a time when debt in this state has gone through the roof. If the actions of the water company, the electricity company and the gas company can irritate the public, can members imagine how those eastern suburb residents will feel if this government builds the overpasses but does not build the train line and train stations

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which are so desperately needed? The Ellenbrook line is not just an issue for those people; the train line down the Tonkin Highway would be of great benefit to people in suburbs such as Beechboro, Kiara, Morley, Noranda, Mirrabooka and Bennett Springs. A range of suburbs desperately need capital expenditure in public transport. It surprises me that the member for Morley, for example, is not a great advocate of a train line down the Tonkin Highway. I do not know where he thinks the improved public transport links for his electorate will come from, if they do not come from a train line down Tonkin Highway.

I want to make some comments about the new children's hospital, which I think will still be called the Princess Margaret Hospital for Children. The capital allocated in this bill to build that hospital is obviously welcome. The plan for that new hospital provides for a childcare centre. The problem with that plan, as I currently understand it, is that that childcare centre will be privately operated. The government wants to contract that centre out to a private operator, and may already have done that. The capital expenditure in that hospital should accommodate the existing community-based childcare centre that currently operates at Princess Margaret Hospital. I understand that is not the case, unless something drastic has happened in the last week or so. I am pleased to see that the Minister for Health has just wandered back into the chamber. Maybe he can tell me whether he has in fact guaranteed the future of the community-based childcare centre that currently operates at PMH.

**Dr K.D. Hames:** That was only three months ago. I wrote them letters. They know I have written to them. I have said it publicly. They all know they have been guaranteed they will go into the new children's hospital.

**Mr D.J. KELLY:** Is that as a community-based centre?

**Dr K.D. Hames:** Yes; the childcare centre. The current childcare management group at PMH will transfer and locate at the new hospital. I told them so in writing months ago.

**Mr D.J. KELLY:** It has taken the minister two years to do it!

**Dr K.D. Hames:** The member is going to criticise me now; is he?

**Mr D.J. KELLY:** The minister put them through a lot of stress over that.

**Dr K.D. Hames:** That is because I made them do it!

**Mr D.J. KELLY:** Come on, minister; they have been asking for clarification for several years!

**Dr K.D. Hames:** I am saying I made the health department do it.

**Mr D.J. KELLY:** Is that substituting for the private centre that will be there, or will they both be there?

**Dr K.D. Hames:** There is still a private centre proposed for the car park for the local community and the majority of people at Sir Charles Gairdner Hospital. That is still what we are planning to do.

**Mr D.J. KELLY:** The minister's entrance to the chamber was timely; he shaved three minutes off my speech.

**Dr K.D. Hames:** I am glad I made you happy.

**The ACTING SPEAKER (Mr P. Abetz):** You may sit down now, if you like.

**Mr D.J. KELLY:** No, I will continue, if I may; I have a few more comments.

Obviously the Water Corporation has a capital allocation in this bill. I have two concerns about the capital allocation, which came out of the estimates committee process. Firstly, there are no new capital works in the budget for the Water Corporation. I have gone back to 2000, and it is the first time a budget in this place does not have any new capital works for the Water Corp. The Water Corporation is a capital intensive outfit with ageing infrastructure. In order to keep that asset base functioning and up to scratch into the future, it has to continually renew it. As I said, this is the first budget in which no new capital works have been listed for the Water Corporation. That to me rings alarm bells. We asked questions about that in estimates and we were given no clear answers. It would have been reassuring to have been told, "Yes, we know that is the case, but our asset replacement strategy is X, Y and Z, and we are confident that all is in place." It actually seemed to come as a surprise to the Minister for Water, when asked during estimates, that there were no new capital works in the budget for the Water Corporation.

That is clearly an issue. We have experienced the burst water mains in the central business district of late. We understand that there is 11 kilometres of water pipe in the CBD that is of the same age and construction as the pipe that caused so much trouble a few months ago. It did not appear to us during the estimates process that there is a specific capital allocation to deal with that issue. Given that the Water Corporation is such a capital intensive organisation, it is of concern to us that there are no new capital works in the budget for the Water Corporation,

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and specifically that there is no capital allocation to deal with the 11 kilometres of questionable pipe that has been discovered in the CBD. One could ask: is the fact that the Water Corporation has no new capital works on the go a result of the government trying to keep down its net debt? I hope that is not the case, because the Water Corporation is far too important an institution in Western Australia to have its capital program squeezed by this government's inability to keep its debt levels under control.

I now want to make a couple of comments about capital expenditure in the schools in my electorate. I think I have visited all the schools in my electorate since I have been elected, and one thing did jump out at me: for all the criticism this government has made of the federal Labor government's Building the Education Revolution funding, the BER-funded buildings in the schools in my electorate jump out as the best and most modern buildings in those schools. I was very impressed at the capital contribution that federal Labor has made to the schools in my electorate. However, one school in particular did strike me; that is Ashfield Primary School. That school does not have a canteen, because the canteen was condemned some years ago and is no longer in service. For want of about \$40 000 in capital expenditure from the state government, that school could have a new canteen.

**MS L.L. BAKER (Maylands)** [9.22 pm]: I want to make a few points on the Appropriation (Consolidated Account) Capital 2013–14 Bill 2013. I will start from where my colleague has just finished, at item 123, education, with \$288-odd million worth of expenditure. I draw to the attention of the house that my electorate has the second oldest high school in this state, John Forrest Senior College. I understand the government had made a commitment that all schools in this state that are over 50 years of age would have significant infrastructure work done on them. However, the lack of funding for John Forrest Senior College is a stark picture of the fact that that has not occurred. In fact, the only funding that John Forrest Senior College can boast about is the federal funding for a trade training centre that was set up in conjunction with the Master Plumbers and Gas Fitters Association of Western Australia and the Master Painters Association of Western Australia. That skills centre is a very impressive \$3 million to \$5 million worth of expenditure. It is fair to say that both the former and the current principal of John Forrest Senior College have worked tirelessly to attract what money they can from the infrastructure grants program. They have consistently had members from nearby electorates, along with me, visit the school and attempt to raise the profile of that school to attract funding. In fact, the Speaker of the house, the member for Mount Lawley, has made several visits to my electorate to visit John Forrest Senior College. I am wondering whether, with his support, it will be possible to move that capital expenditure up a bit and take John Forrest Senior College a bit forward. The canteen at that school is exactly the same as it was 50 years ago. I think they have probably got a new fridge since that time, because I do not think fridges last that long. But the rest of the canteen is pretty substandard. The gymnasium at that school defies description as being in this century. It looks like something that came over on the boat with Captain James Cook! It is a very old and decrepit gymnasium. The school desperately needs a performing arts centre. The staff and students at that school look with some envy at schools of a similar size in the electorates of my colleagues on the government side of the house that have managed to get impressive performing arts centres built with seemingly effortless lobbying on behalf of the school.

John Forrest is a very busy school. It is on the watch list at the moment with the year 7 transition. We are not sure whether the school will be able to cope with the year 7s who are coming up. The people at that school are doing their level best to clear out the old science laboratory classrooms with the Bunsen burners still on the desks. One of the old trade buildings—not in the new trade centre, but on the school campus—has asbestos walls. When the kids are training in that building, holes are often put in the asbestos. I am sure that is not healthy and safe for the kids. It is a complete sign of disregard by this government that despite repeated efforts to get that asbestos taken away and for proper walls to be built, that has not yet happened. That is a matter of great shame to me. So I will continue to push for John Forrest Senior College to be included in this works program and to move up the rank and attract the attention of this government so that at the very least the asbestos is removed.

Promises were made in the consolidated account about works programs and new developments in transport. One transport project that was promised during the election campaign is the airport link. I raise that point because it bears a direct relevance to my electorate. If and when the airport link is built, it will come in just above Bayswater station. A lot of traders, retailers, pedestrians and travellers use that station. There are no public toilets at that station. The retailers are constantly telling me about the pedestrians who come in and ask whether they can use their facilities. That is not a huge ask. Train stations should have public toilet facilities. I am sorry, but I do not think it is reasonable to say that people can go to Bassendean station if they need toilet facilities, because if people are travelling to the city, Bassendean is in the exact opposite direction.

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There are also no automatic fare gates at Bayswater station. There is a range of downstream impacts from not having fare gates. We have all heard about the antisocial behaviour that is related to people who board trains without paying the fare.

**The ACTING SPEAKER:** Member for Maylands, I remind you that in the third reading debate you should try to keep to what is contained in the bill.

**Ms L.L. BAKER:** Thank you, Mr Acting Speaker. I will try to keep it tight.

We have all heard about the costs that are associated with cleaning up stations. We have heard about the closed-circuit television cameras and the extra policing that the government has promised in this budget. One of the things that would have been very easy, and that we asked questions about in the estimates process, was the installation of fare gates at train stations. If fare gates are in place, they deter people who board trains and travel for free from trying to disembark at Maylands or Bayswater stations; they have an impact on slowing down antisocial behaviour. This is all just below where the airport rail link would have hit the train line. There is a massive redevelopment plan for the Bayswater area, but none of that will go ahead in the absence of work on the airport rail link, because it would be silly to start one without the other. I point out that not constructing that airport rail link will have a very significant impact on my constituency.

I have mentioned the issue of antisocial behaviour, but another big issue is how this budget deals with the sorts of services that need to be in place to protect people who have dependencies of many natures. I am thinking of not only alcohol and drug dependency, but also people who are ill and who travel to Perth for treatment. I see the Minister for Health is in the chamber. The Aboriginal health sector struggles to fund staff to run dialysis facilities in country Western Australia, and the flow-on effect of that means that affected individuals cannot get treatment near their homes, so they have to be flown to Perth. There is a cost to our community when people from the country with alcohol dependency who have not had the opportunity to go to a sobering-up facility arrive in Perth and get put in a hostel and expect to get dialysis treatment. They sometimes have a carer with them. It has been my observation, and from the checking I have done around the various hostels in my electorate it certainly seems to be a fact, that the first thing some of those people who are addicted to alcohol do when they get off the plane is seek out alcohol, not go to dialysis treatment. It is a tragic story, and it is tragic to see very ill people lying down in parks drinking cases of alcohol before or after they have had dialysis treatment. It is a very, very sad thing. The cost to our health budget is not helped by not having sufficient sobering-up facilities available. If they were available, at least people who came to Perth for dialysis could have some intervention at the front end and arrive dry and not need to have alcohol. They could get some support while they were here, particularly from a carer who could work with them to get them through their treatments and back home as quickly as possible with a minimum of fuss.

Finally, I have heard mention of the infrastructure work that needs to be done on the Tonkin Highway overpasses. The Collier Road–Tonkin Highway intersection is in my electorate and it is the subject of great concern. I am contacted on a regular basis by people who live a bit north of Collier Road and who are forced to cross Tonkin Highway in the morning, much to their risk. It is a very dangerous intersection. If the state is to continue with that development, it is absolutely essential for, and a priority in, my electorate. I hope the federal government's \$140 million commitment for that indicates it is prepared to put its fair share into the project and to see that development start as soon as possible. It would be great to have it start in the next 12 months.

**MR C.J. TALLENTIRE (Gosnells)** [9.34 pm]: I rise to speak to the Appropriation (Consolidated Account) Capital 2013–14 Bill 2013. I begin on the issue of investment in transport and road infrastructure. I hope the Minister for Transport; Treasurer is in earshot because I recall well during the estimates hearings being told that the minister would check to find out where the allocation of funding for the Berkshire Road–Roe Highway intersection realignment was in the budget papers. He was keen to assure us that the capital expenditure was somewhere in the budget; he was not entirely clear where, but he was going to look it up. The minister might have pronounced it “Birkshire Road”, and I am not sure what the correct pronunciation is. I know that in the place the word comes from it is correct to pronounce it “Barkshire”, but perhaps in Forrestfield people talk about “Birkshire Road”. Nevertheless, there was a commitment made during the election campaign to fund that intersection realignment. It is very important that it be done because it was a Liberal Party election promise, and I am sure the member for Forrestfield owes a good portion of his votes to that election commitment. It is clearly much needed. In the days before the election, there was signage advertising the fact that the intersection upgrade was coming along. I have not seen any progress at all and I am sceptical about whether funding for it is actually in the budget. I recall that in the estimates hearings we put this issue to the minister and he said that he would look into it. Somehow a supplementary information number was overlooked because I have not seen that information come through with the various supplementary information I have received since the budget estimates. That is a great shame because the people of Western Australia, and especially the people of

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Forrestfield, deserve clarity on this. They deserve to know whether the money is there and in what time frame those works will be undertaken.

The Lord Street–Reid Highway intersection is a similar situation. That is another project about which the minister told us not to worry and said that he would find out where in the budget it was mentioned. He said it was somewhere in there but there was not actually a line item that related to it. These projects could cost several millions of dollars, at least. They could cost \$50 million or \$60 million but there is no relevant line item for them in the budget papers. The minister has indicated that the projects are in the budget papers. We were told that they were grouped with some other projects and that we should sit back and just accept that these funding arrangements are in place. I challenge that now, and I would like to hear an answer from the minister in his reply to the third reading debate. It is timely that we have the opportunity to ask these questions about capital works that have been committed to in order to find out when they will take place and where the money is coming from.

I also will talk about capital investment in our schools. I understand the Liberal Party committed to a full rebuild of schools that were over 30 years old. There are two high schools in the Gosnells electorate, Thornlie Senior High School and Southern River College, and I am on the school council of Southern River College. That school is over 30 years old, so where is that commitment to that rebuild? Investment in public education is important and it is critical to the quality of the education delivered that the facilities are up to standard. I have touched on the problems at Thornlie Senior High School of leaking roofs and walkways, rooms with no windows, the general dinginess of many of the rooms and the fact that some classrooms are actually located in places that were not previously designed as classrooms. Special classes are being given in some of the dingiest demountables imaginable that have mould, and leak when it rains. The fact that the rooms are not well lit only serves to dampen the interest of the students attending classes in those rooms. It is a great shame that the commitment to invest in schools and rebuild those that are over 30 years old was just a vague commitment, particularly after the debate we have had over the last few days, and especially today, about the lack of investment in education and the cuts to education funding. The light really needs to be shone on the truth of these commitments, and if they are not genuine, that needs to be exposed.

I refer to development in the area I represent and commitments towards improving the planning process by investing through planning. I have touched on this issue before in relation to Lissiman Street, an area across from the train station that is gravely in need of investment. When I look at the budget allocation of the Minister for Planning, I do not see any mention of funding for an improvement plan. I accept that, basically, this will be delivered by the City of Gosnells, but I do not see state government money being chipped in to ensure that the process works properly and well. They are a couple of issues of concern for my electorate. I feel that if we were to do a budget analysis to see what was in it for the state electoral district of Gosnells, I would not see anything. The City of Gosnells does an analysis to see what is in the state budget for it. I have not seen the figures on this current budget but, each time, the City of Gosnells is sorely disappointed. Last time that analysis was presented to us by a former mayor, Mayor Olwen Searle, of the City of Gosnells—I acknowledge her contribution—it highlighted to the Premier just how abysmal the investment in that area was. Once, according to the Premier there was about \$60 million for the City of Gosnells, but when it was looked at closely, it turned out that money was to go to one of the prisons in the City of Gosnells area. We could hardly say that was investment in the area for the betterment of the whole City of Gosnells community. I fear that is the case again with this state budget.

I turn now to some other things, particularly item 161 and the line items relating to the Minister for Mines and Petroleum's allocations. The Minister for Mines and Petroleum, who also holds the housing portfolio, has a generous allocation of \$111 million, but that is all allocated to the Housing Authority. I do not contest for one minute the value of the money going to the Housing Authority, but I want to highlight to the house the government's failure to meet its promise made in the election campaign for \$8 million to go towards the creation of a virtual environmental data library. When I initially heard about this I thought the logical place for it was the Environmental Protection Authority. During the estimates hearing I quizzed the Minister for Environment about it and said, "You've made a promise of \$8 million to develop a virtual flora, fauna, water and heritage library, and it was to bring together all the information gathered through proponents, resource companies, property developers and developers of major infrastructure." They were to compile very extensive environmental reports with the most detailed analysis of the biodiversity in a particular location of things such as a groundwater resource and the potential for that resource to move and perhaps be exploited. There would be all sorts of information about the impacts of a project on air quality. We could learn so much about the biophysical environment from that information. I was delighted to see that we would have a virtual environmental data library. I thought it was timely for this capital investment, which would enable all that information to be pulled together. The information is all there; it just needs pulling together in an accessible form. According to Liberal Party promises, the allocation for this was \$8 million. I raised it with the Minister for Environment, who told me that I was barking up the wrong tree and that I should approach the Minister for Mines and Petroleum, so at a

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subsequent estimates hearing I spoke to the Minister for Mines and Petroleum, but he said that it was not there yet. I am gravely disappointed that there is no allocation for it. It could be said that it will emerge in a future year, but I note that we are already talking about charging proponents for entering the environmental impact assessment process in a way that we could imagine means that they will be paying for something extra to what they already get for nothing. They do not have to pay anything to be in the EIA process at the moment but the government is saying that they will have access to the virtual environmental data library and, therefore, we will charge them for entering the process. How can this \$8 million to create the library not be allocated when we are already talking about charging for the EIA work? I think industry has every right to be angry about that and to make serious complaints.

Similarly, there was much talk about investment in an approvals tracking process, but I did not see that anywhere in the budget process. We know there are several tracking systems, one in the Department of Mines and Petroleum and one with the Office of the Environmental Protection Authority, and the Minister for Lands could speak about an approvals tracking process. Those are a number of commitments that have not been delivered but should be among these items in the bill before us. They should be included in those large sums of money and we should be able to refer to the budget papers to get the detail on each of them. I have attempted to do that, yet I have not found them. My fears were confirmed at the estimates hearings.

I turn now to another part of the environment portfolio in which I think we had every right to expect some substantial investment in what we might call our natural capital. A fine book was written by Amory Lovins titled *Natural Capitalism: Creating the Next Industrial Revolution*. That investment in our natural capital ensures that our environment is the recipient of the investment it needs so that we increase the cake. How can we do that? One longstanding way is through the environmental community grants program. That program added much when it came to improving our natural capital, yet that program has been done away with. Some of the content of that program was directly applied to improving our natural assets so we could very easily describe it as one of the purest forms of capital investment—capital investment in such an important thing as our natural environment. Some of the things we have done in the past with that particular program, the investment in activities —

*Point of Order*

**Mr T.R. BUSWELL:** As we have discussed a number of times tonight, footnote 100 on page 87 of the standing orders is pretty clear in its intent that we should be discussing items in relation to capital. Community grants programs and grants programs in general are recurrent items. I ask that you perhaps provide some guidance, Mr Acting Speaker, to the house around the need to stay on the provisions of the capital bill.

**The ACTING SPEAKER (Mr P. Abetz):** I remind the member for Gosnells to focus on the specifics of the bill.

*Debate Resumed*

**Mr C.J. TALLENTIRE:** It is a timely reminder, but I make the point that although the grants program itself may appear to be a form of recurrent expenditure, the fact that —

**Mr T.R. Buswell:** But it is recurrent expenditure; it does not appear to be.

**Mr C.J. TALLENTIRE:** The fact that those works are actually applied to things that become capital —

**Mr T.R. Buswell:** Not capital in this bill.

**Mr C.J. TALLENTIRE:** Nesting boxes for black cockatoos are a form of capital.

*Point of Order*

**Mr T.R. BUSWELL:** Without trying to be disrespectful to the member on his feet, I seek the Acting Speaker's guidance around footnote 100 on page 87. Nesting boxes for black cockatoos, as important as they are for the black cockatoo, are actually not a capital item in —

**Mr C.J. Tallentire:** Why? Is it a recurrent item?

**Mr T.R. BUSWELL:** No, they are not.

**Mr C.J. Tallentire:** Are you going to buy them every year?

**Mr T.R. BUSWELL:** Mr Acting Speaker, this is a point of order.

**The ACTING SPEAKER (Mr P. Abetz):** Points of order should be heard in silence.

Mr Troy Buswell; Mr Ben Wyatt; Mr Paul Papalia; Ms Rita Saffioti; Mr Dave Kelly; Ms Lisa Baker; Mr Chris Tallentire; Ms Simone McGurk; Mr Roger Cook; Ms Margaret Quirk; Dr Tony Buti; Ms Janine Freeman; Mr Mick Murray; Mrs Michelle Roberts

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**Mr T.R. BUSWELL:** As I thought I clearly explained, the provision of grants to community groups and others is a recurrent matter. The fact that those community groups may then use those grants to invest in boxes for cockatoos is irrelevant in relation to the state budget. It is simply not a capital item.

**The ACTING SPEAKER:** They are not in this bill, are they?

**Mr T.R. BUSWELL:** No.

**The ACTING SPEAKER:** Therefore it is not appropriate. I remind the member to focus on that.

*Debate Resumed*

**Mr C.J. TALLENTIRE:** Thank you, Mr Acting Speaker. I think I have made my point.

I want to draw the house's attention to the fact that when the Minister for Environment was speaking to a group of regional parks' chairs, he said that that program was being cut because he wanted to apply the funds to investment in the Kimberley conservation area. I am sure the Treasurer would agree with me that that is an item of capital expenditure. He wanted to transfer funds from the community grants program into expanding the conservation estate. I think that would have to be, by any definition, a form of capital investment.

**Mr T.R. Buswell:** The conservation estate is generally recurrent expenditure.

**Mr C.J. TALLENTIRE:** Expanding the conservation estate?

**Mr T.R. Buswell:** Correct.

**Mr C.J. TALLENTIRE:** Effectively acquiring land.

**Mr T.R. Buswell:** You show me where you are acquiring land.

**Mr C.J. TALLENTIRE:** How can land acquisition not be a form of capital expenditure?

**Mr T.R. Buswell:** You show me where that is listed as capital.

**Mr C.J. TALLENTIRE:** I am simply quoting what the —

**The ACTING SPEAKER:** Is that in the bill, member for Gosnells?

**Mr C.J. TALLENTIRE:** It is in the budget allocation for the Minister for Environment, parks and wildlife expenditure item 168 of \$2.412 million. It includes a sum for the Kimberley conservation area. By the minister's own admission at a meeting with the regional parks' chairs, he said that he was taking the money from the community grants program and putting it into the Kimberley. I will not labour the point. I see the minister has returned to his seat. Perhaps he can clarify it.

**Mr A.P. Jacob:** What an absurd statement!

**Mr C.J. TALLENTIRE:** The minister denies telling the regional chairs he had taken money from the grants program and put it into the Kimberley?

**Mr A.P. Jacob:** Absolutely.

**Mr C.J. TALLENTIRE:** I will check with them, minister. They were fairly adamant when I spoke to them that that is what the minister said to them.

**Mr T.R. Buswell:** Member, you make a good point. There is a line item in the budget in capital for 2013–14 that deals with “Works in Progress”, “Conservation Parks Infrastructure and Roads”.

**Mr C.J. TALLENTIRE:** That is an issue I want to go into in a bit more detail as well. It is handy that the minister is here, too. I want to look at the investment that is going into camping and holidaying in the national parks program, Parks for People. The sum of \$40.7 million is going into that program. I say \$40.7 million because I think that is the total capital investment that the government got, but through the estimates process we were not able to get to the bottom of the breakdown of that. Through the parks and wildlife investment program, we have \$6.3 million. That includes \$6 million going into parks and wildlife and \$300 000 this year, so \$6.3 million in total. The former Minister for Tourism might be able to clarify: we had \$15.2 million from tourism going into that total amount of \$40 million. The sum of \$4.4 million went through the Main Roads WA budget and \$18.7 million went through the parks and wildlife budget.

**Dr K.D. Hames:** Is that caravan and camping?

**Mr C.J. TALLENTIRE:** That is the caravan and camping tourism amount, which I gather is a project that the minister was particularly enthusiastic about.

**Extract from Hansard**

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Mr Troy Buswell; Mr Ben Wyatt; Mr Paul Papalia; Ms Rita Saffioti; Mr Dave Kelly; Ms Lisa Baker; Mr Chris Tallentire; Ms Simone McGurk; Mr Roger Cook; Ms Margaret Quirk; Dr Tony Buti; Ms Janine Freeman; Mr Mick Murray; Mrs Michelle Roberts

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**Dr K.D. Hames:** We ended up with \$30-something million over four years. A lot of it goes to those groups that the member mentioned, to do stuff to prepare for dump spots, caravan sites, locations; all that sort of thing.

**Mr C.J. TALLENTIRE:** It would seem to me that we have \$34.4 million plus an additional \$6.3 million, so it should total \$40.7 million.

**Dr K.D. Hames:** Where's the extra \$6 million?

**Mr C.J. TALLENTIRE:** The extra \$6 million comes through the parks and wildlife budget.

**Dr K.D. Hames:** That is different but doing the same things. They already had that lined up ready to go. We added a totally separate alternate source—the caravan and camping strategy—but quite a bit joins up with that to do the same thing.

**Mr C.J. TALLENTIRE:** I just want to be sure that the total allocation is \$40.7 million because I was concerned that there was some double presentation of these things.

**Dr K.D. Hames:** We made sure they didn't overlap.

**Mr C.J. TALLENTIRE:** That is good. I thank the minister.

Again, we have some capital investment in our conservation estate, which particularly enables people to enjoy those camping sites with the sorts of facilities that allow the park to stay in good health. There is no inappropriate use of toilet facilities, they are all well contained and there is no deterioration in the quality of the national park. That is useful.

I want to move on to another area of the environment portfolio. I note that there was a commitment towards the Swan River Trust receiving an oxygenation plant for the upper reaches of the Swan River. That has been cut. It is my understanding that that was done away with through the budget process.

**Mr A.P. Jacob:** The election commitment was for an oxygenation plant to the upper reaches of the Canning River.

**Mr C.J. TALLENTIRE:** The government is going ahead with the Canning but I think many people understood that one was also coming for the Swan.

**Mr A.P. Jacob:** There's already two operating on the Swan and they've both been upgraded. An extra plant was being looked at, as I said in estimates. However, we've upgraded to a new technology in oxygenation so one plant that we had planned to go ahead with was no longer required because we are getting the levels of oxygen saturation in that region that we were seeking to get with the third plant through the upgrade of the existing two plants. We are also upgrading the other two plants on the Canning River through that process.

**Mr C.J. TALLENTIRE:** I think people will be keeping a close eye on those Swan River Trust oxygenation level diagrams.

**Mr A.P. Jacob:** I'm only too happy to come into this place with the graphs. I kind of got heckled down last time I tried to do that.

**Mr C.J. TALLENTIRE:** It is probably more appropriate that people are able to consult them online. We need to observe it over a period of time as well, especially in the summer. I do not think the data presented last time —

**Mr A.P. Jacob:** They were late summer, early autumn. I deliberately picked the worst time of year so you could see the impact that the oxygenation plants were having. I do agree with you and I am only too happy to provide that.

**Mr C.J. TALLENTIRE:** We will see that later. It is not just a matter of the calendar year and the oxygenation response to daylight but also the response to rainfall events. That had not happened when the minister's data presented. There had not been those big pulses of fresh water through the system, which can change the balances.

**Mr A.P. Jacob:** I suspect it has been a good few weeks.

**Mr C.J. TALLENTIRE:** We will see, when some more up-to-date information is available.

In passing, I want to talk about the climate change adaptation capital investment. It seems that the government is fixated on recurrent expenditure only when it comes to climate change, and that is meagre. We really need capital expenditure when it comes to investment in climate change. I note that the Intergovernmental Panel on Climate Change's report is coming out in the next few days. That confirms, despite what *The Australian* says today, what is being observed; that is, an increase of 0.12 degrees Celsius in global average warming of surface

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air temperature over the past 60 years. That observed amount is comparable with the projected amount of 0.13 degrees Celsius. That we are not investing capital in helping farmers and helping those who manage public infrastructure adapt to that change concerns me.

Another item of capital expenditure I was hoping to see when looking through the budget papers for the Minister for Agriculture and Food was substantial biosecurity investment. I was disappointed that there was no detailed line item of investment in things such as weeds of national significance. There was no investment in weed eradication, which is so damaging to agricultural production and our natural environment. I could not see any of that detail. During other stages of these budget debates I have already raised issues around the failure to invest capital in remedying problems in soil and land conservation, especially the amount of erosion and how to deal with the need to drain saline water. There is a serious need for some extensive capital investment to deal with that.

I conclude my remarks on this budget by wondering why we are not managing to prioritise investment in capital infrastructure that will benefit the environment, people who attend schools in my electorate and people who use our road networks. I have focused on those areas this evening, but I am disappointed that the government is not giving capital investment the priority it should. We should be investing in things that will be with us for many years to come, and a worthy investment is something we can look upon as an achievement. Any government can be proud of investing in things like schools with quality infrastructure, especially after it made commitments to a school community that it would look to rebuild that school after 30 years' operation. It is really disappointing to see that no effort has been made to honour that kind of commitment.

I conclude my remarks there, and I look forward to hearing what I hope will be some clarification from the Treasurer on a number of issues I have raised, especially the Berkshire Road–Roe Highway intersection, and the Lord Street–Reid Highway intersection, and where the money for that investment is. The Treasurer was adamant that it was in the budget papers, and the understanding was that there would be a supplementary question presented, but it never eventuated.

**MS S.F. MCGURK (Fremantle)** [10.02 pm]: I welcome to the opportunity to speak on the Appropriation (Consolidated Account) Capital 2013–14 Bill 2013. I want to speak on a few items in the budget this evening, in particular the transport and Main Roads Western Australia portfolios, and how they relate to capital infrastructure in my electorate.

Many members of this house are aware that Fremantle Traffic Bridge is in urgent need of replacement. In 2004, an engineering report said that the bridge needed to be replaced, and that it was 66 times above the acceptable risk of collapse if hit by a ship or barge. Labor allocated \$80 million to replace the traffic bridge, but had not commenced that work when it lost office in 2008. Upon coming to government, despite initially showing some interest in Fremantle and its infrastructure, the Treasurer of the current government raided the coffers. So, despite this bridge being a crucial piece of infrastructure that carries thousands of cars and trucks each day in and out of a key metropolitan centre and the city's only container port, no money was allocated in past budgets for the replacement of the traffic bridge. Five years later, there is still no progress on allocating any money—in neither current spending nor forward estimates—to replace this piece of transport infrastructure. I remind the house that this is not a luxury item. This is not the transport equivalent of radios in stadium toilets; this is essential transport infrastructure. It was therefore with some frustration that I saw the line item in the transport budget for an allocation of \$1.6 million for the design and planning of a replacement bridge. This is a project that is expected to cost anywhere north of \$150 million; therefore \$1.6 million towards planning for a replacement bridge and nothing for the project proper could only be the subject of despair. I will come back to that allocation in a moment.

There are many possibilities that could be realised if the project for a replacement bridge was given the attention it deserves. A particular potential is the separation of passenger and freight rail lines. Current freight on rail is limited because the passenger line takes priority, meaning that most freight can run only after hours. If the passenger and freight lines were separated, the potential for freight to be double-stacked would also be realised. I assume this would also have the potential to come close to doubling the amount of freight transported by rail in and out of Fremantle. Of course, that would be greatly welcomed by the Fremantle community, which, while supporting the port, is frustrated by the number of trucks on the roads. It would welcome some of the heavy container lifting being done by rail.

I would have thought the transport minister would be interested in this potential to increase the amount of freight on rail. The budget papers state that in 2011–12 the percentage of freight on rail was 13 per cent. It is at 14 per cent this year and the government is predicating the budget on 16 per cent freight on rail as its target for next year. I welcome the inclusion of the freight and rail subsidy in these budget papers, which I understand was not

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included in last year's budget and left the industry in limbo until the subsidy was actually paid sometime around Christmas. To avoid that uncertainty, the inclusion of the freight-on-rail subsidy in these papers was one of the few welcome inclusions in the budget. It is included in not only the current financial year, but also the forward estimates, and I welcome that.

The subsidy is welcome but what is not welcome is the aspirational 16 per cent target of freight on rail from Fremantle port. That target seems low. It is actually a reduction on the maximum target achieved by Labor when it was in office until 2008. I had the opportunity in the estimates committee hearings to ask the minister how he intended to get to the government's stated target of moving 30 per cent of freight coming out of Fremantle port by rail. I hasten to add that this government adopted Labor's target of transporting 30 per cent of freight by rail. We welcome the government's adoption of Labor's target. However, what did the minister say when I asked him in estimates how he planned to get from the current 14 per cent of freight on rail to a target of 30 per cent? The Minister for Transport said, "I am not sure." That is all he had to say about how the government intended to get from 14 per cent freight on rail to the target of 30 per cent freight on rail—"I am not sure." That is hardly a plan. That is a sad response for such an important area of activity for the Fremantle community and for Fremantle port.

All those opportunities have been lost in this bill before the house; that is, the plan for a new bridge to replace the currently dangerous piece of infrastructure; the consideration of separating freight and passenger rail lines to increase the amount of time in any 24-hour period when freight could be transported; perhaps double-stacking the freight to get towards the 30 per cent target; and, God forbid, moving beyond that target and investing in a productive piece of capital transport infrastructure.

There is simply no decent allocation towards the Fremantle traffic bridge in this bill before the house. There is what can be described only as a pathetic amount of \$1.6 million allocated this year towards the line item that reads "Queen Victoria Street—Fremantle Traffic Bridge Replacement—Planning, Design and Preliminary Works". Members might think from that description that there was actually planning, design and even preliminary works promised with that small allocation of \$1.6 million. That allocation led even the local Chamber of Commerce to come out and welcome the \$1.6 million. When I had an opportunity during the estimates committee to ask the minister to elaborate on that line item, it was with some dismay that I heard him say that despite the description, the money is not allocated to planning, design and preliminary works for a new bridge, but to bridge repairs. To recap, nine years ago the bridge was deemed to be at an unacceptably high risk of collapse in the event of a ship or barge hitting it. In June this year the RAC used the seventy-fifth anniversary of the bridge to call for its replacement, yet the government has allocated money not to its replacement but to repairs and remediation work. Thousands of trucks and cars cross this bridge each day.

Members may recall that in 2011 the Fremantle railway bridge was closed when a 65-metre barge hit a pylon on the rail bridge, which runs alongside the traffic bridge. A barge or ship hitting the bridge is not unheard of. Only last month motorists were lucky to escape unharmed when a bridge just west of Albany collapsed without warning and, as I said, bridge pylons being hit by barges or ships and collapsing is not unheard of. The traffic bridge got a repair job nine years after experts said it should have been replaced. If that \$1.6 million allocation for repairs—not design and planning, as the budget papers cruelly led us to believe—was not bad enough, we then came across the tender documents for repair work, which listed numerous badly corroded pylon straps, corroding concrete and active termite activity on the wooden structure. This was reported in *The West Australian*. The photographs in the tender documents only lead to the conclusion that money needed to be allocated in this budget, not for repair work, but for replacement of the bridge.

Another incredible chapter in this sad tale is that the government also commissioned a University of Western Australia group, the Australian Urban Design Research Centre—AUDRC—to work with the Fremantle community on options for a new bridge. Financial people were also involved in this project. AUDRC was engaged to look at options for a new bridge. This work was commenced a number of years ago, but the report has never seen the light of day. The shadow Minister for Transport in the upper house asked a question on notice about when the report would be tabled. This question was asked only a month or so ago. The Minister for Transport and Treasurer said that the report would be tabled in August this year. I was curious when someone pointed out to me that AUDRC's website refers to the report on the Fremantle Traffic Bridge being completed in 2011–12. The government said that the report would not be ready until August this year, but AUDRC, the research group that did the work, said that the report was completed in 2011–12. I have since come across a copy of that final report, dated 2011. Why would the minister say that the report, which was finished in 2011, would not be available for public release until August 2013? It is September now and we still have not seen the report.

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Would the minister be trying to dampen expectations for a new bridge, by any chance? I am interested to hear his explanation of why that report into a new traffic bridge has not been released, when it was finished in 2011.

**Dr K.D. Hames:** Again, spending all this money that we don't have while at the same time criticising our level of debt.

**Ms S.F. McGURK:** People are frustrated that nearly 10 years ago the expert advice was that the traffic bridge, an essential piece of infrastructure, was at an unacceptably high risk of collapse if it was hit by a barge or a ship, which traverse that area of the river all the time. In 2011 the rail bridge adjacent to the traffic bridge had to close for a day because a 65-metre barge hit it. There is termite activity and corroding pylons, and a research report was finished two years ago into options and possibilities for the replacement of the bridge. People are frustrated. They understand that these are expensive projects, but there is no allocation in the current budget and there is none in the forward estimates for this essential piece of infrastructure. This is not a luxury item. This is an essential piece of infrastructure for a major metropolitan centre on top of the metropolitan area's only container port. It goes to the issue of the government's wrong priorities and failing to do the core business that is expected of it.

**Mr R.H. Cook:** Wasn't money set aside for it before?

**Ms S.F. McGURK:** As I mentioned earlier, Labor allocated \$80 million towards the replacement bridge after the engineer's report in 2004 but had not commenced the work. That allocation was taken away and reallocated, perhaps to Elizabeth Quay or anywhere.

**Mr T.R. Buswell:** To the hospital.

**Ms S.F. McGURK:** I think the hospital was already funded.

I will point out to the house one other item of capital expenditure that is causing some frustration to the people in the Fremantle community. I have spoken about it before—the upgrade of the Stirling Highway–High Street intersection. People were very pleased to see the coming together of state and federal money for that project. As I understand it—I may be wrong—for the first time, state and federal money has been allocated to the project. We are tantalisingly close to agreement about the design of the road upgrade. It is currently a T-intersection. It causes a lot of congestion and inefficiency for trucks to have to stop and start at the end of Stirling Highway as they turn to enter the port or turn left after leaving the port and head east along High Street. It is good to see some money has been allocated by the state government as well as by the federal government. What concerns me about the budget is the revelation in the estimates hearing that this project will not commence this financial year. During the estimates hearing, the Minister for Transport said —

It will sort of commence in 2014–15 and will be substantively underway in 2015–16.

I hope that “sort of commence in 2014–15” means that it will commence, because there is not much left to do in consultation with the community. Since my election, I have spoken in the house of the frustration of local residents who have been consulted numerous times about the design. Some of them wanted to hold out for a design that was sympathetic to their community to make sure that not too many houses and not too much of the golf course and green space in Fremantle were being wiped out for the benefit of roads and trucks. I believe the community, represented in this case by the council, and Main Roads Western Australia are quite close to reaching agreement about the design, so I do not understand why that project should not have any money allocated to it this financial year, except if there is a cash flow problem for the government. That is what I assume, unless I am told otherwise.

**Mr T.R. Buswell:** The other thing, as the member pointed out, is that funding of \$118 million is commonwealth–state funding. From memory, our funding mirrors the commonwealth funding, so we would have picked up on the back of that funding stream. I hope we can do it sooner.

**Ms S.F. McGURK:** The Fremantle community is keen to get the consultations finalised. I understand from the estimates hearing that some properties are still to be purchased. That is astounding because this project has been talked about for 10 years and people know now there will be changes.

**Mr T.R. Buswell:** I have to get advice, but I think that is just Muzz Buzz on that side. We have purchased the residential properties.

**Ms S.F. McGURK:** I also want to point out that during the estimates hearings, when we were talking about how long the project had been going on, the Treasurer said —

One reason this project has taken so long is that we made a conscious decision a couple of years ago to push it back. That is a given and probably explains some of the delay ...

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I want to place on record the frustration of the Fremantle community about securing funding not only in the state budget, which has extensive demands on it, but also from the federal government. We secured money in one round of infrastructure funding and then lost it and had to reapply; but now that funding is coming together.

**Mr T.R. Buswell:** I think we spent \$6 million, \$7 million or \$8 million out of that first round of funding. The problem was we were having a hell of a time with local government down there trying to get a design locked in.

**Ms S.F. McGURK:** I understand.

**Mr T.R. Buswell:** My advice is that, unfortunately, there was no way we could guarantee the commonwealth would get the project built in time to fit in with the NB1 funding.

**Ms S.F. McGURK:** It is true that the community demanded a design it felt it could live with. It is a very built-up area and a major traffic intersection. I can understand the view of the people in Fremantle.

**Mr T.R. Buswell:** I was having a look on Sunday, during my Sunday drive.

**Ms S.F. McGURK:** That is great. People wanted a design they could live with. I want to place on record those two admissions by the government and the fact, as the Treasurer said, there was a conscious decision some years ago to delay the project, which then had funding implications, I am sure, with the federal government, which explains some of the delay. But, now, the government has the opportunity to allocate money in the current year's expenditure.

**Mr T.R. Buswell:** No; the funding round from the commonwealth is NB2, which is 2014–15 or 2014.

**Ms S.F. McGURK:** One of the reasons it is Nation Building 2 funding is that the state government took away its allocation, and perhaps that might have been because agreement could not be reached. But where there is a will there is a way, Treasurer. All I am saying is that there has been a number of delays, but people want this project to commence and to be finished.

**Mr T.R. Buswell:** Me too!

**Ms S.F. McGURK:** That would be a good thing to happen.

**Mr T.R. Buswell:** Not all the councillors do, of course.

**Ms S.F. McGURK:** I notice that in the estimates hearing the Treasurer said the council had been difficult. The council has represented a number of people in the community who were saying they wanted the design to be sympathetic. They were the two items I wanted to draw attention to in relation to capital expenditure. I understand other members in the house this evening may want to address this bill.

**MR R.H. COOK (Kwinana — Deputy Leader of the Opposition)** [10.23 pm]: I rise to make a few comments on the Appropriation (Consolidated Account) Capital 2013–14 Bill 2013. It will not surprise members to hear that nearly all my remarks on capital development will be on significant and key health infrastructure projects.

Item 140 of schedule 1 deals with the allocation from Treasury to the Fiona Stanley Hospital construction account, which is the largest hospital infrastructure project undertaken in this state's history and one about which the opposition is very happy. It is a significant project and in its vision for health in Western Australia, Labor set aside funding and undertook a lot of early design work and forward earthworks.

**Mr T.R. Buswell:** It was the car park!

**Mr R.H. COOK:** I know the narrative, Treasurer, that says we put up a sign and turned a bit of soil.

**Mr T.R. Buswell:** You cleared the car park. I went and had a look. It was the smallest bulldozer you could find.

**Mr R.H. COOK:** There has been a lot of discussion around those things. The fact is that the funds were set aside substantially by the previous government and significant policy work was done by the previous Labor government. It was a very important project for two significant reasons: one, it was about developing our hospital system to increase the number of non-tertiary beds; and, two, the consolidation of a better spread of tertiary hospital beds across the metropolitan area.

The previous Labor government had a fairly robust policy around the wind-down of the Royal Perth Hospital campus. There was some iteration of that policy on whether it was a full closure of a specialist elective surgery and inner city emergency department hospital. But the significance of that particular policy issue was the transfer of tertiary hospital beds from Royal Perth Hospital to Fiona Stanley Hospital. That was significant because the vision for the capital development of hospitals in our city was to get away from the obscene cluster of advanced health care facilities within the golden five square kilometres formed by Royal Perth Hospital, Sir Charles Gardiner Hospital, Princess Margaret Hospital for Children and King Edward Memorial Hospital, all clustered in

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this small inner-city region, and get some tertiary hospital beds in the outer suburbs. Our vision was that Fiona Stanley Hospital should be developed in two stages as a larger facility than the current government has planned, ultimately leading to a thousand-bed tertiary hospital facility south of the river. Political history has been written and Fiona Stanley Hospital will now be developed in one stage, producing a hospital of around 660 beds, with the state rehabilitation hospital on the back of it, with a 400-bed facility remaining at Royal Perth Hospital. The significance is that although we get to keep the Royal Perth Hospital inner city hospital facility—that was a matter debated at length in this place—we have clipped the build of tertiary hospital beds in the southern suburbs. That is a point around which there has been a lot of analysis in the last four years by the Education and Health Standing Committee. Its sixth report entitled “Destined to Fail: Western Australia’s Health System” draws the public’s attention to this government’s reliance on the development of a public hospital system on the basis of flawed planning and population projections, which rely upon low Australian Bureau of Statistics average statistics into the future. While the development of Fiona Stanley Hospital has come to fruition, it does not have the capacity to meet the future demands of Perth’s population.

This was recognised in part recently by the minister’s announcement about emergency departments. The minister said that the government is eagerly awaiting the opening of the emergency department at that hospital, which has been delayed, like most of that hospital, to cater for 88 000 presentations a year. Of course that is a significant upgrade from the 75 000 presentations that was originally planned. That has seen further twisting and retrofitting of the waiting areas in the emergency department to try to bring that facility up to meet the needs of the projected population. However, we continue to see our hospital system lag behind the needs of the Perth population, not only into the future, but today. Recently, we have seen the completion of capital funding for the expansion of Joondalup Health Campus. But we know that by the time that comes onstream, that, too, will fail to meet the demands of the Perth population into the future.

We also have, under item 141 of this bill, the new children’s hospital, which is due for completion by the end of 2015 and is to be opened in early 2016. However, that hospital, like the other hospitals that the standing committee has pointed to, will simply not be big enough to meet the demands of the Western Australian population into the future. Although there is an allocation in this bill for the new children’s hospital of \$182 million this financial year, we know that the Treasurer will come under significant pressure shortly as the government has to make a decision about the demand from groups such as Telethon Adventurers and the Australian Medical Association for an extra 100 beds at that hospital to ensure that it has the capacity to meet the needs of the Perth population into the future. Failure to deliver that spare capacity will simply saddle future governments and future generations in Perth with even more retrofitting and difficulties associated with this hospital. The minister said last week that he would be making a decision about whether an extra one or two storeys would be added to the new children’s hospital to cater for those extra 100 beds, or whether it would simply try to jam more beds into the current design. This represents an absolute failure by this government to come to grips with the demands of the health system to cater for the Perth population into the future.

The government has also made a commitment to Royal Perth Hospital. I assume that would come under item 138 of this bill. Royal Perth Hospital was a key election promise by the Liberal Party in 2008. It is the key policy that the Minister for Health says delivered government to the Liberal Party in 2008. I have acknowledged in this place on a number of occasions the potency of that campaign and how there is a significant groundswell of community opinion around keeping that hospital in that precinct. The member for Morley, who at that point was the Liberal candidate for Morley, explicitly spelt out in his campaign literature, as did the member for Mount Lawley, who also won his seat, that a Barnett Liberal government would redevelop Royal Perth Hospital as part of its policy. We have asked the Minister for Health on a number of occasions: if this is the government’s solemn promise to the people of Western Australia, where is the redevelopment of that hospital? Where is the commitment from the government to redevelop that hospital? The minister batted away those questions and simply said, “No, no, no. We said that we would redevelop it. We never said when we would redevelop it. We will be doing that in our next term of office. This is not a commitment of today.” It is not surprising, therefore, that in the estimates committee hearings we tried to find out exactly what the government’s intentions were for Royal Perth Hospital. This is spelt out on page 189 of budget paper No 3, which shows in detail how more than \$10 million has been taken out of the budget for 2013–14 for the redevelopment of Royal Perth Hospital, and how a further \$108 million has been taken out of the \$180 million estimated value of the redevelopment of Royal Perth Hospital. It is clear that the government is yet again going to break an election promise around Royal Perth Hospital. Where is its commitment to this project? The minister explains this away by saying, “Well, you can’t expect me to do Royal Perth Hospital because I’m doing Fiona Stanley Hospital, which we said we’d do, and I’m doing the new children’s hospital.”

**Ms M.M. Quirk:** He’s walking and chewing gum at the same time.

**Extract from Hansard**

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Mr Troy Buswell; Mr Ben Wyatt; Mr Paul Papalia; Ms Rita Saffioti; Mr Dave Kelly; Ms Lisa Baker; Mr Chris Tallentire; Ms Simone McGurk; Mr Roger Cook; Ms Margaret Quirk; Dr Tony Buti; Ms Janine Freeman; Mr Mick Murray; Mrs Michelle Roberts

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**Mr R.H. COOK:** It is worse than that, member for Girrawheen. This is about the dishonesty of the Liberal Party in any pre-election environment. Liberal Party members will do anything and say anything to secure the votes to get elected.

**Mr T.R. Buswell:** We're doing Busselton Hospital.

**Ms M.M. Quirk:** That's great for the residents of Perth. When in pain, catch a train.

**Mr R.H. COOK:** Yes. I have a range of opinions on Busselton Hospital, but I acknowledge that the government is doing that.

**Mr T.R. Buswell:** And Albany Hospital.

**Mr R.H. COOK:** Of course, what the government has to do in the context of any election, as the Treasurer would well know, is make decisions. If the government is going to say to one part of the electorate, "We're going to do this; therefore, vote for us", that may come at a cost to a commitment that the government would like to give to another part of the electorate. The Minister for Planning stood in this place again today and said, "Well, you can't have it both ways." The Minister for Health made these remarks in this debate tonight by way of interjection when he said, "You can't have it both ways. You criticise us for doing this, and then you criticise us for not doing that." That is because the government cannot have it both ways. This is the very point that we are making. Liberal Party members are the ones who committed to Royal Perth Hospital, to a new children's hospital, to Fiona Stanley Hospital and to Busselton Hospital, as the Treasurer rightly points out. They are the ones who have to take responsibility for those decisions. They cannot now say, "We can't follow through with our election commitments because we can't afford them." This is the very point that we made in the election. This is the discipline that is incumbent upon us as mainstream political parties to bring into this place. The government cannot simply say that it will do everything. It cannot simply say, "Yes, we'll do a rail line out to the airport, and we'll do the Metro Area Express light rail. We'll do all these things. Just trust us", and then come back to this place after the election and say, "Well, we know we made all those commitments, but we can't afford them." We know the government cannot afford them. That is the point we made prior to the election. It is dishonest of the government to go to the people of Western Australia and promise them everything, and then after the election repudiate those promises and claim, with some level of piety, that it cannot go through with its election commitments now because they were, quite frankly, unrealistic. That is the dishonesty that is being brought to this place by virtue of this budget.

We have talked about the government's failure to redevelop Royal Perth Hospital. We have talked about the fact that the capital development at Fiona Stanley Hospital will ultimately shackle the people of the southern suburbs to a hospital not big enough to cope with those demands. Let us also talk about Bentley Hospital—the forgotten hospital. In this budget more than \$5 million will be taken out of the capital realignment needed for Bentley Hospital to function and to continue to provide the level of service expected in a modern hospital system. Bentley Hospital is an older campus, an older facility, and is in need of redevelopment. However, it is also one of those capital projects that has just been jettisoned and pushed out the back of the budget simply because of this government's mismanagement of its budget. I do not know what Bentley did to so offend the Minister for Health, but it is now a hospital fraught with the difficulties associated with ageing infrastructure, continuing internal divisions about the services it provides and continuing insecurity about its future because of the development of Fiona Stanley Hospital. The hospital staff do not even know whether there will be maternity services in the future, such is the lack of decision making and insecurity around the configuration of services at Fiona Stanley Hospital. As Fiona Stanley Hospital continues to be delayed and there continues to be indecision and mismanagement around the clinical design of services there, it provides a knock-on effect and Bentley Hospital, having now had the capital funding withdrawn from its redevelopment, is also suffering from the effects of the indecision.

If Bentley is the forgotten hospital, Graylands Hospital surely has the forgotten patients. There has not been an estimates hearing I have attended since being a member of Parliament at which issues surrounding the redevelopment of Graylands Hospital were not discussed. The capital funding for this campus I assume is under item 138—the WA Health capital allocation.

**Ms M.M. Quirk:** He's asleep!

**Mr R.H. COOK:** I will speak softly!

Once again we see money for the redevelopment of Graylands Hospital taken out of the forward estimates. Those patients, those poor souls in the Murchison and Smith wards, will continue to be cared for in Victorian conditions—"substandard" does not really do justice to their conditions. It is an appalling blight on our hospital system and one that this government has chosen yet again to avoid remedying. Of course, this is one of the more slippery projects for us to get our hands on, because the capital item sits under the WA health department budget,

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but the policy decisions around whether that hospital will be redeveloped lie with the Minister for Mental Health. It was always considered that the way that Graylands Hospital should be redeveloped would be to first redevelop the mental health facilities at Osborne Park Hospital, which would then provide the capacity to redevelop Graylands Hospital. By the way, I do not know why we have to develop Osborne Park Hospital first, because, as we all know, there is plenty of land at Graylands Hospital; the reason that has always been given to us is that Graylands Hospital cannot be redeveloped until Osborne Park Hospital is redeveloped. Once again, the government has neglected to redevelop Osborne Park Hospital and once again we will see deferral of the capital development and redevelopment of those ageing wards at Graylands Hospital. I guess this project could have been done by the previous government, but it was not. Given the age of those facilities, it could probably have been done by the Court government, but it was not. There is no excuse for any government to not have remedied the situation at Graylands Hospital.

There is a lot of discussion at the moment about what is the best spend in the mental health capital budget and whether it should be on subacute facilities and community care facilities dotted around the Perth metropolitan area so that patients can be cared for in a more appropriate environment rather than a larger hospital environment. The fact of the matter remains that many patients require acute mental health care. Although we have a responsibility to patients at Graylands Hospital, it is a substandard facility and we are failing those patients. I do not know what it has to come to, whether it is a report from eminent clinicians, a large media campaign by parents and friends and relatives of those who are in Graylands Hospital, or simply through the gaze of international condemnation; at some point this state has to wake up to its obligations to the patients at Graylands Hospital and make sure that we significantly upgrade particularly the Murchison and Smith wards.

Many challenges confront capital expenditure in WA health. In 2014–15, there will be about 2 540 tertiary beds in Western Australia under the current clinical services framework. This budget discusses the planning and the framework for the new clinical services framework. By the end of 2020–21, the number of tertiary hospital beds will expand to just 2 564. There will be a plateauing of the number of tertiary beds available in Western Australia. That situation has essentially stayed the same since the 2007–08 clinical situation in which the clinical services framework 2010 had a base year of about 2 700 tertiary beds. Despite the large amount of capital expenditure on new tertiary hospitals and facilities in Western Australia, the number of beds will essentially stay the same. We will of course see growth in the number of non–tertiary hospital beds across the same period. There were about 1 500 non–tertiary hospital beds in 2007–08. We will move to about 2 900 non–tertiary hospital beds by 2020–21.

This significantly implements Labor’s vision under the Reid review. Unless we can unclog beds at the tertiary hospital and patients move into non–tertiary hospital beds, we will continue to see a hospital system that struggles with capacity and resources, and will continue to struggle because this government is not putting in the capital expenditure needed now for the demands of a hospital system for the future.

**MS M.M. QUIRK (Girrawheen)** [10.48 pm]: I am pleased to talk on a diverse range of issues under the Appropriation (Consolidated Account) Capital 2013–14 Bill 2013. The first item I want to talk about is a bouquet for the Treasurer, which is somewhat infrequent from this quarter. I am particularly pleased that under item 144 of the schedule, which relates to Main Roads WA funding, Reid Highway between Duffy and Erindale Roads will be widened. That part of the highway has been the cause of concern for some years. Part of Reid Highway is a single lane with a 70-kilometre-an-hour speed limit. There is lots of tailgating and it takes a fair degree of heavy vehicle traffic. On behalf of my constituents, we must show some gratitude to encourage the Treasurer to exercise his largesse in the northern suburbs more frequently.

**Mr T.R. Buswell:** All decisions of government.

**Ms M.M. QUIRK:** I thank the Treasurer. It is certainly overdue and very much appreciated.

Now to the brickbats, I am afraid. The first of these is covered in item 123, which relates to capital expenditure for education. Part of the reason the Premier is able to say that the government is increasing spending in education is that seven new primary schools are currently being planned and built. Unfortunately, not one of those is in south Landsdale. Over the past couple of years I have been trying to ascertain from the Minister for Education the criteria by which some communities get a new school while others miss out. I am not having a lot of success in pinning down the Minister for Education to discern the criteria. I would have thought that population growth and the pressure put on existing and surrounding schools were important issues. In June this year I asked the minister representing the Minister for Education —

- (1) What are the projections of population growth from present to 2015–2016 for the following suburbs:

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- (a) Landsdale;
  - (b) Madeley; and
  - (c) Darch?
- (2) Given these projections, can you advise what arrangements are being made for additional primary school places in these suburbs?

I received the following answer in August —

- (1) The Department of Education estimates the projected student numbers for public schools but does not produce projections of population growth.

That is an interesting distinction. It went on to state —

- (a) Landsdale Primary School ... In Semester 1, 2013, it had an enrolment of 836 students and is expected to reach approximately 950 Kindergarten to Year 6 students in 2016.

We know that Landsdale Primary School is already at the upper limits, with no existing plans for expansion prior to 2016, when the school will have around 950 students. Similarly, Madeley Primary School, which is the neighbouring school, had an enrolment of 530 students. That is expected to reach approximately 660 kindergarten to year 6 students in 2016. Ashdale Primary School, in the suburb of Darch, has an enrolment of 940 students this year and it is expected to decline to approximately 870 kindergarten to year 6 students in 2016. I am not quite sure how that is calculated.

Although sites have been identified for future primary schools in south Landsdale and a makeshift early childhood annexe is being constructed to ease population pressure, there is still no commitment for a primary school in south Landsdale, yet in December 2012 the government announced four other primary schools in what were described as growing areas—Broome, Baldivis, Golden Bay and Lakelands. I am having some difficulty, as are my constituents, discerning why these areas and not south Landsdale were announced. Clearly, population growth alone is not sufficient for the department to identify and prioritise a new school in the area. With large schools such as Landsdale Primary School, which has 850 or so students, pressure is put on every aspect of that school, whether it be parking or the attendant problems it has with pick-up times. That puts pressure on the neighbouring houses. Everything is stretched. For example, it is not possible, with a school of that size, to have one assembly. Those sorts of things make it very hard to manage a school, and if the number of students increases past 800, urgent action really does need to be taken.

In that regard, during the recent discussions on the 457 visa issue the Premier said that 8 600 children fell into that category—although I notice he has revised it down to 4 000 today—and said that 8 600 children was equivalent to 20 new primary schools. On my rough calculation, that is about 400 students a school. My contention is that in this particular area of my electorate, it is double that amount. I would certainly urge the Minister for Education to prioritise a new school, bearing in mind the major problems in education that have been compounded over a number of years because fiscal discipline has not been applied. My constituents in Landsdale should not miss out because of that.

The next area I want to address relates to item 168 in relation to the Department of Parks and Wildlife parks, and item 173 in relation to emergency services. It also relates to new works on page 869 of the *Budget Statements*. I say that so that Madam Acting Speaker (Ms J.M. Freeman) can be assured that this is squarely within the scope of discussions in relation to capital under the Appropriation (Consolidated Account) Capital 2013–14 Bill 2013.

The expenditure required under, particularly, the emergency services budget really has arisen because of the findings of the “Major Incident Review for the Black Cat Creek Fire” in October 2012. That major incident review was released on the eve of the federal election, which I think was unfortunate because sufficient attention was not paid to its findings, which, in my view, were quite disturbing. They were quite disturbing because the findings replicated findings made in a number of previous incident reviews, and over the past five years we have been repeatedly given assurances that all the problems previously identified had since been remedied. It is quite clear from this major incident review that they have not, and that of course has meant that there has to be some significant capital expenditure. Page 1 of this report notes —

At a systemic level, the MIR identified that the vehicle protection for WA fire agencies was less than comparable agencies in other states facing similar risk; that it is imperative that fire ground procedures and incident management be conducted consistently and cooperatively across bushfire agencies; that regional level support should be conducted jointly from a single facility; and Level 2 fires should be managed by DFES or DEC not Local Government.

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At a tactical level, the MIR identified that all involved in, or supporting incident management should be thoroughly familiar with the new Spot Fire Weather Forecast format; that competence in incident management is not necessarily comparable to Fire Control Officer appointments; and the minimum protection for all vehicles entering the fireground should be individual fire blankets and roll down, in-cab, radiant heat shields.

That was the overall finding, and those familiar with this area who have been present in this chamber when we debated such things as the coroner's findings following the Boorabbin fires, the Perth hills fires, the Margaret River fires and the Toodyay fires will know that there are a number of common themes coming through. Those common themes are a lack of operability between the agencies and a failure to communicate key information, such as weather information. A new element that has not arisen before is the lack of integrity of the safety equipment that we expect our firefighters to go out on the fireground with. Another issue that I think is of significance is communications. Much has been spent in the past and much is still being spent on the Western Australian emergency radio network. At page 15 the finding in the report reads —

While radio communications were adequate, some line-of-sight deficiencies were experienced on the simplex radio system due to its use within pine plantations. Fire control for the fireground command was being run on Channel 101, with fireground operations using WAERN simplex channel 354. Due to the poor mobile phone communications, DEC resources were communicating with their Regional Office in Albany on both Channel 101, and Channel 546. There was some success with mobiles used in a car phone kit or by moving to a higher vantage point some kilometers back up Two People's Bay Road, but these were not options for those on the fire ground.

In other words, this state-of-the-art WAERN is problematic; insufficient training has been given in the use of the equipment; and, as we have heard, people are having to communicate on different channels. Of particular significance in this case was the failure to communicate wind change, and the spot fire weather forecast was not transmitted in its entirety, so those on the fireground were unaware that a wind change was imminent. That, of course, meant that they were in fact in the wrong place at the wrong time, and ultimately firefighter Wendy Bearfoot was killed and a number of her colleagues were significantly injured and burnt.

Another issue that this report indicates is an apparent level of disagreement on who should control the fire. This again is a recurring theme. We have been given assurances by the government that the Department of Parks and Wildlife and the Department of Fire and Emergency Services are cooperating jointly; that they are training together; that all the turf wars and mistrust have gone; that there is now no issue in terms of differing culture; and that they are working effectively and efficiently together in fighting fires. This is clearly not the case. The major incident review in fact found that the ultimate taking over of the fire by the Department of Fire and Emergency Services occurred only after Ms Bearfoot's death. In fact, it appears that the Department of Fire and Emergency Services was not keen to take it over earlier because it said it did not have the resources, yet we have legislated in this place for that to be the very agency that in a high-level incident should have some timely level of control.

I will not go into great detail on the findings of the report other than to say that, as members are aware, fire crews were trapped in the burn over and the vehicles they were driving did not provide them with adequate protection. In fact, vehicles stalled, smoke got into the cabin and firefighters were unable to operate their pumps successfully to spray water onto the vehicles. Three firefighters were able to access one fire blanket and sheltered under that, and that certainly protected them to some extent. I think Wendy Bearfoot was unable to access her fire blanket because it was stored in an inaccessible place. There are also findings on the level of protective equipment that all the firefighters were wearing. It is a pretty damning report. The report analysed why the incident occurred and the authors point to a number of issues. Firstly —

1. There was poor situational awareness in the IMT and on the fireground concerning the arrival of the wind change.
2. This led to crews being on an exposed fire line when the wind change occurred.
3. The crews were operating in the 'dead-man zone' with the understanding that the wind change would not occur for two hours.
4. Although there was transmission over Channel 101 that the wind change had arrived at Bornholm and at Milpara at 1338, this was never transmitted ... and receipt of this advice on the fireground was never confirmed.

The review also found —

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8. Both DEC vehicles stalled for reasons not specifically identified by the MIR but likely to have been a result of embers entering the air intake and/or electrical controls sensing extreme heat and shutting down.

These vehicles have to be suitable to be on a fire ground, so this finding is quite incredible. It also found —

9. Neither vehicle had the opportunity to initiate their deluge systems which required their pumps to be running and an operator at the rear of the vehicle to initiate the system.
10. The lack of roll down, in-cab, radiant heat shields in the vehicles minimized the protection offered within the vehicle cab.
11. The crew in the rear vehicle did not have the opportunity to utilise their personal blankets located behind their seats, and it appears turnover drills were not well practiced.
12. On alighting from the vehicles, the MIR identified only one blanket that protected three crews.
13. All crew members lacked some element of PPE that reduced its overall effectiveness.
14. The inability of all four crew members to gather together on exiting the vehicles led to greater injury of ...

The name is deleted, but I suspect that is Wendy Bearfoot. These are fundamental failures of the system. It also identifies —

the ICV —

Incident control vehicle —

because it was in a telecommunication black spot;

Again, that should have been moved. The report identified one of the issues as —

**The disparate coordination and support of the fire in Albany.** ... Essentially, the fire was supported from three separate locations across Albany —

Representing the three agencies involved —

... failed to provide the best opportunity to pool information, understanding and resources.

To put it rather coyly, the major incident review states —

The MIR suspects these existing sub-optimal arrangements in Albany on 12 October 2012 are consistent in many other places across the State.

That is a matter of major concern. The review states —

Equally importantly, it probably reflects the existing mindset across and between agency personnel. There may well be an argument that for a planned activity such as a prescribed burn, it could continue to be coordinated and supported in a single agency facility such as already exists in the Albany DEC offices.

...

For unplanned events which cannot be resolved by the deployment of the initial response capability such as the local volunteer brigade, the MIR is firmly of the view that these should be coordinated/ supported/ controlled from a joint multi-agency facility

The authors draw similarities between the failure to provide weather information, which was highlighted in the Boorabbin inquest, and what occurred at the Black Cat Creek fire. This report was completed on 24 December and I note that the Department of Fire and Emergency Services has responded to various findings in the report, so that must have occurred sometime earlier this year. In any event, it is quite obvious that the report was so damning that the then minister had to be seen to react to the report and, if you like, make lemonade out of lemons. The government was presented with the inevitable problem that fire appliances were not as safe as they could be and that it needed to upgrade them or be accused of exposing our firefighters to levels of risk that frankly were unacceptable, especially if it was not deploying all available safety enhancements. In February this year, as part of the announcement of the Liberal Party's emergency services policy, then Minister Buswell made a number of promises. The policy states —

If re-elected, the Liberals will:

- Invest more than \$12million for improved fire crew protection systems for 667 Department of Fire and Emergency Services vehicles across the State.

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In particular, it outlines that this comprehensive crew protection system will include aluminium heat shields fitted to the underbody of all vehicles; in-cab breathing systems; underbody water sprays; and an advanced global positioning system attached to every single vehicle. Members should be mindful that this commitment related only to the 667 fire trucks or appliances under the control of the Department of Fire and Emergency Services, bush fire brigades or local government. No similar commitment was made in relation to the 103 Department of Environment and Conservation appliances that often worked side by side, despite the fact that the fatality in the last incident was a DEC fatality, which initiated the major incident review.

Members also need to appreciate that this commitment is over four years. Effectively, one-quarter of the 667 vehicles will be upgraded to the appropriate safety standards in any one year. The corollary of this is that this fire season, three-quarters of the fleet will not have the protections installed. We explored this in some detail during the estimates hearing on 21 August. At page E256, I asked the minister —

Clearly, the \$12.34 million will not be spent in one year; I think about \$4 million will be spent this year. How many vehicles does the minister anticipate will be fully fitted out with these protections by the commencement of this fire season?

The minister replied —

That is certainly a good question, member for Girrawheen. Obviously, this is over four years. There is capacity to do a certain number of vehicles; we cannot open a factory and do them all in one go. We cannot have every vehicle and appliance off the availability list at one time; it has to be done over a certain period. My understanding is that the new appliances being rolled out are already being fitted with these modifications. As to how many will be done by this fire season, I have to refer that question to Commissioner Gregson. As the member understands, in a perfect world we would do them all instantly, but it just cannot be done. If the commissioner has more information, I am happy to ask him to provide that.

Mr Gregson said —

I do not think I could add to that, Mr Chairman; I do not have the rollout schedule of the vehicles. It will be done on a priority basis. A lot of the timings to fit out a vehicle have not yet been approximated. As to how many we will get through, the answer is as many as we possibly can as expediently as we possibly can.

Mr Gregson went on to say —

I imagine that different components might be fitted by different manufacturers, so I would not think they would all be done concurrently. But things such as the rollout of heat blankets, which has already commenced, can happen because it is simply a matter of the delivery of the blanket and training.

That was the case with the Department of Fire and Emergency Services. In the case of the Department of Parks and Wildlife, at page E274 of the estimates hearing on 20 August, I asked —

What needs to be done and what is the likely estimated cost of that?

Mr Dans said —

As mentioned earlier, the design and engineering specification for the vehicle cab spray, or deluge protection system, has yet to be decided on.

It refers to the 10 WorkSafe notices that were issued for the vehicles and also the work practices employed by Department of Environment and Conservation firefighters at the time. I raise this because I am particularly concerned that it is now September, and we have already seen that in New South Wales the fire season has commenced with a vengeance. I have major worries about sending out our fire crews this summer, given real doubts about the safety of some of those vehicles.

The other issue that arose in the estimates hearings was that the Department of Fire and Emergency Services and the Department of Parks and Wildlife are doing their own thing. I thought that to achieve economies of scale they would have sought tenders together and coordinated delivery of this retrofitting, and that with those economies of scale they may well have been able to achieve outcomes more efficiently. It is clear there are ongoing cultural issues and these have not changed despite assurances to the contrary.

The final issue I want to raise about the major incident review in the context of capital expenditure concerns the fact that the incoming Minister for Emergency Services, who was sworn in in late March, was apparently not briefed on this report until August, and then it was just an oral briefing. Hon Darren West asked a question in the other place on 12 September, which reads —

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- (1) When was the Minister for Emergency Services briefed on this report?
- (2) Has the Minister for Emergency Services read the report; and, if so, when?
- (3) Did the Minister for Emergency Services authorise the release of the report; and, if so, when?

The response reads —

- (1)–(3) The Minister for Emergency Services received a verbal briefing on the draft report from the Fire and Emergency Services Commissioner on 28 August 2013 —

Members will recall that some version of the report was available on 24 December 2012 —

and was aware the report would be released in early September. The Minister for Emergency Services is still considering the report and its implications.

I think that is code for the fact that the minister had not read it! To continue —

The timing and release of the report was entirely a matter for the Fire and Emergency Services Commissioner. The Minister for Emergency Services had no input or influence on the timing of the release of the report.

That answer should ring some bells of concern. Did the department keep the minister in the dark for seven months? Surely, when the minister assumed his role as Minister for Emergency Services, he would have been briefed on the election commitments for fire protection equipment that his predecessor had made and that in the course of the budget process the major incident review would have been mentioned as a rationale for this expenditure. Finally, we have had no explanation from the minister since the report was released of how he intends to address the very real systemic problems that remain and the litany of errors that led to the death and injury of firefighters.

**DR A.D. BUTI (Armadale)** [11.18pm]: I also rise to make some comments on the Appropriation (Consolidated Account) Capital 2013–14 Bill 2013. I am not convinced by looking at item 158 of schedule 1, which is the Attorney General's budget. I note that the budget papers mention building or renovating the Kalgoorlie government office, the Carnarvon police and justice complex and the Kununurra and Fitzroy Crossing courthouses, which are all very much needed. I note the last three I mentioned—the Carnarvon police and justice complex, and the Kununurra and Fitzroy Crossing courthouses—will be built with royalties for regions funding. In the estimates hearing, I put a question to the minister representing the Attorney General about the justice complex in Armadale, for which there seems to be a perennial promise from this government that it will be built. There is nothing in the forward estimates on that much-needed complex, which is very disappointing. It is good that courthouses are being built in rural regions because they are needed, but that is happening by tapping into royalties for regions funding. I would be interested to know whether the National Party agrees to that funding being used for these complexes, because, as we know, the National Party has lost its power of influence within the coalition. As the Premier said, the National Party will have to come to the cabinet table with its submissions and the government will determine what will happen. That makes a mockery of the National Party's commitments during the election period, because it has no ability to influence the government.

I note that at item 158, the Department of the Attorney General, there has been a major shift in the structure of the Law Reform Commission to bring it into the Department of the Attorney General. The savings for that are minimal—it may be a million dollars at most—so it makes one wonder whether the budget savings to bring the Law Reform Commission into the —

*Point of Order*

**Mr T.R. BUSWELL:** I listened to the member for Girrawheen's speech in my office.

**Ms M.M. Quirk:** Without interruption.

**Mrs M.H. Roberts:** You were not even in the chamber.

**Mr T.R. BUSWELL:** I said I listened to the member for Girrawheen's speech in my office while attending to some urgent paperwork. Without being repetitious, I ask Mr Speaker to refer members to page 87, footnote 100, of the standing orders, about relating the content of one's debate to the appropriation bill. Savings in the Law Reform Commission are purely of a recurrent nature, and perhaps Mr Speaker could direct the member accordingly.

**The SPEAKER:** I hope the member for Armadale has taken note.

*Debate Resumed*

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**Dr A.D. BUTI:** I have taken note of that, Mr Speaker. It is good to see that the Treasurer is in the chamber to make sure that I stay on the straight and narrow. I hope he does not fall asleep during my outstanding contribution.

In regard to the money coming from royalties for regions for country courthouses, the Fitzroy Crossing courthouse desperately needed to be built, so I commend the government for building that courthouse. I would be interested to know what involvement the community had in the design of that courthouse, because there are certain issues regarding justice complexes and courthouses in remote regions of Western Australia, particularly in the north west.

The Kununurra courthouse will be the biggest building in Kununurra, and it is sad that a courthouse must be the biggest building in a town. One hopes that the use of a courthouse, which is almost the end stage of the criminal justice system—the end point being prison—and the expenditure needed for courthouses and prisons can be reduced over time if governments are prepared to invest in programs that come under justice reinvestment, something which has been championed for some time outside politics.

I now move to education. Other members have mentioned a number of schools that are downtrodden and in desperate need of investment. One such school in my electorate, Grovelands Primary School, is in desperate need of major capital investment. I am not sure whether the member for Forrestfield has visited Grovelands, because it is not in the catchment for Cecil Andrews Senior High School.

**Mr N.W. Morton:** It was not a feeder, but I have been to it.

**Dr A.D. BUTI:** The administration building at Grovelands needs major investment. It is so bad that there is no place in the administration building for a parent to have a meeting with a teacher; they have to meet in the staffroom. There is no sick bay at the school. The principal's office is a little box and security is alarming. When people enter the front door, they arrive at the reception area to the office, so there are major personal safety issues at Grovelands. I believe the Department of Education has approved the refurbishment of the administration complex at Grovelands Primary School. I am unsure whether that will now take place. That is a very important capital investment that needs to take place at that school.

Kelmscott Senior High School, which is the largest high school in the Armadale–Kelmscott region, with up to 1 600 or 1 700 students, is in major need of capital investment, particularly to cater for the transition of year 7 students to that school. I believe there is some concern about the ability of that school to take on those extra students. Because Kelmscott Senior High School is so big, the school wants to try to ease the movement of year 7s to high school by separating the year 7s from the other students. There is a major need for capital investment at that school to enable that to take place. However, I have not been able to obtain a commitment from the government about whether it will provide funding for accommodation for the year 7 students who will be coming to that school.

Cecil Andrews High School has many specialised programs, one of which is theatre arts. There is a desperate need for investment at Cecil Andrews High School to provide an appropriate venue for performing arts. The gymnasium at that school is quite old, so it is not an appropriate place for the students at that school to display their artistic talents. A theatre arts complex at Cecil Andrews High School could be used by not just the specialised theatre arts students but also the community. Therefore, when the state government, the Treasurer and the Minister for Education look at framing their capital budget for next year, they should look at investment in education as being not solely for education but also open to the community. A theatre arts complex at Cecil Andrews High School would provide a major incentive for the community around that school to become involved in theatre arts. It would also enable parents and other family members to join in with the students at Cecil Andrews High School who are trying to further their artistic talents.

The other high school in the electorate of Armadale is Armadale Senior High School. Armadale Senior High School is a very interesting high school. Certain parts of that high school have been heritage listed. If we looked at Armadale Senior High School we probably would not at first glance see great heritage value in that school. That school has certain unique heritage characteristics. In order for those characteristics to remain, there will need to be a significant capital investment in Armadale Senior High School. However, the problem is that the Premier made an off-the-cuff remark in estimates that school amalgamations are to take place in the Armadale region. The Premier put no flesh to that announcement. If there is to be an amalgamation of schools in the Armadale region, and if one school is to be closed and the students at that school moved to another school or to a new school, I would be interested to know what capital investment will be put in place for that school. Let us say, hypothetically, it was Cecil Andrews Senior High School and Armadale Senior High School that the Premier was thinking about in his off-the-cuff remarks. If one school is closed, the other school will require

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capital investment; and if the government decides to close both schools and build a new school, where in Armadale is that to be built? We have no detail in this budget; we have no detail in the off-the-cuff remarks made in estimates by the Premier. It is very, very important, Treasurer, that we have some clarification of the capital investment that has been earmarked for schools in the Armadale electorate.

The Premier has mentioned that he is visiting Armadale in the next couple of weeks. I dearly hope that he will invite me to whichever schools he is going to. He asked me whether I was prepared to have a positive role in reform in Armadale. I am, but it will be a bit hard to be fully engaged if he does not communicate with the local member. I am sure he will engage with the member for Darling Range, whose electorate covers part of the Armadale education regions. I can see no reason why the Premier should not engage with the member for Armadale, even though he may be from the other side of politics. With regard to the substantial education capital budget in this bill, I urge that substantial and necessary funds be earmarked for the renovation of the administration complex at Grovelands Primary School and for the theatre arts complex to be built at Cecil Andrews Senior High School, as well as whatever capital investment needs to take place if there is to be any form of amalgamation. There is also the dire need for appropriate facilities at Kelmscott Senior High School for the transition of year 7s to that high school.

**MS J.M. FREEMAN (Mirrabooka)** [11.32 pm]: I also want to briefly contribute to the third reading debate on the Appropriation (Consolidated Account) Capital 2013–14 Bill 2013. In particular, Treasurer, I raised in a previous speech the issue of transport and the Metro Area Express light rail. I want to put that on the record here under the consolidated account bill because obviously it has relevance to this area, and again raise my concern because of the funding black hole of \$500 million that now exists for a project that was committed to by the former federal Labor government and is now no longer available under the federal Liberal government. There needs to be clarity for the constituents of Mirrabooka about the progress of this project. I know that when the member for West Swan stood up to talk about this issue, the Treasurer suggested that we should watch the space. I actively watch the space, but I think that the community needs to be advised what is happening with the delivery of that project into the Mirrabooka community. In particular, I note that there has been building at Balga TAFE, or what is now known as Polytechnic West. I wonder about the impact of MAX on Polytechnic West, given that I understand it is the intention to use it as a terminus.

While we are talking about education and item 123, I note that Balga Senior High School had an upgrade of roofing; it is in the budget. Although that was very necessary, new roofing at Balga Senior High School is hardly enough. Pieces of the gym wall regularly fall off, and the pool sits empty and is quite dangerous because of that. The school needs painting. Balga Senior High School delivers innovative schooling to the students who live in the many new communities in the area. Those students deserve the respect of having a school that reflects the quality education it delivers.

While I am talking about education and item 123, I congratulate the government on its funding of the music centre at Mount Lawley Senior High School, which is not in my electorate, but is in the member for Mount Lawley's electorate. My son has been a proud participant in the Mount Lawley Senior High School music program and has benefited greatly from it. The school's music centre was very overcrowded and so it is great to see that that will be addressed, although I know, because I was on the music committee, that expectations were for a bit more. I suppose we always have to modify our expectations about what is delivered. I note in an attachment to a letter to the Education and Health Standing Committee, which was made public, that Mount Lawley Senior High School currently has a capacity of 1 358 students. In 2013 it had 1 286 students, in 2014 it is expected to have 1 352 students and in 2015, 1 669 students. I note that there is building going on for the intake of year 7s, but I think there will still be great stress placed on Mount Lawley Senior High School, and the Department of Education and the government need to look at how the schools in surrounding areas like Mirrabooka Senior High School can meet some of that demand. Part of the issue is that Mount Lawley Senior High School has such innovative programs like the specialist visual and performing arts program, the music education program and the languages program, that it attracts a lot of people and there needs to be some work done on that sort of innovative education. There is extraordinarily good quality education being delivered at Mirrabooka Senior High School, but people need to have the same faith and commitment in surrounding schools to take some of the pressure off Mount Lawley Senior High School, and there needs to be a commitment to education delivery to communities in those areas.

I noted recently when I was at Westminster Primary School that it is desperate for a school administrative area. There was some discussion about trying to even do school fundraising for that because currently the area is quite dilapidated. I am keen to see that that is considered in future budgets. I also note the child family centres. I have seen the plans for the child health centre that will go up at Westminster Primary School. It is pretty exciting and it will certainly ensure that people get that comprehensive health and community schooling access, but we also

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need to ensure that the building has the capacity to meet the requirements of the community and that it has longevity and purpose.

Item 152 on the bill is for Western Australia Police. I reiterate the call by the member for West Swan for the police station in Ballajura. I represent a small section of Ballajura. The Ballajura community was extraordinarily well represented by the member for West Swan prior to the electorate of Mirrabooka—a part of which I now represent—taking in the top corner of Ballajura. The member for West Swan has campaigned for that police station, not for the purpose of trying to achieve something for herself, but to achieve something for that community that it desperately wants and is committed to being delivered. I am very supportive of the move to have a police station in Ballajura.

I am also very supportive of an upgrade of the Mirrabooka Police Station, and I note that on page 490 of volume 2 of the *Budget Statements*—I assume it is in the consolidated account—there is a line item for the west metropolitan district accommodation upgrade, with an allocation for 2013–14 of \$7 million and for 2014–15 of \$600 000.

**Ms M.M. Quirk** interjected.

**Ms J.M. FREEMAN:** That is my question. I understood that Mirrabooka Police Station was to be upgraded and that was deferred last year, so my question is: is the funding for the Mirrabooka Police Station upgrade included in that \$7 million for 2013–14 and \$600 000 for 2014–15? The member for Girrawheen, by interjection, suggested it may be for Scarborough. That would be a great disappointment because it has previously been deferred. The refurbishment is well needed in that area. It is a big police station that services a big area. It is open 24 hours a day. I hope the refurbishment includes a more community-friendly front counter. It is currently pretty disheartening for people who go in to file reports or for various other things.

I now want to talk about housing. Item 161 sets out \$77 million to be spent on the implementation of the public housing program. There is definitely a need for increased public housing. There is a massive need in Mirrabooka for affordable housing. The budget also outlines \$248.7 million to ensure affordable properties, with the development of 2 460 affordable housing lots. It will be another year of disappointment if that does not include the development of Milldale Way and Chesterfield Road in Mirrabooka, particularly the land at lot 61 Milldale Way. It is somewhat of an issue for me to continue to see that degraded land in the community. It is extraordinarily important that that degraded land be developed, not only for the people of Mirrabooka but also to provide much-needed housing for the general community.

I want to follow up on a comment made by the member for Maylands about the medical treatment of people in remote areas in terms of delivery of accessible accommodation, particularly hostels. Aboriginal people are currently camping at the Mirrabooka bushland. The member for Morley has had some dealings with this issue. They are unable to gain appropriate and accessible accommodation. That is partially because of the issues around coming down to Perth from remote and regional areas for treatment. It is certainly an issue that we need to address. I am hopeful that the housing consolidated budget makes some provision for this.

In conclusion, I would like to recognise the sport and recreation budget in the consolidated account. On page 690 of budget paper No 2 there is an allocation of \$500 000 for the Northern Redbacks Women's Soccer Club to upgrade its building at Celebration Park. People have heard the Premier speak about this in Parliament. The women were sharing a soccer ground with other soccer clubs in Stirling. They came across to Celebration Park about a year or two ago. The rooms were not adequate for them. They had not been used for some time. It is good that the City of Stirling has been granted \$500 000 to progress the development of more appropriate change rooms. That is warmly welcomed. It illustrates a growing need in our community, and probably other communities, for adequate sporting facilities. Many organisations around the Mirrabooka electorate use sport as a connection with youth, to engage with them and to work with them to deliver other outcomes.

I have recently been approached by the Rwanda Football Club which plays at Des Penman Reserve. They are looking for an ongoing base. It is extraordinarily important for them as a community because it means they stay in contact with young people. The Eritrean community run regular soccer games on Saturday afternoons outside Herb Graham Recreation Centre. That is a way of including and keeping links between leaders in the community and young people. Although \$500 000 is greatly appreciated, a strategic policy around how to deliver to those sorts of communities will ensure that they can use soccer not only as a sport and the health benefits that go with that, but also as a connection to the community.

**MR M.P. MURRAY (Collie–Preston)** [11.44 pm]: It is a great pleasure to speak on the Appropriation (Consolidated Account) Capital 2013–14 Bill 2013 at this time of the night and keep the Treasurer awake for a bit longer. I thank the Speaker for the call. My concerns are about where this government is headed in the capital

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works program, or probably where it is not headed in real terms, and about promises that have been made, funding that has not been committed —

**The SPEAKER:** Member for Collie–Preston, before you start, I will read to you that little snippet of wisdom—that the third reading debate is restricted to the content of the bill and is not as wide as the debate on the second reading. It does not include things that are promised but not included. Just remember that.

**Mr M.P. MURRAY:** Thank you, Mr Speaker. I am sure that is a bit of a hint that you want to go to bed as well.

**The SPEAKER:** You read my mind, member for Collie–Preston.

**Mr M.P. MURRAY:** Mr Speaker, with due respect, this speech is about the budget and where we are headed in the future. It is disappointing to see members opposite queued up at the door waiting to go home. I have seen them badgering their Whip, saying that it is time to go home. It just shows the seriousness with which they treat Parliament, despite some of the speeches that we heard earlier in the day. This is very serious business, where this government is going or where it is not going; probably where it is not going is the real issue.

The Treasurer is sitting opposite. I am not sure whether he is awake but he is sitting there and it is my pleasure to keep him sitting there. We copped it many times from the same person when we were in government. The member for Vasse has made sure that money is available to move the seaweed off the beach in the Vasse electorate to get rid of the smell that Busselton has always had, at the expense of issues such as education, policing and roads. That smell has been there since I was a kid, well before the Treasurer became a member of the government. We cannot blame him for the smell down there. Unfortunately for the Liberal government, since the member has been the member for Vasse, the smell has been stronger. He has had to spend over \$20 million to get rid of the smell in his area at the expense of other issues in the Western Australian community, including people who would love to have a teacher's aide.

**The SPEAKER:** Member for Collie–Preston, I tell you again that this is a capital appropriation bill. You are to talk about the items in the bill. Thank you.

**Mr M.P. MURRAY:** I am certainly getting to that; it is just about how I make my point.

*Point of Order*

**Mrs M.H. ROBERTS:** I understand the money is there for that seaweed eradication or whatever the problem is in the member for Vasse's electorate. That is correct, is it not? Does the Treasurer have the money in the budget to get rid of that smell in his electorate?

**The SPEAKER:** It is not a point of order; you are asking a question.

**Mrs M.H. ROBERTS:** My point of order simply is that there is a capital appropriation for the removal of the seaweed and so forth. For someone to suggest that it is not a capital item is not correct. The Treasurer is not prepared to contradict your ruling, Mr Speaker, because he knows it is part of the capital appropriation.

**The SPEAKER:** I remind you, member for Collie–Preston, to speak on the capital items in this bill.

*Debate Resumed*

**Mr M.P. MURRAY:** I was speaking about the smell, which continues. We have the smell of a government that is not investing properly and not working towards how to spend its money appropriately. That is where I am heading—to the smell from the Busselton area. The residents cannot play football or honour their commitments —

**Mr T.R. Buswell:** We did win the grand final last year; we defeated your team, if I remember rightly.

**Mr M.P. MURRAY:** As to the Treasurer's interjection, last year I was accosted at the grand final of the South West Football League and I looked for help, as Western Australia is now! I looked for help and I saw two feet going out the door. I was being challenged by a Coffin Cheater. The two feet went out the door as quickly as the Treasurer could run. He has the gall to say I was on my toes! He was talking to me the other day about how I was very light on my toes, and I was—I was ready to run! But he beat me to it! He ran away in case someone asked for help, as many people in Western Australia are now asking for help with funding that is very much needed. It is not needed to shift seaweed or for government members to look after their own electorates, but to look after people who are in the most need in our state and I believe that is what Parliament should do. Funding for schools and infrastructure—I am sure that is where you are leading to, Mr Speaker; infrastructure issues—has been promised, but not budgeted for. Yes, I am sure people will say, "We have four years to do it in," but if it is not in the forward estimates, I wonder whether it will ever be. That is the question I ask of a Premier who says, "Don't worry about the forward estimates; they're only worth the paper they're written on." I wonder about this

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government's real commitment to the state of Western Australia. Forward estimates have been provided for some areas, but when the Premier makes statements like that, are those forward estimates worth the paper they are written on? This Premier is now under extreme challenge from his backbench. We have a Premier who says, "Don't worry about me; I'm just going to carry on the way I want to"; it is not about how Western Australia should move forward. The future of Western Australia is extremely concerning to me when I hear where we borrow money from and where we spend that money.

In my electorate a promise was made that a bridge would be built at a cost of \$18 million-odd. I was talking to the developer yesterday and asked him whether he could guarantee that the bridge would be built in this term of government. He said, "No, I can't," because the government has already said that may have to be extended out. Some of that promise was to do with the planning for that bridge, which I appreciate. But the government should be honest when it goes out there and talks to the community at election time. It should be honest about what it says and what it is going to spend, and not change it after being elected. Surely a Premier and a Treasurer must have known the state of the books before the election, but very shortly afterwards they were saying that they were not aware of what the books were like. I find that both very hard to believe and galling, because it shows very poor management of where we are going.

As to expansion of the Bunbury area, I am sure the Treasurer used to drive through that area but nowadays he is located in Perth so he rarely has a look down there.

**Mr T.R. Buswell:** Every week.

**Mr M.P. MURRAY:** If he does, I am sure he has a driver and he would be asleep in the back of the car, anyway, and would not see the expansion happening around the Bunbury area. We need a Treasurer who understands that money is needed to pay for the infrastructure to support the 40 000 people who will live in that area in the future. I do not think anyone will challenge me on those figures. Problems on both sides of the highway that exist already are treated with contempt by the Minister for Transport in answers to questions on notice. There is quite a bit of mirth in my electorate when the minister writes back a smarty-arse note—I am sorry, I mean a smarty note with smart comments—in answer to questions on notice. I love giving them to my constituents and saying, "This is how you're treated by your minister and in many cases your member of Parliament." When he has made a joke about their complaints, I just love passing them on because every time I do I think I gain four or five votes. In a very marginal seat, four or five votes are a lot.

What I am really pointing out to the minister is that growth in the south west area has to be considered very seriously. There are problems there as far as infrastructure is concerned. There are infrastructure problems as far as where people will work in the future. As construction jobs come off in the north, what will people down there do? In all seriousness, the minister will understand that we have a problem down there. I have had some meetings with people about jobs on infrastructure that may pick up some of that slack in the future.

Many people in the Eaton, Australind and Dalyellup areas are fly in, fly out workers. These areas will be in much need of welfare if we are not careful. We do not want to see that. I am now putting my case to the minister that the jobs that have dropped off but were promised in previous times should be brought forward. An allocation of \$10 million for the roads from Donnybrook to Balingup was withdrawn from previous budgets. A small amount of money has been put back in the budget, yet accidents are still happening in that area. As I said before, an allocation of \$18 million has to be spent in time—I am not putting a time frame to the minister—on the Millbridge bridge. The shire has also taken a levy on the sale of blocks in that area. I think that levy is up to about \$6 million, which I believe would really assist with the planning and possibly some of the minor works on the way through to getting that bridge done.

Until there is a total commitment—not just an election commitment that we cannot believe in—people are reluctant to go out there. I am talking about developers who are very reluctant to go out and say, "This is what we are going to do next", because we do not know where the bridge is going to be put or whether it will be put there. On the other side of that, certainly there are people in the southern part of Eaton who have an opposite view about the bridge. That makes it very hard, because they are saying they do not want the traffic diverted through that area, which was formerly South Western Highway and is now Forrest Highway. There is another name for it as well now. But we have traffic problems occurring on the highway now. Along with that has come the wrong road surface, which is causing problems. I have written to the minister on several occasions about the noise people are now complaining about. At one stage I got a letter back from Main Roads saying, "No, no, no, we don't need capital when we next do our upgrade. We'll change the surface because the people are complaining about road noise." Unfortunately, many people have lived there for quite some time, and for them the road traffic on the Forrest Highway extension has increased and so has the noise. The people in the Eaton area complain on a regular basis. They asked that bund walls be put up. I am gobsmacked, as I am sure the

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minister also is, that Main Roads has told people that it cannot put up a bund wall because it does not want that infrastructure put on the lead-in to Bunbury town because it would not be a good look. Huge brick sound barriers have been put in around Mandurah. People in Eaton and Australind complain about the noise there. A simple solution for part of the problem would be to fix the road surface. In response to my second question on notice on that matter, I was told that that could be 10 years away. That was after being told it would be done in the near future.

There are many issues in the south west. We talked about the \$10 million upgrade to the road between Balingup and Donnybrook. People are still being killed on those roads because money has not been invested in infrastructure, yet the government will spend \$20-odd million on seaweed removal. I find the government's priorities quite amusing; a smell will always beat a death. That concerns me immensely.

Questions on notice were also asked about Coalfields highway. I thought it was great to see the work and planning that has been done on the rise into the hills over Collie, but I am still very concerned that nothing has been done to the strip of road between Collie and Albany Highway. We have spoken about that on many occasions, but I have to mention it because we are coming into spring again and it will not be long before harvest and trucks are driving through Collie. No money has been made available for the intersections in the town of Collie, including the Throssell Street and Prinsep Street intersection, which is probably the worst intersection in Collie. It is especially bad at around three o'clock when mothers pick up their children from schools, which are on both sides of town, and the trucks come through. People wait for up to 25 minutes to get on to the main highway. I have asked the government about installing lights or a roundabout, but the government has ignored that. Money needs to be put in for that infrastructure.

I am yet to see a bill come into this house to excise land from the national park for the Coalfields highway. Unless there has been a change of plan, the areas within which people have been killed —

**Mr T.R. Buswell:** State forest, I think it is.

**Mr M.P. MURRAY:** Is it coming?

**Mr T.R. Buswell:** Yes.

**Mr M.P. MURRAY:** Do not forget, the Treasurer told me that almost two years ago.

**Mr T.R. Buswell:** I do not think it is a decision for national parks; I think it is a decision for the state forest, which is harder, if you can believe it, than getting land out of a national park.

**Mr M.P. MURRAY:** When we had a good government in here, we used to do that and bring in the bill later. We used to get on with the job. I have seen the Premier say how forceful he is about getting things done. I remember that roadworks were done and the parties agreed to introduce the bill later. I am quite willing to work with the Treasurer on that, but he has not been forthcoming on that or on the road into Margaret River, which has the same problem. As the Treasurer well knows, I asked questions on notice about that. I am not sure whether he reads them or just writes nasty notes on them. The southern area has exactly the same problem. I can guarantee support if the government brings in those bills. I am begging the government to bring in those bills. The Treasurer should stop being so lazy. He should not sit in Parliament at 12 o'clock at night and swan around the place when he could be in his office working hard doing those sorts of things. It concerns me that that seems to be the Treasurer's attitude. I think he has been counting the numbers, not in the appropriation bill as such, but for when he will take over. I think that is the issue. It sounds as though he does not have a supporter at the back of the chamber, so he had better count that one out.

*Point of Order*

**Mr T.R. BUSWELL:** Madam Deputy Speaker, I feel that I have been somewhat generous in not raising many points of order as the member for Collie–Preston has made his various points, but I again ask that you perhaps reflect on footnote 100 on page 87 of the standing orders, which gives some very clear direction to members about the limits that apply to third reading debates.

**The DEPUTY SPEAKER:** Member for Collie–Preston, can you please confine yourself to the content of the bill.

*Debate Resumed*

**Mr M.P. MURRAY:** The point has been taken. I will get back to the smell in Busselton. I think some of that smell probably comes from the Treasurer's pocket. That \$20 million was for a private consortium and the government now has to fix the smell.

**Mr T.R. Buswell:** It is \$28 million.

**Extract from Hansard**

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**Mr M.P. MURRAY:** That is a lot of crabbing. I think that spending \$28 million to get rid of the seaweed so that the Treasurer can go crabbing is quite unrealistic, when \$7 million has not been put in the budget for Collie Senior High School as promised. It was great to see the president of the Shire of Dardanup support the Treasurer the other day when he said that everything that was promised in the Dardanup shire will be done in four years. It was very good. I have not caught up with him yet. I want to bet a couple of hundred that it will not happen, because the \$18 million for the Millbridge bridge is included in that. If the government cannot find enough for school teachers, how will it find enough for a bridge in the next four years? Come on! I will take him for a couple of hundred. I am sure that he will not shake my hand to have that bet. No-one in this chamber will put themselves in a position in which they just give money to a person in the opposition, but that is what is going to happen.

I return to the Collie area. I have talked about the growth in Millbridge, the 40 000 people who are needed down there, the infrastructure that is not forthcoming to deal with that growth, and the noise from those areas. I was told yesterday that the noise is causing a reduction in the price of blocks. People are very concerned about the noise. They are also worried about when the primary school, for which the land has been allocated, will be built. Growth in the south west is being stifled because this government will not commit to a new school that has been included in the planning. It is good to see the Minister for Planning in the chamber. There is also an issue with how public open space is allocated. We all know that we have to look at that issue. We are not getting playing fields as such, and ratepayers are being asked to foot the bill for playing fields in the future. It is certainly something that the Minister for Sport and Recreation has raised, and it has been raised in the planning area. The developers are very concerned about the government's position on those issues in the future. Everyone knows that we cannot keep saying that public open space is a creek bed, a gravel pit or areas where people cannot play sport. I am not saying that they all do that; I am saying that we need grass playing fields to maintain our lifestyle in the future. Australians are quite proud of that lifestyle.

I go back to the smell of the seaweed in the south west. What about the \$7 million? I am asking for some commitment on the Collie high school, as per the promise of a much-photographed candidate and a headmaster. It was a major plank of the government to try to get me out of there. That formed part of the \$300 000 the government spent in its campaign to get rid of this grubby old miner, but I am still here.

**The DEPUTY SPEAKER:** Member, can you confine yourself to the bill, please.

**Mr M.P. MURRAY:** I am asking the Treasurer to put forward a program to fund that school. It is no good the Treasurer looking at the ceiling! It was a huge part of the Liberal Party's promise going into the last election. People thought it was a really good idea and that the government would get on with it. Now we find there is not one cent in the forward estimates for that. I will talk about one person who stood against me—a member of the National Party. I am not saying it was a member of the Liberal Party; they are not all bad. I am not sure where the Liberal Party fits into the coalition. Is it on top of the National Party or below it in the smell of the seaweed? A fellow from the National Party rang me and asked whether I could talk to the Treasurer because they had a message that this money would not be forthcoming as it was not in the forward estimates. The community is concerned about where that high school is headed. Is it on the road to be demoted to a junior high school under the government's new reforms?

**Mr T.R. Buswell:** What are you talking about? What is a junior high school?

**Mr M.P. MURRAY:** It is a senior high school at the moment, but some of the classes have only six or seven students. As the Treasurer well knows, in country towns some people have to move away so their children can go to school. Is there a future for a senior high school in Collie? If the money is not forthcoming, it will undermine what people think about that high school and they will take their children out and bus them elsewhere or they will move away. They will sell their houses and move to the coastal strip so their children can go from year 1 right through to year 12 without changing schools and losing friends and having to start their life all over again. Can the Treasurer advise whether there will be money in the first four years of this government for Collie Senior High School, or will the promises made to people in my electorate be held over so they have to wait again? There is a red-faced headmaster in Collie who posed for publicity shots with the Liberal candidate who promised \$7 million to Collie Senior High School. I have not seen that headmaster since the Minister for Education said that money was not forthcoming and was not in the forward estimates. I feel immensely embarrassed for the poor gentleman, who, in good faith, went out and said it was a great occasion that the Collie high school would get \$7 million. When members look into the budget very closely they will see that \$500 000 of royalties for regions money was allocated in place of that \$7 million. However, that is carryover money from a job that had already been done. That is deception at its best involving \$500 000. Honestly, that \$500 000 should not be in the budget because the work was finished. It was deceptive of the government to try to put it over the people of the Collie area that the Liberal government would, for once, support Collie. People wonder

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why the polling booths in Collie favour Labor with 80 per cent of the vote. It is because this and previous Liberal governments have let them down. Once there was a promise before an election for a 600-megawatt power station. As soon as the then Minister for Energy got in he changed the rules. It is good to see the Treasurer nodding, because it means he has done his history homework. As soon as the Liberal Party got in, it halved its promise so that 600 megawatts dropped to 300 megawatts. The government of the day would not listen and to this day the earthworks are there. After stating in this house it would not cost the Western Australian taxpayer one cent, the government then tried to refurbish Muja AB at a loss of \$360 million to this state. I sat here and I listened to that.

**Mr T.R. Buswell:** Don't you support that?

**Mr M.P. MURRAY:** I have supported that industry down to the ground, and I support what has been done in many areas, but I do not support wasting money like that when the government could have built on the back of Collie A—where \$40 million worth of work had been done—a new high-tech power station for around the same money and got a better return over 40 years, and not over the 10 years, as this government took. I was really proud the day the Premier and I finally agreed and he said, “I think the member for Collie might have been right”. It is not very often he has said that over the years. As a matter of fact, he has been very nasty to me.

**MRS M.H. ROBERTS (Midland)** [12.16 am]: I rise to speak on the Appropriation (Consolidated Account) Capital 2013–14 Bill and refer to schedule 1. The first area I will address is education. At page 3 of the bill, item 123 of schedule 1 shows an allocation of \$288 685 000 for education. That should be read in conjunction with the budget papers, so I turn to page 282 of volume one of budget paper No 2 where that capital appropriation of \$288 685 000 is listed. That is the estimated actual expenditure for 2013–14, and it is what this appropriation provides for education by way of a capital appropriation. I note with some concern that in future years a diminishing capital appropriation will be available for education. Although there is funding of \$288 million in this capital appropriation, the planned appropriation for next year is \$191 million, followed by \$177 million and \$188 million in the years after that. By 2016–17, the proposed capital allocation for education will be \$100 million less than what is planned for this year.

As I have said, I view that with considerable concern. The needs in education are growing. We know that the population of our state is growing. There will, therefore, be a need for new schools to cater for the growing student population. There will also be a need for growth in funding for maintenance and upgrades at existing schools. I have looked to see what that \$288.685 million will be spent on in this financial year and why that appropriation has been made. I have looked at the list of proposed new works, and I did not see any new works proposed for the schools in my electorate. I then looked at the list of the miscellaneous items that comprise the estimated expenditure that is provided for in this appropriation. The list includes the air-conditioner replacement program; boiler replacement; gas heater replacement; land acquisition; perimeter fencing; power supply upgrades; roof replacement upgrades; sewer upgrades; school facilities, such as canteen programs; central reserves; covered assembly areas; early childhood program; ground developments; library resource centre program; remote schools 2016–17 program; and toilet replacement program.

There are certainly needs in my electorate that have not been met, although it is difficult to tell from these budget papers whether there is any proposal to meet any of the needs at my local schools from these amounts of money. For example, Middle Swan Primary School lacks a safe pick-up and drop-off point for the youngest children who are going to the kindy and preprimary area of that school. There is a drop-off point for the main part of the primary school. However, that school currently has a very dangerous situation in what is essentially a car park that is used by mums and dads who drop their littlies off at school and pick them up afterwards. Some temporary measures have been put in place by the principal and the teachers at that school, where they have put up orange cones that people have to drive around so that there is some orderly fashion to the pick-up and drop-off area. But it relies on a lot of staff supervision and the goodwill of both teachers and parents. My concern is that parents have to reverse into a parking area in which kids are running out in order to pick up their kids. When we consider the average height of children who are only four, five or six years old, they are often very difficult to see, particularly given that a lot of people these days drive four-wheel drive-type vehicles. It would, therefore, make sense for that school to have a much safer pick-up and set-down point. This is not something that requires capital expenditure in terms of land acquisition. It does not require any negotiations with the City of Swan to be able to utilise its land for a road reserve or anything else. This is education department land. It just needs some money spent on it. I expect it would cost in the order of tens of thousands of dollars, not hundreds of thousands of dollars, to make this a much safer pick-up and drop-off zone.

These kinds of issues are not limited to schools like Middle Swan Primary School. Significant issues have been raised with me about Swan View Primary School. That school does not have an area of land on site but it needs some further cooperation from the City of Swan. That school has what is considered by parents and staff to be an

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unsafe situation for the orderly pick up and drop off of students. I highlight this issue because I suspect that in future years we will need more money, not less money, to provide these kinds of basic works.

While I am on the topic of the capital works allocation for education, Swan View High School certainly needs a funding allocation. In fact, what it really needs is an overall program of renewal and long-term replacement. Members will know that in the 2008 budget there was a capital allocation of \$63 million for a new Governor Stirling Senior High School. That money has now been expended, albeit about two years later than it was supposed to be, and that school is now open. What I am finding this year, however, is that that school is full. Some of the local primary school students are being told that there is not likely to be room for them at Governor Stirling Senior High School. I think it was quite predictable that the moment a new high school was built, it would be popular and the population of that school would grow to beyond 1 000.

I certainly raised this issue with the former Minister for Education a number of times, because at its peak, in its heyday, Governor Stirling Senior High School had close to 1 500 students. Of course, as the school deteriorated, and with the closure of Swanleigh Residential College, we saw the number of students at the school diminish. In recent years, because of the building program and the fact that it is a small, constrained site and we were unable to rebuild the school and keep students on site, we had different year groups split between two separate sites, which was fairly unacceptable, so the numbers diminished. Now the situation is that the school is likely to be at capacity next year. The students are in four senior zones that have never previously been enforced. For example, I was very surprised to learn that students at Clayton View Primary School, formerly known as Koongamia Primary School, which amalgamated with Bellevue Primary School, are now told that they are not within the zone in the suburb of Koongamia for Governor Stirling Senior High School. It is an easy trip on a bus down Great Eastern Highway or Clayton Road to get to Midland. Those students are now being told that they need to go to Swan View Senior High School, which requires a bus trip down to Midland and then back up Morrison Road to Swan View Senior High School. We will see growth at Swan View Senior High School as a result of that, because whereas once upon a time Governor Stirling Senior High School recruited in suburbs such as Koongamia, and it also recruited in suburbs such as Jane Brook and Stratton, it is saying that those suburbs are not part of its catchment and that unless students qualify for a special program at Governor Stirling, be it a sports program or an academic program, they would be unlikely to secure a place at that school. That will put pressure on Swan View Senior High School and on its facilities. I put on record that the facilities at Swan View Senior High School are not what they could be. It is a school that has not had enough money spent on it in recent years, and my view is that its time has come.

What we need, though, is a coordinated program. There needs to be an overall strategy and a year-by-year commitment. It is a big site. There is a lot of land there, so there is plenty of potential to do perhaps a staged rebuilding program. Although the government may not put the money in the capital works budget for a whole school to be built within a year or two or three, certainly there needs to be a plan for what will happen with that school over the next five to 10 years. When I look through what is proposed in the capital works appropriation for education this year, there clearly is no money for Swan View Senior High School to get any upgrades. In future years, when we are looking at an increasingly diminishing amount, this is a major problem.

I look at the government's priorities for its capital works under the new works listed for education. As I have already highlighted, I cannot see anything listed for the Midland electorate. In fact, the closest expenditure is probably for Maida Vale Primary School, which appears to be getting \$5 million—that is what budget says—with \$500 000 of that in 2013–14 as part of this appropriation, and then \$4.5 million in 2014–15. However, I want to place on record that we certainly need some consideration for an allocation from either this appropriation or a future appropriation for some of the works that need to be done at local primary schools. We also need to have an overall plan for Swan View Senior High School.

I also want to refer to the police budget allocation. If I refer to page 5 of the bill, I can see at item 152 an allocation of \$443 554 000 for the Western Australia Police.

Likewise, to look at the detail of what that \$43 million is for, I need to turn to page 491 of volume 2 of budget paper No 2 and see that the total cost of the asset investment program for Western Australia Police for 2013–14 is \$94 576 000, and of that \$43 554 000 is funded out of this capital appropriation that we are debating tonight. The other amounts comprise drawdowns from holding accounts of \$16 600 000, drawdowns from internal funds and balances of \$22 030 000 and drawdowns from the royalties for regions fund of \$12 392 000. I note that drawdown from the royalties for regions is for capital works for the police service. I would not have thought that that fitted the original criteria for which the royalties for regions fund was set up. Footnote (b) states that that the money comes from the regional infrastructure and headworks fund. Therefore, I now find that not only is some of the recurrent money for the police budget being funded out of the royalties for regions fund—I highlight, for

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example, regional allowances, which are intended to be paid out of the royalties for regions fund—but when it comes to capital works, the police budget has been propped up by the royalties for regions fund to the tune of \$12 392 000. As I said, that gives a total of \$94 576 000, of which \$43 554 000 is funded by way of this capital appropriation.

In the out years we again see that the capital appropriation is destined to go down. There will be a slight bump next year up to \$58 million, but by 2015–16 the proposal for the capital appropriation for police is just \$36 424 000 and in 2016–17 it is \$38 329 000. Although these seem like large amounts of money, and, indeed, a capital appropriation for the police \$43 million might seem like a lot to some, it is really not a lot of money when one looks at past budgets. I think that this budget and the forward estimates of the capital appropriation must be very disappointing for those who have an interest in police. When one looks at the kinds of things that are funded out of the police capital appropriation, some of the new works listed to get money include fleet and equipment purchases, new and replacement programs for 2015–18, information and communication technology infrastructure replacement and continuity 2013–15, Criminal Organisations Control Bill 2011, information technology systems and expanded video link technology at regional police stations as part of the rapid justice initiative. There will also be new and replacement police facilities to boost police resources, and accommodation infrastructure and upgrades. The allocation for that is only \$7 million, which is a disturbingly low amount. There is also the custodial facilities upgrade program, which does not start until 2015–18, and the money is not allocated for the out years. There is also the police station upgrade program 2015–18, for which there are some very small amounts—\$2 million and \$3 million—listed for the out years. That will not do much at police stations at all.

Western Australia Police is the largest policing jurisdiction in the world. The state of Western Australia, I need not remind members, covers 2.5 million square kilometres. Police need to police the length and breadth of this state, including many regional and remote communities. That is why when we compare these kinds of figures with the kinds of expenditures that we put in by way of capital appropriations when we were in government, they are simply pathetic. During the years of the Gallop government, for example, post the Gordon report, we committed in the first instance to nine remote full-service police stations in communities such as Balgo, Bidyadanga and the Dampier Peninsula. In conjunction with some federal funding, a further three police stations were committed to.

We committed to, and built, the forensics facility at Midland. The forensics facility was virtually complete in 2008. I think it was opened towards the end of 2008 by the member for Hillarys when he became police minister. That was the final stage of what had been about a three or four-year project. Likewise, we committed to the traffic support centre at the Midland railway workshops site. We appointed the architects and let the contracts. In fact, I turned the first sod there. That would have been a couple of years before 2008, so I am guessing that was around 2005 or 2006. Those kinds of facilities cost in the order of hundreds of millions of dollars, not tens of millions of dollars. We also committed in the order of \$90 million towards the replacement of the Perth watch house. Again, that was a significant amount of money. There were some arguments over the site, but the money was certainly placed on budget. Architects were appointed and the like. The government, very slowly, ultimately delivered on that project, but that is because we realised that the existing Perth lockup was not a suitable facility for this day and age, either for the people being remanded there or for the people who worked there. When looking at lockup facilities in other states, I visited the Roma Street facility in Brisbane to look at what a modern city lockup should be like. That is very much the model that the new lockup in the central police station is based on.

The Court government, some years prior, committed to a new police academy. That was a commitment of hundreds of millions of dollars. In today's terms, I am guessing a facility like that would cost in excess of \$500 million or somewhere of that order. The total commitment to the police facility in Midland in actual dollars is in excess of \$500 million. In today's terms, it would probably cost \$1 billion to build the combination of a communication centre, forensics and the police traffic centre. Those are the kinds of significant amounts of money required for capital appropriations.

There is always a need for replacement police stations. Over the years, there needed to be money available in the police portfolio to constantly upgrade facilities at stations such as Carnarvon and South Hedland, which has now had the works done. Some needed replacement; some needed an upgrade. Sometimes it is just a matter of a lockup being upgraded or minor works; in other cases the facility needs to be completely replaced. I am very disappointed when I see this capital appropriation of just \$43 million, especially when I see that it diminishes in the out years to figures like \$36 million and \$38 million. This says that this government does not value its police service and it is not planning to upgrade a number of police stations or police facilities across the length and breadth of this state. That requires a lot of money. When an area such as this is neglected after a number of years,

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inevitably there has to be a point of catch-up because we cannot let people live in substandard conditions in the long term. One of my colleagues in the upper house recently raised the issue of mould that was found in some relatively new police stations in the Pilbara, saying that those issues had not been satisfactorily addressed. They are the kinds of issues that need to be addressed in the police capital works program.

It would be a mistake for people to look only at the asset investment program, which is funded from capital appropriation and other sources, and to see those funds going only towards building new police stations or facilities. They should also be used to maintain and upgrade facilities. Capital works and new works also includes fleet and equipment purchases, video link technology that is required for something like the rapid justice initiative, which we are still waiting on, and IT systems, which also comes out of the capital appropriation. The previous Labor government made a big commitment to IT in the police capital appropriation. It is very disappointing to see what comes out of the capital appropriation.

It is also worth highlighting the total cost of the asset investment program on page 491 of the budget papers that I referred to, which is around \$94 million, \$43.5 million of which has been funded by capital appropriation. That \$94 million, which is the total cost of the asset program for 2013–14, diminishes significantly by 2016–17. In fact, the total cost of the police service's asset investment program for 2016-17 is just \$45 million. That is less than half of what is proposed this year. I do not think there is any way we can adequately provide for policing in an expanding and growing state with an expanding and growing population. How can we have a budget paper that indicates that in 2016–17 we will need less than half the money for the total asset investment program that is listed for 2013–14, especially when no big projects are listed in that 2013–14 funding? There is no mention of a new police academy or new facility for communications, forensics or traffic like that which has been built in Midland. In 2015–16, the forward estimate is \$50 million, which is nearly half of this year's estimated expenditure. By 2016–17 this government is proposing to spend less than half of what it allocated this year.

The other area that I want to refer to very quickly is Main Roads, which I know is very dear to the Treasurer's heart. The Main Roads allocation is some \$360 453 000 under item 145, "Capital Appropriation". When I look at the spending changes, included in there for 2013–14 as part of this appropriation is \$29 200 000 for what is described as the Lloyd Street southern extension underpass, and then in 2014-15 a further \$9 million. Treasurer, I certainly welcome the fact that the government is at last doing that underpass. That underpass is absolutely required because of the new Midland hospital, and we certainly do not want to see ambulances ramping at the current railway boom gates. The underpass absolutely has to go ahead, but this is only the first part of the project. Where is the full link through to Abernethy Road? Where is the money for the further extension of Lloyd Street? It is simply not there; this is just a very small part of it. I cannot see, Treasurer, anywhere that —

**Mr T.R. Buswell:** That is the most expensive part.

**Mrs M.H. ROBERTS:** I am not sure it is; I think it is possibly about half the money required to complete the full project.

**Mr T.R. Buswell:** We are looking at that southern part—is it Bushmead?

**Mrs M.H. ROBERTS:** Yes. We do not have much time, but Bushmead Road, Stirling Crescent and that whole area there through Hazelmere is under enormous pressure. There needs to be the full road link through from the Lloyd Street underpass through that area of Hazelmere. There is a lot of truck and vehicle traffic on Helena Valley Road, Bushmead Road and Stirling Crescent, and it is getting to be a nightmare for local residents as the roads get congested and they have to deal with trucks. There is a lot of congestion. If Lloyd Street is extended all the way through, that will make an enormous difference and it will certainly be better for business, too, because the trucks will have a vastly more direct route.

Debate adjourned, on motion by **Mr J.H.D. Day (Leader of the House)**.

*House adjourned at 12.46 am (Wednesday)*

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