

ADDRESS-IN-REPLY

Motion

Resumed from an earlier stage of the sitting.

MR D.A. TEMPLEMAN (Mandurah — Leader of the House) [2.54 pm]: Before the break I had reported to the house about the naming of the new Mandurah bridge. I now conclude my remarks.

The SPEAKER: I give the call to the member for Jandakot.

[Applause.]

MR Y. MUBARAKAI (Jandakot) [2.54 pm]: Mr Speaker, thank you, and please let me congratulate you on your election to the position of Speaker of this house.

I would like to begin by acknowledging the Whadjuk Noongar people, who are the traditional custodians of the land on which we meet, and pay my respects to their elders past, present, and future.

To Mark McGowan, Premier of Western Australia and proud leader of the Western Australian Labor Party, I say thank you and congratulations! It was your clear vision for this state, and your strong leadership and tireless efforts that led to the formation of this new government in emphatic style, and I am honoured to be part of a team that will roll up its sleeves and work to deliver that vision for all Western Australians.

I would also like to acknowledge Hon Sue Ellery as the first female Leader of the Government in the Legislative Council, and Hon Kate Doust, who has been elected as the first female President of the Legislative Council. Congratulations. This is a win for diversity and equality!

I look around this chamber today, and I know that I am amongst an unprecedented number of new members, each of whom I would like to congratulate, along with my colleagues who have been returned for another term and are now in government. I am confident that although we begin our parliamentary work together in the midst of challenging economic circumstances, the next four years will set a new course of positivity for the state and people of Western Australia. I would also like to acknowledge the former member for Jandakot, Joe Francis, and wish him and his family the very best.

This is a proud and extraordinary occasion. In forty days' time, it will be the twentieth anniversary of my arrival in Western Australia as a migrant from India. I have lived in and around the seat of Jandakot for the past 20 years. I have raised my beautiful family. I have created businesses, made lifelong friends and served in local government. I have been welcomed into the citizenship of this amazing country, and I know how blessed I am to be an Australian. So to stand here today as one of two Indian-born members of an Australian Parliament and dedicate myself to the service of the Jandakot community and the people of Western Australia, it is like a dream.

I come from a farming family in the district of Dahanu, 130 kilometres north of Bombay, on the western Indian coast. My family still farms chikoo, a tropical fruit known here as a sapota or mud apple. Those once successful farms helped support my education in Australia. However, now in India the revenue from farming has fallen sharply. Indeed, my family earns far less now in real terms than it did 40 years ago. My great-grandfather's heart and soul was in growing fruit and vegetables and he won many awards for agriculture from the then British Raj. My family is most proud of the Kaiser-i-Hind, also known as the Emperor of India medal for public service, which was awarded to my great-grandfather for advancement of the public interest in India. My father, Yezdi, who is here today in the public gallery, is wearing that medal. I am proud of you!

An energetic man, my great-grandfather was also the founding member and chairman of the Dahanu Road Janta Co-operative Bank. As there was no electricity in the village at that time, he started a successful movement for establishing a power house. I am glad to say that we do not have these issues in Jandakot! My grandfather was the Deputy Mayor of Dahanu for 16 years. At this time there was no prayer hall to carry out our Zoroastrian customs and rituals. The religion of my family and me is Zoroastrianism. It is an ancient Persian religion. We worship fire and our mantras are very similar in vibrations to that of the Hindu mantras. The people of Dahanu had to undergo great hardships to travel to the nearest prayer hall, so my grandfather and great-grandfather bought a small piece of land and built a fire temple, which still stands and is used to this date. My grandfather was also responsible for establishing the first English secondary school in Dahanu with the help of the Bishop of Bombay and, subsequently, the first college. My father has carried forward the rich cultural legacy and tradition of our family, continuing to manage and develop the farming and other businesses. Along with other farmers, my father, with his sharp business acumen and philanthropic nature, started an auction house where chickoos, brought in by small farmers, are auctioned to the highest bidder. Farmers who previously struggled to make a living due to middlemen are now earning good money for their produce.

As I have said, it will shortly be 20 years since I first arrived in Perth. I remember the day I left Mumbai as a naive and fresh-faced 21-year-old commerce graduate on 4 July 1997 to start the 10-hour journey to my new home. I left a colourful and fast-paced public relations role with the MTV music television station in India. I thought WA would be the perfect place to continue my post-graduate studies. I knew Perth had beautiful beaches and a strong club cricket culture. Being the cricket tragic that I am, I was of course lured by Perth's historic cricket ground, the WACA.

My arrival in the suburb of Leeming and studying my Masters in International Business at Edith Cowan University marked the beginning of the first decade of my life in Australia spent living in the Jandakot electorate. My first job in Perth was as a night shift attendant at a service station in O'Connor. I remember a colleague bought me a fair dinkum book of Aussie slang. The first two phrases I learnt were "ripsnorter" and "Get me a tinnie." Of course, I have learnt a lot more colourful Aussie slang since, but none appropriate for this chamber. I then worked as a food picker at Woolworths and then went on to work at Telstra and Centrelink before I was finally able to realise my dream and buy my first business, the Success Post Office, in 2005. I have been business-minded since I was a child. My grandfather had a dairy farm and I used to take a lot of interest in counting the cows and how many were being milked, and the number of employees. During the school holidays I used to put on magic shows and sell tickets to the parents. We used to pull mangoes from the trees and sell them to the local markets to make some pocket money. I am trying to impart to the members in this house that my life trajectory has followed the common path of the many hundreds of thousands of migrants who have seen the benefits and opportunities that Australia has to offer. I have seen a lot change in my local community during the past 20 years and it brings me back to the seat of Jandakot. I would like to share with members some of the history of the area, founded by migrants, based on market gardens and food production, which resonates strongly with my migrant history and experience.

As members would be aware, significant population growth in this state and particularly in the southern corridor of Perth during the past decade has created the need for many redistributions of state electoral boundaries, including mine. A relatively young electorate, the new state seat of Jandakot was created in 2008. Comprising 94 square kilometres, it includes parts of five local government areas—the Cities of Armadale, Canning, Cockburn, Gosnells and Melville. Jandakot's suburbs include Canning Vale, Forrestdale, Harrisdale, Jandakot, Leeming, Piara Waters and Treeby. According to the iconic local history text *Cockburn* by Michael Berson, Jandakot was settled in the late 1890s off the back of a series of gold rushes to Western Australia. The state's first Premier, Sir John Forrest, set about creating agricultural areas for the new settlers to farm, and in 1890 a market garden precinct was declared at Jandakot. The challenges those pioneers faced in making a sustainable living working the area's characteristic heavily leached grey sands is worth mentioning, as those who were successful are credited with establishing the market gardens that provided the main source of nourishment for Perth's growing population over many years. I admire the optimism, resilience and determination of those early settlers. Those men and women were not afraid to try, fail and try again until they succeeded. They are the character traits that are also commonly found in today's Jandakot community.

This enterprising attitude is reflected by recent statistics published by the Australian Bureau of Statistics, which show that business growth is booming in the Forrestdale–Harrisdale–Piara Waters region, with a 57 per cent increase in microbusinesses between 2014 and 2016—the fourth highest growth rate of a region in Australia and the highest in Western Australia. This growth is set to continue throughout the next decade. Further similarities can be drawn between the issues facing the Jandakot communities of then and now. The need for connectivity and access between settler's farms, and Fremantle and Perth, was the catalyst for the establishment of the Jandakot Roads Board District in 1891. The Roads Board's first project was building Nicholson Road. By the turn of the century, it became clear to the settlers that in order to make the most of their farmlets, the district would need a railway. A vigorous campaign saw the Fremantle to Jandakot line open in 1906 and extended to Armadale in 1908. The Armadale–Jandakot Railway closed in 1964 and road transport once again influenced development.

The challenges of transport and the battle between road and rail continue to be matters of great importance today within the seat of Jandakot and, to a large extent, this was the platform upon which my campaign was based. I am proud to be part of a government that is serious about achieving tangible improvements to transport and reducing congestion in Jandakot, and that has committed to five long-overdue transport projects that will improve travel times and safety. The Thornlie to Cockburn rail extension, with two stations in Canning Vale, will seriously alleviate congestion on Ranford Road. This was the number one complaint I heard from residents whilst I door-knocked and phone-called during my election campaign. The duplication of Armadale Road from Anstey Road to Tapper Road, with provision for future light rail, is another major project that will overcome serious congestion and lead to the creation of 850 jobs. The connection of Murdoch Drive to Kwinana Freeway and Roe Highway will benefit my constituents with access to Fiona Stanley Hospital and Murdoch Activity Centre, which is expected to be one of the biggest employment centres outside the Perth CBD, accounting for 35 000 future jobs. The \$217 million Armadale Road to North Lake Road bridge, the widening of the notoriously congested Karel Avenue in Leeming and the extra lane north on the Kwinana Freeway from Russell Road to Roe Highway are

serious congestion-busting investments that will create thousands of jobs and help traffic flow around the southern suburbs.

The seat of Jandakot is well known for its airport, which has been operating since 1963. Initially established for light plane training, helicopters, charter planes and maintenance, the airport precinct is now a large base for the Royal Flying Doctor Service and has expanded to include a commercial and industrial park occupied by high-calibre tenants.

Population growth in Jandakot has been significant. Today, approximately 28 000 residents call Jandakot home. We enjoy a melding of the old and new. Rural and semirural landholdings have been transformed into the newer greenfields developments in Treeby, Piara Waters and Harrisdale. Treeby, named after the pioneer family headed by Joseph and Emma Treeby, was excised from a former sand quarrying area of Banjup north of Armadale Road. Three of the Treebys' sons and one grandson served in World War I, with one son killed in action. The suburb was named in the family's honour. Calleya Estate is the first stage of a new urban development in Treeby, which will eventually contain approximately 4 000 new residential dwellings, a town centre and two new primary schools. I was privileged to be an east ward councillor for the City of Cockburn that resolved to create this exciting new suburb.

As a former councillor, I cut my political teeth in the local government sector from 2011 to 2015. The experience has allowed me to truly appreciate the hard work and dedication of mayors, councillors and staff. Just last week I was honoured to attend the opening of the \$109 million dollar Cockburn Aquatic and Recreation Centre, which is a shining example of how local government can take the lead in providing an outstanding piece of community infrastructure. I am proud that I was part of the council that initiated this project, especially now that it is open to the public. We expect a million visitors a year. Aside from rates, roads, rubbish, and, of course, vital infrastructure, local government is a significant enabler of the successful operation of local community and sporting groups, and performs vital work in community development. Our resident groups and sporting clubs are the heart, soul and backbone of our community.

I am extremely proud that the McGowan Labor government also recognises the importance of our grassroots organisations and has committed to investing millions in community infrastructure and projects in each electorate of the state.

[Member's time extended.]

Mr Y. MUBARAKAI: In Jandakot, through WA Labor's Local Projects, Local Jobs initiative, I am working with Leeming Bowls Club, Piara Waters Junior Football Club, Harrisdale Primary School, Chung Wah Chinese School, Armadale Soccer Club, Australia-China Youth Business Foundation, Forrestdale Sporting Association and ARKS Rugby Club to deliver important upgrades. Particular areas of challenge for local government in which I hope to make a difference during my term include rates disparity within growth councils and a lack of youth centre facilities for our younger generation.

Western Australia is a state of migrants. We are a relatively young and diverse state with a bright future. WA is home to people from more than 190 countries, a fact I am happily reminded of at each citizenship ceremony I attend. Recently, at a City of Armadale ceremony, I watched people from Chile, Argentina, Brazil, Canada, the US, China and 78 other countries around the world take the proud pledge to become Australian. I talk to migrants every day. They are optimistic and aspirational and they want to contribute to their communities and to the success of the Australian economy. Members, think back 40 years about the make-up of this Parliament and consider the progress that has been attained for Western Australians in the time since. We are here today as the fortieth Parliament of Western Australia and I want us to take a moment to imagine the next 40 years and what we would like to impact upon in that time.

As parliamentarians we are in the privileged position to be able to make decisions that will influence not just the next four years, but the next 40 years of the state's future. I believe that working toward true multicultural integration is a worthy goal and one I am committed to advocating for. My electorate of Jandakot is punching above its weight when it comes to migrant populations. In Canning Vale, Piara Waters, Forrestdale and Harrisdale, in 2011 the quota of migrants was 50 per cent higher than the state's average with more than 42 per cent born overseas. Other suburbs are not far behind. I want the migrant community to know that with hard work they will get a fair go in Western Australia. As a migrant and a member of Parliament, I want to help multicultural communities understand how to integrate well.

Small business represents around 97 per cent of all businesses in Western Australia. This is significant as they are a major source of employment and economic activity in this state. As an experienced small business operator I understand why it is vital to have someone in Parliament who has experienced what it is like to actually be a business owner. There are people in political parties who have come into this chamber saying they know about

business and that they represent business, but they have never actually run a business. I want small business owners to have a genuine voice in Parliament. I want them to know that I am here with an understanding of their experiences, their hopes and ambitions, their desire to create something and that I am aware of the risks they take and the obstacles they face.

People often wrongly define what a small business is and how it works. Small business is families; it is mums and dads who take on immense risk in following their lifelong dreams and seeking out financial security for their families' futures, and contributing significantly to the economy at the same time. They are the nervous system of our community. If people speak to politicians about small business and ask them what the pain points and the issues facing small business owners are, some will say penalty rates and restrictive work practices. This is what conservative discourse would have us believe. But I can tell members, honestly, as a small business owner, those two items—penalty rates and restrictive work practices—are well down the list of problems. Cutting penalty rates is not going to make any significant difference to small businesses; yet, this issue is monopolising the entire debate around problems facing this sector. For many small businesses, the husband or the wife themselves or perhaps a team of two staff are the ones working and therefore will simply not be impacted in any meaningful way by penalty rate cuts. Furthermore, often for small business, staff are like family and small business owners understand that penalty rates are a fundamental part of compensating their workers for the time they miss out on spending with their families when they have to work on the weekend. We need to be very clear in our understanding that the debate around penalty rate cuts has been set up to benefit big businesses with significant numbers of employees, which in reality are the ones that can most afford to pay them.

As small business owners we know what it is like to get hurt in the retail downturn. We can deal with this and remain optimistic. What we cannot deal with are the layers of unnecessary constraints imposed upon small business owners for no tangible benefit. In fact, what we see is the stifling of small businesses from growing, expanding and even just operating day-to-day with bureaucratic red tape from all three tiers of government. I believe a balance must be achieved so that we have an enabling environment within all tiers of government that encourages small business to thrive—not to create death by paperwork, not death by delay, and not death by the imposition of unnecessary and burdensome regulation that small businesses experience on a daily basis. The issues I am talking about today are not new, in fact, they were raised to the previous Liberal–National government, which did very little to help reduce red tape for small business.

Currently, small business is defined differently by regulators in Australia depending on the laws they administer. For example, the Australian Taxation Office defines a small business as one that has an annual revenue turnover of less than \$2 million. The Australian Bureau of Statistics characterises a small business as one that employs fewer than 20 people. The Australian Securities and Investments Commission and Fair Work Australia have different definition again. If four federal agencies cannot agree on the definition of a small business, how can government effectively service the sector? How can small business owners clearly understand which rules and regulations apply to their business? People are confused. This sentiment is supported by Western Australia's underrated Small Business Development Corporation, which provides crucial services to small businesses throughout Australia and WA. I would like to thank the Small Business Development Corporation for its continuing advocacy and hard work in this long overlooked sector.

At the local government level, different councils have different sets of rules for small business. A food truck owner I know has a business registered with the council in which she lives. Every time she wants to operate her business in another council area she must apply for a temporary food permit and fill out a form to show that her business is compliant with the Food Act and with national food standards. This can take up to three weeks. I have to ask the question: why in 2017 do we have a situation whereby a business owner is providing identical information over and over again to different councils? The same applies for building approvals that differ from one council to another. We could be using available technology to optimise efficiencies by creating a centralised database for this information, which state agencies and local governments can tap into and update. We must remember that small businesses are not big businesses. They simply do not have the resources or time available to deal with many of these issues, and they certainly should not be disadvantaged or penalised because of this. In my time in Parliament, I want to see more centralised, streamlined processes, as well as some consistency in regulation amongst the three tiers of government to make it easier and smoother for small business owners to meet the compliance requirements and to thrive.

Since being elected, I have pulled back from the family business in order to put all my energy into my work as a member of Parliament, and I am pleased to be able to continue following my passion by providing representation and advocacy in this space. I am proud to be part of a Labor government that makes current and future small business a priority. "WA Labor: Plan for Jobs" sets out the strategy to achieve this, and includes initiatives such as enabling small business to compete for government contracts and increasing support to microbusinesses, which make up nearly 87 per cent of WA's small business sector; removing inappropriate, excessive and costly regulation; and taking measures across the board to increase levels of local content. I am confident that by

implementing Labor's plan for jobs, small businesses will be made a priority and will be supported to grow and prosper.

The journey to becoming a member of Parliament cannot be undertaken alone. The outcome of a single election day is the result of many hours, days and years of hard work, assistance and input from friends, family and colleagues. I would like to take some time to show my gratitude to all the people who have helped me along my journey. To my long-time friend and campaign director, the member for Cockburn, Fran Logan, thank you for your friendship, guidance and mentorship. Philip Eva, I have more appreciation than you can imagine for your ongoing support, knowledge and assistance, thank you. To Lenda Oshalem, Patrick Gorman and the WA Labor Party office, without your continued support and hard work, this campaign would not have been successful or created history, congratulations and thank you.

To my campaign team, Deana, Ben, Despa, BJ, Cory G, Cory F, Kiv, Dani, Luke, Santu, Yaso, Naresh, Ashton, Amar, Klara, Janet, Eve, Tarun, Peter, Hunter, Rob, Raj Salvender and Shiju Mathews, you have been pillars of strength. Thank you to my electorate officers and staff, Michelle and Lyndsey, for helping me navigate my first few weeks on the job. Thank you, Josh Wilson, federal member for Fremantle, for your friendship and guidance over many a coffee—there have been many. I would also like to acknowledge the assistance and support of the former federal member for Fremantle, Melissa Parke; member for North Metropolitan Region Hon Alannah MacTiernan; the federal member for Burt, Matt Keogh; and the member for Armadale, Dr Tony Buti. To Barry Urban, Terry Healy and Pierre Yang, I am very grateful for your friendship during the campaign. Thank you.

Particular thanks must go to Steve McCartney from the Australian Manufacturing Workers' Union, as well as John Welch from the Western Australian Prison Officers' Union, Brendan Reeve from the Electrical Trades Union, and their respective staff—thank you.

To Kirsten Robinson, Rob Hunter and all the parliamentary staff, thank you for welcoming us.

I would like to acknowledge the Consul General of India in Perth, Amit Mishra, and his wife, Meenakshi, as well as my sister's childhood friend Parul Vedak, who has come all the way from India. To my family, especially Lynn Holiday, Bianca and Andre D'souza, Merzin and Delnaz Ghadiali, and Rayan and Zenobia Dubash, thank you.

[Member's time extended.]

Mr Y. MUBARAKAI: I thank them for helping me through the tough times as well as providing invaluable campaign assistance.

I would not be standing here today if it were not for the unyielding support of my best friend over 20 years, my rock and the love of my life, my wife, Jeri. Today, alongside my wife and my father, Yezdi, in the public gallery, sits my mother, Shahnaz; my sister and my better half, Farizia; her husband, Mehrab; my children, Zyshaw and MJ; and my niece, Suraiyah—and not forgetting the one, the only, my nephew, Tyreez, who will be forever be by my side in spirit.

I come to this place with an open mind. I come here to absorb and learn and work hard for the people of Jandakot and the people of Western Australia. I come here as there is no other country in the world where I could grow and establish myself in the way I have been able to in Australia. I come here with hope—hope that a farmer's boy from a village in India can be embraced in Australia; hope that an Indian boy with a surname that no-one can pronounce can fit in. I also commit to bringing to this place the values upon which I was raised, summarised by a Zoroastrian maxim "Good thoughts, good words, good deeds".

I would like to conclude with a William Ernest Henley poem *Invictus*. This is a poem that Jeri and I read to our children and that embodies the characteristics of bravery, resolution and strength in the face of adversity. It states —

Out of the night which covers me,
Black as the pit from pole to pole,
I thank whatever gods may be
For my unconquerable soul.

In the fell clutch of circumstance
I have not winced nor cried aloud.
Under the bludgeoning of chance
My head is bloody, but unbowed.

Beyond this place of wrath and tears
Looms but the horror of the shade,
And yet the menace of the years
Finds, and shall find me, unafraid.

It matters not how strait the gate,
How charged with punishments the scroll,
I am the master of my fate:
I am the captain of my soul.

Thank you.

[Applause.]

MR S.K. L'ESTRANGE (Churchlands) [3.28 pm]: I rise today to speak on the Address-in-Reply debate following the swearing in of the fortieth Parliament after the 2017 state election. I would like to start my Address-in-Reply contribution by thanking the teams of people in the ministerial departments that I oversaw before the last election—the Department of Mines and Petroleum, the Department of Finance and the Small Business Development Corporation. I would like to thank all the staff who worked in those departments and commissions for the excellent work they did for the government over the last eight and a half years. Of course, to the ministerial staff who offered that valuable support in the ministerial office, I thank you also.

Moving to the election, I would like to thank the hardworking Churchlands campaign team. Win, lose or draw, regardless of our political party, we all rely on the volunteers and supporters to get us into this place.

I especially thank the Churchlands campaign executive team—campaign chair, Jon Betjeman; Curtin division president, Ann Patrick; my treasurer, Peter Moore; Jordan Kestel and Ian Warner; the weekend helpers who got out there with me around the shops, Chrissie Jordan, David Straface, Natalie Dimmock, Brett Rawcliffe and Ray Muskett; the logistics team who did all the hard work getting things organised, Greg Miller and Murray Turner; and to Liberal Party headquarters, Andrew Cox, Sam Calabrese, Jonny Heron and the staff. Finally to the very important booth captains, volunteers, financial supporters and backers, I thank you all very much. Of course, to my state and federal parliamentary colleagues, thank you for your ongoing support that we all relied on throughout the campaign.

The election results have been talked about quite a bit over the last couple of weeks. The Liberal Party took a big hit—a 16 per cent swing. In Churchlands, I was spared from the chopping block and I credit this result to the hard work put in by my electorate office over the past four years to help support me, and, in particular, to Nicola Milsom and Cecile Levacher for their dedicated hard work of engaging, with me, the people of Churchlands on a regular basis. This assisted me greatly to focus on local issues and to advocate on behalf of the community, and it kept me free to engage with constituents. It ensured that I was always available to meet with those who needed support.

Now to the future. Losing 18 colleagues from this place is a sobering experience. Although they are not here to listen to me today, I thank them for their service to this Parliament that they have given on behalf of their electorates and their communities. I guess we will see some of these members again. I think some of them are quite young in their parliamentary careers and offer enormous potential to this place and to the people of Western Australia, and I am sure we will see some of those members come back in four years' time. It provides an opportunity for the Liberal Party in particular, and the parliamentary Liberal Party, to renew, refresh, rebuild and re-engage. That is of course what we must do after such a thumping defeat at the last election. As part of this renewal, I welcome and congratulate our new Liberal members, Kyran O'Donnell, the member for Kalgoorlie, and Zak Kirkup, the member for Dawesville. These two new members of Parliament for the Liberal Party have great potential. They are well connected to their communities and are enthusiastic and keen and have shown us in this place that they can offer something very special to the state of Western Australia.

The rebuild and refresh begins in earnest and the fact that seven Labor MPs hold their seats by a slim margin of less than three per cent will be a significant motivation to our cause over the next four years. Over that time, we will work to re-engage with the people of Western Australia and listen to their needs, wants and aspirations. In so doing, we will reset the Liberal Party agenda to rebuild their trust. Importantly, we will do this while holding the McGowan Labor government to account.

I take this opportunity also to extend my gratitude to the service of former Premier Colin Barnett, the member for Cottesloe. This is his twenty-seventh year of parliamentary service. He went to four elections as Leader of the Parliamentary Liberal Party and won in 2008 and 2013 and spent eight and half years as Premier. With his cabinet and the parliamentary team, he steered the state through the global financial crisis. He is credited with transforming Perth and regional Western Australia. His signature achievements include, but are not limited to, the royalties for regions program, which he embarked upon with the National Party members of cabinet. He created a new portfolio of mental health and oversaw a complete revamp of mental health legislation. He also achieved the most significant conservation achievement in Western Australia with the creation of five million hectares of national park on the Mitchell plateau in the Kimberley, plus, of course, the overhaul and rebuild of city and regional hospitals. He also set up the conditions for local tourism success and oversaw a revitalisation of Perth with projects such as Elizabeth Quay, Perth Stadium and direct flights from Perth to London. He was also integral to the deregulation of retail trading hours and, of course, with that engine room of the Western Australian economy, he provided significant

knowledge, expertise and support to promoting and getting off the ground mining and petroleum projects. The list goes on and is both diverse and significant to Western Australia's future, and I thank the former Premier for those efforts.

I turn now to the McGowan Labor government. It is the new Labor government's turn to prove itself. It has a 12-seat majority and I congratulate new Premier McGowan on his mandate to govern. I congratulate also his cabinet-appointed ministers and I welcome the 19 new Labor MLAs to this place. But when I think of my electorate of Churchlands, I remind the new Labor government that a mandate to govern is not a licence to stop listening. I draw the government's attention to its early handling of a significant issue in the Churchlands electorate. A deep concern to my community is the rising population of students at Churchlands Senior High School and nearby Shenton College. The Department of Education website has the current population of Churchlands Senior High School at 2 581 students. Shenton College has 1 970 students. The 2020 projection has Churchlands at 3 251 students and Shenton College at 2 271 students. These are significantly large school populations, which can cause management problems and have an impact on the quality of education that can be delivered by these two schools. A solution had been found by the former Liberal–National government and money had been allocated to that solution. That solution existed in, of course, a new high school at City Beach, which was earmarked on 28 September 2016 by the Liberal–National government minister at the time, Hon Peter Collier. The solution was to open the new City Beach high school in 2020. The deal was done to secure the existing City Beach high school site. The school would have been able to cater for 1 600 years 7–12 students, and \$182 million was committed to improving the schools in the greater western suburbs region. The proposed Liberal solution now highlights some unintended benefits that have come to light only through the McGowan Labor government's handling of this school situation. First, the proposed Liberal–National government solution to move as quickly as possible on developing the City Beach high school site meant Perth Modern School could be completely left alone to do what it does best—continue its outstanding program of academic excellence for students to attend from throughout metropolitan Perth and the country. That is because also in the Churchlands electorate, at City Beach, is the state government high school boarding house for students who get scholarships to these great state high schools with excellent programs and need to board. Perth Modern School is open to all those outstanding children throughout Western Australia who wish to aspire to excellence. The Liberal–National government plan to develop the City Beach site would have left Perth Modern School intact, as I said, to do what it does best.

The second unintended consequence of our program is that the City Beach high school site is owned by the government. There is no need to look for a new site, to pay for a new site or to move a school program from another site. That was formerly the site of City Beach High School, and it is ready to go now. The third unintended consequence of the Labor government not taking the proposed City Beach high school option is that it has become the first real test of Premier McGowan's leadership style with the people of Western Australia. It beggars belief that the McGowan government is willing to shelve the most viable, cost-effective solution—the City Beach high school solution. A lot of people are questioning the validity of that decision. Instead, the government wants to ruin the aspirations and tradition of Perth Modern School in the pursuit of what, to me during the election campaign, looked like a thought bubble more suited to an episode of *Utopia*. What does eminent Western Australian and former Governor Malcolm McCusker think of this? Let me give members a taste of it. I will read from an article in *The Weekend West* from Saturday, 29 April 2017, on page 37. Malcolm McCusker states —

If you were WA's Education Minister, what would you do with a government high school that has produced 15 Rhodes scholars, a prime minister, a governor-general, a chief justice, governors, judges, doctors, engineers, a chief scientist, authors, Beazley medal winners and many others who have made valuable contributions to the community—whose alumni support needy students and which has a median ATAR of 95.5 (State median 83.5) making it, of all WA secondary schools, public and private, “the best in the West”?

That school is Perth Modern School. Children from all over the State, from many different socio-economic backgrounds, pass a tough exam to go there. Money won't do it, only brains and hard work.

Would you foster it as a model of excellence, to show what can be achieved by the public system? Or change it radically, close the academic excellence program at the 106-year-old heritage site in Subiaco, make it a local intake school, and move the 1500 students to a new academic selective school, on top of a high-rise building, adjacent to Northbridge?

Well, that is what our Government is planning. Seriously!

He goes on to state —

Parents, teachers and alumni ask why they were not consulted.

...

The promise, repeated by Premier Mark McGowan on election night, that the new Government would “consult with and listen to the people of WA”.

Extract from Hansard

[ASSEMBLY — Thursday, 25 May 2017]

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Mr David Templeman; Mr Yaz Mubarakai; Mr Sean L'Estrange; Mr Dean Nalder

We are all now wondering why he did not live up to that pledge. McCusker goes on to look at what alternatives have been considered and costed. We could also ask the question: has this thought bubble been considered and costed properly? The article goes on —

It has been suggested that the fit-out will cost taxpayers about \$25 million, with an annual rental of \$15 million (no doubt escalating over time). In just five years, if those figures are correct, it will have cost the taxpayer more than \$100 million, and liability for rent will continue.

That very eminent Western Australian holds deep concerns. For such a radical change to be even contemplated, members would expect a leader—a Premier, no less—to build the case for change through highly effective consultation and excellent communication including active listening with the people most affected. Active listening, of course, is when you actually listen to people's feedback whilst you are formulating a plan. The fundamentals of a change management plan are to have an influential group of core supporters and champions for change. But, instead, we have seen none of that. I will read some extracts from an article by David Bell in *The Perth Voice* dated Saturday, 11 March 2017. It is titled, "Labor plan caned" —

LABOR was a no-show at a forum organised by Perth Modern School parents to oppose the party's plan to move gifted students to a new school in the CBD.

...

All major political parties (and a few small ones) were invited. Labor's Perth candidate John Carey, education shadow Sue Ellery, leader Mark McGowan and Mt Lawley candidate Simon Millman all declined.

The parents even reached out to former federal MP Alannah MacTiernan to at least get a Labor voice on the panel, but had no luck.

Clearly, during the consultation phase leading into the election, Premier McGowan and his team refused to listen to the people who were seeking to have an audience with the future Premier. They did not get to have one. To the Labor backbench cannon fodder—all political parties suffer this—they are on a high-water mark. The Liberal Party was on a high-water mark after the 2013 election; the Labor backbench is on a very high water mark. The Labor Party set a state record for the number of MPs elected to this place at 41. Unfortunately for all backbenchers sitting under three per cent, they will want to be very, very cautious of the fact that they can be called the Labor backbench cannon fodder. The figures are: Joondalup, 0.6 per cent; Kingsley, 0.7 per cent; Jandakot, 1 per cent; Murray-Wellington, 1.4 per cent; Kalamunda, 2.5 per cent; Burns Beach, 2.5 per cent; and Bicton, 2.9 per cent. Some backbenchers may well survive the next election through their own sheer hard work and connectivity to their electorates—it can be done—but mark my words, when the swing is on because the people of Western Australia start turning against a government, it does not matter how hard they work, they will go with the political pendulum and it will throw them out of this place as one-termers. I have seen it happen. If backbenchers are not able to exert some influence, this lack of effective leadership style shown by Premier McGowan on this school matter will lead them straight off the political cliff in 2021.

I will now move to the topic of economic development, which is also a key objective as a link to jobs creation for future generations, which is significant for the people of Churchlands. Some people often think Churchlands is a well-to-do area.

[Member's time extended.]

Mr S.K. L'ESTRANGE: The electorate of Churchlands has a very high socioeconomic status in a lot of its suburbs but I remind members that there are people in the electorate who are struggling. There is a large group of units around Herdsman Lake and a large group of high-density rental properties in the area. A lot of people move into the area to get close to the intake for Churchlands Senior High School. It does not mean they are wealthy people. I think that is sometimes misunderstood. People might have worked really hard and been fortunate, through their education, to get good professional careers, and the same for their husbands, wives, partners or whatever. With the downturn in commodity prices and the movement away from construction to production, particularly in the mining sector, some highly qualified engineers have lost their jobs over the last three or four years. Whilst it is an affluent area, people are struggling there and we should never forget that. I urge members not to make the assumption that everything is all well in some of our more affluent areas, because people are out there doing it tough. Jobs growth is significant to the people of Churchlands. Promoting Western Australia in a positive light, providing support to those Western Australian industries that have a comparative advantage and improving economic diversity through new opportunities are the key tenets for economic success.

My former portfolio of mines and petroleum is still very close to me and I am the shadow Minister for Mines and Petroleum. We must always endeavour to support the success of this sector because it is so critical to Western Australia's economy. The Western Australian economy has gone through boom and bust commodity

price cycles throughout its history and it will continue to do so. I remind members that the mines and petroleum sector is still valued at around \$85 billion to \$90 billion. Over \$90 billion of projects are estimated to be either under construction or in the pipeline for construction. There is an additional \$40 billion or so in possible future projects. It is an area that we must always stay focused on, making sure we get the best and brightest minds to Perth to support the sector, and that our universities are doing their bit to improve the knowledge and understanding so that we are the centre of the globe for mining and petroleum excellence. That is an objective that we should all continue to aspire to. It is also a sector that seeks out new opportunities, grows jobs and attracts investment, and of course supports economic growth—no more so than the three areas of uranium, lithium and rare earths. Projects in these spaces are examples of WA's capacity to support cleaner energy sources and new technologies.

We also cannot underestimate the significance of the evolving defence industries sector and the opportunities presented to Western Australia—and there are many. Western Australia is set to deliver 31 of the 54 naval vessels commissioned by the Turnbull government. Western Australia will play a significant role in the continuous build program for minor vessels and the sustainment activities across the broader naval fleet. Austal, a local shipbuilder in Henderson, is a contractor for the Pacific Patrol Boat Replacement Program. That program alone is worth \$360 million, creating over 500 direct and indirect jobs. Austal also indicated earlier this year it will employ 100 new apprentices in the next seven months. Cimtec, another company in Henderson, is currently investing \$80 million to upgrade its facilities. Earlier this year, the federal government announced \$100 million in new money for infrastructure at the Australian Marine Complex and at the HMAS *Stirling* naval base. This is in addition to the \$366 million HMAS *Stirling* redevelopment that is already underway.

As members can hear, that sector is extremely good for Western Australia's efforts to diversify its economy. Sustainment activities on Anzac class frigates valued at \$143.7 million and Collins class submarines valued at \$152.4 million are really significant. The fact that we are increasing the size of the submarine fleet at HMAS *Stirling* from six to 12 boats is another example of how we will get more people and more sustainment and maintenance activities at Henderson, and a greater opportunity to grow jobs in that area as Western Australians encourage the businesses in those sectors to bid for these contracts and to grow jobs. The two industries of mining and defence are of enormous significance. They are backed up by Western Australia's capacity to develop its science and innovation potential, which in turn can open up further outstanding opportunities for our universities and small business sectors to invest, and to export cutting-edge technologies.

In conclusion, Western Australia continues to have enormous potential. Perth is a beautiful, revitalised capital city. It has a community of people who are aspirational and enterprising. Perth is poised to grasp the mantle of the go-to global capital city and region on the Indian Ocean rim. I look forward to working closely with my Liberal parliamentary colleagues, in working hard in this place to represent the people of Western Australia to hold the new McGowan Labor government to account, and to foster and promote good governance on behalf of my constituents in Churchlands and the people of Western Australia.

MR D.C. NALDER (Bateman) [3.54 pm]: Like the member for Churchlands, I, too, stand to acknowledge the commencement of the fortieth Parliament of Western Australia and recognise that it was an emphatic election victory for the Labor Party. I would also like to congratulate all those members who have been elected and those who have achieved higher office in this place. It is certainly a privilege. I wish everyone all the best for the term of this government.

There is no question that Labor has won the support of the community, but with that comes a responsibility back to the community, and it must now return the faith that has been shown to it by the people of Western Australia in its decision-making. As has been highlighted in the first two weeks of this Parliament, some concerns have been raised regarding the government's decision-making. I wish to touch on those briefly because it highlights some concerns that I believe will start to raise concerns and questions within the broader community about what the government's intentions are moving forward given the indications and the commitments that it has made to Western Australians.

Number one on that list is the scrapping of Roe 8. I will come back to this, but the concern is around the lack of transparency on the cost of removing that contract and the process for reallocating those funds. One is to make a decision; two is to ensure that proper process is followed. The number two issue relates to breaking key election commitments of no new taxes. Number three is the hypocritical commentary on power prices when, only 10 months ago, the former opposition accused the then Premier of being mean-spirited about a three per cent power rise, yet, straight-faced, it talks about a 15 per cent power rise over the next two years. Number four is about making commitments on new energy projects with Carnegie without a business case or a transparent process. Number five is increasing the general public sector debt facility by nearly 50 per cent without a plan or a budget. I do not think it was clearly understood by a lot of members in this house that the Loan Bill 2017 this house just passed increases the debt facility for the general public sector by nearly 50 per cent. Number six is the lack of consultation and engagement with the community about Perth Modern School. I am just reiterating the point made by the member for Churchlands. Number seven is the confusion on the government's uranium mining position.

We heard that during question time. Assurances were provided before the election that existing approvals would be honoured by the new government. Today, I was certainly left a little confused about whether that was being honoured or has in fact been withdrawn. Number eight is the confusing position taken by the government about our prison system and keeping criminals behind bars. Number nine is confusion regarding the position of government on supporting our volunteer firefighters given the review that was held following the Waroona fires and the recommendations that came out of that review regarding the government's requirement to support the establishment of a volunteer firefighting agency.

All in all, within a very short time, it leaves the opposition in a position that it is a little confused about the intent of the government to honour the commitments it made to Western Australians. It becomes incumbent on us to take the government to task on these issues. It would be a lot easier for us if the government stuck to its commitments. It would save a lot of the heartache that occurs in this place with us needing to question and challenge the government on its activities.

Further points were made this week that I would like to clarify, particularly the Liberal Party's position on Ellenbrook, Yanchep and Byford rail. I would like to reiterate that the opposition's position has always been supportive of rail extensions to those destinations. The question is around the timing of the rail infrastructure and when it should be built. It is our view that it should be well researched and have an appropriate business case. As a former Minister for Transport, in the position for two and a half years, one of my observations was that no government, irrespective of political persuasion, had undertaken a long-term transport plan, properly researched by professional transport planners, for near on 50 years. Therefore, I requested that the department undertake such a plan. When, as the minister, I presented that plan, I highlighted to people that this was not the Liberal Party's position but was research work that had been undertaken by the department and professional planners. I said also that my recommendation to the then Premier and to Cabinet—which was adopted—was that we are not the experts; therefore, we should not try to interfere but should take the plan as it has been presented to us and put it out for broader consultation. I held the view that all Western Australians have a right to have a say in what we aspire our city to look like over the next 40 to 50 years. That consultation wrapped up after I had resigned as minister, and that transport plan was adopted by government. That transport plan included rail extensions to Byford, Yanchep and Ellenbrook. Therefore, when it is said in this place that the Liberal Party is against these infrastructure projects, that is incorrect. What I must say is that the advice to me from the department and the transport planners was that it was near on impossible to justify a business case to develop a rail line to Ellenbrook in advance of other infrastructure requirements in the public transport space across the Perth metropolitan area. Therefore, the point we have argued is how a rail line to Ellenbrook can be justified in front of other projects.

One of the arguments that has been ongoing within Parliament and I think has been fairly well accepted by members on both sides is that the Perth metropolitan area has continued to expand north and south. Perth is now nearly 200 kilometres in length and does not have the necessary appropriate density around transport nodes. If we are serious about encouraging greater density closer to the inner city, there is a requirement on future governments to ensure they get the public transport mix right, particularly within the first 15 kilometres of the city. Therefore, although I support the need to provide good quality public transport to the outer fringes of the metropolitan area, we must balance that against the need to enhance the provision of public transport closer to the CBD and surrounding suburbs. However, to say flatly that we do not support an extension of the rail line to Byford, Yanchep and Ellenbrook is simply not correct.

I would also like to clarify some comments that have been made this week by the Treasurer about the Loan Bill 2017, which went through this house recently. The Treasurer indicated that the sale of Western Power would not have helped the debt position of Western Australia in the general public sector. The Treasurer is correct in the sense that the \$8 billion of debt of Western Power, which contributes to the total net debt for the state, sits outside the general public sector debt. However, the \$3 billion that was anticipated from the sale of Western Power beyond that \$8 billion would have been transferred into the consolidated account and therefore would have contributed in a meaningful way to the debt reduction of the state in the general public sector. So, the Treasurer was not entirely correct in his comments about the net debt position.

In thinking about the last four years, and also the fortieth anniversary of this Parliament, I have looked at some of the things that occurred in my time both as a member and as a minister, particularly as the Minister for Transport. It is often said in this house that the Liberal Party does not have a focus on public transport—we are all about roads. My argument is that we need to find a balance across both public transport and roads. Members may be surprised at the statistic that around 40 per cent of all vehicles on our roads are commercial vehicles. The population of this state is anticipated to reach 3.5 million by 2050 and towards five million by late 2060—early 2070. It would not take a mathematician long to work out that with that expanding population, we need to not only find appropriate public transport solutions for our city but also cater for the number of commercial vehicles on our road system.

There are a lot of projects that I would like to mention. I would also like to take this time to acknowledge the work that was undertaken by the staff who supported me as a minister across the different portfolios for which I had responsibility for their effort and diligence in ensuring that we could be the best we could be and deliver the best possible solutions for Western Australia.

Within the public transport space, I would like to share some of the things that did occur. Number one was the 30 per cent expansion of the rail fleet, with some \$250 million spent. Number two was the provision of 5 000 additional car parking spaces, particularly up and down the Mandurah and Joondalup lines, to provide appropriate support for the train network. Number three was a 30 per cent expansion and renewal of the bus fleet, with some \$470 million spent. Number four was a new rail service to Butler, which includes the new station, with \$220 million spent, seven kilometres of line, and the appropriate infrastructure to support that, including cyclepaths, car parking bays and the bus interconnections. Number five was establishing and commencing the Forrestfield Airport Link. That is a challenging project. Both the Liberal Party and the Labor Party took the Forrestfield Airport Link to the people of Western Australia as an election commitment in 2013, so both parties have been committed to this rail link for some time. However, both of those were above-ground solutions, with a bridge over the river. One of the undertakings given by former Minister for Transport Troy Buswell was to explore whether to take that rail line underground. I remember that at the time he was ridiculed in the press for considering that. I remember also that Professor Newman, the expert in sustainability, advised that the underground solution would cost 10 times as much as the above-ground solution and was ridiculous. We allowed a budget of \$2 billion for that project and we worked on the above-ground solution at the same time as we explored the underground solution. We were surprised at the costs that came in for the underground solution for the Forrestfield Airport Link. As I have shared in this house, although we originally had a budget of \$2 billion, which we wrote down to \$1.86 billion, that is some \$500 million above the current contract cost for the work that was committed to. It will be incumbent on government to ensure that it uses that \$500 million wisely. To say that we can get an underground rail and bore a tunnel that is over eight kilometres long for around \$1 billion, plus the contract management and contingency costs, I think opens up opportunities for us in the future. Number six was the construction of Aubin Grove Train Station, which has been completed just recently. Number seven was the grade separation of Lord Street on the Midland line, just past Midland Train Station. Number eight was the commencement and construction of grade separation at Nicholson Road on the freight rail network. Number nine was the construction of the underground Perth Busport. Perth Busport is world class.

I say for the benefit of new members that, historically, the primary focus of our public transport system has been around it running on time—it was all around schedules, time and frequency. I believe that historically, public transport in this state has been seen as a second-class citizen option by people who drive vehicles. That needs to change. People in this state need to see public transport as a smart choice. However, to ensure that public transport is seen as a smart choice, we need to ensure that the facilities reflect that. If members walk down into the Perth underground busport, they will acknowledge that it has world-class facilities and air-conditioned lounges so that people can wait in comfort for their bus to arrive and can move through in a speedy, efficient and effective manner. The Charles Street Bus Bridge is being constructed at the back of the busport to save 1 000 buses a day four to five minutes in off-peak times and six to seven minutes in peak times. The amount of time that is being saved and the efficiencies gained in our bus network will fund this project very quickly. GPS is now being put into every bus and certain benefits will come from that. Also, I refer to point 13; we moved to Euro 5 and Euro 6 articulated buses. We looked at the emissions that diesel buses were putting into the atmosphere and ensured that we provided a cleaner environment for everybody who lives in the metropolitan area. Those are examples of public transport achievements.

I refer to Main Roads. The Gateway project is the largest Main Roads project ever undertaken. The \$1 billion project came in ahead of schedule and under budget. We also achieved the dualling of Gnangara Road around Ellenbrook and commenced NorthLink, which is a bigger project than Gateway. NorthLink will build grade separations on Tonkin Highway and extend a freeway north, past Ellenbrook and up to Muchea. The Reid Highway upgrades include the grade separation of Malaga Drive and Reid Highway; that is one of the top five hotspots for accidents in the Perth metropolitan area. We also widened Kwinana and Mitchell Freeways and the Great Eastern Highway to the airport. We also upgraded the Coalfields Highway; there were too many deaths and accidents on that road and I feel privileged that we got ahead and improved it. We spent \$120 million on the Esperance port road. We did a bypass around Ravensthorpe and put in nine overtaking lanes on Albany Highway down to Albany, and 15 overtaking lanes between Southern Cross and Kalgoorlie to make our roads safer out in those communities. We did upgrades on Great Northern Highway, including straightening the Bindi Bindi curves. We are undertaking a bypass of New Norcia, which is going through now, to provide greater protection of a heritage town, as well as a bypass of Miling. The former state government undertook a number of projects throughout the length and breadth of this state of Western Australia.

I touched on the transport plan, but there were some difficulties in my time as Minister for Transport; one of those was taxi reform. I would not have wished it on anybody. I sat with ministers of other states of Australia, both Labor and Liberal, and discussed how on earth we would tackle the issue that was going on worldwide. It was a challenge. I do not shy away from the challenge. There was no way that I was trying to make life miserable for the taxi industry. What compounded it here in Western Australia versus the situation in New South Wales was not what we were putting on the table for the taxi industry. It was the fact that the industry and the economy turned down, whereas in New South Wales the economy was turning up. We saw a sudden drop in the taxis, which was all blamed on Uber coming into the marketplace, whereas in New South Wales with Uber coming into the marketplace, the number of taxi services increased. That made it a difficult challenge and I understand the challenge for those in the industry.

[Member's time extended.]

Mr D.C. NALDER: I am concerned that the Roe 8 project is not going ahead—I say this with all sincerity—and I believe it would have been in the best interests of Western Australia, whether we look at it economically, socially, or environmentally. I acknowledge that some of the programs that are being adopted are good programs for Western Australia. I acknowledge that the Kwinana Freeway northbound upgrade needs to be attended to and the Minister for Transport might discover that I wrote to Warren Truss when he was the federal minister, seeking the federal government's support for us to proceed with that project but it was declined. I followed up with another letter after the federal election to Darren Chester and I believe a response came in after I ceased being the minister, supporting us in that project. It is a great project. It will save travel time from Roe Highway to the Narrows Bridge. It will take travel time from 17 minutes to seven. It has a benefit–cost ratio of 10. It is a fantastic project for Western Australia.

I believe also, as does the member for South Perth, that the Manning Road southbound upgrade for a ramp on to Kwinana Freeway should have happened a long time ago. I support also the Roe–Kalamunda grade separation and the works proposed on Wanneroo Road. It is interesting that it was raised today in question time. I have a real concern about the \$118 million for the High Street upgrade. I will share this as probably good background information for the member for Bicton. The \$118 million High Street upgrade was approved for construction prior to the commencement of the freight link project. At the time, the federal government knocked back support for public transport and said that it would support only roads. It provided funding for Roe 8. We already had the plans there because the High Street upgrade came about when Alannah MacTiernan was the minister responsible for transport in the former Labor Government. She sold the Fremantle eastern bypass. Then she realised that we needed to do something about the trucks, so she commenced the assessment of the High Street upgrade.

For the information of people in this chamber, the upgrade of High Street involves a double trench through Royal Fremantle Golf Club. It channels all the trucks down through the middle of Palmyra, behind the residents of Palmyra, down between Carrington Street and Leach Highway. This \$118 million would upgrade only the piece between Stirling Highway and Carrington Street. When I undertook this project, the federal government asked it to be called Perth Freight Link and the member for Bicton campaigned against the freight link. The major issue for the people of Palmyra, which is in the middle of the Bicton electorate, was this component of freight link, which went from Stirling Highway through to Stock Road. They were concerned about that component. A group of Palmyra community members visited me as the Minister for Transport and at that meeting—the Smirke family was there—I committed to do my best to explore options to take away the trucks and avoid the need to do a double trench through Royal Fremantle Golf Course.

We spent 12 months looking at 22 different options of what we could do—under the river, over the river—and settled on an option that took away the traffic and the need to put a double trench through Royal Fremantle Golf Club course, which is a class A reserve. With that also came some interesting information. During the election there was some misinformation that the cost of the tunnel would be \$5 billion. Because I know the formal costs of the tunnel for the project to run between Winterfold Road and Stirling Highway, I can tell members that it came in at less than a billion dollars. It came in \$550 million under what we had budgeted for it; it was \$550 million under. It was fascinating for me that this created the potential for a new paradigm for Western Australia, in the sense that the cost of tunnelling finally proved to be cheaper than the cost of upgrading the surface option, which was Stock Road and along Leach Highway–High Street. That came about for a couple of reasons. First was the property acquisition costs, and the second was the service relocation costs. We had a new paradigm for Western Australia, but unfortunately the new government has walked away from it. It would have meant a cheaper option for taking traffic away from local communities that would be safer than upgrading the local roads on the surface and would keep them as local community roads.

I have concerns about that project and I would be interested to hear the views of the residents of Palmyra who campaigned against Perth Freight Link, because although the project was cancelled, this component of it is still proceeding under the Labor government. It is interesting that the new member for Bicton, who campaigned on doing away with Perth Freight Link, now supports this project, which includes the part of the Perth Freight Link

from Stirling Highway eastbound. That is something that will be of interest to the broader community in four years' time, I can assure members.

I note there has been a lot of discussion on value capture. I would like to share with members that during my time as Minister for Transport, I encouraged the Department of Transport to start work on understanding the impacts on residential property prices of both road and rail infrastructure. That work is ongoing. In fact, a group of landholders approached the department about the NorthLink WA project, and it is sitting there right now, if the minister wants to utilise it. I am giving the minister a free kick. It is sitting there right now.

Mr P. Papalia interjected.

The ACTING SPEAKER: Minister!

Mr D.C. NALDER: We were approached by landholders who wanted a third overpass on the NorthLink project, in the Bullsbrook precinct. I advised them how much it would cost and asked if they were prepared to fund it. They asked if they could fund it over time. I had them work on this and present something back to the government. It went to Main Roads Western Australia, which supported this value capture, and it then had to go through environmental approvals and planning for the third overpass to be undertaken. It is my understanding that there will be three overtaking lanes, so the opportunity to look at value capture is there.

I turn quickly to the freight charge. The assessment of the freight charge is based on value capture. It is a productivity measure, but the Labor government has walked away from it. It is an opportunity to generate \$100 million a year. It has the support of the freight industry, and it accounts for less than 50 per cent of the productivity gains. In transport, there were a couple of things that did not go through. One was a new app. We have GPS trackers in every bus now. The new app for that was due out at the end of last year, and questions should be asked about where that is. We also went out to tender for free wi-fi services on the public transport network, and questions should also be asked about that.

In wrapping up, it has been a privilege to serve both as a minister and a local member. I would like to thank all those who have been involved in my re-election, and pay particular attention to the three staff in my electorate office—Eleanor Cryer, Felicity Bond and Caroline Boyer. I thank them and all the others who have been involved in my re-entry into the Parliament.

Debate adjourned, on motion by **Mr D.R. Michael**.