

APPROPRIATION (CAPITAL 2016–17) BILL 2016

Third Reading

Resumed from an earlier stage of the sitting.

Ms J.M. FREEMAN: I was speaking on the Public Transport Authority of Western Australia's budget line item for the Metro Area Express light rail. Given that there is a line item for the MAX light rail and there is no funding for any of the buses that the Minister for Transport spoke about, it begs the question whether the line item was left in for the purposes of the election in March 2017. While the Premier is in the house, going into an election is it the Liberal–National government's intention to again seek to dupe the people of the Mirrabooka electorate by again promising the MAX light rail? Frankly, there has been no indication at all from the Minister for Transport that the MAX light rail project will proceed. In fact, he has said in media statements that the people in the area can have the same experiences with buses. However, there is no indication of that same experience if members look at the department's submission to Infrastructure Australia for federal funding for Perth light rail.

The SPEAKER: Members, people cannot hear. If you want to have meetings, go outside.

Ms J.M. FREEMAN: Mr Speaker, you know that the MAX light rail corridor was deemed to include services to an area that you represent—Mount Lawley. The corridor includes Perth, Morley, Balcatta and Girrawheen—areas that are really important in terms of servicing. The Perth light rail submission to Infrastructure Australia mentions this. It states —

The central northern corridor of Perth is home to approximately 16% of Perth's population who currently have limited access to quality mass public transport and who have limited alternatives to driving by car or travelling east-west to the Northern Suburbs Railway.

In the last term of government, the Premier went out with great fanfare and told people buy their properties now and move into the area because it would be great with the MAX light rail. The minister said last year, in March 2015, it will now be buses. He defined the dramatic policy shift but he maintained that the light rail project, without light rail, is not a broken promise; buses somehow make light rail! The question we have to ask is, if it is still in this budget —

Mr W.J. Johnston: Light rail was going to kill children on Fitzgerald Street!

The SPEAKER: Thank you!

Ms J.M. FREEMAN: Yes, the Minister for Transport said that light rail would kill children on Fitzgerald Street. Frankly, member for Cannington, if it is so dangerous then why would the minister keep it in the budget? There is a line item for it in the budget. Despite the fact that the minister somehow thinks people will have the same experience with buses, the Department of Transport's submission states on page 8 —

Slow bus services are less attractive than fast bus services, and the lack of transit priority infrastructure along this corridor impacts on the ability to operate high frequency services on congested corridors.

Above that on page 8, it states —

Timetabled bus travel times have also increased in this period. The average peak period timetabled journey time along Alexander Drive from Beach Road to the CBD has increased from 36 minutes in 2006 to 39 minutes in 2011. Similarly bus travel times on Flinders Street from Mirrabooka to the CBD has increased from 27 minutes in 2006 to 41 minutes in 2011, and along Wanneroo Road from Beach Road to the CBD from 40 minutes in 2006 to 52 minutes in 2011.

I know that is a lot of information to take in, but the crux of it is that buses take longer and buses are not as effective. There is no doubt that this submission to Infrastructure Australia shows throughout that a rapid bus transport system is no alternative to a rapid and effective transport system. In the Labor Party's case, it is promising that through Metronet but in the Liberal–National government's case, it promised that to the people of Mirrabooka through the MAX light rail project. It has reneged on that promise but it is kept in the budget and I am extraordinarily suspicious about why it is maintained there. When the current Prime Minister took over from the previous Prime Minister—when the coup happened and Malcolm Turnbull was installed as Prime Minister in late 2015—I wrote to him then and to Jamie Briggs, the then Minister for Cities and the Built Environment. He has not had the greatest time himself. I said it is great that they had made an announcement that the federal government was going to have a minister for cities and it was going to respond to the need for transport infrastructure in our communities by placing emphasis on that away from roads. I pointed out that the 2011 census clearly showed that the residents of the Mirrabooka electorate overwhelmingly relied on cars. Over 60 per cent use cars as their primary mode of transport, fewer than five per cent rely on trains, and

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fewer than 10 per cent utilise inconvenient bus services. I pointed out that this was the promise and I even congratulated the federal government on its change in policy. I pointed out that the Barnett Liberal government had made a promise to the people of Mirrabooka to deliver MAX light rail into the area. I asked for an understanding of what the federal government's commitment to that was. Hon Jamie Briggs responded to me in November 2015 and said that he had visited Perth for a number of discussions and there was clear interest in a range of modes of transport, including light and heavy rail. I have heard nothing in this federal election campaign about any commitment to having the MAX light rail funded by the federal government, yet it is still included in the state budget. I have heard nothing about it and we have three weeks left until the federal election. Maybe something is coming that I do not know about, Premier. Jamie Briggs referred me to the preparation of the 15-year "Australian Infrastructure Plan" in response to the issues identified in the audit. I have looked at that plan to see whether it has outlined anything about that. I note that page 52 of the "Australian Infrastructure Plan" states —

Access to jobs via car in Perth is higher than the other cities ... good public transport access to jobs diminishes the greater the distance from the city centre.

That is certainly the case, but there is nothing in that plan about the Metro Area Express light rail. I cc'd the letter I wrote to the Prime Minister to the state Minister for Transport and the response I got in November was that the state government was looking at alternatives —

Ms M.M. Quirk: Rickshaws?

Ms J.M. FREEMAN: Yes, rickshaws! The letter states —

Work to date indicates that both light rail transit and bus rapid transit have the potential to deliver transformational benefits.

We all know that that is where the minister is heading, although, as I pointed out before, questions were asked in the other house about the amount that has been allocated in both this budget and forward estimates for bus rapid transport and there is no budget for that—none, nil. We have this peculiar situation in which the minister is telling us that there will be a bus rapid transit system, yet in the budget is still the MAX light rail line item. We cannot but think that there is some ill intent about that. We cannot but think that the people of Mirrabooka should be sceptical that they will again have their candidate come out and say that this is what will be delivered to them. We cannot but think that the government will again hype delivering MAX light rail into the area without actually meaning it, delivering it or having done work towards that. Frankly, the minister has made it really clear that that is not the intention.

I want to go back to this letter before I move on. The response from the Minister for Transport's chief of staff on 5 November states —

The Premier has recently stated that the State will seek reinstatement of Commonwealth funding for major passenger rail projects.

One assumes that that includes MAX light rail. As I said before, I have not seen or heard in this federal election campaign anything that would give the people of Mirrabooka any hope that the promise that was made to them by this Liberal–National government will be delivered. It is not that it is not needed. It is clearly established in the Perth light rail draft submission to Infrastructure Australia that there is a need. I will take the house through a few areas in which it states that. Page 6 states —

The central northern corridor of Perth is the only corridor without a mass transit system.

The submission points out at page 7 —

The opening of the Perth to Mandurah rail line provided a successful transport solution for moving people in the southern corridor of Perth, and resulted in most corridors of development in Perth being served by a high frequency/high movement passenger transport service.

That is exactly what the people of Mirrabooka need; they need a high-frequency, high-movement passenger transport service but they do not have it. They are car dependent. Their mode of transport, the congestion on the roads and their lifestyles are big issues. The report goes on to state that if we want to deliver beyond the 2030 or 2031 report—I would need to find it—that it is absolutely vital to deliver high-frequency, high-movement passenger transport into the central northern corridor, which includes those seats that I have already mentioned.

Members might think that just because the light rail has not been delivered that it is no big deal, but it has disadvantaged people in the community already because a number of bus routes have been changed because of the expectation of MAX light rail. I contacted the minister of behalf of Mr and Mrs Chapman who live at 19c Shadycroft Retreat, near my electorate office. They do not have a car and they rely on public transport to get

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them around. They are pensioners; Mrs Chapman has Parkinson's disease and her husband is 86. They do their banking and shopping at Dianella Plaza. They used to be able to get the 888 bus on Yirrigan Drive near their home but now that route has been changed. It is too far for them to walk to now access a bus to be able to do things in their daily life that they have done in the past. When I wrote to the Minister for Transport asking why he changed that route—it was a perfectly good route and it provided access for people—the minister basically said that the change to the 888 bus route was intended to establish demand for the promised future light rail route. But making that change removed a highly useful bus route that provided a complementary bus service. The Chapmans are not the only people who have complained about the change in bus routes by the Department of Transport and the Public Transport Authority because of the proposed MAX light rail route. They have changed and realigned a few bus routes around that area, disadvantaging many in the community.

Another aspect of this matter that disadvantages the community is that people made plans and bought land around the MAX light rail route, in particular at the end of the route in Mirrabooka. There were plans that the current tavern, the pub there, was going to be turned into apartments with shops beneath. It is currently this small pub with a large car park around it and there is no doubt that the area needs revitalisation. The City of Stirling has done really well to revitalise the area, with the extension of Milldale Way, but that has all been put on hold. Private investment in the area has all been put on hold because of the uncertainty about rail into the area. I was talking to a training provider just the other day and it said one of the reasons it came into a disused building was the understanding that it would have good access to public transport with light rail. That organisation invested a whole bunch of money into that area to be able to deliver a vital training and employment service in an area that has high unemployment. It is not as if people were not investing in the area on the basis of the government's promise. There is land that the Department of Housing owns. It sold a piece of land across from that land, where I understand a health consortium was looking at building a health facility, and it has had trouble gaining interest in that land. I have not had the opportunity to speak to the person heading the project. I have tried, but we have had a few problems getting together. It seems to have been delayed. I am not suggesting that it is not because of the economic downturn, but there is no doubt that it is more difficult to interest people in a project when the promise of light rail given before the 2013 election by the successful government to the people of the Mirrabooka area has not been delivered. The promise was to have an effective, efficient, fast and rapid public transport into that area. I cannot but think that that would have had an impact on generating interest in that health facility there. The good thing about that particular site on Milldale Way, which is a large tract of land, is that we are looking at getting aged care facilities into the area.

The member for Southern River is having problems with his computer. It is the third time today. He probably needs to be noted for that. We could call him a klutz, but that would be rude in *Hansard*!

There is no doubt that rapid transport into the area is needed and this Labor opposition has a plan for effective and efficient transport into the Mirrabooka area into the future, and Metronet includes that.

Mr C.J. Barnett: When?

Ms J.M. FREEMAN: There is no doubt that it is long term, Premier, but we did not go to an election like the government did promising the people of Mirrabooka that it would be delivered by 2018.

Mr C.J. Barnett: Calm down. I just asked the question when.

Ms J.M. FREEMAN: We did not, Premier. I would be resigned to the fact that the government did not live up to its promise, but the fact reference to it is kept in the budget is just rude. It is rude to the people and it really indicates that the government will try to dupe people in that area into believing that it will do something again. That is not the case. If the government is going to do public transport by bus, change the line item in the budget. Be honest. Tell the truth to the people of Mirrabooka. That is what they want and that is what they need. That is the development the area needs. It does not need a line item that pushes light rail out into the future and a minister who says something completely different. That is just not fair to the people in the area. It is clear from all the documents that the government put before Infrastructure Australia that that central corridor absolutely is crying out for a rapid transit system. Basically, people in the area are paying the price. People living around the area could be spending up to \$1 900 a month on the combined cost of driving to work through car ownership. Think of what could be done for the area around there to assist the people living there. Frankly, it is a low socioeconomic area. If the government put a rapid transport system there it would mean that they had an efficient way of getting around instead of having to rely on cars. That is what they currently do. There are all the costs associated with cars that keep rising, including petrol and now the additional licensing costs. There is no doubt that the government needs to fess up to the people and alter the budget to clearly reflect the intention of the government, and it is not MAX light rail.

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MR B.S. WYATT (Victoria Park) [3.15 pm]: I rise to speak to the Appropriation (Capital 2016–17) Bill 2016, which I guess really brings to an end the final budget of the Barnett government as it makes its way through the lower house of the Parliament.

Mr F.M. Logan: It is the worst budget ever in history.

Mr B.S. WYATT: It will be known as an infamous budget, member for Cockburn.

I could not let this pass. I like to listen to the Premier on FM radio because I find that he is perhaps at his most relaxed, self-reflective and willing to consider his place in history. I was struck this morning when listening to Nova, I think, that the Premier compared himself with Franklin D. Roosevelt—Franklin Delano Roosevelt. I have heard the Premier compare himself with Charlie Court and I have heard him compare himself with C.Y. O'Connor—those great state and nation builders that he sees, but clearly that is not enough.

Mr C.J. Barnett: Forrest!

Mr B.S. WYATT: John Forrest! I have heard him compare himself with John Forrest. It is clearly not enough anymore and now the Premier sees himself on the international scale—not just international scale, but in the grand sweep of the history of modern democracy in comparing himself with Franklin Delano Roosevelt, who won no less than four presidential elections. The backbench is shivering behind the member for Cottesloe. It was interesting, because ultimately I was struck not just by the Premier's comparison to one of the great American presidents, but by the fact that he compared himself with a Democrat president. I am inclined to agree that Roosevelt was one of the great American presidents. I am surprised the Premier did not compare himself with, say, Richard Milhous Nixon, or at least someone from the right party—that is, the Republican Party—which I thought the Premier might like to compare himself with. But no, he compared himself with Franklin Delano Roosevelt. I was impressed by that, but I am getting the feeling that the Liberal Party is looking for a new deal! I think the Liberal Party might be looking for a new deal with the Premier. We have already seen activity by the Treasurer and the Minister for Transport, who are not in this place at the moment, perhaps suggesting that the day is coming. The Violet Grove disagreement of spring 2014 is a date that will live in infamy —

Point of Order

Mr C.J. BARNETT: This is the third reading of the bill relating to the capital budget. If the member for Victoria Park wants to raise a capital item, maybe a statute, then he would be valid, but he is not valid in talking about what he is.

The ACTING SPEAKER: Thank you, Premier. I will remind the member that this is a debate on the capital appropriation bill.

Debate Resumed

Mr B.S. WYATT: The Premier is right. I understand his sensitivities in respect of this and I understand that he likes to perhaps think of himself as a wartime Premier. I think he does. The Premier has nothing to fear but fear itself. Perhaps the Treasurer and the Minister for Transport are the people whom he should fear, because of the issues he faces as the presumptive heir to the traditions of Franklin Delano Roosevelt. One of the reasons for FDR's thumping first re-election was, of course, because he repealed prohibition. I can only assume that the Premier has looked to FDR's example and that is why so much money is being thrown at Elizabeth Quay in the way of parties and all sorts of taxpayer-funded activities. It is the Premier's equivalent of the repeal of prohibition. I, for one, enjoy the Premier's comparison with FDR. Perhaps it is grandiose, but I look forward to his next appearance on Nova.

Mr M. McGowan: Caesar!

Mr B.S. WYATT: That is right; perhaps we will go back to the Caesars of history, because the reflections of a Premier, perhaps mindful of his place in history, is now starting to get a little out of hand, one may suggest.

Mr M. McGOWAN: Napoleon!

Mr B.S. WYATT: Napoleon-esque!

I understand why the Premier is perhaps a little bit sensitive to critique of the way he reflects upon himself.

Mr J.H.D. Day: I think history will be a lot kinder to him than most Labor Premiers of recent times.

Mr B.S. WYATT: Oh, Leader of the House!

I will come back to question time because there was an exchange —

Mr C.J. Barnett interjected.

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Mr B.S. WYATT: I am coming back to the capital bill, Madam Acting Speaker.

I want to go back to question time because the Treasurer made the point that the opposition had been whingeing and critiquing Perth Stadium. The Treasurer, a little bit like the Minister for Transport—those conspirators in the Violet Grove disagreement—seem to mistake critique of policy as critique of them. Both of them have a glass jaw: the Treasurer in particular has a chronic glass jaw; and the Minister for Transport has one as well. One cannot forget that the biggest critique of and the biggest opposition to the stadium came from the Treasurer himself. Who can forget what the Treasurer said not long after becoming Treasurer? He said —

“The stadium? Probably not, myself. ... I probably wouldn’t have done the stadium.

“I can understand it is very popular. Probably not, but as a Government minister I am committed to it.

“But I probably wouldn’t have gone ahead with that.”

Sometimes the Treasurer forgets things that he said even five minutes before. I want to note what has happened during the term of the Barnett government, and the transition of the Premier over what has been a lengthy parliamentary career. I like to quote, and the Premier knows that I like to quote, this speech that he gave in Parliament many years ago, on 28 August 1991. I think the Premier has described it as his first substantial speech in this place, so it cannot have been too long after he was elected to Parliament. I have quoted this before, but I will quote it again. During debate on a motion to appoint a select committee on state debt, the Premier said —

Only by running Budgets on a surplus basis can we hope to reduce our debt over time. 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 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.

Mr C.J. Barnett: All correct.

Mr B.S. WYATT: It is interesting that the Premier said, by way of interjection, said that that is all correct. I like to watch the Premier and the Treasurer as they transition on a minute-by-minute basis between being ministers and commentators on the performance of the government. The Premier is the first Premier in basically 20 years who has departed from that particular position on the funding of non-income generating assets. Richard Court broadly tried to stick to it. He had some financial problems, but he broadly tried to stick to it. Certainly Geoff Gallop and Alan Carpenter stuck to it. The Treasurer would have us believe that since 2008 we have been in great economic decline and that that is what the government has done. There has been a shift and perhaps the inability to deliver on income-producing assets motivated the Premier to move to a scenario in which he has funded, during the term of his government, non-income generating assets entirely from borrowings! The Treasurer said, as noted by the member for Cannington—we have seen the transcript—that the huge revenue boom that WA experienced went to wages, by and large. It is still the highest revenue per capita in Australia and it is projected to stay there. But then the government borrowed heavily to fund the construction of non-income generating assets. Instead, as the Premier said, of moving that from debt finance into finance from current revenues, what did he do? He funded the non-income generating assets from debt finance.

As I have moved around Western Australia, certainly those engaged in this debate in the business community have been scratching their heads and asking whether the government understands that at some point, when it finishes constructing non-income generating assets, that will have an impact on the recurrent budget. I have said that I hope it understands that, but I am not convinced it does. Ultimately, that first term of wage growth, contrary to the government’s wages policy, was still embedded in the books. Treasurers have tried a range of clumsy different methods to try to reverse some of that out. The workforce renewal policy is perhaps the starkest in terms of a clumsy and ham-fisted way to go about reversing that out. That did not work. Premier, at estimates last year and again at estimates this year, the Treasurer confirmed that all those savings that were booked in under the financial administration plan were slit; they were all pushed out. Tens of millions of dollars were pushed out because it could not meet those savings. Of course it could not make them! It was a ludicrous position to try to reverse out wage growth in the first term of the Liberal–National government. That is what happened.

I will make some comments about the Treasurer, because he says things that are entirely inconsistent with what he said a minute before. I am worried that the Treasurer either does not care about the figures that come from his mouth or he does not understand them. Since the Treasurer delivered his budget speech, I have been particularly critical about his use of the total public sector asset base as justification for asset sales. In the budget speech, the Treasurer referred only to the total asset base, not to net worth. That is interesting in itself, because there was historically—up until Troy Buswell removed it as Treasurer—a fiscal measurement that measured net worth, which is the growth of the state asset base. One of those fiscal strategies was to ensure that net worth increased

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year on year. That was removed by Troy Buswell during his second incarnation as Treasurer. He got out of that. In the fiscal strategy of the budget, there is no measurement that takes into consideration the asset base net worth or growth. I was intrigued that the Treasurer would look at one side of the balance sheet, if you like—the asset base—without looking at the liabilities. That confused the Deputy Premier when she was on radio as well. I went through that yesterday. I can understand her confusion, because the Treasurer confused the issue. During my contribution on the recurrent bill, I made this point again when the Treasurer was sitting there. I told him what the Deputy Premier said. She was confused, as I said, and did not understand the difference between gross and net. I get why the Deputy Premier may not get that.

Mr C.J. Barnett interjected.

Mr B.S. WYATT: That is what it was. I went through all that, Premier. I might have a bit of time to go through that again. I just want to deal with this point here.

Five hours after I gave that speech on Tuesday night, the Treasurer got up at 10 minutes to 11 and said —

Under our watch, net worth in the public sector has grown by 76 per cent. In terms of assets minus liabilities, we have added \$50 billion worth of net worth over our period in government.

Mr C.J. Barnett interjected.

Mr B.S. WYATT: No, I am talking about net worth. That is 76 per cent or \$50 billion. The Premier, by way of interjection, said that was right.

Mr C.J. Barnett: That is \$28 billion of debt, so that works out.

Mr B.S. WYATT: No, just wait, Premier; it is net worth. I decided to look at that. I like to check the figures because the Treasurer is known for saying things and getting them wrong. At the end of the financial year in 2008, the net worth of the state was \$92 780 million or \$92.7 billion. As at the end of financial year 2015–16, the net worth of the state was expected to be \$118.9 billion. That is an increase of \$26 billion. I looked again. The Treasurer said that \$50 billion had been added in net worth. No, it is \$26 billion, and it is not 76 per cent, it is 28 per cent. The problem is that the Treasurer had five hours to get that confirmed when I was addressing this issue yesterday, and still makes up some figures that are wrong, to try to buttress his own argument. He went on to say that this is not like Labor, so I went back and had a look. Between 2001 and 2008, the net worth of the state increased by \$60.5 billion, or 188 per cent, versus 26 per cent in the term of the Barnett government. This is the problem and the annoyance that we have on this side of the chamber.

Former Treasurers Christian Porter and Troy Buswell were sophisticated debaters. They were actually enjoyable to debate. We all know that Troy was very good in this place at beating up on the opposition. He was very good at it. He is the best I have seen from the Liberal Party, by a long shot. He was fantastic. But, when he sat there in consideration in detail he was always willing to argue on the merits and the figures, as was Christian Porter. He used the correct figures; he did not just make stuff up, or use figures plucked out of the air, which is the problem with the current Treasurer. His glass jaw means that he reverts to the idea that Labor must always be bad, and therefore he will just make stuff up to prove his point. That is an incredibly frustrating way to debate, when the Treasurer constantly makes figures up. The net worth figures are another classic example.

The Premier interjected about the Deputy Premier. On radio, the Deputy Premier said that we had \$119 billion of total assets leveraged against \$28 billion of debt. The problem with that was that she used a gross figure compared with a net debt figure, when the real figure, of course, was some \$80 billion in liabilities. That is what the government's budgets do every year, and it is doing it again in this one. The net worth is total assets minus total liabilities, not the net debt position. We cannot have these debates if the Treasurer is going to come in and make these figures up. While the Treasurer is sitting there I will just ask him. He has these two very specific sets of figures.

Dr M.D. Nahan: What are you referring to?

Mr B.S. WYATT: I am referring to the Treasurer. Last night, he said —

Under our watch, net worth in the public sector has grown by 76 per cent. In terms of assets minus liabilities, we have added \$50 billion worth of net worth over our period in government.

Where did those figures come from?

Dr M.D. Nahan: The budget papers.

Mr B.S. WYATT: When I look at the budget figures—I have them here, all copied—I see that as at 30 June 2008, net worth was \$92.78 billion. This budget has net worth this year at \$118.9 billion. That is an increase of \$26.1 billion. Where does the Treasurer get \$50 billion from?

Dr M.D. Nahan: I will have to go through them again.

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Mr B.S. WYATT: I have to understand this, because either the Treasurer is making this up or he has an explanation.

Dr M.D. Nahan: I will get you an explanation.

Mr B.S. WYATT: Please do, because the Treasurer then went on to make the point that \$50 billion is a 76 per cent increase. I look at that \$26 billion increase and see 28 per cent. I will be interested in what the Treasurer comes back with. It causes no end of angst when the Treasurer continues to make up figures, whether on radio or in this place. It makes it very hard to debate. I look forward to hearing from the Treasurer. I hope that while I am still on my feet he can come back and explain to me how he got those figures.

We see it again. The other week the Treasurer got up, referring to a property developer friend of the Treasurer saying that last year Labor got all these donations, and the Liberals got none. I pointed out the reality, and I did not hear from him again. I always hear the Treasurer saying on radio that the *Pre-election Financial Projections Statement* in 2008 showed Labor was going to increase net debt to \$16 billion; I have heard him say that a few times. The statement showed it increasing to \$9 billion. I am not finicky. We all get it if it is \$50 billion but the Treasurer says \$45 billion or \$55 billion or thereabouts. In the heat of the battle, I understand that, but the Treasurer's figures are nowhere near the ballpark. I want the Treasurer to come back to me with that, and explain how the state's net worth increased between 2008 and 2016 by 76 per cent, or \$50 billion, because that is not what the budget shows.

I will make one final point before I sit down. Much has been said about the budget, and it speaks for itself. It speaks for itself dramatically, and not much needs to be said about it. The point I make is about the make-up of debt. Again, I hear the Premier running a line that all the debt is in the utilities. The member for Cannington —

Dr M.D. Nahan: Show me a quote where I said that.

Mr B.S. WYATT: I am not quoting the Treasurer; I am quoting the Premier. Listen, Treasurer.

The Premier said that most of the debt is in the utilities, and that that is okay. However, when we watch what has happened over the term of the Barnett government we see that the vast majority of debt has been accumulated in the general government sector. When the member for Cottesloe became Premier, the net debt of the general government sector was negative \$3.6 billion; that is, we were net debt free, and we had an asset base bigger than the future fund is ever going to be—\$3.6 billion negative. As at the end of this financial year, 60 per cent of total net debt will be held in the general government sector. By the end of the forward estimates, 63 per cent of total net debt will be held in the general government sector. That is not incorporating the utilities, colleagues.

The opposition does not get the bully pulpit of government but it expects the government to at least try to be accurate. I know that the government does not get it right in here, but at least in the public debate it should try to be accurate to allow debate to take place on a sensible basis. At the moment, we are getting rubbish from the government. I know the Treasurer is easily offended. He takes every critique of the government as some sort of personal slight, and I know the Minister for Transport is closely following him.

I want to conclude my reflections on the budget with the headline to an article by Shane Wright: "Treasurer's plan is too little and far too late." Year after year, the Labor opposition said that the government was taking the state's finances on a trajectory of high debt and operating deficits. We were mocked and laughed at, as backbencher after backbencher and frontbencher after frontbencher got up and said how wonderful the things were that the government was building, and how highly we were paying our public servants. Then we arrive at the situation of high debt, the majority of which is being held by the general government sector, and the government stands startled, blinking in the sunlight, blaming the goods and services tax. I do not think Western Australians will cop that argument. They understand the unfairness of the GST, but they also understand that the GST is not our only revenue base. They understand that the government must deal with the circumstances in which it finds itself, which this government has not done.

Is it any wonder that we have this kind of an asset sale program, subject to re-election and subject to the interests of the taxpayer, and we will make decisions at some point to put it into a fund? Is it any wonder that the budget has been received so appallingly badly, uphill and down dale? The Premier is right, ultimately, in that first sentence I quoted him on from that August 1991 speech —

Only by running Budgets on a surplus basis can we hope to reduce our debt over time.

He is right, and that is why the former Labor government ran surpluses, so it could fund its capital works program from those surpluses without ripping into the balance sheet with excess borrowing.

Geoff Gallop, Alan Carpenter and Richard Court understood the comment of the Mr Barnett in 1991 that stated —

We need to shift the financing of non-income generating assets away from debt finance into finance from current revenues.

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The Premier, in his interjection to me when I said that, said that that is right. The problem is that he never followed through on that during his Premiership. He can say these things and say that is actually correct, but his actions while Premier have not delivered that. That is why we have a balance sheet that is going to take a couple of terms of government to correct. That is why the Premier was right when he said —

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.

The Liberal Party has delivered us into this financial mess, not the federal government, not the Commonwealth Grants Commission, not America, not China; it has been the Liberal government. It has delivered this financial mess, year after year, consuming the balance sheet of its capacity, operating on the assumption that the commodity prices were going to stick around at record high levels for a lot longer than anybody thought, and it now finds itself trying to blame anything other than itself. That is the reality. When the majority of that net debt is in the general government sector—as I said, it is 60 per cent—from the state's position when coming to government of being net debt free with \$3.5 billion in assets to 60 per cent net debt, the government has only itself to blame. This government has enjoyed the highest revenue per capita the entire time of the Barnett government and it has delivered a financial mess. That is why the people of Western Australian will be holding this government to account.

MR P.C. TINLEY (Willagee) [3.41 pm]: I want to pick up in the debate on the third reading of the Appropriation (Capital 2016–17) Bill 2016 from where the shadow Treasurer left off. Much of what he and many members have talked about is the dance down the sorry trail that has led us to where we are today. The state now has the worst set of books it has ever seen and the worst set of finances of any Australian jurisdiction ever in the history of this country. We also have the highest level of gross and recurrent debt and the deficit is running at an inordinate \$3 billion-plus. That cannot be sustained by this government and, on the current estimates, certainly cannot be repaid, at least not by the next generation. Much of what people have said in here is about how we have got to this position, and it has been very interesting and instructive to listen to them. Now we want to see some evidence that the government has finally heard and understands the mistakes that it has made. We are seeing some green shoots of some sort of intellectual revival within the Liberal and National Parties and an acknowledgement that they might have to attend to a future that they cannot yet plan for or envisage. We saw the knee-jerk reaction of the Premier, who suddenly decided that Tourism is sexy and that he would take over the portfolio. He recognised the need to point to the fact that we somehow understand the need for innovation and the need to throw 20 million bucks at it, that he will decide what to do with it once he has thrown money at it and that eventually something will fall out of the sky and it will all work out. If we simply do that, we will not have an understanding of the sort of future we are trying to prepare for. It is a little sad that only now, nearly eight years down the track after this government took control of the treasury bench, the government understands that it needs to have a strategy or a plan. The funny thing about booms, which have been repeated over many cycles, is that we are very good at planning in a boom but not for a boom. We had the biggest single revenue intake in this state's history and probably in any mining jurisdiction's history of the world no doubt. The government happily accepted that revenue windfall but squandered it on wages, conditions and public sector debt without acknowledging that perhaps we should have been quarantining some of that revenue for a future that we cannot yet envisage. It is the future that particularly concerns me.

The future that I really must talk about is the future of my constituents, which is where we should all start and finish when we get elected by constituents. We serve those constituents here, and there is no greater challenge to the social and economic amenity of the people of Willagee than the Perth Freight Link. The biggest single threat that they are facing in their daily lives is the prospect of a six-lane—three lanes each way—privately owned tollway ripping through their communities to a port that is past by its use-by date and to a cul-de-sac at Marmion Street, falling short by at least one kilometre from the very port it is deemed to be servicing.

I am particularly concerned about some of the persistent lies of various people in the community about what benefits the Perth Freight Link will have on traffic. I again bring to *Hansard* a particular piece of information from the Department of Transport, the “Perth Freight Link Project: Developing Transport Networks; Delivering Safer Works” by Main Roads. The latest iteration of it, tabled by the Minister for Transport, refers to various options for total traffic yield and of the total traffic usage on each segment of road related to the Perth Freight Link, including the gross numbers for the amount of heavy haulage. It refers to two options by 2021: the first is to do nothing and the second is Roe 8 and the Fremantle tunnel. The same analysis was also done for the period up to 2031. It is very interesting, because part of the report that has not been released includes the assumptions that members opposite are particularly keen to talk about. I refer to the lives that will be saved by a reduction of total traffic on the roads when the Perth Freight Link is built. The assumptions of deaths per vehicle have not been published. The minister has not tabled that in here or made it public anywhere else to give us confidence that the numbers support those sorts of allegations. Members opposite, particularly

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local members who purport that the Perth Freight Link will derive benefits to their electorates, often refer to the reduction in vehicle numbers, particularly around Leach Highway. That is actually not true. The modelling shows that by 2021 the number of vehicles on Leach Highway at the highest section between Stock Road and North Lake Road will reach 37 000 vehicles by 2021. That is described in the report as the Fremantle tunnel and Roe 8 section. There will still be an increase in the number of vehicles and trucks on Leach Highway. According to those figures, 2 400 trucks a day will use Leach Highway. The report does not contain the full information and we do not get all the assumptions that would be important to critique the report, but I can only assume that the evidence is that those 2 400 trucks using that section of Leach Highway will, by and large, be legal loads. That is to say that unless the regulations are changed, a truck driver with a consignment note to pick up a container from the port and deliver to an address in City Beach, Cottesloe or Shelley will be entitled to use the road transport system. By 2021, the 2 400 trucks a day that are using that particular section of Leach Highway will represent an increase in the number of trucks that currently use the road now. Why? It is because the other assumption this modelling works on is an increase in the twenty-foot equivalent units or containers through the port of up to 1.7 million. After reading this report, I do not know where those numbers have come from on the impact of the volume of container traffic. Are the 2 400 trucks on Leach Highway by 2021, with the tunnel and Roe Highway stage 8, representative of 1.7 million containers or what is the proportion in between?

The other point of great concern to constituents in the seat of Willagee is the so-called Matusik report—a cleanskin report prepared by a Gold Coast property analyst that can probably be bought online and describes or supports any particular desired outcome in relation to property values. The report refers to the increase in property values should the tunnel be built. But the Matusik report does not cover what the Perth Freight Link will do to the suburbs it quite conveniently did not include in its report. What will happen to the value of the housing and property in the suburbs of Coolbellup, Bibra Lake, North Lake and even sections of Kardinya as the six-lane freeway drives its way across the wetlands from the freeway to Stock Road? The report does not state that it will divide those communities, that there will not be any on or off-ramps for the residents around those suburbs to utilise the six-lane freeway—they will have to do all sorts of different manoeuvres to go out of the suburbs to even get onto it—and what the purported 81 000 vehicles that will use Perth Freight Link and the railway will do to the amenity of that community. There will be 81 000 vehicles going through Coolbellup and Bibra Lake—quiet, leafy, old graceful suburbs that will be stripped apart as a result of this failure.

I turn to what we do not know about because the business case or its detail will not be released. The information provided to bidders for Fremantle port will not be made public, and it has not been provided to the opposition so that it can assess what is being offered for sale. Therefore, we have to assume that the toll road will eventually also be part of the Fremantle port sale. We have to assume that if the government is giving first right of refusal on the outer harbour to the potential port buyer, it would have to include, for the purposes of making sure the road network and enabling infrastructure around the port supports the sale, the toll road. Here we have a situation of selling a monopoly—something we have only one of—to a provider of a service that will also want to take control of the infrastructure that will also be revenue-generating should it ever come to pass—namely, the private toll road. I make the comment on Perth Freight Link in relation to its capital appropriation component.

The only other point I wanted to make was about the \$20 million worth of innovation that has suddenly been dreamt up by this government as a sop towards the idea that we should have some sort of future development plan. The government is coming very late to the party. The word is already out that when it comes to science and innovation, this government has definitely been missing in action. I remind members that when the Labor government left office in 2008, there was a single line item, amongst many, in the science and innovation sector segment of the budget that provided \$80 million over the forward estimates, not to mention what was being vicariously invested through other departments. We saw the funding dwindle over the eight years of this government down to about \$12 million last year. The latest budget did not even have a capital allocation for the purposes of science; it did not even register. There was no allocation whatsoever. There was a small allocation for the office of the Chief Scientist, and that was it. That is an appalling record. We are talking about a diversified economy that has to adapt to a rapidly changing world. I think this government should be absolutely ashamed of the lack of attention it has given to science and building capacity within industry for the purposes of developing a diversified economy, and particularly the capacity for small-to-medium enterprises to take advantage of a growing Asian market and be innovative in the way they develop their businesses.

The resource sector has it; it is onto it. There is a record number of backdoor listings for resource companies taking on tech projects and various forms of technology because they know. The flow-on private capitalists are speaking right now. It gets the diversified economy and the need to move fast. Public capital cannot move that fast, and the public capital within the confines of the Barnett Liberal–National government certainly cannot move fast because there is none left.

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We need to understand entirely what is happening on a global basis. Disruptive technologies and innovation in relation to the manufacturing sector alone are worthy of looking at. I mentioned during private members' business yesterday in this place what is actually happening. Adidas is picking up its entire factory in China and moving it back to Germany and the United States for production because it needs to move to where the various skill sets that will deliver the product it needs, and away from what is now a growing wage base from the Chinese manufacturing sector. The month-on-month wage increases in China, although from a low base, are getting quite significant. Adidas—a multinational large, large business—is moving its shoe production out of China to Germany and the US because it needs to be next to automated services.

The other thing we need to look at and be very wary about when talking about the allocation of \$20 million for innovation is that it will never be enough around the area of what is happening in materials technology. I am talking specifically again about carbon fibre. Carbon fibre pricing is something we need to watch. I will tell members why: 10 years ago carbon fibre was \$US120 a pound. During the past 10 years, the price has reduced to around \$US12 a pound.

Dr M.D. Nahan: Is that all sorts of carbon fibres or the principal one?

Mr P.C. TINLEY: No, the principal one.

Dr M.D. Nahan: But, you know, member, that is taking place across the board on inputs and manufacturing production.

Mr P.C. TINLEY: That is right. The latest technology—I will not even attempt to read it—is basically by-products from the petrochemical industry. The other point to note is that the consensus is—I have run this to ground a fair bit—that when carbon fibre gets to about \$US5 a pound, it will then be cost-competitive for many of the applications that currently use steel. These numbers, like a lot of them, can be interpreted; I am not saying there has been an annual four per cent reduction in the price of carbon fibre over that period, and that is not to say that it has been an even decline, and it is not to say the last few per cent getting to \$US5 a pound will not be a very tough get.

Dr M.D. Nahan: It is also applying to alloy.

Mr P.C. TINLEY: That is right. If somebody finds a new way to use some of the alloys, we are all going to be in trouble. With 50 per cent of the global steel supply, it is not surprising that it is going to have a significant impact on a commodity on which we are trade exposed to the level that we are. The innovation fund of \$20 million is too little, too late, and the attention the government is applying to the future is woeful in the extreme.

MR P.B. WATSON (Albany) [3.59 pm]: It gives me great pleasure today to talk on the Appropriation (Capital 2016–17) Bill 2016. What has happened with the budget is interesting. One of the big things that has happened over time in the Albany electorate is the promise by the government for the Albany gas pipeline project. I would like to thank the member for Cannington, Bill Johnston, for asking a question on notice about this of the Minister for State Development. The first part of the question was —

I refer to the Bunbury to Albany Gas Pipeline Project Steering Committee and I ask:

- (a) please provide the current membership of the Project Committee;

The answer given by the government's Department of State Development was —

- (a) In November 2013 commercial and financial work regarding the pipeline, including the functions of the Steering Committee, was put on hold when the Government considered alternate project options.

The second part of the question was —

- (b) please provide the dates of meetings of the Project Committee for each of the following years:
- (i) 2013;
- (ii) 2014;
- (iii) 2015; and
- (iv) 2016;

The answer was —

- (b)—(i) The Project Steering Committee met on 26 March 2013 and 13 August 2013.

The third part of the question was —

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- (c) since the GHD Report “Department of State Development Bunbury to Albany Pipeline Project Gas Distribution and Customer Construction Cost Estimates Rev C” of June 2013, have there been any other external or consultants reports regarding the project ...

The answer to that was —

- (c) External reports produced since June 2013 were:
- Bunbury to Albany Gas Pipeline—Feasibility Study Manjimup to Mt Barker: Level 1 Flora and Fauna Assessment, October 2013, ...
- Bunbury to Albany Gas Pipeline—Environmental Constraints Analysis, December 2013, ...

Mr V.A. Catania: Do you agree with the pipeline going to Albany?

Mr P.B. WATSON: No. There is no-one there to service it.

Mr V.A. Catania: Wouldn't it be of some benefit to Albany?

Mr P.B. WATSON: The member for Pilbara tried to get Fletcher International Exports to do it and also Grange Resources. He said to Grange Resources, “If you don't use the gas pipeline, we're gonna make it hard for you.” Grange Resources fell away, Fletcher has got its own power, and the Albany Chamber of Commerce and Industry does not want it.

Mr V.A. Catania: Why is that?

Mr P.B. WATSON: There is no benefit in having it down there. For people to get it locally, they would have to get all their connections changed because the area is not set up for it. It is going to cost us. When we were in government, AlintaGas looked at it and said it was not viable. It was going to cost the government at that time probably \$15 million a year, so it is just not viable. The thing that worries me is that, for two campaigns now, the Premier has said that we are going to have the gas pipeline. Looking at the answers we have got here, nothing is happening. The Premier is now coming out in the local media saying that it is going to happen. It is very disappointing to get the people of Albany's hopes up that this is going to happen. I would like to see that the money that has been put aside in the forward estimates for this be put towards something that is more viable for Albany, rather than just sitting there for a period and nothing happening to it. It is very disappointing for the people of Albany—false promises by this government for two elections. I am kind of hoping it promises it again, because it is not going to happen in the Premier's lifetime, but he seems to think it will.

Another interesting point concerns the questions that the member for Girrawheen asked about ACROD parking at the new stadium. Apparently there are 63 permanent ACROD bays out of a total of 342 permanent bays. It does not seem to me to be a lot of bays for the number of people who would want to go to a 60 000 or 65 000-seat stadium. It says that it is a high percentage of the 342 permanent bays, but a lot of those permanent bays will probably be used by people who do not need one. If we want to make this stadium for everybody, I think there should be more ACROD bays. One question we would ask is: do they have to pay for those bays? People have got ACROD passes. It will be interesting to see, with all the other things going on with the stadium, what happens about these little things down at the bottom. I thank the member for Girrawheen for following up this question through her shadow portfolio.

I get back to the stadium. We heard that Townsville got \$100 million for its stadium. What they did —

Mr D.J. Kelly: They asked! That helps.

Mr P.B. WATSON: They did a business case. Before they built they said, “We've got our business case here. Let's go to the federal government and ask.” What did they get? They got \$100 million. We have Premier Barnett who says, “I do it my way. I do not care what everybody else does; I do it my way.” He starts building it and obviously the costs blow out, so he decides to ask the federal government for some money. Mr Turnbull said, rightly, “Rack off hairy legs; you're not getting anything.” It is about how one plans these things. The dictatorial theme of the Premier is to stand in the chamber and say, “I do it my way.” Maybe his way of dealing with things in the old-fashioned way has gone. He should have done what Townsville did; he should have done a business plan. I was talking just yesterday with one of the groups that is involved with the stadium. A lot of different agencies are involved—cricket, football and all the people who want to be involved in this thing. The government has started thinking that there are only 12 or 18 months to go, so now it goes out and consults. I know that cricket is happy with its deal. I think it is a good deal for cricket and it is a good deal for the stadium, but all these things should have been done before the stadium started to be built. The Premier wanted a new stadium and he did not care how he got it. Off the government went and started building the stadium. The stadium is probably going to open in 2018, so it will probably be 18 months before it opens, and football cannot agree with the deal it has been offered. Cricket has. The stadium is going to be used 10 days a year for cricket

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and there will be probably 22 games and maybe a final for football, although the way both teams are going at the moment they will not be playing in the finals. That is 32 weeks a year at this stadium when the total cost comes in at over \$2 billion. I just cannot understand why everything like this was not done before. There has been no money from the AFL. The AFL has not put in a cent. We can look at the amount of money it put into Simonds Stadium, the stadium for the Western Bulldogs, and the new Adelaide Oval, as did the federal government. Collingwood put all its own money in, because that is the way we roll at Collingwood. Money is being put into all these other areas and we cannot get it; we cannot get the money from the AFL and we cannot get the money from the federal government. I think it is because of the attitude of the Premier, who says that he does not need to do it the same way as everyone else; he will do it his way. It obviously has not worked.

Mr D.J. Kelly: Was there no money from Kerry Packer?

Mr P.B. WATSON: No, Kerry Packer has done pretty well out at the stadium.

Mr D.J. Kelly: Absolutely.

Mr P.B. WATSON: He has all the land and all those punters. I remember one day when I was saying how the casino would be very close, the Minister for Transport said there would probably be buses to take people to it afterwards. That is great for the Premier who is kind of anti-gambling, but it does not happen when it comes to Kerry Packer. Is it Kerry Packer?

Mr A. Krsticevic: It is James Packer; Kerry Packer is dead.

Mr P.B. WATSON: He is still hovering over us as a ghost. Talking about tourism and things that we lose, the cruise ship *Astor* used to cruise up and down the coast in Western Australia and it has now gone to Adelaide. That was very disappointing. Cruise ships that come through Albany are a very big part of our local economy, unless it is a weekend when some of our shopkeepers do not open their shops. When cruise ships come through, they bring a lot of money into town.

We have been talking about Uber and the new Taxi Amendment Bill that is coming in. I will give an example of one issue from the other day. A taxidriver said to me, “Watto, I had a fare evasion the other day. I knew who it was and I went to the police and asked what was going to happen but they said they don’t do anything.” Then he went to the Department of Transport and it said it does not do anything. However, if taxidrivers are in the city, something is done; the Department of Transport comes in to deal with fare evaders, and it also provides cameras in taxis. I would like to see some of the royalties for regions money put into cameras. In the regions, taxidrivers do not have to have cameras and if they do, they have to pay for them themselves. In the city, cameras are paid for by the government. That is another thing whereby people in the regions are disappointed that those sorts of things are not happening to them, unlike everyone else.

There is no money in the forward estimates for the Albany ring-road. It is so important for Albany to have that ring-road done. When people come into Albany, there is a major roundabout at the top of the hill on Albany Highway. Is that okay, Mr Acting Speaker?

The ACTING SPEAKER (Mr N.W. Morton): Obviously, it needs to be linked to the Appropriation (Capital 2016–17) Bill 2016.

Mr P.B. WATSON: Yes, that is right. The ring-road needs money that we asked for the government to put in the budget. There is no money in the budget, which is very disappointing. I am trying to say what the effects are, because I know how strict you are, Mr Acting Speaker, and I know that the Clerk is so tough on me, but I am trying to fit it in under that!

The ACTING SPEAKER: I am watching you like a hawk!

Mr P.B. WATSON: I know. Anyone who comes into Albany will come around the main roundabout and they will see there are five little outlet roads. If people go up there in the afternoon or first thing in the morning when people are taking their kids to school or picking them up, it is an accident waiting to happen. Trucks are coming in—grain trucks and woodchip trucks—and it is very, very hard to get across that intersection. Just the other day, I was going through the intersection and a truck just went straight through. If I had not seen him, I would have hit him but it would not have done him any damage. It had three trailers on the back and it just went straight through the intersection. He did not give a hoot about who was coming. If I had been a learner driver, someone a bit younger, or even a tourist—who we have a lot of on the roads—they would have been cleaned up. We have to get that ring-road built. It will take trucks around the back way, down George Street and down to the port. That will take a lot of pressure off not only the roundabout, but also the surrounding streets.

Concerning the budget for sport and rec—this might be a little bit close—I was talking to a gentleman from Albany just this morning whose son is in the state football and cricket teams. We have to find a way for parents who are going up to Perth with their kids. This is a special circumstance, but it has cost him probably

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\$10 000 just so his son could have the same sort of support as people who live in the city. These are the sorts of things we should do with royalties for regions funds to retain people in Albany. That parent said to me that it is getting to the stage now when they will have to move to Perth. They cannot afford to keep going up all the time and they want the best for their children, but they have to go to Perth for that.

What else can I get away with here? The Buy Local policy is something I could just stick in under this topic. Someone from Albany Autos spoke to me about someone who had come in from Main Roads. The guy from Main Roads had come in and said, "Listen, we've bought four cars in Perth but they can't get them down here; can you get them down here for us?" He came to me and I said, "What about the Buy Local policy?" I got onto Main Roads and they said, "Oh, we just do it occasionally." I happen to have Buy Local on my licence plates—Buy Local gets your kids a job. Is the member for Churchlands the Minister for Small Business?

Mr S.K. L'Estrange: Yes.

Mr P.B. WATSON: This is something that we really need to look at in regional areas, minister. We want to keep regional areas, local people and local businesses going and we want to see that all the money stays in the area.

Regional Express—can I get away with that, Mr Acting Speaker? The government provided us with this tremendous airline, and we are so lucky to have it! It was great to hear ABC radio this morning playing a clip of the Minister for Transport saying that the people in my region should just be lucky enough to have it. Apparently the switchboard lit up because this gracious minister gave us the opportunity to have an airline! I rang Regional Express Airlines and it said the reason it took people off the plane was there were too many males on it; 22 of the 34 passengers were males, which made the plane too heavy. That is why 11 pieces of luggage were taken off. This is a major regional centre with an airline that, when there are too many males on board a full flight, they take people's luggage off. I will take members through the scenario; I love telling this story. A person goes to the airport and they put their luggage in. They say, "Yes, beautiful." There is no security there, so they can have what they like in their luggage. Rex does not have security so people can walk in there with a gun in their backpack and a hand grenade in their pocket. The person will go through the airport and sit down and talk to everyone. Then they go out to the plane and someone tells them, "Listen; we're a bit heavy, so all those cases over there, they're not going"!

Mr P. Abetz: It's better than crashing, isn't it?

Mr P.B. WATSON: When the member gets on a plane in Perth, does he get his luggage at the other end?

Mr P. Abetz: Yes.

Ms R. Saffioti: He said it's better than crashing.

Mr P.B. WATSON: Crashing?

Mr P. Abetz: Yes, if the plane's too heavy, they are saying safety has to come first.

Mr P.B. WATSON: The member is missing the point. We are a regional centre!

Several members interjected.

The ACTING SPEAKER: Members!

Mr P.B. WATSON: Fancy bringing that up! Is the member saying he wants people to crash?

Mr P. Abetz: No, I am saying they put safety first.

Several members interjected.

The ACTING SPEAKER: Members! I am on my feet. Member for Armadale! Member for Southern River, I do not think that the member for Albany was asking for interjections. Member for Albany, can you direct your comments through the Chair.

Several members interjected.

The ACTING SPEAKER: I am on my feet! I want to listen to the member for Albany and no-one else.

Mr P.B. WATSON: Thank you, Mr Acting Speaker. The person gets to the airport and is sitting around until they say it is okay to go out to the plane. Once they get out there, they say, "Listen guys, the plane's too heavy. We have to take luggage off. All those 11 pieces there aren't going."

One bloke says, "Hold on a minute. Mine's going to Sydney." So they take his luggage off this rack and then they go back into the luggage hold and take out two cases, because his luggage weighed 20 kilograms. A woman sitting on the plane sees that one belongs to her so she comes running out of the plane to grab the suitcase and

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they tell her that it has to go on the next plane. She says, “Yes, but I’m going to Perth and I’ve got a conference tomorrow. All my clothes are in there.” The pilot tells her to take whatever she needs out of the case. This woman is down on her knees pulling—I will not say what she is pulling out—all these things out of her case on the tarmac right next to the propeller. Then someone else on the plane notices her case is out there, so she rushes out and grabs her boots. All these people are getting back on the plane with their little bits and pieces. It is not the luggage handlers doing all this but the guy who is going to fly the plane, the pilot, who is stressing and pulling his hair out. Everybody gets in the plane and we take off. We then get to Perth and what happens next? Everyone gets off the plane and it is pouring with rain. Those people who have no clothes for the next day are absolutely drenched. No-one has brollies or anything like that because this is a cut-price airline.

Ms R. Saffioti: Just another day.

Mr P.B. WATSON: Yes, I was going to tweet “Just Another Day in WA”. Imagine what a tourist would think of that. Imagine what a businessperson would think of that. Regional Express Airlines has said that it happens only occasionally, not all the time. I agree with the member that it is a safety issue, but surely when the ticket is sold, the company should tell people that they can only take luggage that weighs up to a maximum of 15 kilograms, because it is only a 34-seater plane. Every other plane has a maximum of 20 kilograms. The airline did not issue any press release to let people know this. When the people who had to leave their luggage behind got to Perth, they had to stand in line and give Rex their address. The next flight left Albany the day after at 6.30 am and probably got to Perth by about 8.00 am. By the time the courier would have delivered their luggage, everyone who worked that day would have already left home wearing smelly or wet clothes. This is just not good enough. We are a major regional centre. In March I tried to find out from the minister what happened the last time when the medical supplies were taken off the plane. I know that that problem has been fixed, but the company also took luggage off the plane then. The company has said that it has never done this before, but I know people who will sign a statutory declaration saying that their luggage was taken off the plane that day. Do people get a refund for not having their luggage taken on the plane? No; nothing happens. All the company did was to deliver it to them the next day. Why was this not looked into? Albany is a major regional centre. The minister has said that the major airlines did not want to fly from Albany, but three companies put in for the contract. Why was this not looked into when the contract was drawn up? Why were the people in Albany, local government, the federal member or I not consulted? No-one was consulted. The Department of Transport said that this is the way it is and this is what is going to happen, and it wonders why it gets so much feedback.

I might be pushing this to the limit, but I would like to congratulate Jared Tallent who got a silver medal at the Olympic —

The ACTING SPEAKER (Mr N.W. Morton): You will need to tie this in somehow.

Mr P.B. WATSON: I am the shadow Minister for Sport and Recreation and an ex-Olympian and I feel for this guy. He is going to get his gold medal on Friday, 1 460 days after he should have won it.

Mr D.J. Kelly: I remember that race. He was robbed.

Mr P.B. WATSON: I was robbed too. I am sure all those people who finished in front of me were full of drugs. I would like to get them pre-dated —

Several members interjected.

The ACTING SPEAKER: Members!

Mr P.B. WATSON: The next thing I will talk about is maintenance for Homeswest or the Department of Housing. In Albany we have people who sleep in cars up at the fort, who couch surf and who live in unsafe conditions. We have young people who stay in houses that are not safe. We have over 50 houses waiting for maintenance work; that would house a lot of people. In this day and age when we look at the wealth of the country, the people who struggle the most are missing out. I go for a walk every morning and I used to see this lady down by the rest centre walking over to a car at about half past five in the morning. I went over one day and asked her what was wrong. She said that she could not get a house. I have known her for some time because she would catch up with me on Saturdays when I had a coffee. I noticed her mental health had deteriorated, so I got in contact with her daughter and we eventually got her a house. If I had not been walking down there that morning, she still would have been sleeping in the car. That is not good enough. People are slipping through the cracks. Everyone should be able to go home at night and have a roof over their head. It does not matter who you are or what you do; you should be able to go home, lock the door and feel safe. I would not like to be sleeping in a car. There are people who do it. I have been advised by police that they move people along who sleep at the fort. When I am in Perth, I stay near Northbridge. I walk through there in the morning and it is terrible; I see people sleeping in doorways and in really bad and sometimes dangerous conditions. We have to do something.

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We have to address the basic needs of people. It does not matter which party a member comes from, we must address the problem.

As shadow Minister for Sport and Recreation, I would like to congratulate the Keepers. We hold an annual soccer game in Albany: the Catchers versus the Keepers. The Catchers are the police and the Keepers are the prison officers. I am very proud to say that the Keepers won the Peter Watson trophy.

The ACTING SPEAKER: Member, this is sounding more like a 90-second statement.

Mr P.B. WATSON: I have three minutes to go, so can I make it a three-minute statement?

It is great that our community services in Albany do a good job. One other thing I will talk about, and I mentioned it the other day, is the ambulance service in regional areas. The other day I was talking to a man at Wellstead who works in the ambulance service. He said that at Wellstead they service areas as far away as Esperance and down to Albany. They might attend an accident on the road and then drive back to Albany or Esperance and the phones just drop out. The driver in the front has a two-way radio. However, the person in the back who looks after the patient might suddenly have to make a life-and-death decision. He suggested that they have satellite phones so that wherever they are, they can instantly get in contact with the hospital or someone who can make that decision for them. How bad would it be if someone was in an ambulance and fighting for their life when all of a sudden the person looking after them had no power or control to look after them? I think that the phones cost only \$3 000. That is something our National Party members might consider funding through the royalties for regions initiative. I do not think that the expense is in buying the phone, but in running it as they go along. This is a very important issue. If a person gets into an ambulance and they are in a bad way and need to get to a hospital to save their life, they should have the same opportunities that people in the city have. I know we choose to live in the country, but we should have the same facilities that everyone else has.

MR J.R. QUIGLEY (Butler) [4.29 pm]: I have a number of things to address in this debate on the third reading of the Appropriation (Capital 2016–17) Bill 2016 and they have to do with transport. I will take a bit of the chamber's time this afternoon to canvass those matters, although I am concerned about the time I take, given what has transpired between the government and the opposition. In relation to capital expenditure in the electorate of Butler, the budget papers reveal that the government has been nothing if not dishonest with the people and constituents of Butler, but that is consistent with its behaviour. I am very concerned that I stand here this afternoon at 4:29 pm speaking on behalf of the people of Butler in the context of what has just happened in this chamber. I do not know whether I am to be interrupted at 4:30 pm, because we were told by the government Whip that the Treasurer had other business to go to—that is, a function to celebrate the end of Ramadan. We were told that the Treasurer would have to go —

Point of Order

Mr A. KRSTICEVIC: I raise relevance —

Mr P.T. Miles interjected.

The ACTING SPEAKER (Mr N.W. Morton): Member for Wanneroo!

Mr A. KRSTICEVIC: I raise the question of relevance to the bill.

Mr D.A. Templeman: We will suspend instead if you are not careful. You want us to have a say or suspend?

The ACTING SPEAKER: Members!

Mr A. KRSTICEVIC: All right; keep going.

Debate Resumed

Mr J.R. QUIGLEY: Keep going? Okay; I thank the member.

We were told that this debate was to finish at 4:30 pm because the Treasurer had to go to a function to celebrate the end of Ramadan.

Several members interjected.

The ACTING SPEAKER: Members!

Mr J.R. QUIGLEY: It was then put to us that if anyone got up to speak at 4:30 pm, the Treasurer would leave anyway and the Premier would then take over the passage of this bill in this chamber. It is not the Premier's bill; it is the Treasurer's bill. I am very concerned about the time I am taking to speak this afternoon, because I do not know whether the guillotine is going to fall halfway through the speech I am making on behalf of the constituents of Butler. See, the Treasurer is taking a point of order now.

Point of Order

Mr Ben Wyatt; Mr Colin Barnett; Acting Speaker; Mr Peter Tinley; Mr Peter Watson; Mr John Quigley; Mr Tony Krsticevic; Dr Mike Nahan; Mr Shane Love; Mr Dave Kelly; Speaker; Mr Mick Murray

Dr M.D. NAHAN: The debate is on the bill for the appropriation of capital. I am here. The member is talking about hypotheticals. I am not going anywhere. If the member wants to be here all night, we can be here all night. Get on with the activity and please stop being a prima donna.

Mr J.R. Quigley interjected.

The ACTING SPEAKER: I am on my feet. Member, we are discussing the third reading of the Appropriation (Capital 2016–17) Bill 2016. Comments need to be confined to that bill. What was or was not talked about is irrelevant to the debate here. We need to talk about the bill. The member for Butler has the call and 28 minutes.

Debate Resumed

Mr J.R. QUIGLEY: Thank you, Mr Acting Speaker. I have been intimidated, because I have been told that the Treasurer will go out to a celebration of the end of Ramadan and tell a lie and say that the Labor Party would not let him go there, when it is his duty before this Parliament —

Withdrawal of Remark

The ACTING SPEAKER (Mr N.W. Morton): Member, I am on my feet; sit down. Can you withdraw your comment about the Treasurer being a liar?

Mr J.R. QUIGLEY: I said that he would go and tell a lie; he would go and be dishonest.

The ACTING SPEAKER: Member!

Mr J.R. QUIGLEY: I withdraw the word “lie”.

The ACTING SPEAKER: Now, sit down because I am on my feet. I want you—I am directing you—to confine your comments in this third reading debate to the capital appropriation bill, which is what we are debating here. We are not debating Ramadan and we are not debating the Treasurer’s diary. We are not debating anything other than the third reading of the capital appropriation bill. That is what I want you to confine your comments to, please.

Debate Resumed

Mr J.R. QUIGLEY: Certainly, and as I make those comments, I make them in the context of knowing that the Treasurer intends to misrepresent me to the Muslim constituency by saying that by making this speech, the Labor Party is keeping him here when in fact he —

Point of Order

Mr R.S. LOVE: Mr Acting Speaker —

The ACTING SPEAKER: Member for Butler, I am on my feet.

Dr M.D. Nahan interjected.

The ACTING SPEAKER: Treasurer!

Mr R.S. LOVE: This member is clearly disregarding your direction, Mr Acting Speaker, and he should be called back to order.

The ACTING SPEAKER: The member does have a point. I have told you several times, member for Butler, that we are debating the third reading of the bill. That is what I want to hear about—items contained in the third reading of the capital appropriation bill.

Debate Resumed

Mr J.R. QUIGLEY: As I said, that is consistent behaviour, because the government has been dishonest in its dealings with not only the Labor Party, but also the constituents of the electorate of Butler. Let me take members to the most important infrastructure matter pending in the electorate of Butler—that is, the broken promises made to the people of Butler over rail. I go back to 2011—precisely 14 October 2011—when the former Treasurer, who was then transport minister, Troy Buswell, put out a statement saying the following —

“The extension of the rail line north to Yanchep will support the development of the Yanchep City Centre, with a station at its centre, and the fast-tracking of this line will provide developers with the certainty they need to proceed with higher density development.

Further, the statement continues —

Mr Buswell said the Government would use \$11million allocated in the 2011–12 State Budget to progress planning for the three priority projects.

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That was before the election. Then we move forward to 10 February 2015 and an article in the *North Coast Times* written by Lucy Jarvis with the by-line “Need more than 20 years away, says MLC”. It states the following —

A LETTER from a State politician, dismissing the need for rail to Yanchep for at least a decade, has rankled residents.

At the January 19 Two Rocks Yanchep Residents’ Association meeting, secretary Lorraine Jackson said North Metropolitan MLC Michael Mischin suggested the need for a rail extension was more than 20 years away.

This was after the election. Before the election it was a priority project for 2020; after the election the senior minister in the Premier’s cabinet, the Attorney General, said that it is more than 20 years away. The article continues further —

In his letter, Mr Mischin said planning for the Yanchep extension was progressing despite the timeline being modified “due to conflicting public transport priorities”.

“The decision to delay the Yanchep line from its original 2020 schedule was made on patronage grounds,” he said.

I have heard government members interject on me before saying that there was never a promise to build this line by 2020 and here is the Attorney General, a cabinet minister, saying that the schedule to delay the original project past 2020 was made on patronage grounds. The article continues —

“Although I accept completely that the population of the general Yanchep/Two Rocks area is increasing rapidly, I cannot accept that we need to build costly infrastructure right now to service a potential situation that is still over 20 years away.

That is as spoken in 2015 and the Attorney General is informing the community that the government’s position is that the rail line is not required until 2035. How does that sit with the Public Transport Authority? The Public Transport Authority manages a tender at the City of Wanneroo and said that it did not see a need for rail to Yanchep before 2034, which conflicted a little bit with the comments of the member for Wanneroo, who put it at 2030 or a bit beyond 2030.

Mr P.T. Miles: I said 2024.

Mr J.R. QUIGLEY: You told the meeting 2030.

Mr P.T. Miles interjected.

The ACTING SPEAKER: Members!

Mr J.R. QUIGLEY: The member for Wanneroo is saying that the Attorney General is being dishonest in his written communications. The member for Wanneroo is saying, “Don’t trust the word of the Attorney General.” I can understand why the member for Wanneroo is saying that. It is because he has got to cover up this lie that has been put by the government to the people of Wanneroo.

Withdrawal of Remark

Mr C.J. BARNETT: The member opposite is making all kinds of assertions as to what the member for Wanneroo has said. He has not said any of those things. And now to use the word “lie” implies that he is inciting —

Mr J.R. Quigley interjected.

Mr C.J. BARNETT: That is clearly mischievous, clearly wrong and clearly duplicitous.

Mr J.R. QUIGLEY: Mr Acting Speaker —

The ACTING SPEAKER: Member, I was actually going to direct you to withdraw the word “lie”, please.

Mr J.R. QUIGLEY: The dishonesty of the government —

The ACTING SPEAKER: Withdraw the word “lie”.

Mr J.R. QUIGLEY: I withdraw the word “lie” and I replace it with “blatant dishonesty” by this government in its statement made on 14 October 2011 before the last election, saying that the rail line was a project that would happen by 2020 and by the Attorney General after the election in January 2015 saying in writing that it was not needed for over 20 years.

Debate Resumed

Mr Ben Wyatt; Mr Colin Barnett; Acting Speaker; Mr Peter Tinley; Mr Peter Watson; Mr John Quigley; Mr Tony Krsticevic; Dr Mike Nahan; Mr Shane Love; Mr Dave Kelly; Speaker; Mr Mick Murray

Mr J.R. QUIGLEY: What do we know about this much-needed piece of infrastructure? We know that the Tokyu Corporation bought into Yanchep several decades ago. It is a massive corporation in Japan. I have visited its headquarters and have spoken with the chairman, Mr Namoto. When I spoke to him through an interpreter, he explained that it was waiting to build a university, a health campus and other infrastructure that would create huge employment opportunities in Yanchep, but in fact the City of Wanneroo says that Yanchep, as a city centre, will grow larger than Joondalup. What else do we know about the electorate of Butler? We know that it is suffering the highest rate of unemployment of any metropolitan electorate. Why? It is because it is 45 to 50 kilometres north of Perth. There is only one lane in and out on Marmion Avenue, sparse public transport and a massive influx of young families. The youth of the area find it very hard to get out of there to look for employment opportunities. Not only that, but also we have a social problem out there because the youth are landlocked on the weekend. Also, the sergeant at Yanchep has said that policing is becoming very difficult because with one lane in and one lane out of Yanchep, as I have explained to this chamber before, apart from those patches where developers have dualled the access and egress points to their estates, the rest of it is single carriageway for this massive population. Before the redistribution of electoral boundaries when Clarkson was taken off the southern part of my electorate and given to the electorate of Ocean Reef—I think it is going to be called Burns Beach—I had the largest electorate in the metropolitan area by a long way. From 35 000 people, it has been trimmed back to 24 500 and by the election it will be creeping back up towards 30 000 again. We all know that. This is a massively booming area.

As to this piece of rail infrastructure, Mr Namoto said that until the railhead gets through, the Tokyu Corporation would not put in the money. It is the same model it has used in Tokyo and is the same model that the Tokyu Corporation has used in Seattle. The Yanchep Beach Joint Venture has written to the government through its managing director, Mr Gin Wah Ang, committing forward funding of \$120 million towards a project estimated to cost \$360 million. It has committed this money on the proviso that developers to the south do likewise, and that would be third-third-third funding; that is, the government put in one-third, the developers to the south put in one-third and Mr Gin Wah Ang put in one-third to get this rail happening urgently. The developers to the south have indicated that they will not contribute to this because they believe they have the Tokyu Corporation and the Yanchep Beach Joint Venture wedged. In other words, they are going to pay for a terminus station at Yanchep and put in money towards the line but, understandably, they do not expect to be paying for a station further south. Without the other developers putting in, that will not happen.

Who are these other developers? They are joint venturers with LandCorp, and LandCorp could put in this money because, as the Prime Minister has said, it is a value-capture model. If they put in the money, if the government lent on LandCorp to make the contribution of \$120 million, the state would be left with only \$120 million itself to put in, and this could happen. But it has to be up to LandCorp, with its partners, to put in its contribution. I reflect, if we consider the charter of LandCorp, that it is not just to create a dividend for the government; LandCorp's charter includes the economic and social development of Western Australia through its assets. If LandCorp had been behaving in this way 25 years ago, Joondalup would never have happened because LandCorp was the largest landholder in that area and could contribute to the development of Joondalup and the line to Joondalup. Without LandCorp coming to the party and without the government saying to LandCorp that this is not just about paying the government a dividend, but about social and economic development on the north west coast, this will not happen. LandCorp should go to its partners in the development and put its section in because if it does, the landholdings that we have along the line will increase commensurately. As the Prime Minister has outlined, that is the value-capture model. However, at this stage those landholders, including LandCorp, will not do it. They have put that in writing, so the state is gridlocked until March, when a Labor government gets elected, and a Labor government will not go ahead with the Perth Freight Link and will have available the moneys that were earmarked for that wasteful project to get on with building Metronet, which will include the Yanchep line as a priority, as well as the Cockburn and Ellenbrook lines.

Mr C.J. Barnett: What about the other landowners? Who are the other landowners?

Mr J.R. QUIGLEY: The Premier can respond. Either the Premier or the Treasurer —

Mr C.J. Barnett interjected.

Mr J.R. QUIGLEY: Mr Acting Speaker, can you tell them I am not taking interjections?

Several members interjected.

Mr J.R. QUIGLEY: I have been called to order. No, of course you will not tell them, Mr Acting Speaker. Listen to them. Call the Premier to order!

Several members interjected.

Mr Ben Wyatt; Mr Colin Barnett; Acting Speaker; Mr Peter Tinley; Mr Peter Watson; Mr John Quigley; Mr Tony Krsticevic; Dr Mike Nahan; Mr Shane Love; Mr Dave Kelly; Speaker; Mr Mick Murray

The ACTING SPEAKER (Mr N.W. Morton): Members, please. I do not want this chamber to descend into interjections from both sides. I want to listen to the member for Butler—he has the call—and I want to do that with silence in the chamber, please.

Mr J.R. QUIGLEY: There is no state road into the electorate of Butler.

Mr P.T. Miles interjected.

The ACTING SPEAKER: Member for Wanneroo!

Mr J.R. QUIGLEY: Into the electorate of Butler —

Mr P.T. Miles interjected.

Mr J.R. QUIGLEY: Protect me from him, Mr Acting Speaker. Protect me from him!

Several members interjected.

The ACTING SPEAKER: Members!

Mr J.R. QUIGLEY: He is out of control.

There is no state road running through the electorate of Butler. Along the eastern side of the electorate there is Wanneroo Road and we know —

Several members interjected.

The ACTING SPEAKER: Members!

Mr J.R. QUIGLEY: It does not go through the electorate of Butler.

Mr P.T. Miles: Of course it doesn't!

Mr J.R. QUIGLEY: The member lives in Mindarie and represents Wanneroo and he knows where that road goes.

Several members interjected.

The ACTING SPEAKER: Members! Sit down, member for Butler.

Several members interjected.

The ACTING SPEAKER: I am on my feet. Sit down, member for Butler. Member for Wanneroo, you are cutting it very fine. You have already been called to order once today.

Mr P.T. Miles interjected.

The ACTING SPEAKER: It is once. I am looking at it. I can read it. It says one. I do not want any more interjections, please. I will just call members to order if you continue to interject. The member has 15 minutes; I want to listen to the member.

Mr J.R. QUIGLEY: As I said, there is no state road running through the electorate of Butler. Marmion Avenue is a local road. As I have said before, it is declared a state road only as far as Ocean Reef Road. The rest of it, which is dual carriageway, has never been declared a state road. It should be. But to be a state distributor road, it has to be to a certain standard, which is dual carriageway. The dual carriageway of Marmion Avenue ceases at Lukin Drive, which is just past Hester Avenue and just into the electorate. It is one of the largest electorates in the metropolitan area that does not have rail running through it. It goes into the Butler station, but all of the development beyond there is serviced only by a single carriageway each way. This is unsustainable and unacceptable. The budget papers make no provision in the out years for rail, and we know why. A cabinet minister has already written to the people saying that it will not happen for another 20 years—not until 2034. There is no provision for the extension of the freeway past Hester Avenue to Romeo Road. There is not a dollar in the budget papers for that. No doubt, before the election, the government will come back and try to pull another deception on the people of Butler, but they will not wear it this time. They were conned on the last occasion by being told that there would be rail by 2020. That might have affected the vote out there.

Several members interjected.

Mr J.R. QUIGLEY: I read it out. Listen again. The then Minister for Transport said —

“The extension of the rail line north to Yanchep will support the development of the Yanchep City Centre, with a station at its centre, and the fast-tracking of this line will provide developers with the certainty they need to proceed with higher density development.

Mr Ben Wyatt; Mr Colin Barnett; Acting Speaker; Mr Peter Tinley; Mr Peter Watson; Mr John Quigley; Mr Tony Krsticevic; Dr Mike Nahan; Mr Shane Love; Mr Dave Kelly; Speaker; Mr Mick Murray

The government was already spending money in 2012, and then the Attorney General writes —

Several members interjected.

Mr J.R. QUIGLEY: Protect me!

The ACTING SPEAKER (Mr N.W. Morton): Members! Please.

Mr J.R. QUIGLEY: The government is laughing at the people of Butler, because it was to the people of Butler that the Attorney General wrote —

Mr P.T. Miles interjected.

The ACTING SPEAKER: Member for Wanneroo, I have cautioned you enough. I call you to order for the second time.

Several members interjected.

The ACTING SPEAKER: Members, please, I am on my feet. Can we just get through the next 12 minutes with no further interjections.

Ms M.M. Quirk: We have other speakers.

The ACTING SPEAKER: I meant the member for Butler's 12 minutes, member.

Mr J.R. QUIGLEY: Members opposite are all laughing at the people of Butler, but the people of Butler do not think this is funny. As the Attorney General fessed up —

The decision to delay the Yanchep line from its original 2020 schedule was made on patronage grounds.

It is beyond doubt that that was what the government was saying in 2011, and the Attorney General has put in writing that the government is delaying the project, and all the government can do now when I raise this is heckle me and try to laugh at the people of Butler, who swallowed this nonsense. Before the election, the government will no doubt come out and say that it will build a freeway to Romeo Road, but there is not a dollar in the budget for the extension of the freeway past Hester Avenue, and no mention of it as an ambition.

A promise before the 2013 election was that state schools built before 1980 would be rebuilt. When this promise was pointed out to the honourable minister in the Legislative Council estimates hearings only two days ago by the shadow Minister for Education, the Minister for Education, Hon Peter Collier, said, "Well what can I say; we haven't done it." He fessed up to the broken promise. We know there is a promise to spend \$11.5 million on the Yanchep Primary School site. They needed a high school as well, which is coming to fruition. But we have a primary school, built in the late 1960s or early 1970s, in an atrocious condition, and a promise made before the last election of a spend of \$10.5 million to \$11 million, and as soon as the election was over, that promise was broken. It was just crass dishonesty on the part of the government.

We have seen dishonesty on rail and on education in my electorate, but what do the people of Butler get promised in this budget? We are promised \$1.75 million, being \$1.5 million for the acquisition of a block of land to build a high school at north Butler—no building to be undertaken straight away; just the purchase of the land—and \$250 000 for the much-needed shark-proof enclosure for which I had been advocating for some time in both the media and this chamber.

Mr A.P. Jacob: That is in my electorate.

Mr J.R. QUIGLEY: It is not; it is in Quinns.

Mr A.P. Jacob: Quinns Beach is in my electorate.

Mr J.R. QUIGLEY: Quinns Road is the boundary, and the minister knows where it finishes. It is not in the minister's electorate.

Several members interjected.

Mr J.R. QUIGLEY: Where the shark net is being put is not. Is it at the end of Quinns Road—just to the north of Quinns Road?

Mr A.P. Jacob: No, it will be in front of the surf club, south of Quinns Road.

Several members interjected.

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The ACTING SPEAKER: Member for Bassendean, I am on my feet. I am happy for the member for Butler and the Minister for Environment to take their conversation outside and get a map out to work out whose electorate it is in, but for the next nine minutes I want to listen to the member for Butler.

Mr J.R. QUIGLEY: I will take the point. It is 50 metres inside the electorate of the member for Ocean Reef, but that is another \$250 000 that my electorate does not get. The only thing my electorate gets is \$1.5 million for the purchase of a block of land, and we do not even get that; that is going to be put into another electorate. What a joke! This is disgraceful. In the electorate of Butler, as I have said, there is no state road, no dual carriageway serving this population, no rail on the horizon, and no freeway extending north to Romeo Road on the horizon. We need a road distributing traffic east of Wanneroo Road. The government, in this budget, has betrayed the people of Butler. Members opposite can laugh in this chamber at what they have done, but I think those who laugh last will laugh longest—and that will be the people of Butler when they deal with this government in 2017.

MR D.J. KELLY (Bassendean) [4.56 pm]: I rise to make a contribution to the debate on the third reading of the Appropriation (Capital 2016–17) Bill 2016. I want to raise a couple of issues about the budget. The Ellenbrook bus rapid transit, or whatever it is called, has been allocated \$49 million in this budget. We all know that the Ellenbrook train line was a promise made by the Premier to win the 2008 election.

Mr C.J. Barnett: That was Alan Carpenter.

Mr D.J. KELLY: The Premier has just said that Alan Carpenter promised to build the Ellenbrook train line. Here we are in 2016 with a Premier who is more unpopular in this state than Collingwood, and he is still denying that, to get elected in 2008, he promised to build the Ellenbrook train line. It is so sad that the Premier is still trying to walk away from that promise. The trouble for him is that we do not have to rely on social media. We can look at the television, which showed vision of the Premier promising to build the Ellenbrook train line. But I digress. I know the Premier cannot help but try to rewrite history, but he made that promise to the people of Western Australia in 2008, to get elected, and as soon as he was elected, he walked away from it as fast as he possibly could. The people of Ellenbrook were duded in 2008. In 2013, the promise was going to be a bus rapid transit system from Ellenbrook to the Bassendean train station. Despite the government having all the media ready—it had buses wrapped up in plastic, or plans to wrap them in plastic to look like a modern transit system—it pulled the pin on that too. At that time, the price tag was about \$110 million or thereabouts and the government said that it had decided not to put in a bus rapid transit system because at that sort of cost it might as well do it properly and put in a train. The government once again duded the people of the eastern suburbs at the 2013 election. What has the government done in its last budget in the few months before the 2017 election? It has come up with another bus rapid transit system, but it is not a bus rapid transit system; it is only a half a bus rapid transit system. It will not go from Ellenbrook to Bassendean train station; it will only go to Marshall Road. I suppose that shows the regard the government has for the member for Swan Hills. In each election it has been prepared to promise less and less to get the member for Swan Hills re-elected. First he was worth a train, then he was worth a bus rapid transit system and now he is worth half a bus rapid transit system.

Mr F.A. Alban: It is half of what you got.

Mr D.J. KELLY: The member for Swan Hills says —

Several members interjected.

The ACTING SPEAKER: Members!

Mr F.A. Alban interjected.

The ACTING SPEAKER (Mr N.W. Morton): Member for Swan Hills, I am on my feet. Can we please have silence from the chamber. I want to hear the person on his feet. Member for Bassendean, if you could direct your comments through the Chair, it would be very helpful.

Mr D.J. KELLY: The member for Swan Hills interjected and said that it is half more than I have. What the member for Swan Hills does not understand is that just because the Premier promised it does not mean it is actually there. Just as in 2008 when the promise was for a train, the train is not there. Just as in 2013, there was a promise for a bus rapid transit system from Ellenbrook to Bassendean, member for Swan Hills, it is not actually there. Just because there is a promise in the budget this time around for half a bus rapid transit system, member for Swan Hills, it does not mean it is actually there. The only people who will address the needs of the people of the eastern suburbs are members of the Labor Party and their Metronet plan.

Several members interjected.

The SPEAKER: Member for Swan Hills, you are on two calls already; you have been rather rowdy today. If we could just contain ourselves for the remainder of the afternoon, that would be great.

Mr D.J. KELLY: Mr Acting Speaker, you have to be on your feet to stop the clock; that is my only concern.

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The member for Southern River said it is not his concern. He said that public transport is perfectly adequate in Southern River. I cannot wait—the Labor candidate for Southern River is over the moon with every contribution that the member for Swan Hills —

Government members: Swan Hills?

Mr D.J. KELLY: Swan Hills, Southern River; it is a bit hard to tell.

Several members interjected.

The ACTING SPEAKER: Members, I am on my feet. This is getting ridiculous. Member for Bassendean, I do not want you going around mentioning each member in the chamber and discussing their pros and cons. I want you to confine your comments to the third reading of the Appropriation (Capital 2016–17) Bill 2016. I want to listen to the member for Bassendean in silence, please.

Mr D.J. KELLY: What the government has put in this budget for the people of Ellenbrook, who under this system will all still come down to the Bassendean train station, which directly impacts on my constituents, is half a bus rapid transit system. That will be \$49 million to put people in a bus to bring them from Ellenbrook to Marshall Road. From Marshall Road to Bassendean there will be a regular bus service through the streets of Bassendean. The member for Swan Hills might be happy with that, but it just shows what a poor representative he is for the people of his area if he considers —

Mr F.A. Alban: You are such a hero! You are not in the union now, member.

Mr D.J. KELLY: Here he is —

The SPEAKER: I do not even know where you are here, member for Swan Hills—number three. Lucky for some; I call you to order for the third time.

Mr D.J. KELLY: I can see what is happening here, Mr Speaker. The member for Swan Hills wants to get thrown out so that he can go back to his constituents and explain why half a —

Point of Order

Mr R.S. LOVE: The member is clearly not sticking to the item, which is debate on the appropriation bill. He has singled out members one by one and then complains when there are interjections. He should confine his comments to the bill.

The SPEAKER: Through the Chair, member for Bassendean.

Debate Resumed

Mr D.J. KELLY: I am addressing the \$48 million or \$49 million worth of capital expenditure allocated in the budget for half a bus rapid transit system that is proposed to go from Ellenbrook to the Bassendean train station. Apart from the fact that the bus rapid transit system will be a completely inferior service to a service provided by a train—I do not understand why government members who represent the people of the eastern suburbs do not understand that—why would the member for Swan Hills be happy with a bus rapid transit system that will terminate at Marshall Road? At Marshall Road it will then simply become a standard bus route that travels through the suburban streets of Bassendean, Eden Hill, Beechboro and all those other suburbs. I do not understand why government members, the member for Swan Hills in particular, cannot get it in their minds how unhappy people in the eastern suburbs are with this government first promising a train line, then a bus rapid transit system and now half a bus rapid transit system. The Perth Freight Link is a \$2 billion project that does not go all the way to the port, and now we have an Ellenbrook bus rapid transit system that does not go all the way from Ellenbrook to Bassendean. It stops halfway. That shows the utter contempt that people on the other side of the house have for the people of the eastern suburbs and their complete lack of commitment when it comes to expanding the public transport network, in particular our rail network. Members opposite have a real opposition to rail and they show it through their absolute inactivity in the eight years, by the time of the election, that they will have been in office.

While I am on the subject of the bus rapid transit system that is proposed to come from Ellenbrook down to Bassendean train station, not a cent of additional money is in the budget to upgrade Bassendean train station. Presumably, if they ever build the Ellenbrook bus rapid transit system, do they think more people will use it, because the whole purpose is to take people off the roads and put them into buses? If there is going to be increased patronage on that route down to the Bassendean train station, why has not a cent been allocated in the budget to upgrade the Bassendean train station? That train station already has its problems. The lift that disabled people, parents with prams, people carrying shopping or elderly people use—that is, the people who get off those buses from Ellenbrook—to get onto the platform is broken down. I think that lift has broken down something like 120 times since 2012, and sometimes it has been broken down for three, four or five days at a time. I have

Mr Ben Wyatt; Mr Colin Barnett; Acting Speaker; Mr Peter Tinley; Mr Peter Watson; Mr John Quigley; Mr Tony Krsticevic; Dr Mike Nahan; Mr Shane Love; Mr Dave Kelly; Speaker; Mr Mick Murray

been to the Bassendean train station and seen people get off the train. A gentleman who is visually impaired has gone with his dog to the lift and pushed the lift button and nothing has happened. There is a sign on the lift that says that the lift is out of order, but because he is visually impaired he cannot read the sign, so he stands there until someone tells him that the lift is out of order. He has to, with his seeing eye dog, use the stairs. There are 30 stairs or thereabouts to get up onto the overhead walkway, and then about another 30 stairs to get down onto the platform. I might be out on the number of stairs by one or two either way. It is completely unacceptable that that lift continually breaks down. I have written to the Minister for Transport about that lift. I had hoped, given the trouble with that lift over the past 12 months, that this budget would have had an allocation to fix it. The last response from the Minister for Transport was that he blamed the lift being broken down as often as it is on vandalism. The implication was that the station patrons were vandalising the lift. He said we should contact the police to have that matter addressed. How ridiculous is that? A government minister is in charge of a Public Transport Authority lift at a train station that he has had numerous complaints about, and when the local member of Parliament raises that issue with him, he advises the local member to go to the police and complain because he thinks the problem with the lift is vandalism. Why does the minister not get off his backside and talk to the PTA about it? If there are security issues at that train station that need to be addressed and could be addressed through greater policing, why does he not talk to the Minister for Police, Hon Liza Harvey? They are in cabinet together. I know not everybody in cabinet talks to each other these days, and not everybody stays in the room during a cabinet meeting—some people get up and walk out—but presumably the Minister for Transport could talk to the Minister for Police about security issues at the train station and do something about it. The Minister for Transport is responsible for the PTA and the Minister for Police is responsible for the police, so surely they could get together and figure out a solution, rather than tell me as the local member that I should do something about the damage that he says is being done at Bassendean train station.

The government's response on public transport in general is woeful, but its response for particularly people in my electorate who will be impacted upon if it ever gets around to building this half bus rapid transit system is just appalling. It will not even fix the lifts at Bassendean train station. Members opposite should come and have a look. When a parent gets off the bus with a pusher and a child and goes to the lift and it is broken down, their options are to either pick the baby and pusher up and walk up the stairs, or walk 200 metres down the train line to the nearest underpass to go under the Midland line, then cross Guildford Road at a point where there is no footpath. There is no footpath on that side of Guildford Road, so they cannot stay on that and walk back to the train station. They have to cross Guildford Road, where there is no crossing, and then walk 100 metres back. That would not happen in a seat the government was trying to sandbag for the next election. It absolutely would not happen. It would not put up with it. The government can find \$750 000 or thereabouts to change the name of the Esplanade train station to Elizabeth Quay train station because it suits the Premier's political agenda, but it cannot find money to fix the lifts at Bassendean train station for parents with prams, the elderly and my friend who is visually impaired so that when he gets off the bus at Bassendean train station he does not have to go up the stairs. He is lucky; he is visually impaired, but his dog, Nina, is fairly nimble, so they can get up the stairs, but as the dog is getting a bit older she is finding it a bit more difficult. The last time he came into my electorate office to tell me the lift was out, he, as a visually impaired person with a guide dog, helped a woman carry her pushchair up the stairs. I have been writing to the Minister for Transport —

Ms S.F. McGurk: Another day in WA!

Mr D.J. KELLY: Another day in WA—that is right! A visually impaired man with a seeing eye dog picks up the nearest pushchair and carries it up a flight of stairs—another day in WA!

This government cannot find it in its budget to fix the lifts at Bassendean train station. If the member for Swan Hills ever gets his half bus rapid transit system, thousands of additional people will be getting off the bus at Bassendean station to catch the train. I hope they do not include the elderly or parents with small kids in pushers, and I certainly hope people with disabilities are not amongst them because with a very high level of frequency—something like 120 times since 2012—that lift has been out of order.

I turn to the NorthLink WA project. The Minister for Transport found time this week to go out and turn a sod for the NorthLink project that will go up Tonkin Highway, along the boundary of my electorate. There are two problems with the NorthLink project. Like a lot of things this government does, it decided to do something but it did not look into the detail. Two problems with the NorthLink project directly impact upon people in my electorate. Hampton Park Primary School is on the west side of Tonkin Highway, so it is actually in the member for Morley's electorate. He would not be aware of that, but it is.

Mr I.M. Britza: I was dealing with that while you were still coming out of your slumber.

Mr D.J. KELLY: I think the member for Morley just accused me of sleeping on the job.

Mr I.M. Britza: I did.

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Mr D.J. KELLY: He accused me of sleeping on the job.

Mr I.M. Britza: That is accurate.

Mr D.J. KELLY: I will tell the member for Morley that Hampton Park Primary School found out about the impact of the NorthLink project on their school from a parent who happened to have been previously employed by Main Roads Western Australia. It was not told about it by the government or the member for Morley. The impact on that primary school will be quite stark, and it is probably why the member for Morley is not particularly concerned about it. That is because a lot of the parents with children at Hampton Park Primary School in the member for Morley's electorate live on the other side of Tonkin Highway in my electorate. That is one of the reasons I do not think the member for Morley has paid as much attention to this as he should have. The problem with the NorthLink project was that by upgrading Tonkin Highway, the little underpass on the east side where parents used to drop their kids off and then let them walk under the underpass to school was going to be closed. The way of about 75 to 80 per cent of the parents getting their kids to the school was going to be closed because of the NorthLink project. It was not until parents complained to me and Hon Amber-Jade Sanderson, who is one of the upper house members for East Metropolitan Region, that something actually happened. We got a petition going. We had a public meeting there. Some people from the TV stations came out and did a live cross. When that issue got a bit of attention, all of a sudden Main Roads started to listen and redesigned the road so that the underpass would be maintained. If we look at the visuals for the fly-pass for this project, which is on the website and on Facebook, the school cannot be seen; it is a bit of greenery. The member for Morley might like to look at that. Main Roads forgot it was there. We managed to solve for the school one problem with the NorthLink project. The Minister for Transport has steadfastly refused to address the problem. The member for Morley might have his ear on this. There was an 80-car car bay on my side of Tonkin Highway into which parents drive, drop their kids off, go through the underpass and get to the school. The government is now going to keep the underpass, or a version of it, but the 80-car car park is going to go. It will be replaced by a 12 or 15-car car bay. This is a test for the member for Morley. This affects only people in my electorate. If the member for Morley is really doing his job for that school —

Mr I.M. Britza: Stay asleep.

Mr D.J. KELLY: Oh, I am asleep! Okay. If the member is really doing his job, he will take this up with the minister. I have written to the Minister for Transport about this. I have not seen the member do anything about it.

Mr I.M. Britza: I don't go to the media. I don't tell everybody.

Mr D.J. KELLY: No, but he does go on parliamentary trips. The member for Morley does not go to the media but he goes to the United States —

The SPEAKER: Member for Morley, I have been very tolerant up to now. I want comments made through the Chair, thanks.

Mr D.J. KELLY: The member for Morley criticises me for raising things in the media. I make no apologies for that. If he spent more time in the media rather than in the United States or India or other places, he would be better off.

The SPEAKER: Come back to the point.

Several members interjected.

The SPEAKER: That is enough. Through the Chair.

Mr D.J. KELLY: The issue of that car park is still very important to the functioning of Hampton Park Primary School. Parents will try to drop their children off and the 12 or 15-car car bay, or whatever it will be, will just become chaos in the morning. People in the government may not care what happens to people in the Bassendean electorate, but if kids cannot get dropped off at that school, parents will choose to take their children elsewhere. There are perfectly good schools elsewhere in my electorate. I have written to the Minister for Transport about this at least twice. He has to find a solution because parents will stop sending their kids to that school if they do not have ready access to it.

The other problem with the NorthLink project for residents of that area is that Abbey Street will become a cul-de-sac. That is very near the existing car park for Hampton Primary School. Once that is made a cul-de-sac, people will not have the ability to access Morley Drive from Abbey Street. They will then have to drive much further to Beechboro Road and then make an unsafe turn onto that road, which is already very busy. I have been approached by constituents in that area. They will get a double whammy. If the government's plan goes ahead, congestion will be caused by the removal of the 80-bay car park, which parents use to drop off and pick up kids who go to the school and they will be doubly inconvenienced because Abbey Street will become a cul-de-sac.

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There are lots of issues with the NorthLink project that I do not think the minister has really thought through. He has seen the big figures and the opportunity to go before the media with a few loyal backbenchers, get out the golden shovel and turn the first sod because he sees a big project with a big capital item attached to it. The impact of that project on the people of Morley, Bayswater, Noranda and those other related areas will be quite significant.

I will finish on this point. I ask the Minister for Transport to look at the correspondence I have sent him about both the NorthLink project and the impact on Hampton Park Primary School and the correspondence I have sent him on Bassendean train station. I ask the Minister for Transport to find some money in the budget to fix those two items.

MR M.P. MURRAY (Collie–Preston) [5.25 pm]: Today I want to speak on the third reading of the Appropriation (Capital 2016–17) Bill 2016. It is sad in some ways that this government has left a town like Collie in the wilderness. I will start my contribution with some of the smaller issues that have affected our region, such as rehabilitation, which has been touted very much in this chamber, specifically the new mining rehabilitation fund. Moneys will be made available for rehabilitation, starting with Kalgoorlie, and I think Collie was number three on the list. An old mine void that probably needs some rehabilitation is called the Black Diamond pit—a place where kids swim and people camp. The facilities are not very good and locals get mad about the amount of rubbish in the area and the antisocial behaviour. It is on the rehab list under the new fund. What is absolutely amazing and galling to the people of Collie is that when this fund was established, the government invited tenderers to fix the pit. It did not invite any Collie company to tender for work in that area. That is an absolute slap in the face for companies that are big enough and skilled enough to do these types of jobs. We talk about a Liberal–National coalition, yet where are those people who should be pushing to make sure that some of that work goes to the local communities?

The town of Collie has very high unemployment. I am not asking for favours; I am asking for companies in my town to have a chance to tender for these processes. Why is it so? Who is asleep at the wheel? Is it the minister? Is it the department? I am not sure. There was consultation with the community and the government talked to people in the community. When it said that the work would be sent to tender, it got tenders from four companies from other regions, including Perth. The companies that are 15 kilometres down the road were not asked to tender. I ask the minister today to please look at the process. This is about jobs for country people in a town that is under enough stress as it is, yet it is being ignored. I do not know whether it is a case of political bias or whether this government is absolutely incompetent. I think it is a bit of both, to be quite honest. Collie would probably be able to employ four or five people to work on that job for three months. That would have meant a lot to our community. It would have been better than people walking the streets or bringing down gear from Perth on trucks to do the job. What a disgraceful waste of money for this government. No wonder the deficit is such as it is when the government cannot even take control of the little things, let alone the large things. Again, I ask: what is the process? If the minister would like to explain that to me in writing, I can put that out and let the local people know why they were not given a chance to do work in their area. They could not contact the department to put in a tender or even just have a chance to tender. I am certainly disappointed about that from a government that keeps saying it will look after us. We know that the coal industry is winding down to some degree, yet Collie does not even get a chance to tender. Surely the Treasurer can see that. I will say again that the Treasurer does not have the gumption to come and face up to the people of Collie and tell them what their futures are. The Treasurer blames other people but, in the end, the decision is his. He cannot walk away from the fact that he is the one, as the Minister for Energy, who makes those decisions. Please go down there and have a meeting with the local community. I have not heard about any public meeting the Treasurer will be at, or even with the council; I am not sure about that one.

Mr J.H.D. Day: Don't you remember the Treasurer's role in the 1990s?

Mr M.P. MURRAY: The minister went through Collie the other week and all I saw go past was a bald head sitting in a white car! Honestly!

Mr J.H.D. Day: Where were you in the 1990s?

Mr M.P. MURRAY: No. That was the first time you have been to Collie and people had to give you instructions to get out of town, I believe. You could not even find your way out it was that long since you were last there!

The SPEAKER: Through the Chair, thank you.

Mr M.P. MURRAY: When the Minister for Health left, he took the \$7 million that was promised for Collie Senior High School. He gave Collie \$7 million for the hospital to be upgraded then he took a \$7 million cheque, put it in his back pocket and said, "Sorry about the high school." That was his promise. That is the way this government works. Looking at today's article in *The West Australian*, it is probably one of the better

Mr Ben Wyatt; Mr Colin Barnett; Acting Speaker; Mr Peter Tinley; Mr Peter Watson; Mr John Quigley; Mr Tony Krsticevic; Dr Mike Nahan; Mr Shane Love; Mr Dave Kelly; Speaker; Mr Mick Murray

write-ups about what has happened to the town of Collie. The Gallop government gave Collie \$10 million for the Collie future fund but as soon as this government got in, it took the money back. There was \$6 million left in that fund and none of the money was wasted on the work that was going to be done. It was worked on very hard but, unfortunately, it failed at the last level with the Perdaman Industries contract. We got very close to having a contract that would have helped the coal and power generation industries in the future. Now, we have a shambles and we do not know where we are going. The Minister for Energy has left us in no man's land and he makes comments at little meetings around the place just to help destabilise the community. Of course, this week the Collie community has very much been in the news about a decision that has been made by the commission. The company will go back to the Black Coal Mining Industry Award, which will mean a 40 per cent reduction in wages plus an extra seven hours of work in the week. Who in this room would cop that? The company is aghast that no-one accepted the offer. It rang me to say that it could not believe that the workers would not pick that up. It is a 40 per cent reduction in wages, a seven hour a week increase in hours and a shift roster that no-one would like to work. It is seven days per week, 10.5 hours a day, with a four-day day shift and a three-day night shift, then a four-day break. Who would like to work like that? The Minister for Energy is laughing his head off about this and that just shows the gall he has. He does not have the guts to go down and speak to my community. I do not blame the Treasurer for not coming now because he would not be able to walk across the road with that gammy leg!

Mr J.H.D. Day: Have you heard Bill Shorten lately?

Mr M.P. MURRAY: The minister has finally woken up! He has been asleep for eight years and he has finally woken up! That is because he came down and got some fresh air from Collie and went back down the hill.

Mr J.H.D. Day: A lovely place, Collie, but when is Bill Shorten going to visit?

Mr M.P. MURRAY: Sorry?

Mr J.H.D. Day: When is Bill Shorten going to visit?

Mr M.P. MURRAY: Hang on; I will take the battery out. In saying that, Collie is in flux at the moment. We hoped that some money would be set aside in the budget and the forward estimates to help us move forward. The money that has been put there is out of the development commission's cellars; there is \$150 000 for the Treasurer's boys—the consultants who belong to the Premier's brat pack. They have been around the traps for a long time. In fact, Premier, along with the Treasurer, I am very disappointed to see the appointment of the consultants. Two of the consultants were party to the terrible negotiations on the price of coal. Such is their gall, they have come back into the community and they are saying that they are here to help us. I can tell members they got short shrift in my office.

Dr M.D. Nahan: Who are you referring to?

Mr M.P. MURRAY: The consultants. They are the same people. Bill Moody was the sales manager for Wesfarmers when it signed the contract. He went to India to try to sell coal—in fact, no, he did not; he went for the ride! He sat there and watched Griffin Coal and we had a big blue in the hotel foyer because all he did was shadow Griffin to see what it was doing so there was no unfair advantage, but he wanted to ride on its back. This is the same guy who is now running around with his clipboard saying, "How can we help you? What do you want to do?" It is the same person who absolutely screwed the town. Let us go a little bit further back and look at the loss made by the Curragh mine. I think the loss was \$220 million. Guess who was running that? It was the former manager of Wesfarmers Coal who was party to the problem that is today. Stewart Butel is his name. What did they do with him? They chopped off his legs over there and got rid of him pretty quickly. They gave him a gold watch and put him out to pasture. He screwed Collie. He went over to Curragh when it was making good money—Wesfarmers used to brag about it in their information sheets saying it made good money—then \$220 million was gone and Stewart Butel was gone with it. This government has re-employed these people and it says they will help Collie out. I do not see it. I see it as just a political ploy that comes back to the Premier and the Treasurer so they can say they tried. They can say that \$150 000 was put into consultants to try to do the job. There is no money in the forward estimates for any changes whatsoever.

I have put it in the local press and I will say it here: there is a chance for this government to do something and I hope my National Party—I nearly said friends; I will say colleagues—across here will take notice of my press release of several weeks ago. It asks for an agency such as the Forest Products Commission to be relocated to Collie. Bunbury is good enough for agencies to relocate to, and it is not a big agency. At the time, my figures were for about 42 jobs; what a boost that would be to the town down there. They would be different jobs altogether, but it is certainly something that can be considered and I ask that it be considered very, very seriously in our transition. There is not one person in Collie who does not understand that we have to change—not one. They do not like change; they dig in and they stick together because that is the type of town we are, but they

Mr Ben Wyatt; Mr Colin Barnett; Acting Speaker; Mr Peter Tinley; Mr Peter Watson; Mr John Quigley; Mr Tony Krsticevic; Dr Mike Nahan; Mr Shane Love; Mr Dave Kelly; Speaker; Mr Mick Murray

understand that we have to have change. Some of the jobs that will go out of the mining industry in the next 10 or 20 years could be picked up, or even people's kids may be able to pick up jobs in that area. Certainly, the commission's decision the other day did not help any confidence in the community as we look further into other jobs around the Collie area.

I have said it before and I am just about sick of it—I will not even get excited about it—but the money for Lake Kepwari was taken out of the budget. A line item of \$3 million was put in there under Alan Carpenter's government and now the money is gone. In the estimates committee, the Minister for Regional Development would not guarantee me that that money would be available if the flow-through water trials are successful. He said no, it will go back to cabinet to make a decision, which means the money has gone back into the pool and we will have to fight very hard to get it out. I have harped on about this and we have talked about it. Certainly, when we had a different Leader of the National Party, we had a few jokes about how we would have a swim in Lake Kepwari but, unfortunately, we still have not done that. That came about because the Minister for Regional Development and the Minister for Mines and Petroleum are not putting pressure on companies. The company says to me that it is a low priority. To me it is a high priority so we can move and change our economic base. I do not care who promises it or who pays for it; that is not what I am about. It is about getting stuff into our town so we can get some security in that area as far as jobs are concerned. We have a line-up of private enterprise wishing to develop that area.

Dr M.D. Nahan: Like what?

Mr M.P. MURRAY: There are people who want to put chalets and caravan parks there. In fact, there was really a very petty issue. There was a dive crew there because the lake is 75 metres deep. They were training for offshore diving because once it gets deep and they cannot see, they have to use lights and all that in the diving area. When that was pointed out to the current company, the question of risk mitigation was raised and out they went. They were six people who stayed in a hotel during the week, spending money, and they were gone. I think they go to Queensland or somewhere else now to do that dive training that was done in Collie. They are the types of things we can do. Five people here, five there and 10 there—and all of a sudden we have a community.

Let us take our hats off to Manjimup. When the logging industry was changed, what happened? It was doom and gloom for quite some time. Go down there now. I must say some royalties for regions money spent there has certainly been helpful, but they have a thriving community, whereas before it was doom and gloom. I drove through there not so long ago and I was very surprised to see the changes to Manjimup. It is very, very good. It is encouraging to go there and people are being encouraged to live there. That is what we want to see with the change in the Collie town itself.

There is another thing that is really of annoyance. The Minister for Transport is not in the chamber this afternoon, but he has been bragging about the Coalfields highway for quite some time. Guess what? It has been put off again. We are still on the old road. Oops—I nearly swore again. We still have mud up the sides of the car every day of the week because the seal has not been done. It has been put off until next summer. How long does it take to build a road? I mean—for goodness sake. People get sick of that. I must say that the work that has been done in some areas is very good, but how long do we have to wait? We have had it put off. This is the third year now that it has been put off until summertime. It does get a bit galling and a bit wearing, to say the least, to have to drive through there to Bunbury, having just washed the car. I end up not going that way and going around the long way, because the mud on the road through those areas makes it unsafe. I have heard the Premier yell at me that I have the Coalfields highway, and I have seen him prompt others to yell at me at the same time—but I mean, really, I think a road could have been sealed from Eucla to Brisbane in the same amount of time that work has been done on this highway.

Now they have decided to put in another parking area for the trucks. It is great for safety, but the real issue is that one million tonnes of grain will go through our main street on road trains. That issue is coming. It is another slap in the face for Collie when Margaret River gets a bypass road worth \$60 million. I am not too sure about the other side of Margaret River; there are not too many people down there. They are not getting one million tonnes of grain along with the hay trucks, the lime trucks and at times the coal trucks on the road, but we cannot get money for a bypass road.

Mr C.J. Barnett: You do not need a bypass in Collie—be realistic. I drove through there on the weekend. You have got wide roads going through the town.

Mr M.P. MURRAY: Yes, but the Premier never had his head up above the dashboard, because he did not want anyone to see him, so he never saw what the road was like. We do need a bypass road there. We cannot have road trains six minutes apart going up the middle of that street, Premier. That is what will happen. The boats come in over the harvest period and they are jammed up. If the former Minister for Transport, Mr Buswell, had used his brains and made Bunge have another bin in the port, the grain could have been spread over a bigger

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period so the truck traffic was more spread out, and when a ship came in, there would be enough to load a ship at one time. They are one bin short. The other option was a receiver point east of Collie with the rest of the grain put on rail. That could have been easier. The Premier has no idea. When he next travels through Collie, he should stand on the side of the road for half an hour and watch what goes through the town. We have asked time and again to have lights on the highway—stop-go lights, red and green, in case some people do not know what they are. That is not done because the trucks pack up. They are that close together that the trucks pack up behind each other, and then a slug of maybe four or five trucks goes along the road. That is when accidents happen because people want to pull out and pass. They pull out and someone comes the other way—and we know what happens from there. I would say that probably this year one million tonnes of grain will go through the centre of town. We have had 250 000 tonnes this year. I think that amount was acceptable, to be quite honest; that amount would not have been too bad. But it will be bad once we get up to the extra 750 000 tonnes, which is a lot of grain, on those trucks amongst all the other trucks.

We have a lot of work to do to be able to help Collie survive. I know that there is very little support on the conservative side of politics because of the political bias towards Labor in that town. It goes back to the Court government. In Charlie Court's day, there was an \$80 million stuff-up when they changed to oil to produce electricity. What happened to the price of oil? It went through the roof, and it took \$80 million, in those days, to change it back to coal. That was the start of some of the problems. In the 1950s and 1960s, Collie had the biggest branch of the Communist Party in Australia. The biggest branch of the Communist Party in Australia was located in Collie. We kept them on their toes, do not worry about that! John would not come up the hill!

Mr G.M. Castrilli: Just outside of Collie, there were camps and the miners weren't even allowed to go into town because they'd get beaten up.

Mr M.P. MURRAY: That is right, but we did weaken. We let you in after a while. The people working on the weir and all those other people were out there. As life has it, my wife's father was one of them for a while, so I certainly know about that. Unfortunately for him, he was killed in the open cut mines when my wife was about 16. Those sorts of things have built Collie. We had the Nissen huts where all the migrants lived; these were straight-out Nissen huts. My mate's dad was Italian and they were in Australia for four years living in a shared bedroom as a migrant family. I asked how come they had three kids. They hung up a curtain in between the other people in the Nissen huts. I asked, "What about sex; how did you do it?" He answered, "Quietly." That is a true story! You do not get boys who pop out of nowhere for nothing! That is what the Collie town has been built on—a cross-section of migrants who worked at first in forestry and then in government jobs. They moved into the mines. Many of the names are Polish, German and Italian, with some Welsh names as well.

I am saying that we are in flux. We are looking for that change, and we are looking for that leadership to go forward, but we cannot do it without some dollars. That is what disappointed me about this package that we call, I think, the Collie future fund, with the South West Development Commission and the Collie council. I am certainly worried about where we are headed, because just to have money for consultants is not good enough. The change has started over the years. We are ready for that, but do not have any money. I am not asking the Treasurer for promises like those given in the last election, because they were never honoured. People are very, very sceptical about politics in general and where they are heading.

I turn to local business. I bought a pair of shoes at the shoe shop last week. It was on a Wednesday. It was the first pair of shoes that had been sold that week. People cannot survive on that. That means that we will all be travelling to Bunbury over a period of time to do our shopping. The bigger picture is the south west. The south west has been starved of money, although I am probably talking about the greater Bunbury region more than the south west. There is supposed to be \$16 million for a bridge in the Eaton area, but I do not see that money in the budget either. I looked for it, but I could not find it. If someone can correct me and put it out there, that is fine. An amount of \$16 million worth of work in the Eaton–Australind area would certainly help some of those contractors through the slump in the industry. That is on top of the ring-road and the port road.

The Premier ran down there the other week and handed over the fake cheque. I was not invited so I was not able to see, but I assume he handed out the fake cheque for \$25 million. What another con job that was. If I have \$50 in my pocket and someone gives me another \$50, I have \$100. The Premier said he was giving them \$25 million, but they already had \$12 million in their pocket. The new money was only \$12 million, so they have been duded again in the Bunbury region, although some of the jobs that will be done with that money are certainly welcome and a long time in the making, to say the least. For example, the extensions to the Dolphin Discovery Centre will be another job-creating enterprise that we certainly need. I always have a bit of a laugh about the dolphin centre. It is where all the old Liberals go to die, I believe. The management there always seem to have a blue card in their pocket. I do not know why that is, but I certainly have not seen a red card amongst that lot.

Mr G.M. Castrilli interjected.

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Mr M.P. MURRAY: I think the member for Bunbury understands exactly what I am talking about. The old Liberals go from the Chamber of Commerce to the dolphin centre to the graveyard! The money was far short of a revitalisation of Bunbury. I would like to see a revitalisation that is very similar to what was done by, I think, the Carpenter government in Geraldton. It started to transform Geraldton, but now it has stalled. The first part of that was very good. I see, member for Bunbury, some work is being done on bus routes and train stations in Bunbury, but we should look at the first half of that very good project at Geraldton; the second half has not been done. But it certainly could fit Bunbury. We all make mistakes, but I believe that the train station should go back in far closer to the centre of Bunbury. People arrive there and it is very hard to get transport into the town. It is not a good look when a tourist gets off a train in suburbia and has to wait hours for a taxi. A very small amount of money has been invested in Bunbury and the greater region. Places like Eaton and Donnybrook—forgotten. Dardanup—forgotten. Boyanup—forgotten. Burekup—forgotten. There is no money whatsoever in those villages—none, absolutely zilch. That is certainly not going to help people who wish to live in those country areas if they do not have the facilities. Some of the things we ask for are very basic, such as an extension of sewerage lines, public works, power, those sorts of things that do not come back at a huge cost to anyone who wants to extend. I see some changes came through for the electricity connections, which I am happy to say are a step in the right direction. It certainly stifles small towns when we start to talk about \$75 000 for an electrical connection to a block. If we put that on top of the cost of the block and the house, people may as well buy a house in City Beach because it becomes so expensive.

I certainly support royalties for regions. I would love to see it done fairly and equitably across the board. I do not believe it has been when I look at places such as Mandurah, which has been underdone with royalties for regions. Bunbury has been struggling and certainly has not got its share. I think Capel has done quite well over time. Some of the promises there—oh, that is right; I forgot that the shire president is in the National Party! There is always a reason for things in life and that will be one of them. Towns such as Boyanup and Donnybrook are missing out. I have one minute left. An issue that is probably more localised is that the speed limit through the centre of the town of Boyanup is 50 kilometres an hour. They have been fighting to have that reduced to 40 kilometres an hour because the school is on one side of the town and the kids have to walk across. They have been fighting very hard, and I ask the minister to take that into consideration and drop the speed limit by 10 kilometres, which adds about 50 seconds on a trip to anywhere. It is dangerous. They are trying to build up a little tourist node in there and the trucks are going through at 50 kilometres an hour, which stops people from walking across the road and enjoying what should be a very good country experience.

DR M.D. NAHAN (Riverton — Treasurer) [5.57 pm] — in reply: I will keep this short unless members want me to go for a while. I notice the people here are very interested in this response. We saw many renditions of and variations on the opposition's theme song: whinge and whine. Some speeches were worth listening to but most were not. It is really galling when we are lectured by opposition members about not controlling salary expenditures when in our first term people were protesting outside because we did not give them enough wage increases. Particularly, I remember the member for Bassendean arguing in front of us and most of the people in the Labor Party out there joining his protest when he was demanding a 21.5 per cent increase in wages over three years. If the opposition believes that we or the population of Western Australia believe a union-based party—more union-based than ever before—will be easier on public sector salaries, they have something else coming.

We heard many negative things about Perth Freight Link, but we did not hear the fact that it is the most important investment in transport productivity to the state we could possibly do. Interestingly, the shadow Treasurer commented that in the first term I said that under the last Labor government debt would have gone to \$17 billion. Here is how I did it.

Mr B.S. Wyatt: You said *Pre-election Financial Projections Statement*.

Dr M.D. NAHAN: No, I said it would go to \$17 billion. In the last budget in May 2008 the forecast in 2012 for debt was \$11.2 billion. I have just looked at the —

Mr B.S. Wyatt: The PFPS was \$9 billion. Sorry, from where? Treasurer, where is that \$11 billion from?

Dr M.D. NAHAN: I looked at the Labor Party costings for the election. I think they were issued by Treasury in early September 2008.

Mr B.S. Wyatt: You keep saying 2016.

Dr M.D. NAHAN: No, let me get there. It was \$11.2 billion. Then Labor had additional expenditure, both recurrent and capital, of \$2 billion in 2013.

Mr B.S. Wyatt: What are you talking about? That is not true.

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Dr M.D. NAHAN: I just looked at it. I have it here on my phone.

Mr B.S. Wyatt: Can you actually table the document you are talking about?

Dr M.D. NAHAN: Yes; \$11.2 billion was the debt at the end of the forward estimates that Treasury used to assess the Liberal and Labor Party's costing.

Mr B.S. Wyatt: Not 2016.

Dr M.D. NAHAN: It was in 2008. Then other things that were not included in the costing were Labor's commitment to "Dubai on the Swan".

Mr B.S. Wyatt: Now you are just making it up because you do not have the document.

Dr M.D. NAHAN: The Labor government assumed that "Dubai on the Swan" would be totally privately funded. We heard the member for Cannington going on and on about how dumb it would have been to expect the private sector to fund Elizabeth Quay. EQ is a smaller version of "Dubai on the Swan". The Labor government was going to do exactly the same thing, but they were going to assume that the private sector would fund the whole thing. They either forget the past or airbrush it out. Also, not in there was the \$1.1 billion stadium in Subiaco. To be fair, it had not spelled out the details, but we also heard that it was going to be a public sector venture, whereby the public sector would take the entire risk of operating it. The government would contract out the building, but it would take all the risk of operating it. The member for Cannington was going on and on about how dumb it was for us to go into a public-private partnership in which we took on some of the risk. The Labor government was going to build a, probably more costly, stadium and take on all the risk, including the management risk. There is also the Museum. The opposition goes on and on about the need to build a new museum, and that it would have built a museum of some type.

Another matter I want to deal with was raised by the Leader of the Opposition. He made a profound statement that shows he does not understand one of the most important issues we have—that is, Western Power, which will be an increasingly important issue. He basically said that if we were going to sell Western Power, we would need to have it on a competitive basis. Western Power is, and will remain, a regulated natural monopoly. There is no competition by definition. The regulations prevent competition to Western Power, and it will remain that way. If we lease it out in the long term, it will remain a regulated monopoly by definition restricted from competition.

Then the Leader of the Opposition asked what Rod Sims would have to say about this. Rod Sims would say that not only is this the right thing to do, but that we have excellent regulation—because Rod Sims will be the regulator. The Australian Energy Regulator sits under the Australian Competition and Consumer Commission, of which Rod Sims is chairman. The Leader of the Opposition was trying to imply that, firstly, Rod Sims would have some problem with selling or leasing Western Power, which he is on the record as saying he would not, and, secondly, that he would have trouble with the regulation, which he would not because he is the regulator. The Leader of the Opposition then went on to say that Western Power gives \$500 million a year to the state. This ignores all the Treasury lists. He is relying on an Electrical Trades Union-funded consultant who specialises in working out of the Ipswich council in Queensland to cost the benefits to the state of Western Power. This is profoundly ridiculous. As I have stated before, Western Power, because of major investments, has never, in terms of ins and outs, been a beneficiary to the state. In estimates, as the member for Victoria Park would attest, the various advisors said that we do not expect to have a net benefit from Western Power over the next five years.

I thank the member for Collie-Preston for his contribution. Collie has a lot of challenges facing it, particularly in adjusting to the reduction in the use of coal. I will give a commitment from this side of the chamber that we will do our best to sustain, as best we can, a coal industry in Collie, and therefore the state. It will be a reduced industry, as the member knows, given the growth in renewables, and the government will support renewables. However, coal is a vital fuel going forward; it is the basis for our low costs and it will remain for a long period of time. Our challenge is what we will do about decisions to replace Muja A, B, C and D when they run out, and how we can make them sustainable, particularly if a carbon tax comes on. It is very important for the energy sector of this state and the Collie region, which I know the member is a strong supporter of, how we sustain the coal industry and make it efficient, but it is going to be smaller. That is the real challenge we face, and I hope to work with the member and others on trying to find a pathway through that. I agree with the member that the pathway is not just coal; we have to diversify out of coal.

I think some members opposite stalled this bill because I had an Iftar dinner that I would have liked to have gone to. I thought we were going on to the aquatic resources management legislation. Unfortunately, Iftar dinners start at sundown by definition.

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Mr B.S. Wyatt: Treasurer —

Dr M.D. NAHAN: I know; let me finish.

Iftar dinners, by definition, start at sundown, and that is what I tried to do. I think in retaliation this was stretched on beyond where it needed to go.

Mr B.S. Wyatt: You said you were going to get back to me on the net worth stuff. Do you want to do that now or later?

Dr M.D. NAHAN: I did that. I took the net worth data from 30 June 2007, \$75.8 billion, to 30 June 2015, \$122 billion. Those were the final estimates.

Mr B.S. Wyatt: Did you say 2007?

Dr M.D. NAHAN: Yes—2007. I took the actuals before that 2008 year, and I took 2015 because that was the latest estimate we have. The year 2015–16 is not yet finalised.

Mr B.S. Wyatt: So you took 2007 to 2015, not 2008 to 2016?

Dr M.D. NAHAN: That is right; that is what I did. It actually comes out to about \$47 billion.

Mr B.S. Wyatt: I will go and check.

Dr M.D. NAHAN: Good.

I commend the bill to the house, and hope that we have a more efficient exercise in the future.

Question put and passed.

Bill read a third time and transmitted to the Council.