

**INFRASTRUCTURE PROJECTS — GOVERNMENT PERFORMANCE**

*Motion*

**HON DR STEVE THOMAS (South West)** [10.07 am] — without notice: I move —

That this house acknowledges concerns about the McGowan government's ability to deliver transport and other infrastructure projects on time, on budget and properly assessed to meet the standard required by the community of Western Australia.

It is with great pleasure that I move the motion in my name on the business program today. However, I note the motion from Hon Dr Sally Talbot on the business program that we will be debating next about the government delivering its plans for the regions as committed to at the 2017 election. As we did last week, I propose to roll some of this debate in together, because I think we should have an interesting look at some of the infrastructure projects around the regions as well as the metropolitan area and give ourselves a little report card on how the McGowan government is going in some of these areas.

I am going to start off with a project that is dear to my heart, and I am sure to the chamber, after a year of asking questions about it last year—that is, the Forrestfield–Airport Link project. This project was started under the previous government. It is not even a project initiated by the Labor Party. This is a Liberal Party project that has been proceeding, let us say, at a snail's pace over the last little while. I am very intrigued to see how the government is performing with this one. Members might remember that towards the end of 2018, the government came clean and said that there was likely to be a one-year blowout in the time frame because of a few engineering issues with the tunnel and the tunnelling process. In particular, a sinkhole was created following a water leak. Others may address the safety issues that have come out of the Forrestfield–Airport Link project and the government's vain attempt to keep them under wraps and not expose them to the public. The reality is that they were exposed, of course, led by the union movement, which was concerned about the welfare of its members. But let us look simply at the infrastructure development and the economics of the process, because it is a \$1.9 billion project. In December 2018, the government acknowledged that the Forrestfield–Airport Link project would blow out. However, the minister at the time was quoted as saying that there would be no change to the project's budget and, "We still believe that the \$1.86 billion project will hold." I am very intrigued. I hope the Minister for Environment will be able to give us some feedback hopefully when he rises.

**Hon Stephen Dawson:** I'll give you feedback, I can tell you.

**Hon Dr STEVE THOMAS:** Excellent! I will miss the Minister for Regional Development, who is away on urgent parliamentary business, in the debate—I really will.

**Hon Stephen Dawson:** I can't promise that I'll be as passionate as she would be on a Thursday morning.

**Hon Dr STEVE THOMAS:** I am sure the minister will do his best. I will be very intrigued to see whether the government will still say that the Forrestfield–Airport Link project will come in entirely on budget, given the blowouts that have occurred. Hopefully, the minister will give us some reassurance that even though the project is a year late, the government might still manage to work out whether the cost is going to change.

**Hon Stephen Dawson:** We'd love to see the business case if you can encourage your leader to show us it.

**Hon Dr STEVE THOMAS:** I am interested in the government's business case, minister; that is the bit we need to see—the time frame in which the government will achieve it.

I am also interested to know, when the minister rises to address us, whether he will confirm that a second sinkhole was discovered more recently and kept hidden from the people of Western Australia. The minister can give us some feedback as to whether that is an accurate or inaccurate statement. I will be very interested to know whether there was another sinkhole and additional issues relating to the Forrestfield–Airport Link, and whether the time frame for this particular project has blown out even further and it is actually going to come in on budget. I think that will be a great piece of information.

I will leave most of the metropolitan projects to members who live and work closer to those areas, because I am sure there are other questions about the capacity of this government to deliver infrastructure projects on time and on budget in the metropolitan area. However, given the upcoming motion on the business program from Hon Dr Sally Talbot, a member for the South West Region—at least the Denmark part of it—I thought we should look at some of the infrastructure projects that were election commitments of the Labor Party in 2017 and see how they are progressing.

I refer members to a lovely list of Labor's 2017 election commitments, put together by the Civil Contractors Federation Western Australia. I have a spare copy if anybody would like to go through it. Let us look at some of

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those projects. The third on the list and the first project in a regional area is the “Great Southern Albany wave farm”. That would presumably be the Carnegie Albany wave farm announcement in February 2017, just before the election, by the Premier of the day. I believe the announcement was made down at the old Swan Brewery that a wave farm was going to be built and that potentially \$17.75 million in state grants would go to this company to deliver this piece of infrastructure in regional Western Australia. How is that one going? It is doing very well so far, I understand. The Carnegie Albany wave farm, that bastion of Labor ambition in the renewable energy sphere, is doing very well so far, despite the fact that the infrastructure of that area actually had no capacity to take or manage the energy generated by that project and despite, I might add, documents obtained under freedom of information that scored Carnegie Clean Energy as a financial risk. It was scored 1.6 out of 10 for economic viability. When a 1.6 out of 10 company is the lead effort of the government for delivering regional infrastructure, it lends itself to significant questions about the capacity of this Labor government to deliver significant infrastructure projects. I hope Hon Dr Sally Talbot mentions that program when she mentions her election commitments.

I think we should move on, though, because there are ample examples of concerns about Labor Party strategy. The next infrastructure project on this list is in the south west. The “Biomass energy plant (Collie)” was a \$30 million commitment for a major piece of infrastructure in Collie. How is that one going? I do not think it is going anywhere. I have said that I thought it was a completely dud election commitment and that the government should have got rid of it. That is exactly what the Minister for Planning did, which I think is a good thing. However, as we look down the list of election promises from the Labor Party at the last election, the first two regional ones are not looking all that good. Let us hope that the next one on the list has been performing better.

The next one on the list is “Energy: South West: Solar farm (Collie): \$30 million”. How is that one proceeding? Oh, dear! Regional infrastructure in Western Australia is struggling, based on this list of promises by the Western Australian Labor Party. That has been another \$30 million dud election commitment. Again, I am very sad that the minister is not present—the Minister for Regional Development and dud Labor election commitments in regional areas—because I think that debating this with her would be fantastic.

**Hon Stephen Dawson:** That’s a bit rude!

**Hon Dr STEVE THOMAS:** I am sure the Minister for Environment will be enthusiastic in his response and defence of these projects.

I am going to jump over a couple of projects in this list because I want to raise a \$20 million project in the area of ports, which is a metropolitan project but also has a region application—“Planning for the new Outer Harbour container terminal” and the whole Westport project; that is, in theory, the ports in both Perth and Bunbury. However, when the Westport chair presented in Bunbury in February last year, his presentation effectively wrote-off any activity in the port of Bunbury. The government’s election commitment to look at the expansion of the Westport system was designed at the start to eliminate any activity, growth or expansion in the port of Bunbury. I raise that as a concern. I do not normally ask questions when government bodies present in regional areas because I do not like to make them political, but when the presentation went up on the screen, every time the port of Bunbury was mentioned it had a line that said, “Not economically viable”. At this presentation, given to the good burghers and leaders of Bunbury, we were told that they were looking at that port, but before they had come to their conclusions, they had put this line on everything that they considered was not economically viable. It would not surprise members to know that Bunbury was designed to fail.

When the 23 options were presented for the next management meeting of the Westport system, the government’s obvious agenda and election commitment was to build a new outer harbour at Kwinana. I would like to know how that one is going. I am hoping that some member will jump up and spend a bit of time on how the government’s new Kwinana port is going, because the unions do not like it and the environment movement does not like it. The environmental proponents will be very interested when the EPA starts to have a serious look at that project. Of the 23 options, any activity in the port of Bunbury came under—guess what?—options 21, 22 and 23. That simply reflects the government’s agenda as it started the Westport process, which was to eliminate any possibility of the advancement of Bunbury, basically write-off the Fremantle port and concentrate on its election commitment to deliver a new outer harbour in Kwinana. Why did it have to do that? If Fremantle was the other recognised option, naturally the government would have had to build Roe 8 and 9 because the infrastructure in that area could not cope without that particular piece of road funding. What has gone on? The government’s planning process has been designed to enhance the Labor Party’s political agenda and not outcomes for the business community and people of Western Australia. If members want an example of that, they should look at the Westport process, because it is interesting.

While I am at it, there were a couple of other regional election commitments, including a new Bunbury city train station, with unknown dollars and unknown timing. I think I will leave that in the “unknown” category, because that is one of those never-never projects. This is interesting—an upgrade to the *Australind* train service. That is not

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a bad idea because they were 30-year old train units. That 30-year recommended lifespan was due to end in 2017. Guess who came to power in 2017? The government is moving on it; I will give it some credit for that. But it is waiting to build a set of workshops so eventually a new set of train units can be built. By the time they get built, it will be five or six years past the use-by date that was put in place. What happens now? The *Australind* regularly breaks down and the government is continually running buses. There is some activity on that, which is better than the Albany wave farm, the biomass plant, the solar farm or any activity at Bunbury port. At least something is happening.

Another commitment was \$10 million for rail access to the Kemerton Industrial Park over a time frame that the government said was from 2017 to 2021, so it is getting a bit close. How is that going so far? I know that there are discussions about it, but we are a long way from going anywhere with that. I have a couple of other ones, but I am going to run out of time. There are so many things to mention that I am a little spoilt for choice. I want to jump on one before I raise a specific issue about transport infrastructure in the south west. The Lake Kepwari development was a \$3 million commitment that was supposed to deliver Lake Kepwari. Over what time frame is the government going to deliver Lake Kepwari, which is the mining void into which money is being pumped? I have a WA Labor media release from 28 February 2017. There is a lovely picture of the member for Collie–Preston pointing at the lake. He is pointing into the distance, which is probably an indication of how long it will take to get organised! It states —

Liberal–National State Development Minister delays Lake Kepwari ... again

Mick Murray and WA Labor to open watersports park within six months

Within six months! The member for Collie–Preston gives a direct quote at the end of his press release. He states —

“Importantly for many Collie people, opening Kepwari would take the powerboats off the Wellington Dam and bring a more tranquil feeling back to the national park area.”

“I and WA Labor will do what the Liberals and Nationals won’t—we’ll open Lake Kepwari within six months.”

That was the member for Collie–Preston, Mick Murray, MLA on 28 February 2017. How is that project going? The project is going so well that if we look at the Collie industry attraction fund, about which I have asked some questions this week, guess what we will find in there?

**Hon Tjorn Sibma:** What?

**Hon Dr STEVE THOMAS:** Lake Kepwari! The fund that has come out two years later has money to try to get Lake Kepwari active again. The fund has \$2.5 million to pick up the pieces of a 2017 infrastructure election commitment from the Labor Party that it has utterly failed to deliver. It is now in the industry attraction fund, with some herculean expectations of employment, I might add. There is expectation that this body of water that is sitting there will create many jobs down the track. It has been a real success story in the south west. For the Labor Party’s commitments to infrastructure at the 2017 election, I think 1.6 out of 10 would be a very generous score for its work so far. However, the period is not over. I guess it has a year to try to reach that 1.6 level. I think that would be good.

I am running out of time. There are too many things I could talk about on this motion. I want to raise a specific issue about Main Roads Western Australia and road construction. I will alert the Minister for Environment to this part of my contribution because I would like him, if he could, to try to find some responses—if not today, then in the not-too-distant future.

**Hon Stephen Dawson:** That’s not how this debate works. It’s not a bill.

**Hon Dr STEVE THOMAS:** We will see how we go. We are trying to be helpful. We are here to help. We think Hon Stephen Dawson is the best minister here. We are trying to help him along.

**Hon Stephen Dawson:** Let me dispel that myth!

**Hon Dr STEVE THOMAS:** He is the best minister here. When does his preselection come up?

There is an issue with the construction of roads. I do not think it is the fault of Main Roads. In the south west and the great southern, some of the construction work on a number of roads that have been fixed has had issues and has not been up to scratch. I am given to understand that there was a problem in the recipe or mixing of the road surface as it went down, which has resulted in a great deal of looseness, particularly in hot weather. I know that roads melt if it gets hot enough. That is absolutely the case. However, this is happening specifically where repairs have been done in the south west and the great southern over the last two or three years. The most obvious one is a couple of years old. I am not suggesting in any way, shape or form that this is some sort of deliberate plot. The issue is not that mistakes might have been made. It might pay for the government to look at how it manages the inspection process following the contracting out and completion of road repair jobs. If there is a problem, it is most likely that Main Roads does not have the financial capacity or time available to do proper inspections to make sure that these things do not occur.

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The minister may or may not be aware of this, because it is out of his patch, but in the south west, the Collie–Mumballup road upgrade was an election commitment of the Labor government, so it reflects the motion before us. Some of those repairs were done, but my understanding is that Main Roads has paid for cars to be cleaned because tar has been flicked up and deposited on vehicles. I understand that there is a suggestion that there may well have been a problem with the mix. However, instead of going back and repairing it fully, Main Roads is putting some sort of ash or calcium dust on there to try to keep the surface reasonable and driveable. But that is not a long-term solution. Main Roads certainly managed the Collie–Mumballup road upgrade, although it did not do the work itself; it contracted it out. A group of concerned residents in the area have been raising this issue for two years, saying that it needs to be fixed. I am referring to a media report in the *South West Times*. A spokesman from Main Roads said that it had been upgrading this area and that there was an issue with flushing or bleeding on the seal on hot days, so since late December 2017, Main Roads had been applying sand to affected areas to soak up bitumen. He said that more permanent repairs involving the application of sealing aggregate to the road surface had begun. That continued application needs to be sorted out. The government needs to look at its delivery and make sure that those inspections guarantee to the community that the standard of work is up to scratch and can be trusted.

**HON TJORN SIBMA (North Metropolitan)** [10.27 am]: It is my pleasure to speak in support of the motion moved by my colleague Hon Dr Steve Thomas. It is a timely issue that affects all members present. It resonates across regional Western Australia and is absolutely resonating at the moment in the metropolitan area.

It is not an uncommon occurrence for my Twitter feed to be assailed by yet another message of self-congratulation issued by the McGowan government about the Metronet project. I was alerted to one that was issued by the Premier, I think, in September last year. It heralded the half-completion of the Forrestfield–Airport Link station. Half-building a train station is a moment for self-congratulation, according to the McGowan government. I thought it was emblematic of not only this government’s management of the transport and infrastructure portfolio, but also its *modus operandi* generally that after 900 days in government by that time, it would publicly take the stage and pat itself on the back for half-finishing a job that had been commenced by the previous government. If that does not encapsulate the McGowan government in a single tweet, I do not know what does. It was a beautiful moment that seemed to escape the government, due to its absence of self-awareness of its mismanagement. This is a substantial motion that deals with three critical issues that get to the fundamental incompetence of the government to manage the transport portfolio. The motion talks of timeliness, budgets, proper assessments and meeting the standards required by the Western Australian community. These are signal considerations. It is timely that we have this debate today because yesterday we dealt with a Metronet bill that the opposition helped the government with by ensuring its speedy passage. I note that is the only bill that is likely to pass in the last fortnight of this government because the order of the government’s legislative program seems to chop and change. I do not know whether it is going to the legislative buffet and tasting one bill and then another, but the government will not pass much at this rate. It might pass five or six bills by the end of the year, but that is up to the government. I digress.

**Hon Stephen Dawson:** The secret is out; they’re not passing bills!

**Hon TJORN SIBMA:** You don’t take anything to completion, you fools!

**The PRESIDENT:** Order! That is not appropriate. Just because you bellow does not help Hansard transcribe your words clearly. It does not help anyone. People should not get so excited. Minister, you will have an opportunity shortly to put your view on the record.

*Withdrawal of Remark*

**Hon STEPHEN DAWSON:** The honourable member referred to us as fools so I would ask him to withdraw that comment.

**The PRESIDENT:** I did tell him that it was not acceptable but I would appreciate it if the member did that.

**Hon TJORN SIBMA:** I withdraw, Madam President.

*Debate Resumed*

**Hon TJORN SIBMA:** I will try not to be too complimentary to the McGowan government in the rest of the time that is available to me.

This week the government presented to the chamber the Railway (METRONET) Amendment Bill 2019, or the “Morley to Ellenbrook But Not Quite Morley Bill”, but I will get to that later. No-one really knows what the capital expenditure is for the individual components of Metronet. That is a serious issue but perhaps it is not as serious as the ongoing current cost to fund and subsidise this system. The government either does not know or is unwilling to tell the public how much this project will cost. I invite the minister to correct me if I am wrong because, taking the lead from my friend Hon Dr Steve Thomas, this is an opportunity for the government to provide some useful and factual information, which I think has been absent in the discussion on Metronet in both the public forum and this chamber. The best I can ascertain is that whatever comprises Metronet stage 1 has blown out by at least

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\$2 billion from the original costing to around \$5 billion. If I am wrong, please correct me. The reason I say that is that from what I can determine, the Thornlie–Cockburn Link was originally costed at \$474 million and it is now estimated to cost around \$716 million, which is a 50 per cent blowout in addition to being over a year late. The Forrestfield–Airport Link is over a year late as well, but I will get to that later. The “Morley but not quite Morley line”—I call it the Bayswater to Ellenbrook line—was originally promised to cost around \$860 million and is now costing over \$1 billion. We know that only because a letter was leaked from Infrastructure Australia that state government funding is still neither committed nor confirmed. The Yanchep rail extension, which is something I know a little about, blew out by over 40 per cent with no explanation and will be a year late. The Byford extension was originally promised to cost around \$290 million and is now expected to cost around \$480 million. We figured that out only through what was available on the Infrastructure Australia website. The delays in and timeliness of that project are unknown. If I am wrong, please correct me, minister. That is an invitation. We need to understand exactly what Metronet will cost in capital and operational expenditure.

The provision of information on the Metronet construction costs is not the only thing that the government is not forthcoming about. Members might recall the strange situation of the Public Transport Authority’s radio systems replacement project. That saw a \$200 million-plus contract signed with a consortia led by Huawei and UGL. It was curious because, as opposed to most other Metronet accomplishments—I put scare quotes around the word “accomplishment”—it was not married up with a press release by either the Minister for Transport or the Premier. It appeared slyly in a trade publication in the eastern states. That is the only way we came to learn about that particular project. When we asked whether that contract went to cabinet, we were told no. When we sought the documentation—I remember this distinctly—we were told that it could not be issued because of cabinet-in-confidence concerns. Effectively, the government has entered into a contract with Huawei and UGL at a cost of \$200 million. That should have gone to cabinet but did not and when we asked to see the contract, we were told that the government could not provide that material because it is cabinet-in-confidence. The government cannot have it both ways. That is where the government has failed to meet the standard required by the Western Australian community. The government absolutely failed.

What have we learnt about this? There are evasions, diversions and misdirections. We simply asked why the government entered into the contract and what capability the PTA is purchasing. The Premier said in the other place that it was just about allowing train drivers to talk with one another. They can do that already on the analogue system. That analogue system is coming to the end of its life and the bandwidth is being withdrawn by the communication management authority, which is fine. However, the technology, which the McGowan government has sought Huawei’s assistance to provide, is far more capable and powerful than letting train drivers speak to one another. It provides the digital bandwidth to allow constant CCTV monitoring and the geolocation of movements of personnel and assets. It is very powerful technology. It might be benign, but no-one in government has said why the government has entered into this contract with a company with this reputation. The people of Western Australia deserve some answers to these questions. It is not too much to ask. Something concerning this contract came to light very recently in a freedom of information document. A briefing paper from the PTA to the Minister for Transport on 27 February 2018—nearly two years ago—shows what was motivating the contract. It states —

The timely and successful implementation of the new digital system is a precursor for the planned ATC project METRONET extensions. Any delays caused by broadening of the scope for other parties will jeopardise the METRONET rollout.

That shows that the minister agreed to sign up with that company because otherwise the Metronet project would be delayed. Frankly, the PTA need not have worried about the delay of Metronet because the government has done that itself. It is shameful and hopeless. Please improve your game.

**HON PETER COLLIER (North Metropolitan — Leader of the Opposition)** [10.38 am]: It gives me a great deal of pleasure to make some comments on this pertinent motion. As I mentioned in a debate yesterday, it is almost siren time; it is three-quarter time for this government and it has done nothing. It will be judged on the second Saturday of March next year on its performance, not ours. Its performance will determine whether it will get re-elected. I am sure that the government will carry on. On this side of the house, we give out the BTL award—the “Blame the Libs” award. The government has spent three years blaming the Liberal Party. The Leader of the House is well in front. I am sure that the Minister for Environment will catch up today when he blames the Libs for the terrible financial circumstances the government was left with. He will say that the government is now in surplus. Everyone knows that if it were not for the parlous situation in Brazil and the wonderful GST reform that the federal Liberal–National government made, these guys would be in serious deficit. Forget about all the banter that goes on in this place. The people of Western Australia are the most important thing. These guys promised the world and they delivered nothing, particularly in infrastructure.

**Hon Darren West** interjected.

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**Hon PETER COLLIER:** I am not listening to Hon Darren West. He is not worth it.

Several members interjected.

**The PRESIDENT:** All right. When we started last week, I said perhaps we should be kinder to each other. I just remind you of that. So focus on the subject you have in front of you and perhaps avoid making personal comments.

**Hon PETER COLLIER:** Thanks, Madam President; I will.

As a direct result, we now have a situation with infrastructure, particularly one big infrastructure issue, and that is Joondalup Health Campus. That is an absolute disgrace. That development will cost \$320 million. The Labor Party was absolutely resolute when it went into the state election that it would contribute \$167 million to that development. Mark McGowan came out after the budget last year and said, “Yes, we have \$160 million in the budget for Joondalup Health Campus.” That is not the state money. It is the federal money. We know that the Labor Party promised it, because on 4 February 2017, just before the last election, the now Premier said in a media release —

A McGowan Labor Government will invest \$167million to expand the Joondalup Health Campus.

- A Medihotel and an Urgent Care Clinic will be delivered for the northern suburbs

Remember that. I will come back to that. It continues —

- 90 additional public beds, up to 30 new mental health beds and eight new operating theatres

He goes on and on and on about this wonderful \$167 million worth of investment for Joondalup.

On 24 June 2017, after he became Premier, he signed a statement of intent with Ramsay Health Care. An article headed “Northern suburbs residents to benefit from the Joondalup hospital expansion” states —

- McGowan Labor Government progresses election commitment to expand Joondalup Health Campus
- Statement of Intent signed with Ramsay Health Care
- New Urgent Care Clinic and Medihotel included in expansion plans

It is all there in black and white, over and over and over again. On 25 June 2017, the Premier even tweeted it. He said —

We’re putting patients first in the northern suburbs.

We’ve signed a Statement of Intent at Joondalup Health Campus to get our \$167 million expansion plan underway.

And there won’t just be a Medihotel, which will free up hospital beds and improve patient flow.

He goes on to talk about the 90 additional public inpatient beds, the 25 to 30 new mental health beds, and so on and so. That reinforces yet again the \$167 million for Joondalup Health Campus—not federal money, but state money. This is the state government.

In fact, the local members, Jessica Stojkovski and Emily Hamilton, put out petitions asking people to support federal government investment. They said, “The state government has contributed its \$167 million. What about the feds? Why can’t the federal government contribute its money?” The petition states in part —

The McGowan Labor Government has committed \$167 million to upgrade and expand the Joondalup Health Campus to meet the healthcare needs of those living in the northern suburbs.

However we need the Federal Government to invest in this important piece of health infrastructure.

Of course that was all political. The Labor Party said, “A federal election is coming up. We want to put pressure on the federal government.” Guess what? The federal government coughed up. It contributed that money.

On 27 April 2018, a joint media statement by the Premier, Mark McGowan, and the Prime Minister of the day, Malcolm Turnbull, states in part —

The Turnbull Government has agreed to allocate the federal GST top-up payment this year of \$188.9 million towards the following WA hospital infrastructure projects:

- \$158 million towards the Joondalup Health Campus expansion, which will include 90 new public beds, 75 new mental health beds ... and a Medihotel facility.

The federal government contributed money. That money is in the government’s coffers—in its safe. The state government has that federal money.

**Hon Darren West** interjected.

**The PRESIDENT:** Just keep talking to me.

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**Hon PETER COLLIER:** I will, Madam President, but it is very difficult, I can tell you. How this guy got preselected is beyond me.

In last year's budget, all was revealed. The state government has that \$321 million. Remember, the state government has committed \$167 million. The federal government has already written the cheque and handed it to the state government for its \$158 million. The government has that money. It is in its budget papers. The WA Health budget papers for 2019–20 state in part —

The Joondalup Health Campus Development Stage 2 Project announced as part of the 2018–19 Budget is progressing, to deliver additional inpatient, emergency department and mental health beds. A total of \$161 million is now provisioned for this project, which is expected to be delivered by 2024–25.

The government has said that, but where has the money come from? Aha! The WA Health budget papers for 2018–19 state, under the heading “Improving Access to Health Care in WA” —

- Recognising the growing demand for health services in the Joondalup-Wanneroo catchment area, the Government is committed to engaging and working together with Ramsay Health Care to expand services at Joondalup Health Campus .... The JHC is the largest health care facility in Perth's northern suburbs, providing 24-hour acute care from an integrated public and private campus. A total of \$158 million of Commonwealth funding for this project has been provisioned.

It is commonwealth funding. That is in the government's own budget papers. Where is the \$167 million that the government consistently promised the people of the northern suburbs? The state government has not contributed one cent to that project.

Let us look at medihotels. The government announced with great fanfare that it would build three medihotels, one at Fiona Stanley Hospital, one at Royal Perth Hospital and one at Joondalup Health Campus. The government consistently promised that. I refer to a media release from the Minister for Health on Tuesday, 11 July 2017, headed “State Government to deliver WA's first Medihotel at Murdoch”. It states in part —

- WA's first Medihotel to free up hospital beds and shorten wait lists so more patients can be treated
- McGowan Government progresses key election commitment
- Murdoch set to become one of the biggest and most vibrant employment hubs

Work will begin —

This is important —

on Western Australia's first Medihotel next year with the facility expected to open next door to Fiona Stanley Hospital by 2021.

Remember this, members. On 11 July 2017, the government promised that construction on the Medihotel in Murdoch would start, and it would open in 2021. The government said also that medihotels would be built at Royal Perth Hospital and Joondalup Health Campus.

Yesterday, I asked the following question without notice of the minister representing the Minister for Health —

I refer to the government's commitment to build medihotels.

- (1) Has construction started on the medihotel at Murdoch?

The answer was no. The medihotel is due to open next year, so I would have hoped construction had been started; however, unless the government can build hospitals as fast as the Chinese, it has no hope. I then asked —

- (2) If no to (1), when is construction expected to start?

The answer was —

- (2) Construction on the medihotel at Fiona Stanley Hospital, Murdoch, is planned to commence in the second half of 2020 and be completed in late 2022.

It is meant to open in 2021. No, no, no. I repeat —

- (2) Construction on the medihotel at Fiona Stanley Hospital, Murdoch, is planned to commence in the second half of 2020 and be completed in late 2022.

If members opposite had not been so obsessed with us, they would have done what they should have been doing for the last three years and governed, not criticised. I then asked —

- (3) When is the medihotel at Murdoch expected to take its first patients?

The answer was —

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- (3) Services at the Murdoch medihotel are expected to commence in late 2022.

That is over two years late. It was meant to open at the beginning of 2021, not at the end of 2022. When the government made those promises, why did it not say to the people of Western Australia, “We will make these promises, but they will not take effect until halfway through the next term”—by which time we will be in government? I then asked —

- (4) What are the expected annual operating costs for the Murdoch medihotel?

The answer was —

- (4) The annual operating costs are a matter for the operator ...

I then asked—this is important —

- (5) What other medihotels will be built and when will construction commence on those medihotels?

Remember that the government has consistently committed to Joondalup Health Campus. The answer was —

- (5) A medihotel is being built at Royal Perth Hospital with construction due to commence in the second half of 2020.

There is no mention of Joondalup at all. Joondalup has evaporated. Joondalup is no longer on the drawing board. Members opposite have conceded those northern seats, evidently. The member for Kingsley and the member for Wanneroo should get their petitions out now and say to their Minister for Health and their Premier, “Where is our medihotel for our citizens in Joondalup?” The government has not delivered, and it will suffer the consequences next year.

**HON STEPHEN DAWSON (Mining and Pastoral — Minister for Environment)** [10.48 am]: It gives me a great deal of pleasure to speak on this motion. I am sure that Hon Alannah MacTiernan, who is away from the chamber on urgent parliamentary business, will be missing this debate. I know that she loves to spar with Hon Dr Steve Thomas on a Thursday morning. She loves to tackle him on the nonsensical stuff that he says from time to time.

**Hon Dr Steve Thomas** interjected.

**Hon STEPHEN DAWSON:** Not always. He is normally a sensible bloke, but he does like to have a go occasionally and make up stuff.

Of course, all Western Australians realise that this government is delivering for this state. Unlike the last government, we will deliver on our commitments. That is what tripped up members opposite. They said they would do things. They said they would build the Metro Area Express light rail and a train to Ellenbrook. What did they do? Nothing. Was it fully funded and fully costed? No. What did we see at the end of the day? We saw disaster, chaos and mayhem. I am sure that Hon Dr Steve Thomas was not part of the team then, but others in the room sitting beside him were, including people who were ministers. They should hang their heads in shame. How dare they come in here this morning and tell us to stop focusing on them, because guess what? For the last three years, we have been fixing their financial mess and at the same time doing those things that we said we would do. Perhaps members opposite are anxious 12 months out from the election because they know that we are delivering for Western Australians right across the state. We are delivering for them regardless of whether they live in regional WA or the city. Perhaps they are getting anxious because 2020 is shaping up to be a huge year for public infrastructure across Western Australia.

I will put on the record a list of things that we are delivering for Western Australians. It was interesting that Hon Dr Steve Thomas chose to talk about Carnegie Clean Energy’s wave energy project. As I sat here, I was reminded that there are people in this place who were previously ministers. I found an article from 2010 that said that the previous Minister for Energy, the now Leader of the Opposition, was supportive of CETO wave energy projects. Hon Donna Faragher was Minister for the Environment at that stage. She, too, was supportive of wave energy. What have they done since then? They have changed their tune. They cannot have it both ways. They cannot be a proponent and then not a proponent. It is on the record.

**Hon Peter Collier:** That was at Garden Island.

**Hon STEPHEN DAWSON:** That does not matter. The member was a follower of Carnegie wave energy and guess what? He walked away from it; he just forgot it.

I am very pleased to say that work is underway on the access road, boat ramp and toilets at Lake Kepwari. That is great for the people of Collie. I have to acknowledge the fine work of Mick Murray on this issue. This was a more complicated issue than we thought because the land comes under a state agreement act. Under the state agreement, we needed Premier Coal to agree before we did any work there. I know that it has taken a fair bit of negotiation because my office and my agency have been involved, as have others. But I am pleased to say that this will be



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great for the people of Collie and the south west, and other Western Australians and those from further afield who will go there and benefit from these facilities. It is a great initiative and another thing that Mick Murray has helped to deliver to that area.

I will talk briefly on the Forrestfield–Airport Link. I remind members that it was, in fact, the Labor Party that first put the Forrestfield–Airport Link project on the board. In 2012 it must have been Hon Ken Travers, the then shadow minister, who did the work on this project. It was a Labor Party project first of all. The Liberal Party followed with the commitment late in 2010. Both sides went to the election in 2013 with the commitment to build a train line to the airport. What happened? The Liberals won and we lost. What did they do? They did not do very much. By the next election in 2017, the project was meant to be well underway. Instead, we inherited a contract in 2017 but no projects. Not one metre of tunnelling occurred under the previous government. Guess who it was left to to get on with the job and make this project happen?

**Hon Darren West** interjected.

**Hon STEPHEN DAWSON:** I am not taking an answer from Hon Darren West; he will get me into trouble! But he was right when he indicated that it was the Labor Party that got this project underway and it is the Labor Party that is delivering this project. Yes, I will be the first to admit that it has not been an easy project. It has had to go under the Swan River. There have been challenges and there will probably be challenges to come because tunnelling is not easy.

**Hon Dr Steve Thomas:** Are you forecasting —

**Hon STEPHEN DAWSON:** I am not the minister for that project, but I am saying that tunnelling is not easy. It has gone under the Swan River. An eight-kilometre tunnel from Forrestfield to Bayswater, by far the longest tunnel ever built for our rail network, is a major engineering feat for Western Australia. I take the opportunity to thank each and every one of those workers on that project—the women and men who have helped to deliver what has been built thus far. I know that TBM *Grace* has arrived at Bayswater and I think TBM *Sandy* is due over the next two months. That is great news. That project is underway. It has included the installation of about 54 000 locally fabricated concrete segments. Jobs in relation to building and the equipment used are attached to the project. That is a great win for Western Australia. A nice benefit of our massive infrastructure plan was that it provided jobs for ordinary Western Australians. I am very proud of that. We have an agenda of delivering on not only congestion-busting infrastructure, but also projects that improve road safety and therefore save lives. That is happening in the metropolitan area and in regional Western Australia too. Let me touch on some of those projects briefly, particularly the Thornlie–Cockburn Link and the Yanchep rail extension. I think Hon Tjorn Sibma spoke about the trains in his contribution today. Contracts have been awarded for those two projects and construction is underway. Both state and federal environmental approvals have been received; they are on the way. The people of the northern suburbs and those southern suburbs —

**Hon Tjorn Sibma:** Will you take an interjection, minister?

**Hon STEPHEN DAWSON:** No, because I have only seven minutes and 47 seconds left. I will not take interjections. The member is trying to trip me up.

**The PRESIDENT:** Minister, please do not be distracted by unruly interjections. You can direct your comments to me if you like.

**Hon STEPHEN DAWSON:** I will, Madam President, because I know how intently you are listening to the debate today. Those two projects are very exciting for Western Australians. Hon Tjorn Sibma then mentioned the Morley–Ellenbrook line in his contribution. We spoke about that project earlier in the week. Again, those people who live on that 21-kilometre train line are ecstatic about it. Ellenbrook is a great place, but it is constrained in terms of road infrastructure and public transport—there is a bus service at the moment. Over the next 10 years, 12 000 to 18 000 passengers will use this train line daily. Those passengers are struggling at the moment with road infrastructure. That project will be great for them. It will deliver jobs for Western Australians. That project is broken into four packages: the new Bayswater station, which is underway; the Tonkin Highway gap project; some forward works; and some main works. The Bayswater station is underway. Industry briefings have been held. The request for proposal was released in January. The project definition plan is expected to be completed in April. As I said earlier in the week, the target completion date is 2022–23.

I will talk about the new railcars. The WA railcar program will deliver about 246 new railcars that are needed for Metronet projects. It will also help to replace the aging A-series trains currently in operation and it will see six new diesel railcars replace the existing *Australind* service between Perth and Bunbury. I know that Hon Dr Steve Thomas is supportive of those new railcars for the *Australind* service. The contract with Alstom was signed in December. The railcar program represents the biggest order of railcars in WA's history. It is coming in at \$347 million under the \$1.6 billion budget. The cost per railcar in the last order of B-series trains was \$4.05 million, while the cost for

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the new series is around \$2.97 million. Again, this is creating jobs in Western Australia. We are building trains in Western Australia—an industry that was let go in Midland. I was not here when the Midland railway workshops were open, but I know that some of my colleagues were. I also know some people who were around then, including Neil Byrne, who was a tremendous supporter of the Midland Workshops and the railway out there.

**Hon Alanna Clohesy:** Who closed them?

**Hon STEPHEN DAWSON:** Who closed it? The Liberal–National government closed it, and it has form. It closes train lines—I am thinking of the Fremantle line and the train infrastructure at the Midland Workshops. What do we do? We build train lines, we take cars off the road and we create jobs. We are very proud of that. I am certainly very proud of the new railcars that will be built at the Midland Workshops.

**Hon Martin Aldridge:** Did you catch the train today?

**Hon STEPHEN DAWSON:** Not today, but I do periodically. If I had my wallet in my hand, I would show members my SmartRider.

**The PRESIDENT:** Members, it is not question time.

**Hon STEPHEN DAWSON:** Train stations! Midland train station is underway, with works to commence late this year. Lakelands station has been added as a new project for the Metronet stage 1 program, and yes, the commonwealth has committed some funding towards that. That will deliver for the people there. We are doing some further work on Karnup station. We are removing level crossings. The forward works for Denny Avenue have been completed, including tree removals and site fencing, and rail tender preferred proponent announcements were made in December. Based on the work to date, the state government is now planning to remove six level crossings along the inner Armadale line, with Jacobs named as the preferred proponent to develop the business case. The Mandurah station car park will increase Mandurah station's total parking capacity by approximately 600 new bays to about 1 700 bays. Yes, we have had some commonwealth contributions because it has acknowledged that we have an ambitious infrastructure package and it wanted to be involved in it, because—guess what—the project is delivering for Western Australians, who are the federal government's constituents as well as ours. We have probably been the most successful government in the history of the state in getting funding out of the commonwealth government for these big infrastructure projects! Apologies to the Clerk for getting my spittle; I am incredibly passionate about this, because we are delivering.

**The PRESIDENT:** And loud.

**Hon STEPHEN DAWSON:** We are doing the things we said. Where are my notes about regional roads? I know that in my electorate, the Margaret River Perimeter Road has been worked on; it is a completed road project. The Marble Bar Road passes through Coongan Gorge —

**The PRESIDENT:** I can hear you!

**Hon STEPHEN DAWSON:** You can hear me?

**The PRESIDENT:** I can hear you.

Several members interjected.

**Hon STEPHEN DAWSON:** I think I am going deaf in my old age!

The Marble Bar Road project through Coongan Gorge in my electorate has been delivered—funded and completed. Funding of the upgrade of Maggie's Jump Up through Wyndham spur has been approved and completed. Funding to upgrade Chester Pass Road at the Amelup curves has been approved and completed. Then, of course, there are projects that are underway—the Armadale Road upgrade, with the duplication of the Anstey Road to Tapper Road section; the High Street upgrade from Carrington Street to Stirling Highway; the Karel Avenue upgrade; the Kwinana Freeway northbound widening; the Murdoch Drive connection; the smart freeway initiative; and the Kwinana Freeway southbound on-ramp at Manning Road.

**Hon Nick Goiran** interjected.

**Hon STEPHEN DAWSON:** I am shouting because Hon Nick Goiran keeps interjecting! I knew there was something; I could hear him at the back of my mind.

We have works on the central and northern sections of NorthLink WA; the Reid Highway dual carriageway; the Kalamunda Road intersection upgrade; and the Wanneroo Road and Joondalup Drive interchange. Again, the funding is there and construction has started, with completion expected mid this year. There are 280 jobs associated with that. Each and every one of these projects has jobs for Western Australians—jobs for people in the suburbs.

I do not know why members opposite are talking against these projects; they must not like it. Perhaps it is guilt. Perhaps they are guilty because they did not deliver this stuff when they were last in government. Regional projects

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are underway, including the Onslow Road upgrade; the Indian Ocean Drive upgrade; the Great Eastern Highway dualling from Anzac Drive to Gatacre Drive; the Broome–Cape Leveque Road upgrade; the South Coast Highway road safety improvements; the Karratha–Tom Price Road project; the Muchea to Wubin upgrade for Great Northern Highway stage 2; and the upgrade of the Walgoolan section of Great Eastern Highway. We have major road projects across the state.

I am very, very proud to be a minister in this government because we are delivering congestion-busting projects. We are making our roads safer right across the state. We are saving lives and creating jobs. That is something we are proud of. Members opposite are obviously not proud of the role that they played in the last government, whose mess we are still trying to fix.

**HON COLIN TINCKNELL (South West)** [11.03 am]: I thank the honourable member for the non-government business today. The important thing to remember now is what has been said in this chamber today. We can see that at times the two major parties are prone to over-promising and under-delivering. That is a problem, and we can see that it is a regular occurrence in this chamber. The people of WA want projects to be delivered on time and on budget, but are these projects properly assessed? With the existing pork-barrelling, no, they are not properly assessed, and they do not meet the standards of the community. That part of today's non-government business motion is correct.

I would like to draw members' attention to a very important fact. According to the RAC, on average, 100 people die on our regional roads every year. That is 100 Western Australians who die on our regional roads every year. Last year, 99 out of the 165 road deaths in the state occurred on country roads. Sixty per cent of road deaths were on regional roads, yet our regional population is only about 20 per cent of the state's total population. Are we doing a great job on regional roads around Western Australia, around the wheatbelt, the south west and the mining and pastoral region? No, we are not. That is a fact. We have had this discussion and raised this issue right from the time we entered this Parliament. We can tell that an election is on the way—wow, this place has changed since we returned this year. It has changed because people have got back into their electioneering, pork-barrelling and over-promising mode once again. That is not good for the state because, in the end, the government will not be able to deliver these projects on time and they will not be done on budget. They have not been properly assessed. Some of these promises should not be kept, because they should not have been made in the first place.

A new multipurpose facility for the Department of Fire and Emergency Services will be built in Collie. I applaud the government for doing that and putting this facility up; however, businesses in Collie received this information only yesterday. I wonder: the government says that this will be built by December 2020. It is now nearly March and businesses in Collie are just finding out about this wonderful initiative. I was hoping that the minister would speak after me, because I want to ask: how many Collie businesses will get involved in the building of this multipurpose facility for the Department of Fire and Emergency Services?

**Hon Stephen Dawson:** You do know I am the Minister for Environment?

**Hon COLIN TINCKNELL:** I do know that. I understand that the Minister for Regional Development is not here this week, which is a shame. However, once again a promise has been made because an election is coming up. It will be built by December 2020. We know that will not happen. It will be lucky if it is built a year later. I hope those businesses in Collie get the opportunity to be involved, because we can build a sustainable Collie and help it reinvent itself by offering opportunities to tender for these projects and employ extra staff.

I look at the roads. As members know, I live in Busselton. The road from Bunbury to Busselton is a pretty good road except for a few kilometres, where it is one lane. That happens to be in the Vasse electorate, and there are not a lot of votes for the Labor Party in Vasse. It is withering away. It is a dangerous one-lane road with a dual carriageway before it and after it; it is a death trap and a major problem in the south west. We all know how busy the south west is, so it is a really dangerous piece of road. It is pork-barrelling or electioneering at its worst when we see that this government has no intention of fixing that up—not in a quick time, that is for sure. I have not seen any building going on there for about three years.

I turn to the Albany ring-road. I would like to have had a bit of an update, but the minister will not be here. That project has taken a long time. I remember it being promised in the last election campaign. There have been some improvements to the Manjimup–Walpole road, but it is still a very dangerous and narrow road. It needs to be further improved. We have heard a lot about the Bunbury bypass in this place. Hon Colin Holt spoke about the problems with it only yesterday. Of course, the Albany Highway has always been a dangerous road and remains so now for the users of that road.

I think more people in Western Australia would consider decentralising if infrastructure could just be better delivered in the regional areas. We used to have a program of regional funding that allowed these things to happen. At times that regional funding was not well managed, but the idea behind the funding program was very good. We have now seen that a lot of things are promised just before an election, and that is the reason that governments have problems in delivering. That is why this government is having problems delivering things on time.

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**HON DIANE EVERS (South West)** [11.10 am]: A couple of the things we have been talking about revolve around energy and some of the energy projects that have or have not happened. In that respect, I have to say that we have to look at the long-term solution and act with the current information as we have it. From the time those promises were made to a year into the process, when the government may have become aware of just how bad the finances were and what it was going to do, I recognised that the uptake of renewable energy was increasing regularly, exponentially. Corporations such as mining companies are now looking at it. The government is now in a position, and I hope it takes the role seriously, to really assess what it needs to do for the long-term future. The trick is to assess and act at the same time. Yes, we need quicker action on this. We need further action now that the price of renewables is dropping in a number of different areas, because very soon we will find that the price of gas and the cost of getting gas out will far outweigh renewables. It already far outweighs wind power, and other renewable energy options will come into place to make that happen across the board. That is what we have to look at: not so much what is happening tomorrow or the next day, but what our plan is for 10, 20 or 50 years from now. It is going to be all renewable energy; it is just going to have to be. We know we are going to get there. The thing that concerns me is not so much whether one side of politics is doing what it said it would do or whether the other side is, but that the speed—or the slowness—at which we can act is held there by the system as we have it. That is where I see our hold-up. It does not matter which party is in power; they both make a lot of promises. Some they put in place and some they do not; sometimes they have proper assessments and sometimes they do not. It seems that both major parties are prepared to go on with this situation of decisions being made not for the best long-term welfare of the state and its residents but for political pointscore. That is where my concerns lie.

I am also concerned about our road funding. A lot of projects are going on. Anybody who has been driving around can see that there are plenty of projects speeding up. I am sure they will all come to a finish sometime late this year, but they are all in the metro area. I know there are some projects in the south west and around the regions, and I am really pleased they have been happening, but we need something greater than that. We need a strategy—again, a 50-year transport strategy. Where would we like to be with our transport situation then?

We heard about the ports. There is a lot of promise for Bunbury port, especially if we get the train line going from Greenbushes to Kemerton and Bunbury so we can export lithium from there. We will still be using the port for Alcoa until it gives up the ship because alumina can be more cheaply produced in other parts of the world. There will still also be the agricultural produce that goes through there. I heard of the possibility of having cars arrive in Bunbury, but does it really make sense to have all those cars arrive in Bunbury only for them to be put onto trucks and shipped up to Perth? We need a variety of things, but we have to look at our regional ports as a place to export our regional materials.

In the south west transport strategy, which I really hope gets off the board and starts happening quite soon, we need to look at how we manage all the roads in the region and how many of those roads are impacted by excessive truck transport for freight that could be put onto rail. That is where I see the 50-year plan or the 30-year plan. At least in 30 years we will be out of the Arc Infrastructure lease and we will have the ability to do with those rail lines what we believe the state needs to do. A poor decision was made some time ago, then it was made worse not all that long ago. In another 30 years, that capability will be back in state hands. I hope that by that time we will have made a plan, that transport strategy, so that we know what to do. We need to get freight on rail as much as possible and leave the roads to individual personal transport. I do not expect to see much more public transport in the regions, but we never know. If we make regional areas places where people want to live, we may end up with a surge in population. It seems to be coming already, but there needs to be support from government to make the regions better places to be, and that is what I am looking forward to.

I cannot say that I am concerned about this, because what if that concern leads to what we saw with the previous government, which we have to acknowledge spent an awful lot of money with not so much to show for it? That is what I see as our alternative, and that is not good enough. We need to put more plans in place to build for the future and not just build things because it was an election promise—“Yes, it happened, but now the system has changed.” When the system changes, when the details change, when the price of renewable energy drops and makes it more appropriate to invest in it, that is what we should do. We need to look at what is best for the future of the state and its people, not just what was a great idea at one point. This is in reference to the issues at Collie. Yes, we know that something needs to happen in Collie. We know that there is going to be an end to coalmining there. We know that there is going to be an end to coal-fired power generation, and we have to plan where we want to be. A lot of that is going to be up to Collie residents to be involved with. It is not something that can just be whipped up for a coming election, with a political party saying, “Okay, we have got the answers, this is what we are going to do.” The Labor Party was not even in government when it was preparing those ideas, so there was not the opportunity to assess, open up the dialogue and get deliberative processes going with the community. That is what we need to see more of, because this state has to have a plan for the future. Our infrastructure has to be planned for the future. It should not be a plan for the big mining companies or one party or the other, but a plan for the residents of this state and what is best for the state. That is what I hope to see happening, because the way our elections go, as

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I said, the system is broken. It was poorly designed. As it is, I can understand why people have no trust in their government and their Parliaments, because we get the same issues from both sides and things just swap after an exchange of government. It just does not make any sense to people out there on the street how one side can be saying, “We did all this, aren’t we wonderful”, while the other side is saying, “No, you’re terrible, everything is wrong” and then the government changes and parties go back and forth and do the opposite. I can understand that. There is very little room in this place for honesty, because if for one instant somebody says the truth—and it is only half the truth—the other side will tear them to shreds and make government look as bad as possible. We need to come to some sort of a system in which we can work together for the benefit of the state—I hope it is in my lifetime—rather than have this adversarial system by which we say, “They are lousy, the other side is lousy”, and that is all the media gets.

I would like to go back to this motion. Yes, there are concerns, but that is how the system works. We see that some of the issues are being addressed, but maybe they are not being addressed in the regional areas as quickly as they should be. There are attempts, there is a start to that point, but we want to have safe transport in the infrastructure projects in the south west and the regional areas. I understand there is consideration for audible lines on roads in regional areas. We need to stop the deaths that occur on regional roads, which are caused by fatigue from people driving hour after hour, as many of us have experienced. We need to make sure that rail is improved and to get whatever control we can of the tier 3 rail lines from Arc Infrastructure. We have to be able to claw back those lines that it says are uneconomic. We have to start investing in that so that we can keep trucks off the road, which makes the road safer and means there is less maintenance. I know figures that I have got back from questions say that they would not need less maintenance, but, again, how many people have followed a truck on a regional road and seen it driving on the edge of the road and the road breaking up as it goes? That is just not on. We have to change that.

Also, we have to do better with our port situation. There is so much room for improvement. We have to plan 50 years ahead. Why invest in something that is going to be valuable for only 10 or 20 years?

The last thing on energy: let us acknowledge that we are going to be using renewable energy, full stop—that is it, 100 per cent. That will mean that there will be no room for things like the gas that we have been looking at. It is not economically viable any longer. We need to look at all those energy sources—wave energy, if that turns out to be the one, geothermal, solar; there are just so many.

**HON NICK GOIRAN (South Metropolitan)** [11.21 am]: It is most regrettable that the motion put forward by Hon Dr Steve Thomas is not capable of being amended. If it were, I would be inclined to recommend to members that we amend it effectively to put a full stop after the word “deliver”, because it is indeed the case that the people of Western Australia are concerned about the McGowan’s government’s ability to deliver—full stop. The honourable member has quite rightly highlighted the significant concerns within our community about the specific area of transport and other infrastructure projects. But a recurring theme emerging within the community is that the people of Western Australia are concerned that the McGowan government is incapable of delivering on anything. All we have had this morning has been a weak defence put up by Hon Stephen Dawson on behalf of the government.

**Hon Peter Collier:** Shrill.

**Hon NICK GOIRAN:** Yet in that defence, which was at times a little shrill, there was an inability to identify even one project that has been delivered on time and on budget. The motion that is before us, moved by Hon Dr Steve Thomas, expresses concerns about this government’s inability to deliver these projects on budget and on time. Hon Stephen Dawson was unable to mention one single project. We are, as Hon Peter Collier mentioned, well and truly into the third quarter; indeed, perhaps we are about to get into the fourth quarter. Over all that time, over the last three years, the government has had adequate time to get on with things. All we heard from Hon Stephen Dawson earlier, according to my notes, is, “We’ve been doing what we said we’d do.” Really, minister? At what point did he tell the people of Western Australia that the government would smash them to smithereens with massive electricity bills? At what point did he tell them the government was going to do that? At what point did the government tell the people of Western Australia that it was going to smash them with massive water bills? The minister said the government is doing what it said it would do, but I do not recall the government ever telling people it was going to smash them to smithereens like that.

**Hon Stephen Dawson:** It was actually you guys who smashed them to smithereens with electricity prices—80 per cent rises.

**Hon NICK GOIRAN:** What rubbish! See, more lies.

Several members interjected.

**The ACTING PRESIDENT (Hon Dr Steve Thomas):** Order, members! I do not intend to see this debate degenerate. Hon Nick Goiran has the call.

**Hon NICK GOIRAN:** This is a very good motion that has been moved by the honourable member, and what we see when the government is boxed into a corner is that it reverts to its typical tactic of resorting to lies. Instead of dealing

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with the matter before us, it is unable to mention one transport or one infrastructure project that has been delivered on time or on budget. When we draw to the government's attention that it has smashed the people of Western Australia to smithereens on electricity and water bills, it then invents this notion that that somehow was us. The facts speak for themselves, honourable minister, and you know that and you should be ashamed of that particular issue.

**Hon Stephen Dawson:** I tell you what I am proud of—what we have done.

**Hon NICK GOIRAN:** The only thing that Hon Stephen Dawson was able to tell us about the Forrestfield–Airport Link is that he is very proud of his minister having been able to name two boring machines. I will give Hon Stephen Dawson credit there; he must be so proud that his Minister for Transport has managed to do the very, very difficult task of managing to find two names for two boring machines! I might ask the minister how it is going with the sinkholes and whether there are any more continuing safety strikes. As this Forrestfield–Airport Link project, which the minister is so proud of, has been so-called delivered, all I seem to recall are safety strikes from his mates in the unions.

**Hon Stephen Dawson** interjected.

**Hon NICK GOIRAN:** The most recent thing I have been hearing about is sinkholes. The people of Western Australia expect a lot more than that, minister.

It was only this week—I think he may have been the minister who had carriage of the bill—that the minister said he was very proud of the railway bill that was pushed through earlier in the week. The minister might remind me which government brought in the bill to deal with the Forrestfield rail. I do not recall it being the minister's government.

I would prefer, rather than have the minister roll out hypocritical, false and misleading lines, a bit of honesty, as Hon Diane Evers has called for. When the honourable member asks for that, do not treat her with disdain and give her this rubbish; treat her with respect. She is absolutely right. We want honesty from this government. What we have had is a government that has no integrity. What I have also noticed is that there seems to be no stamina within this government. The best it can do is make announcements and then not deliver on them. The motion before us refers to the government's ability to deliver, but it is unable to name one project it has delivered on time and on budget, and it is three years into government.

I also noticed that Hon Stephen Dawson said, "We're going to do this and we're going to do that." We are sick and tired of hearing that. We want to see real action from this government. We want a government that has stamina and integrity—sadly, that has been missing from this government and that is why we need a change.

Motion lapsed, pursuant to standing orders.