

Mrs Liza Harvey; Mrs Alyssa Hayden; Mr Bill Marmion; Ms Rita Saffioti; Mr Zak Kirkup; Ms Libby Mettam;  
Mr Kyran O'Donnell

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**McGOWAN GOVERNMENT — SERVICE DELIVERY AND MAJOR PROJECT CONSTRUCTION**

*Motion*

**MRS L.M. HARVEY (Scarborough — Leader of the Opposition)** [4.00 pm]: I move —

That this house condemns the WA Labor government for its failures in service delivery and major project construction in its four years of government.

In moving this motion, I want to put on the record a litany of this government's failures. We know that the domestic economy was in serious trouble heading into COVID. State final demand had contracted by one per cent in 2018 and we suspect that the domestic economy contracted further in 2019–20, meaning a domestic depression. However, we do not know because, in keeping with its complete failure on its election commitment to deliver gold-standard transparency, this government refuses to provide an update for the last financial year.

The government took a range of projects to the election in 2017, which it said would be well underway, if not completed, by this point. Many of the Metronet projects fall into this category. Members on this side of the house have been talking for a long time about the Metronet projects and the fact that none of the new projects proposed by the government have delivered even one centimetre of rail. Not one centimetre of rail has been laid. The government claims the Forrestfield–Airport Link, which was substantially started under the previous government, to be its first Metronet project. The minister loves to go out there to take photographs with some of the rail that has been laid on that project, but it is several years behind. Like most of the Metronet projects, we have seen a blowout of over \$2 billion in the costings that were taken to the electorate in 2017. The electorate trusted that this government would have its costings right for these multibillion-dollar rail infrastructure projects. It was the second election in which Labor had run a campaign on Metronet. We thought that over four years, the government would have substantially done the work to get the costing right on these projects, but we have found billion-dollar blowouts on all these projects. People can go to Metronet signs right around the metro area—I would say around the state, but it is a very metro-centric project and a metro-centric investment. Wherever a Metronet promise is supposed to be commencing, there are no hard hats or fluoro vests on site. No work is commencing. There is the occasional photograph to remind the community that the Metronet project was one that the government took to the electorate but it hoodwinked people into thinking they were going to get rail projects built in their electorates. No substantial work has commenced with the Metronet projects. The government's own decisions have been the reasons for many of these projects not being substantially commenced at this point.

The government spent \$10 million on a task force to justify the Fremantle outer harbour. Members on this side of the house have been talking about that debacle for quite some time. If we look at the outer harbour in the context of the opportunities at Fremantle port, we can see that it is not needed. It is unjustified because the Fremantle harbour has decades' worth of capacity. More importantly, the outer harbour is a very controversial project for the many users of Cockburn Sound. I have a long-term affiliation with the recreational fishing community and that community, represented in the political space at this point by the Fish Army, amongst others, is strongly opposed to any expansion of the outer harbour. It is strongly opposed for good reason. The outer harbour will destroy valuable seagrass beds. Cockburn Sound is the nursery for the west coast demersal fishery. This project will impact on fish species in Cockburn Sound. We know that the pink snapper stocks were in serious trouble many years ago. It has taken a concerted effort to rejuvenate those stocks back up to critical mass. The Fish Army has joined forces with the Maritime Union of Australia and said, along with the Chamber of Commerce and Industry of Western Australia, that the outer harbour is not required. Looking at the massive job losses that would occur should there be a shift from the existing Fremantle port to an outer harbour that would be largely automated, we can see that there is no wonder there is opposition to this project. We need to know from this government where the \$10 million went. We have another report, another committee and another task force but nothing is being built and nothing is being substantially planned. Goodness knows what the cost of the outer harbour is going to be. Can we even trust members opposite about the value or cost of such a project? We know that we have billion-dollar blowouts for the Metronet projects and there are long delays to the commencement, construction and finalisation of the Metronet promise that this government made to the electorate to get elected in 2017.

Members might remember that this government went to the 2017 election with a promise to create 150 000 jobs. What was one of the very first commitments that the government jettisoned under the cover of COVID-19? It jettisoned the job target. It abandoned it at a time when the community needed to hear that the government had a target for jobs. Do not just talk about jobs all the time and think that that translates into achieving employment.

**Mr P. Papalia:** You actually said that.

**Mrs L.M. HARVEY:** The facts are the facts.

The government had the opportunity, with the last budget, to deliver a COVID-19 economic recovery plan. Instead, we were sadly let down. There was no long-term economic recovery plan or strategy for COVID-19, just short,

narrowly focused stimulus packages so that the government can say that it is doing something. The government was nowhere near achieving the target of 150 000 jobs at the end of its third year. That is the reason that it jettisoned the target. Going into December last year, the government knew that the economy was in dire straits. Unemployment was higher than it had been for years. Small businesses were on their knees. They did not see a future for themselves in the state and they were closing their doors in droves. Those are the facts. That is where we were after three years under this Labor government. COVID-19 provided it with cover. One of the first acts of planning vandalism that the government implemented was to cancel the Roe 8 and 9 projects. The minister says we should fight the election on that, and we are ready to do that. We are ready to fight the election on Roe 8 and 9. We know it will create 10 000 jobs for the duration of the project, which are desperately needed in the current economic climate. The commute time for people who live in the south metropolitan area is horrendous. They get caught in a very dangerous car park called Leach Highway. They have to compete with container trucks and heavy haulage vehicles. Little cars—little Hyundais—are up against container trucks. It is dangerous and unsafe. Accidents happen all the time. There are 20 or so sets of traffic lights between the Kwinana Freeway and the harbour. Roe 8 would give all that commuter and freight traffic the opportunity to get from the freeway to Stock Road without having to stop at any sets of traffic lights. It would just get them there faster. This furore that the government put out that building Roe 8 and 9 would suddenly turn Fremantle into a congested freight and shipping nightmare was ridiculous. All it was going to do was to get the trucks from A to B faster and help them to improve their fuel efficiency. What government trying to achieve green credentials would not do something to improve the fuel efficiency of the entire commuter and freight fleet by not having them stop at all those traffic lights? It would have improved CO<sub>2</sub> emissions for the entire south metropolitan region. That is important for the freight industry because it can reduce its CO<sub>2</sub> footprint.

Our plan was also abandoned by this government. The government had an option when it cancelled the Roe 8 and 9 project; it could have used the \$50 million that we had put aside for the rejuvenation and beautification of Beeliar wetlands to put in place the very exciting plan that we had for the Beeliar Regional Park. Our plan for Beeliar Regional Park, as part of the Roe 8 and 9 project, was to put in a series of managed walkways or boardwalks through the entire parkland, to have bird-watching platforms, to create a Noongar flora and fauna interpretive centre and to use Noongar rangers. It was an opportunity for tourism and for people to walk in a managed way through the Beeliar wetlands and to understand the history and stories from Noongar culture about the various different birds and animals. That would have been a tremendous opportunity for not only tourists, but also our local children. The beautification project for the Beeliar wetlands would have provided an outstanding opportunity for school excursions to occur in a safe and managed way. There are many feral pests and animals in that regional park and a lot of weeds. The \$50 million could have been used to sort out all those problems and to create a beautiful tourist node. The government would have had a significant environmental accolade to pin to its lapel if it had had the foresight to invest that that regional park, but it did not do that. That park was also an important part of our Roe 8 and 9 project.

For a number of years now, we have been talking about the increase in violent crime in Western Australia. The rate of crime in some of the other categories of crime has decreased. When people are at home because they are not allowed to work, the number of home dwelling burglaries will decrease. The fact is that most home dwelling burglaries occur when people are at work and not at home. We now have more people working from home. We have unemployed people at home receiving JobKeeper and JobSeeker payments. Generally speaking, thieves do not break into houses to steal things when the occupants are present, so of course we have seen a reduction in some of those crimes. But we have also seen a steady increase in violent crime. This includes violent attacks, violent assaults, the assaults that cause grievous bodily harm, the assaults that cause people to go to hospital and the assaults that sadly cause some people to lose their life because of the resulting catastrophic injuries from the violent acts performed against them. We have seen an increase in violent crime. Whenever the government is confronted by that, it says, “There’s no problem here. There’s no problem to see.” Yet, as part of this budget, and in an environment that apparently has the lowest crime rate ever, the government has said that it needs 800 additional police officers. Why is the government providing funding for 800 additional police officers if we do not have an issue with crime? It does not make any sense. The government’s actions do not match its rhetoric, yet again.

Do members remember the \$200 million Metronet radio replacement project? We had many hours of debate in here on that Metronet radio replacement project. It is another project that the government very quietly jettisoned in the middle of the COVID-19 pandemic. No-one was really listening. Everyone was in lockdown. We all thought that the coronavirus was going to overwhelm our systems, and right in the middle of that, in a very cynical move, the government abandoned the Metronet radio replacement project. It was a \$200 million commitment. We do not know how much taxpayer money was lost as a result of the abandonment of that program because the government will not deliver on the gold-standard transparency that it promised and give us those figures.

Let us look at the issues around why that Metronet radio replacement project was abandoned. In this place, we canvassed at length that what the minister and the Premier were saying here and out in the community, was very different from what was represented on the briefing notes uncovered through the opposition’s freedom of information applications. We discovered that specific advice had been given on the company that the government wanted to enter

into an agreement with, around the appropriateness of that company to be involved with any kind of government program, emergency management or emergency radio network. Specific security advice had been given to the government to say that it should not deal with this company. The government went ahead and did it, and we found that out through freedom of information. The government has now found out that dealing with that company is so problematic, that in the middle of the COVID pandemic, it ditched the contract. The government will not tell us how much that cost. It will not tell us how many millions of dollars of taxpayer's money was lost and wasted because it did not listen to its own security advice before allowing that contract to be let. That is the problem that this government has—no gold-standard transparency; in fact, no transparency at all.

We have three weeks of Parliament left and for every question that we have asked the government about the detail on how it is spending taxpayers' money, the answer has been: put it on notice. We all know that if we put a question on notice in this place, the government routinely does not answer it within the time frame specified by the standing order. It is routinely tardy with responding to questions on notice. We know that Parliament will prorogue before any of those questions on notice will be answered. We asked questions in the other place with some notice and the government said, "Place it on notice." That is a massive thumbs up at its gold-standard transparency commitment that it made to the community, a commitment that the community believed made it worthwhile to vote for this government. How disappointed is the community with this government that has not delivered gold-standard transparency at any point along the way?

The Premier promised not to privatise government assets. Do members remember that promise? What has been sold off so far? We know that the Warradarge Wind Farm and the Greenough River Solar Farm have been sold off. We know that the Albany Grasmere Wind Farm has been sold off for three renewable energy assets that were held by Synergy. We know that the land title data for every Western Australian household has been sold off. We know that the system for managing that data has been sold off. We know that over 1 000 public houses have been sold off. We know that the government is not using that money to actually build any new houses, but because of the lack of transparency of this government, we do not even know the value of the sale of those 1 000 homes because the government will not tell us. We do not know whether that money has been reinvested into building new homes. Blind Freddy can see that that is obviously not the case because we now have record numbers of people on the public housing waitlist and record levels of homelessness, appalling homelessness, in a state with a government that has delivered a bonus budget surplus that no other state has been able to deliver during the COVID pandemic. This government has record revenues coming in from royalties and GST, but it is selling off over 1 000 public houses and the money from the sale is not being reinvested to create new dwellings for the people who find themselves homeless and on a public housing waitlist.

We know that a massive private rental crunch is coming; in fact, we are in the middle of it now. The rental vacancy rate is the lowest it has been for many, many years. If it were not for the government's restrictions on evictions—the legislative prevention of landlords being able to evict tenants—those tenants would be out on the street joining the public housing waitlist and the rough sleepers who are the shame of our state and our CBD, not because they are shameful, but because this government is completely shameful for not dealing with that issue. I never thought that I would live to see the day in Western Australia when pregnant women were living in tents beside a railway track. I never thought that I would see that in my day. It is a sign of the demise and decay of our city, which is a direct response of this government's complete inability to manage a simple review and report into a local government that had lost its way. It took the government years to sort out that review and to act on the recommendations. Now we finally have an elected City of Perth council and look at the job that it has to do, members. It has to deal with thousands of homeless people and the streets and alleyways that have become tent cities. This has been pushed down onto local government to become its responsibility because the state government, which has responsibility for health, mental health and housing, has sold off houses and refuses to invest in health. It refuses to invest in health to the tune that is needed to deal with these crises that are being experienced by our citizens—our pregnant female citizens who are living in tents in East Perth. I just cannot get my head around that. I am a mother of three children and a grandmother to three children. I cannot imagine how frightening it would be to be pregnant and living in a tent beside a train station. I just cannot imagine how vulnerable those women feel. They are at risk every single day and there is no action or remedy for their situation at a time when the government has a multibillion-dollar surplus at its disposal and when it has sold off 1 000 public housing houses and not replaced those dwellings for these people to live in. It is appalling.

We are the only state in the country that has done nothing to help struggling small businesses during the COVID crisis—nothing. We have had the GST fix, record royalty revenue and an amazing surplus, but struggling in the middle of all that are our small businesses, which got zip from this government. I am talking about the small businesses that do not reach the payroll tax threshold, of which there are hundreds of thousands. They dream of having a payroll of more than \$1.5 million, \$3 million or whatever it might be. They dream of that expansion to their business. These small businesses that employ up to 10 or 20 people have received nothing from the government. During COVID, every

other state government gave grants to small businesses to help them reposition to the changing economic climate and consumer patterns. Some states had two rounds. It was not until travel agents started shrieking and selling their hardship stories to radio stations and the media before the government finally decided that it would do something for some of them. Some of those travel agents have applied for relief funding through an incredibly bureaucratic process, but there is no guarantee that they will get anything. They have put in more effort to get funding from the government to help them stay afloat, but they have been largely ignored. Our travel agents are not happy people, are they?

**Mr W.R. Marmion:** Certainly not.

**Mrs L.M. HARVEY:** They are not happy people at all. The Minister for Small Business went out into the community and said to these agents, who are on their knees, “Why would I bother assisting you when you send Western Australians overseas with their money?” For goodness sake; what sort of tourism or small business minister would say that?

**Mrs A.K. Hayden:** He’s a failure.

**Mrs L.M. HARVEY:** He is a failure.

Let us look at how travel works. If we want tourists to come here, they have to come here in an aircraft that is full, and, more importantly, an aircraft that has a belly full of cargo. Planes will not come to Perth unless they go back to their city of origin with passengers on board. It has to work both ways. The airlines cannot make any money unless it works both ways. The ignorance of that comment is absolutely breathtaking. We need travel agents to keep travellers moving around the world between our cities. At a future point in time when international travel is allowed again because it is safe to do so, we will need passengers on flights going out of Western Australia and on flights coming into Western Australia, because that is how the business case works for these flights. The Minister for Tourism; Small Business needs to brush up on how the travel industry works. My very firm view is that he owes travel agents an unreserved apology for being so rude to them in their time of need. Their businesses were taking a nosedive, but those people, predominantly women, were working up to 18 hours a day processing refunds and getting on to travel providers to try to get refunds for all their clients whose travel arrangements had been canned. They were working for less than nothing because they lost all their commissions in processing those refunds. Instead of getting a sympathetic ear from the government, they were told, “Too bad.” They told me that when they walked away from the meeting with the minister, their impression was that the minister wanted them to go bankrupt because he did not want people to travel overseas. That is just appalling.

As we know, the Premier introduced the Western Australian Jobs Act 2017. Do members remember that? The jobs act defined “local industry” as suppliers of goods produced or services provided in Western Australia, another state or territory and New Zealand. Indeed, consistent with the jobs act, the government has been very busy awarding contracts to businesses located in every other state and territory and in New Zealand. The government has been highly successful in achieving the purpose and outcome of the Western Australian Jobs Act, sending jobs to the east coast and other places. But what do we see in the middle of all this? We have the WA local jobs act and the government’s key election commitment to manufacture railcars in Western Australia, which is terrific because there is local content in that Fremantle Steel Group is doing a fantastic job in manufacturing the warehouse within which the railcars will be put together and assembled.

However, a family-owned Western Australian company in Henderson called Beurteaux, which has been in operation since 1954, manufactured 20 000 seats for the Mandurah railcars. It went cap in hand to the government and said, “We’d like to be part of the railcar manufacturing project”, but the government said, “Go and speak to Alstom”, which is the tier 1 French-owned company in charge of that contract. Alstom played with it for a little bit and then said, “We’ve got completely different compliance criteria now and you can’t tender for that work unless you spend \$500 000 to \$1 million to change and meet the new compliance criteria.” Heaven knows why. If Beurteaux supplied 20 000 seats for the Mandurah railcars, apparently without incident, safely and to the standards that the Public Transport Authority required before the local jobs act came in, why can it not provide seats in the new railcar manufacturing project? No, it has been cut out and all those workers in Henderson have a very insecure future. They would have had a very secure future had they been part of the railcar manufacturing project. I will tell members why. The other part of Beurteaux’s business is manufacturing seats for international ferries. Most of its clients are international. Obviously, with international movements being somewhat subdued, the number of ferries being constructed and manufactured has dropped off, so the seats that are being manufactured by Beurteaux for that particular component of the ferry sector is waning. Future orders are looking a bit grim. Every single one of those employees was very excited about the possibility of an order to manufacture seats for the railcars and the prospect of being able to sit on one of those seats that they had made right here in Henderson, but, no; the French owner of the tier 1 contract has cut them out. Under the Liberals, Western Australian local jobs will mean Western Australian local jobs. We will make sure that companies like Beurteaux will get a favourable loading when tendering for government contracts, which will give them an odds-on chance of securing that work. That will not mean that they will be able to price gouge or anything like that—there will be a value-for-money guarantee—but it will mean that Western Australian

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companies that are located within the geography of where taxpayer-funded infrastructure projects are being built will have an odds-on chance of being able to tender for that work. That is the right thing to do. It is the right thing to keep the profits here in Australia. It is the right thing to keep the jobs here in Australia. It is the right thing to grow our local businesses and our local industries. That is what the Liberals will promise as its Western Australian local jobs guarantee.

The Premier promised that there would be no new taxes or increases to existing taxes. Do members remember that commitment?

Opposition members: Yes.

**Mrs L.M. HARVEY:** He said there would be no increases in taxes and no introduction of new taxes, yet we have the Uber tax and the foreign investor tax. To introduce the foreign investor tax at a time when the property market was in freefall was a doozy. Go figure: who does that? Do members remember the increase to payroll tax?

Opposition members: Yes.

**Mrs L.M. HARVEY:** The government also tried twice to introduce a gold tax. Thankfully, some sensible heads in the other place prevailed and they prevented that gold tax from going ahead, but if this government wins a majority in the Legislative Council at the next election, that gold tax will be back on. My message to the gold sector and everyone working in it is that they should be very careful about where they put their vote for the Legislative Council ticket at the next state election, because if the Labor government wins a majority in the Legislative Council, that gold tax will be on, and that will cost jobs in the gold industry. We know that because the industry presented us with the evidence, and that is why we opposed the government's gold tax twice, and we will do it again.

The Premier increased the cost of living by \$850 a year, despite saying that he was committed to keeping those costs down. Everybody knows that, as a result of the Bell funding coming through, the government has returned \$600 in Brian Burke WA Inc money to the pockets of Western Australians. But that is a one-off \$600 payment. Once that payment is credited to consumers and has been used, they will basically be back up to \$850 a year in cost-of-living increases. They are still paying them. Although fee increases have been put on hold for a year, those costs will go up in the out years. The fee increases are on hold only for the election year. Once the election is over, those costs will all go back up again. The cost of living is the key issue that we hear as we doorknock in our marginal seats. Every householder we have spoken to has said that they are finding it hard to make ends meet, they are worried about their job security if they have a job, they are worried about the future for their kids here in Western Australia, and they do not know how they are going to pay their bills. That is what they are saying on their doorsteps. That is because this government increased household fees and charges by \$850. That is thousands of dollars over the term of this government that householders simply do not have in their back pockets.

**Ms S.F. McGurk:** Member, will you take an interjection?

**Mrs L.M. HARVEY:** No. That equates to an additional \$4 250 for each and every household over the next five years, including a doubling —

**Ms S.F. McGurk:** Is your position to have no increases at all in fees and charges over the forward estimates?

**Mrs L.M. HARVEY:** I know the Minister for Child Protection does not like this because it is hurting the constituency that she is supposed to be protecting. It is hurting them the most, because her government increased the supply charge for electricity.

**Ms S.F. McGurk** interjected.

**Mrs L.M. HARVEY:** Acting Speaker?

**The ACTING SPEAKER (Ms S.E. Winton):** Minister!

**Mrs L.M. HARVEY:** This government increased the supply charge for electricity, and that has disproportionately affected every low-income earner and senior in this state. When consumption charges go up, they can respond; they might turn off their heater or air conditioner an hour earlier. If water consumption charges go up, they might use less water; they might water the lawn once a week instead of twice a week or whatever it might be. But they cannot escape the supply charge. The minister was trying to derail my comments about those cost-of-living increases because she knows, as we know, that those supply charge increases have really hurt families.

Several members interjected.

**The ACTING SPEAKER:** Thank you, members, on both sides. Let us hear from the opposition leader.

**Mrs L.M. HARVEY:** I will say it again: this government increased cost-of-living expenses by \$850 a year per household. They cannot escape that increase. That is \$4 250 over the next four years that householders will have to find just to keep the lights on, the taps running and their car registered. That is where all those costs are. That is really hurting families. I know the government does not like hearing that. Every family that we have spoken to has said that

the \$600 bonus is really great and they like it, but they want to know what they are going to do about their bills once that is finished. Bills will still keep coming in. The \$600 is great as it might help them to pay for their Christmas presents this year or whatever it might be, but once it has gone, it will be gone, and people will still have those increased fees and charges to cover. People will still have to pay the increased supply charge just to turn on the lights.

In 2017, the Economic Regulation Authority found that the government was overcharging on water charges by an average of \$400 per household per year. Just to make it really clear to members, when the government is in cost recovery, that charge is not considered to be a tax. When the government is overcharging for the delivery of a service, that is considered to be a tax. The ERA found that this government is overcharging every household by \$400 a year for their water charges, so that is a water tax. If a government over-recovers, in any language that is a tax. This government is overcharging water consumers by \$400 per household per year. It is a water tax, which is disgraceful. That was confirmed, in answers to parliamentary questions, by Water Corporation CEO Sue Murphy at the time the ERA made that discovery. As far as I can tell, the CEO was not given any instruction to address that overcharging of families.

We have had the longest and deepest fall in house prices on record. We have record levels of mortgage stress and negative equity. Oh, gosh, members! I am going back over a litany of mistakes that this government has made. Goodness me; I had forgotten what the Minister for Education and Training had done. I am so glad that I had my notes prepared! Do members remember Moora Residential College? This government abandoned those regional students. Thank goodness the federal government stepped in and funded that college, so that our regional students can live near to where they attend school, just like people do in metropolitan Perth. The state government abandoned regional kids. Moora Residential College might be in the wheatbelt and in an electorate not represented by this government, but the rest of Western Australia actually understands fairness and equity. They knew that getting rid of Moora Residential College would disproportionately affect a number of struggling families in the wheatbelt. Thankfully, the feds stepped in and fixed that. It was not fixed by this mean-spirited government; it did not step in to fix that abandonment of regional kids—not at all. The funding came from the federal government to put Moora Residential College back on the map.

Do members remember what happened with the Schools of the Air? Why does this government hate regional kids? Why would it abandon the Schools of the Air? Kids who live remotely are schooled at home with the assistance of Schools of the Air. Kids on remote pastoral leases get flooded in during seasonal rains. Their only contact with the outside world is through Schools of the Air, which provides them with an education. Minister Ellery from the other place was going to cut Schools of the Air, but the rest of Western Australia understood how important Schools of the Air was and they went into bat. The public backlash was so severe that the minister had to backflip on that. Thank goodness the minister had to backflip on that.

We had the closure of Tuart College and increases in VacSwim charges—more cost-of-living increases for families under the Minister for Education and Training. Do members remember Landsdale Farm School? It is completely changed now. Landsdale Farm School used to provide one of the only opportunities for children with disabilities to access a farm and to look at farm animals and understand where our food comes from. Landsdale Farm School has been sold. The range of animals that children could have a farming experience with has been significantly tightened and the costs are going up, just as we said they would. What a shame. My mum was a disability support worker for children with disabilities for many years and she retired in that position. The day that she would take those children to Landsdale Farm School was one of the best days that the kids had because it was so different and they got to see these beautiful animals up close and to hold them. That opportunity has now been lost to many of those children because of this mean-spirited government.

We then had the attempted privatisation of the rock lobster industry. I should have mentioned this earlier when I was speaking about the privatisation schedule of this government. It wanted to privatise the rock lobster industry, along with all our renewable energy assets. The backlash and a change of minister is what it took for that ridiculous idea—that thought bubble—of the current Minister for Water to be abandoned. Thankfully, we have a more sensible Minister for Fisheries who understands that rock lobster fishermen own family businesses. They are having a very tough time at the moment, trying to understand what their future will be like. Thankfully, they have a sensible minister in charge, because the other minister probably would have used it as an opportunity to send them out of business and give the lobsters away for free—I think that is what he was talking about at the time. That is fine; it is nice work if you can get it, but what about those businesspeople who have invested? Their family homes are at stake. They have mortgages to pay for their equipment to ensure that they can pull in those lobster pots and sell the lobsters to a market. There are a lot of issues with the rock lobster market at the moment and we have not heard much from this government about what it is going to do for that very important sector of our export economy.

I know that other members want to speak, so the issue that I want to finish on is that at present the government has moved from a hard border, albeit more than 40 000 people have already come across the border. I go back to the gold-standard transparency on that issue, because the government is now refusing to tell us how many G2G passes

have been issued. It has refused to provide that data. I think it was because the horses were spooked a little bit. Although the Premier was saying that we had a hard border, in reality up to about three months ago, when the government stopped giving us the figures, we knew that more than 40 000 people with G2G passes had crossed the border. In the early days, that did not account for any of the truck drivers who were travelling to and fro. Now the Premier, who apparently is not staying awake at night worrying about mass deaths, has decided that within two weeks, he will open up a travel bubble. My concern is whether the government has got all the systems right to ensure that we can cope with and can map and trace any spread of COVID-19 in our community. We are not getting the answers from the government. There is limited information when we compare our Department of Health website with the health department websites in other states such as New South Wales, Queensland and Victoria. There is some very good information on those websites about contact tracing and other achievables for those governments as a result of their COVID-19 management programs. Our Department of Health website does not have as detailed information and the government will not provide it. We have been asking for quite some time for the government to provide all the health advice it has received in its emergency management meetings that has informed the Premier's decision, because I think the community needs to know how, in the space of two weeks, it is now safe for a travel bubble.

We were calling for more permits so that families could be reunited. We wanted to have better systems in place for our FIFO workers. Now that we are moving to a travel bubble, it is really important to understand whether our health system will cope if we start to have COVID-19 presentations. I am very concerned that we will not be able to cope. The reason for my concern is that we had 3 290 hours of ambulance ramping last month, on top of the 3 083 hours in the previous month. That means that people are sitting in ambulances because there is no space for them in the emergency department as the patients in the emergency department cannot flow through to ward beds. That is how ambulance ramping happens. If we have ambulance ramping in spring when we have no flu presentations and no COVID-19, how on earth are our hospitals going to cope if we have a sudden influx of coronavirus cases? In a worst-case scenario, which the government should be modelling for, I think that with 3 290 hours of ambulance ramping, our hospitals are already under extreme pressure. Can we be reassured that the government has all the personal protective equipment that it needs, because we are hearing from nurses that they are on PPE rations in hospitals? That is what we are hearing from nurses, but we are not getting straight answers from the government about these matters. We have heard from nurses at Queen Elizabeth II Medical Centre that there was a patient on a gurney in every ward over the weekend, and that was with ambulance ramping occurring at the same time.

We have some concerns. We want some reassurance from the government that the hospital system is ready to cope and that we have intensivists nurses trained up and ready should we have an influx of coronavirus cases. We want to know that there are stockpiles of PPE—how much and where is it stored? Taxpayers need to know this information. As an opposition, we are trying to get it from the government, but the government will not provide it. We need to know why we were not involved in wastewater testing for coronavirus at the same time as every other state was. We are only just starting to do that now. Wastewater testing is a really good way to determine whether there is coronavirus in the community. Other states have been doing it for months now. Not only have we not had the data, but also our people in Western Australia will have to learn how to interpret that data, which will put us months behind the eight ball. These are the issues that we are raising.

It also concerns me when I get feedback from people in the community who have just applied for a job as a contact tracer with the government. We are nine months into this pandemic and I would have thought that our contact tracing teams would have been trained and up and running and ready to go and having Zoom conferences or whatever with the contact tracing experts currently available in New South Wales and Victoria, which have sadly had outbreaks and community spread. But when I found out just last week that the government was employing contact tracers, it made me really nervous that we do not have our contact tracing teams in place and we do not have people trained up to do contact tracing if we start having community spread of COVID-19. The government can say that it has all those people. How many people does it have? What training have they had? Where are they located? These are the sorts of facts that the community needs to know to understand that the travel bubble is safe. That is the key thing here, but the government refuses to provide this information. The challenge I put to this government is to deliver on its key election commitment to have gold-standard transparency. That has been the single biggest failure of this government—to have gold-standard transparency.

I want the community in Western Australia to know a couple of things. The first is that the Liberal Party is the only party that will build Roe 8 and 9 in government. The Labor Party already has legislation in the other place to provide for the deletion of the road reservation. The Liberal Party is the only party that will build Roe 8 and 9 and unlock the congestion nightmare in the south metropolitan area and provide upwards of 10 000 jobs during the construction of that project. We are the only party that will do that. The other thing that I want the community to know is that we are the only party that has given a no-asset-sale guarantee. We give a no-asset-sale guarantee. I am taking that to the election, because I know that the electorate is very upset that this government has been selling the farm. It has sold our renewable energy assets, our land title data and over 1 000 public houses. We are giving a no-asset-sale guarantee

Mrs Liza Harvey; Mrs Alyssa Hayden; Mr Bill Marmion; Ms Rita Saffioti; Mr Zak Kirkup; Ms Libby Mettam;  
Mr Kyran O'Donnell

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to the community. I will take that to the election because I know that the community does not like to see the sale of public assets, especially its energy assets. The Liberal Party has made that guarantee in response to requests from some unions around the place. We have written to them and I have signed a letter saying that the Liberal Party will give a no-asset-sale guarantee. If a Liberal government is elected, it will stand by that promise.

With those words, I will conclude my remarks. I am sorry for taking up so much of other members' time, but I have been collecting a litany of this government's failures and I thought it was important to put them on the record in the very autumn days of this Parliament. The community of Western Australia needs to look back at this time and understand that although some people in the community might be fooled by this government, the opposition is not fooled. We have been right up against the broken promises of this government. We have highlighted them in this place and it is now our job to highlight those broken promises to the community.

**MRS A.K. HAYDEN (Darling Range)** [4.50 pm]: I stand in support of our leader and this motion that this house condemns the WA Labor government for its failures in service delivery and major project construction in its four years of government.

I want to start off with question time today. Today I asked a question of the Premier about houses of worship and why those who attend are still restricted to the two-square-metre rule, unlike those who attend the football or Ascot Racecourse for the Melbourne Cup. I was surprised by the response of Labor members on the other side. The minute I said the words "place of worship", a number of members on the other side yelled and screamed like I was raising a dirty word.

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

**Mrs A.K. HAYDEN:** I did not say all members, member for Girrawheen. I said it was most members.

I found the yelling that came from the other side the minute the words "place of worship" were mentioned appalling. I do not understand why so many members on the other side of this place find those words so offensive, especially as it is those people in our communities who are out there helping struggling families and vulnerable individuals every single day, let alone during COVID-19. During COVID-19, it has been our church groups that have come together and provided food for families that do not have money to put food on the table. They are the people in the community who have come together and supported those who need support because they have depression and have been cast out and lost their jobs. They have helped men and women get out of abusive relationships and have guided them to support that they can get. They are providing services that the government should be providing. They are filling the gaps that have been created by this government. We all know that prior to COVID-19, the hardship utility grant scheme was getting smashed by people desperately needing help. Increased phone calls were coming into the centre and, for the first time, businesses were calling those helplines to ask for help. When COVID-19 hit, it got even worse. I can tell members that in the seat of Darling Range, the Byford Baptist Church feeds over 200 families that line up every Thursday. It gets donations from Woolworths, IGA, Coles, the local butcher, and the local orchard growers to feed families that are struggling. It absolutely disappoints me that whenever the words "house of worship" or "church" or "religion" are raised in this house, members on the other side see fit to yell and scream as though they are dirty words. It is about time that Labor members on the other side —

**Ms S.F. McGurk** interjected.

*Point of Order*

**Mr W.R. MARMION:** I cannot hear my own member speak. Could you control the house, please?

**The ACTING SPEAKER (Ms S.E. Winton):** That is not a point of order.

*Debate Resumed*

**The ACTING SPEAKER:** Member for Darling Range, you have been trying for a long time to get a bite and I think you finally got one. It took a while.

**Mrs A.K. HAYDEN:** I was not trying to get a bite. I was trying to raise a concern that I have. I am asking that the next time the members in this place hear the words "church" or "house of worship" used in this house, they try to refrain from yelling out and show some respect for a very strong community that supports Western Australians across the whole state. Right now, they are simply asking for the two-square-metre rule to be removed, as it has been at the football and as it was at Ascot yesterday for the Melbourne Cup. They want their parishioners and community to be able to come together to support each other during this difficult time. I do not know why they are treated any differently from footy fans or Melbourne Cup fans.

I will move on to look at this government's track record. As our leader outlined, before COVID-19, in its first 12 months of government, we saw nothing but backflip after backflip. The Minister for Education and Training did multiple backflips in a month. The former Minister for Fisheries had to do his own backflip. On the front pages of the papers were non-stop backflips by this Labor government. The pattern of broken promise after broken promise has also



been repeated over the last four years, in particular during this government's first 12 months. It promised that there would be no increases in fees or taxes under this government, yet the cost of living has gone through the roof under this Labor government. It has gone up by \$850 per annum for each household under the McGowan Labor government. The government has increased that for every individual across Western Australia. It has increased the cost of power and water. As the Leader of the Opposition said, there is a \$400 tax on water over and above the cost to deliver water to homes. This government is charging an additional \$400. That is an unnecessary increase for our struggling families and seniors, who are just trying to make ends meet.

The government also increased car registration fees. In Western Australia, people need to drive for work. The government hit people where it hurts and increased their car registration fees. If a family has two to three kids and three or four cars, they will be hit four times with those car registration fees. Under this government, unemployment has gone through the roof. At its peak in June it was 8.7 per cent and it is currently at 6.7 per cent. That is still higher than it ever was in eight years of the former Liberal government. Mortgage stress is up 100 per cent under this government. In Western Australia, 193 000 families are suffering from mortgage stress. At the same time, they are getting hit with an \$850 increase in the cost of living. Under this government, we have also seen underemployment. That includes people who have a job but have only a minimal number of hours and do not have full-time employment. Up to 11.4 per cent of Western Australians who are employed are underemployed.

This government has restricted access to funding for KidSport. I found it very cute that in question time today the Minister for Sport and Recreation congratulated himself for reinstating some of the money that his government took from the program in the first place. The government would not have had to reinstate it if had just kept it there in the first place and allowed families to have proper access to funding for KidSport. Community clubs across Darling Range have been affected by that cut in KidSport funding, along with our scouts, our cadets and our girl guides, which missed out completely. Families are now having to choose one sport instead of two sports or having to pull their kids out of cadets or girl guides because this government decided to cut assistance for that.

We have also seen the introduction of a foreign buyers' tax and the government tried to bring in a gold tax. Again, it said that there would be no new taxes under this government, but it said, "Here we go! Let's bring in a gold tax!" It also removed the incentive for international students, which is one of the biggest mistakes that this Premier made in his first 100 days. The international education sector has suffered for that. It will take us quite some time to bounce back.

What did the government do during COVID? I would say that it did absolutely nothing to support our small business and tourism sector. The only support it provided for the business sector was for the medium to big end of town. The government completely ignored the majority of employers and business operators in WA—our small business sector. It also completely ignored our travel agents and people in the film industry. It completely ignored so many people who relied on those jobs.

What else did the government do during the COVID-19 pandemic? It relied on the federal government to do the heavy lifting. The federal government did all the heavy lifting with JobSeeker and JobKeeper payments. It also received a pile of money for infrastructure. The federal government gave the WA state government a pile of money to help it support our community. All it did was sit and wait with its hand out; like a bird in a nest waiting for mum and dad to come along and feed it. It chirped until the money was put in its hand. Over the past four years, this government increased the cost of living while families were struggling. It has not helped small business. Unemployment has gone through the roof; mortgage stress has gone through the roof. This was at a time this government received record income for this state—a total of \$7.4 billion in iron ore royalties, up from the forecast \$2.3 billion. The total expected revenue from GST in 2020–21 is \$3.8 billion. It also received infrastructure investment from the federal government. We can say that the infrastructure investment from the federal government has been massive—\$868 million to fast-track infrastructure was announced in November 2019. The state government received a \$176 million stimulus package in June 2020; \$413 million for the Perth City Deal; \$2.6 billion in business cash flow boost payments came into WA; \$1.3 billion in coronavirus supplement payments; and there was \$1.1 billion in the 2020–21 state budget for priority road and rail projects in Western Australia.

The Liberal federal government has given billions of dollars to the state government. When that is added to the iron ore royalties and GST income, we see government members sit, proud as punch, beating their chests, saying with their cheesy grins, "Aren't we great! Well done, Treasurer, and well done, Premier; we have a surplus of \$1.2 billion." That is a \$1.2 billion surplus while Western Australians are hit with \$850 increases in household fees and charges every year. While WA families and seniors, and businesses, including the tourism industry, are all suffering, government members choose to sit on their cash, counting all their money, smiling and patting themselves on the back, while Western Australia suffers under their rule. Government members, I would not be proud of the \$1.2 billion surplus. That should be shared with the community. Labor always says, "We are here for the working class. We are here to help struggling Western Australians." All Labor members have done is put their foot on struggling Western Australians and used their shoulders to leap up to grab the \$1.2 billion surplus, put it in the bank

Mrs Liza Harvey; Mrs Alyssa Hayden; Mr Bill Marmion; Ms Rita Saffioti; Mr Zak Kirkup; Ms Libby Mettam;  
Mr Kyran O'Donnell

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and pat themselves on the back. That has been at the expense of WA businesses in the tourism, events, film and travel industries. The government has ignored them all.

One thing we should remember as members of Parliament is to never ever take the community for granted. I believe, unfortunately, that this Premier believes the polls—he is so popular that he does not need to worry about winning and earning the trust of Western Australians, and their vote. He believes he will get it handed to him on a platter. When mums and dads are at home trying to work out how to pay their bills while this government sits with a surplus in the bank, I can tell members right now they will be struggling to find a way to vote for this Premier, who has hurt them so badly.

I want to briefly touch on the electorate of Darling Range. One of the areas that this government failed on was broken promises. I will read from an article published in the *Comment News* in December 2017 titled “Premier’s local commitment: promises will be honoured”. It commences —

PREMIER Mark McGowan has reiterated his government’s commitment to the electorate of Darling Range in the wake of the Barry Urban scandal.

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However, Mr McGowan reiterated the State Government’s commitment to the area and said it would honour election promises.

“The Government has not forgotten this area and will continue to deliver its election commitments to the people of Darling Range,” he said. “Despite what happened with Barry, this area is front and foremost in our thinking.

“We care about this area, and I want to make sure people from this area are heard and not forgotten.”

Hello, he forgot them! They have not seen the Premier since the former member walked out. The government has not delivered on its promise to extend Tonkin Highway. It has not delivered on its promise to build a roundabout at Nicholson–Thomas Roads. It still cannot even get the rail crossing on Abernethy Road sorted out with the Shire of Serpentine–Jarrahdale. It has not delivered one promise to the people of Darling Range. The people of Darling Range know the government has been missing in action. When the government wheels out another announcement, the people of Darling Range know they cannot believe it because it has not delivered on one. When the Premier said in 2017, “We will not forget you; we will deliver on our promises,” where are they? If the government delivered on its promises, the Tonkin Highway extension would have started, the roundabout at Nicholson Road would have been completed and a rail crossing on Abernethy Road would have been completed. Nothing has been delivered. More broken promises—one after another.

The people of Darling Range know that they cannot trust Labor. They know that they made a mistake once and they will never do it again! They know they cannot trust this government to look after them on household bills. They know they cannot trust this government to deliver one promise. They know they cannot trust this government to do anything in the electorate of Darling Range. I have no doubt that the people of Darling Range will show that again in the upcoming state election. I do not take them for granted like this government does. I work every single day to raise their issues in this place, with their local government and with the federal government. That is why my electorate has seen so much money from the outstanding federal member Andrew Hastie. He has come through for them. They know that only a Liberal member of Parliament will deliver for their area because the track record under Labor has been appalling.

The minister announced a rail line to Byford, which I find quite humorous. We are now calling her the minister for “Metro-not”. She said, “I’m going to promise another Metronet project but I haven’t delivered on the first. Trust me, number 7 is on its way, as soon as I’ve finished numbers 1, 2, 3, 4, 5 and 6!” This is why the people of Darling Range do not trust Labor. They know that it is spin and there is no real action. Instead, the minister has said, “We’re going to deliver a rail line to Byford.” An environmental study has not been done yet on the rail corridor: “What will we do instead? Quick, the Premier is coming to town.” The Minister for Transport says, “Oh, I’ve done nothing; I’ve done nothing.” The Premier says, “What am I doing out in Byford if I’ve got nothing to announce?” “Here is a media release. We’ll announce a bridge over Thomas Road and we’ll get that going. But we won’t talk to the people involved. We won’t talk to the people who will lose their land. We won’t talk to the people who will have an 11.3-metre wall outside their front door.”

[Member’s time extended.]

**Mrs A.K. HAYDEN:** The government did not talk to the Marri Grove Primary School community. It does not even know what it will do at the level crossing. There was a meeting with the principal and the school only a couple of weeks ago—I think over a month after the announcement—to say, “Here we go; we’re going to do this with Larsen Road intersection—we’re going to close it off.” Marri Grove Primary School just about went nuts: “You’re going to shut off Larsen Road!” That will impact the other primary schools, day care centres and play group on the other side of that rail line who use Marri Grove Primary School for their fire evacuations. I do not think the minister or this

government realises we have a massive fire risk in the seat of Darling Range. Schools are at the bottom of the hill, but it wants to cut off access for these children to get to their fire evacuation point at Marri Grove Primary School! The government was also going to shut off the road to half the catchment area for Marri Grove Primary School. The people at the briefing thought the government should rethink that decision. Does the government think it should rethink that? The government should have had another think about constructing the Thomas Road bridge. It should have had another think about making an announcement. It should have carried out consultation and followed proper planning processes like every good government does instead of jumping up and down, waving around a media release and ticking the box, saying that it delivered Byford rail. The people of Byford are not silly; they know that a bridge over Thomas Road is not delivering a rail station at Byford. It is delivering heartache for the people who live in that area. They have mistrust in this government. The government's actions have confirmed to the people of Byford that they cannot trust Labor. The government has said that it will build a bridge without talking to the people because it does not care about the impact that this road will have on them and the extra traffic that will go through the local residential area and end up at Marri Grove Primary School.

The location of the train station, with parking for 600 cars, will come off the road that is the Kiss 'n' Ride for Marri Grove Primary School. What does this government have against Marri Grove Primary School? It will shut off people's access to the school and it may take out some houses. It does not know yet because it does not have a plan to build the rail or road over the bridge. We do not know what it will do. The government is also going to build the car park for the rail station on the same road as the Kiss 'n' Ride for the primary school. What does the minister have against Marri Grove Primary School? I am talking about hardworking people. It is not a flash primary school; it needs a lot of love and attention, yet in the government's rollout of infrastructure for schools, what did Marri Grove get? It got absolute nothing. Out of all the schools in Darling Range, one school got a demountable. Whoopy-do! Those schools are not happy. The government has targeted a poor school—Marri Grove Primary School. The local community loves that school. It has a fantastic P&C community group. It cannot believe that it was not consulted about that intersection.

The minister has a headache on her hands. She needs to start engaging with the people. During estimates, she said that the government had started consultation. Yes, it started consultation after the announcement. I know that contractors are scrambling to try to find alternative routes. Those poor contractors should not have been put in that position in the first place. They are at the front line, dealing with very upset residents. I believe that they are sympathetic. They are trying to make something good out of something really bad that was handed to them on a platter.

I will move on as I have only a short time left to speak. As I said, our school community missed out big time from this government. A lot of schools in Darling Range need a lot of attention. Again, they were totally ignored. We also saw a freight line realignment issue, which I have raised in this place. The Shire of Serpentine-Jarrahdale and the state government decided to adopt a new route without consulting individuals. One of the individuals who could lose his property because of the new realignment was a jockey in yesterday's Melbourne Cup. I believe that the Premier stood and made a comment about him. He said that we have one of our own racing in the Melbourne Cup. Yes, he does. The Premier wants to put a freight line through his home. This man is not very happy right now. By all means, take the accolades that we had a great WA jockey from Mardella in the Melbourne Cup but please try to save his home and do not put a freight line through it. A petition signed by 470 local people was presented in this place. That is an excellent result for that community. They got that together very quickly. I want to congratulate them all for their passion and their work.

I cannot finish without highlighting the appalling behaviour of our Minister for Tourism; Small Business, and his failed attempts to support our small business and tourism sector. The thing that hurt the sector even more was the gaffes that he kept making in the media, saying that our tourism sector is full and it could not handle any more people through its doors. They were not happy with those comments. To have a tourism minister say, "Sorry, we're full; you're not wanted" is the last thing the tourism sector wants to hear from the mouth of the minister who is meant to be having their backs and supporting them. We also heard the Premier saying that businesses just do not get it. These sorts of comments that are coming out of the mouths of the leaders of this state are appalling. They do not support the main backbone of WA.

Prior to the COVID-19 pandemic, the Premier and the Minister for Tourism could not stop having photos taken with members of the tourism industry. Perth Stadium was built under the excellent leadership of Premier Colin Barnett and the Liberal government. The Labor Party gloated when its members went to the opening. They gloated about how many people visited the stadium and about all the sporting contracts that we got for the stadium, yet the minute it got tough and hard, the Labor Party picked up that very sector and threw it under the bus. It said, "There is nothing to see here; we'll just sweep these guys away. We know they're not going to survive COVID-19, so if we just ignore them, they'll go away and we'll look after the ones that we are going to put our money behind because we think the biggest end of town will survive. So we will back our money in there and forget about small hardworking WA businesses and tourism operators who have built this state."

Government members may sit in this place thinking they have done an excellent job. They are proud of themselves for delivering a \$1.2 billion budget surplus. When every Western Australian pays their power bill, they will be

Mrs Liza Harvey; Mrs Alyssa Hayden; Mr Bill Marmion; Ms Rita Saffioti; Mr Zak Kirkup; Ms Libby Mettam;  
Mr Kyran O'Donnell

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reminded that this government increased it. When they pay their water bill, they will be reminded that the Labor government increased it. When they pay their car registration, they will know that the McGowan Labor government increased it. When they are suffering mortgage stress and their house is worth less than they owe on it, they know that they can thank the McGowan Labor government.

What we are seeing over and over from this government is that it has broken every promise. It has let down the people of Western Australia. It has no plan of ever standing up for Western Australians and making this state great again. I am telling everybody right now to stand up and hold the McGowan government to account. They should not congratulate it for the surplus of \$1.2 billion while they are struggling.

**MS R. SAFFIOTI (West Swan — Minister for Transport)** [5.16 pm]: I think it is only right, given the performance of the member for Darling Range, to stand up and correct some of the statements put on the record. Some extraordinary claims were made by the Leader of the Opposition and the member for Darling Range. We heard two monologue speeches of desperation. They made falsehood after falsehood. We heard mistruths for the last hour and a quarter. It is only right that I stand up and correct the record. The two members accused the Labor Party of certain things and they accused particular ministers of things that are not correct.

I will start with the claims made by the member for Darling Range about places of worship. She did not tell the truth in this place. She stood up and said that the Labor Party made some claims about places of worship. That is absolutely incorrect. The Premier has taken this issue very seriously. Many people on this side of the house visit places of worship regularly, either to support local communities or because of their personal faith. The claims made by the member for Darling Range were despicable. She used religion to try to score some cheap political points. I will go through some of her claims. She referred to the June unemployment rate, saying that it was higher than it was under the previous government. We have had a worldwide pandemic.

**Mrs A.K. Hayden** interjected.

**The DEPUTY SPEAKER:** Member for Darling Range, I am sorry but the minister did not interject once when you were on your feet when I was in the chair, so please do not interject.

**Ms R. SAFFIOTI:** I did not interject at all. I listened to the vile comments coming out of the member's mouth, and her desperation. The member for Darling Range said that she has been asking questions in this place. We have never seen her. It is good that she turned up today because we have not seen her for months.

**Mrs A.K. Hayden** interjected.

**The DEPUTY SPEAKER:** Member for Darling Range.

**Ms S. Winton** interjected.

**The DEPUTY SPEAKER:** Member for Wanneroo, you are on two calls. I will call you for the third time and then you will be going home early. Enough!

**Ms R. SAFFIOTI:** The member for Darling Range has not been here. She is saying that she represents the views of her electorate, but she has not been here. She is this negative force who goes around saying, "Someone's got to fix this; someone's got to fix that" but she does not do any work. She has always demonstrated that she does not do any work. When she was Parliamentary Secretary to the Premier, she did not do any work.

Several members interjected.

**The DEPUTY SPEAKER:** Members, excuse me. That is enough.

**Ms R. SAFFIOTI:** She demonstrated that again today, saying that we "Should've done this!" and "Should've done that!" Why does the member for Darling Range not do some work; that would be good!

**Mrs A.K. Hayden** interjected.

**The DEPUTY SPEAKER:** Member for Darling Range, I call you to order for the second time. I warn you there is only one more to go.

**Ms R. SAFFIOTI:** When I was in opposition, I got Ballajura Police Station built. That is how hard I worked. In opposition —

**Mrs A.K. Hayden** interjected.

**The DEPUTY SPEAKER:** Member for Darling Range, I call you to order for the third time.

**Ms R. SAFFIOTI:** I got Gnangara Road duplicated when I was in opposition.

**Ms S. Winton** interjected.

**The DEPUTY SPEAKER:** Member for Wanneroo, I do not think the minister is seeking interjections. Minister, are you looking for interjections?

Mrs Liza Harvey; Mrs Alyssa Hayden; Mr Bill Marmion; Ms Rita Saffioti; Mr Zak Kirkup; Ms Libby Mettam;  
Mr Kyran O'Donnell

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**Ms S. Winton** interjected.

**The DEPUTY SPEAKER:** Member for Wanneroo, that is enough.

**Ms R. SAFFIOTI:** The member for Darling Range came in here and talked about the unemployment rate in June as though no-one else in the entire state remembers that there is a pandemic—as though everyone has forgotten there is a pandemic. She talked about us ignoring travel agents. As far as I know, Minister for Tourism, we are the only state to have put forward a package dedicated to travel agents in Western Australia. Has the federal government done anything yet?

**Mr P. Papalia:** No.

**Ms R. SAFFIOTI:** No, it has not. The member for Darling Range said that we have to rely on the federal government to do the heavy lifting. It is the member for Darling Range who has to rely on Andrew Hastie to do the heavy lifting to try to win that seat. That is why she cannot mention Andrew Hastie enough. She owes him so much because no-one likes her, so she has to go around behind Andrew Hastie all the time in the electorate.

Let me go through the other things. Regarding the election policies and Byford rail line, it is obvious that the Liberal Party does not support the Byford rail line. They hate it. The member for Darling Range comes in here and argues against the Byford rail line again and again.

*Point of Order*

**Mrs A.K. HAYDEN:** I have a point of order—misleading. The minister is misrepresenting anything I have said about Byford rail.

**The DEPUTY SPEAKER:** Member for Darling Range, you are on a very thin tightrope. Do you have an event you are trying to get to early? You will get there in a minute. That is enough.

*Debate Resumed*

**Ms R. SAFFIOTI:** As I said, the member for Darling Range does not like doing any work in Parliament so she is ready to leave. She has been here for a few hours—since 12 noon or maybe two o'clock, I do not know. That is more hours than she has done all year. She is pretty tired now because she has been in Parliament for a little bit!

**The DEPUTY SPEAKER:** Minister.

**Ms R. SAFFIOTI:** The Liberal Party has argued against the Byford rail line again and again. Today, the member for Darling Range, who is meant to be representing the people of Byford to deliver first-grade infrastructure, has argued against the Byford rail line, again. The member for Darling Range asked why we are building it. It is incredible. The member for Butler has been championing the Yanchep rail line. Every time I pass the member for Butler, he is talking about the Yanchep rail line. The member for Southern River, member for Jandakot and member for Thornlie are also —

Several members interjected.

**Ms R. SAFFIOTI:** I will go through those in a minute. The member for Darling Range is against the extension of the rail line to Byford. I do not understand why the member for Darling Range would let down the people of Byford in that way. Again and again, she argues against the extension of the Byford rail line. She made false claims about the Minister for Tourism. She obviously does not like the Minister for Tourism. I am not sure what the member for Darling Range does, but around Western Australia currently—I think new figures are out today—we are leading the nation in cafes, hospitality and retail. These industries are dominated by small business. We are leading the nation in all of those key statistics. I think retail trade is up 3.7 per cent and this is one of the only states where hospitality has increased. The statistics show that we are leading the nation.

A lot was said about transparency. As I have said in this place, I am not sure what Liberal Party members want. They want us to do their research for them. They want us to read the budget papers for them. I am going to read out an extract about the key theme of transparency and the claim that we are not transparent enough. I will go through budget estimates, because members opposite referred to it. They claimed ministers did not provide supplementary information. I did provide supplementary information and did not put questions on notice. Again, members opposite never quite get the truth. Member for Vasse; sit down and strap yourself in. This is a cracker! I quote the member for Vasse from budget estimates —

Can the minister please outline, maybe by supplementary information, the total cost of what has been paid in previous budgets and the future costs associated with each of the Metronet projects?

Several members interjected.

**The DEPUTY SPEAKER:** Members! The minister is on her feet. She does not need interjections and byplays across the paddock between you two. Go ahead, minister.

**Ms R. SAFFIOTI:** The member for Vasse continues; I will go through it —

Mrs Liza Harvey; Mrs Alyssa Hayden; Mr Bill Marmion; Ms Rita Saffioti; Mr Zak Kirkup; Ms Libby Mettam;  
Mr Kyran O'Donnell

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We are seeking the total cost for the Forrestfield–Airport Link, the Thornlie–Cockburn Link and all the projects that are outlined, appreciating that some funds are already paid.

*Point of Order*

**Mr Z.R.F. KIRKUP:** I have a point of order. The Minister for Transport is reading from the estimates and the motion that was moved by the Leader of the Opposition is clearly about failures in service delivery and the delivery of major projects. I do not necessarily think that that relates to the estimates transcript that the Minister for Transport is reading. Several members interjected.

**The DEPUTY SPEAKER:** Members! It is lovely to know what you think, member for Dawesville. Minister for Transport, would you like to explain the relevance and continue?

*Debate Resumed*

**Ms R. SAFFIOTI:** Two parts are relevant. Firstly, it is regarding the issue of infrastructure delivery. The transcript relates to infrastructure delivery, the core of the motion. Secondly, through the hour and fifteen minutes that I sat silently listening to the opposition, they talked about transparency and the fact that we do not disclose information. This is quite relevant because I am addressing one of the key points made that we do not provide information. I am giving an example because the opposition claims we do not provide information. I will continue to quote the estimates —

**Ms R. SAFFIOTI:** I refer the member to page 632 of the budget papers. As part of the agencies' asset investment program there is the expenditure to date, the cost of the budget and the forward estimates. It is all there.

**Ms L. METTAM:** Can the minister answer the question about page 137, which the minister pointed to. We would like to know the total cost of all those Metronet projects, including the costs paid in previous budgets as well as the costs that will be paid in future budgets in the forward estimates.

**Ms R. SAFFIOTI:** I want to clarify a few things. Budget paper No 3 is a summary table for presentation purposes and highlights different initiatives. Budget paper No 2 goes through the asset investment program, which is where every project under delivery is specifically listed under "Estimated Total Cost", "Actual Expenditure" to date and the budget and the forward estimates. All the information is there, member, on page 632 of the budget papers.

**Ms L. METTAM:** It is a pretty simple question. The opposition has continuously asked for some clarity on the cost of Metronet. We are asking for the total cost—the capital expenditure—of the projects listed on page 137, which take into account prior years and forward estimates costs for each of those projects. It is pretty simple.

**Ms R. SAFFIOTI:** It is there on page 632.

**Ms L. METTAM:** Can the minister provide it by supplementary information?

**Ms R. SAFFIOTI:** It is in the budget papers.

**Ms L. METTAM:** It is not.

**Ms R. SAFFIOTI:** Yes, it is, on page 632.

I have never been so shocked in this place, and I have heard some shocking things in here. Going through the budget process, the member asked where the total costs are for the Forrestfield–Airport Link, Thornlie–Cockburn Link and Yanchep rail line, and I said it was on page 632 of the budget papers. It has the estimated total cost and all the numbers. The member said, "No, but why can't you provide it to me?" I said that it was in there. Opposition members talked about transparency. I am sorry, but if they cannot read the budget papers or an annual report, that is not our fault. I think that they want us to go over there, sit down and work with them. Maybe if they were nicer, we would have done that, but they have not been very nice. We actually asked questions. As I said, I answered questions as I did, but then members opposite said that we were not being transparent. When they asked questions, they were meant to point to a page in the budget papers, but they could not pick up a budget paper to read it! Members opposite believe that this issue of transparency is our biggest failure, but I think we have demonstrated again why that is not the case.

The Leader of the Opposition and the members of the Liberal Party and the Nationals WA want the COVID-19 pandemic to come back into Western Australia. They seem to want it; they are asking for it day in, day out. Again, their performance today in question time was absolutely misguided and all about scoring political points during this time. The Leader of the Opposition made a number of claims, which need to be answered. She talked about the Metronet radio replacement program. The opposition did not ask a question on that during estimates. It had four hours and it could not find it in the budget papers, and it is now saying that we have not been transparent. They were here

Mrs Liza Harvey; Mrs Alyssa Hayden; Mr Bill Marmion; Ms Rita Saffioti; Mr Zak Kirkup; Ms Libby Mettam;  
Mr Kyrán O'Donnell

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for four hours and they could not find it in the budget papers. Again, I am sorry that they do not know how to read the budget papers, but the fact that they do not know where it is in there does not mean that we are not transparent.

The Leader of the Opposition talked about how the government received specific advice not to go with a certain company for the radio replacement program. That was absolutely false. The Leader of the Opposition said that we asked for all questions to be put on notice and provided no supplementary information. That is absolutely false. She talked about the Western Australia Jobs Act. The Liberal Party has changed its policy on this. About a month ago, it said that no overseas-owned company will be able to bid for a government contract. That was its commitment a month ago. I understand that that has now changed to: WA companies will have an odds-on chance. They have walked away from their signature policy within about three to four weeks. Everyone in industry would have said that a policy to prevent any company that might have some overseas ownership from bidding for a contract was absolutely not sustainable. Also, members opposite do not quite understand modern contracting. It is about where the workers are employed and the work is undertaken. I will give the example of the Matagarup Bridge because it is a classic. The company that won that contract was an Australian-owned company, but it shipped the work offshore to Malaysia. Under the Liberal Party policy, that would have happened, and it did happen.

Under our policy, it is all about where the work is undertaken. That is why we have job participation plans and far more transparency. We continue to drive this in our contracting methodology more than ever before. We are drilling down to see where the work is undertaken. To be honest, the effects of the COVID pandemic have demonstrated that we need to rely on Western Australian suppliers. The policy that the Liberal Party released four weeks ago would not have prevented the Matagarup Bridge debacle. It actually defines who they are. They do not understand modern contracting. An Australian company won the contract but the problem was with where that work was undertaken. We are focused on where the work is undertaken. I visit many building sites. I attend many industry association dinners and the feedback from all the workers is incredible. They are grateful that a WA Labor government is giving job certainty through what has been the most challenging time. The best part of my job is going out to talk to the workers who are delivering our projects. I ask them how they are going and they say, "Great. There is so much work now because of your government." Western Australians are employed and on the ground delivering our projects. It makes me so proud that we can give those people job certainty at a time when there could have been uncertainty and enormous stress for many of them.

The opposition wants us to slow down. It does not want us to build the Byford rail, for example. We are not like the Liberal Party. We do not delay projects or muck around with contracts. We actually provide certainty. That is why the industry and the workers support us. I think that the opposition talked to a few industry people about two years ago. There were some concerns about the amount of work in the market. They have used comments from two years ago—I know where they come from—and they are still running around using the same comments. Things have absolutely changed so much. The pipeline is stronger than it has ever been. There are so many job opportunities for people in this industry. The challenge for us is to upskill those people and to get those opportunities to Aboriginal businesses and workers, and to get more women in civil construction. I visited the Tonkin Highway median strip and the first major subcontract for that part of the project has gone to an Aboriginal business. We are going to Cape Leveque soon where work will be undertaken by Aboriginal companies. I was at the Civil Contractors Federation dinner on Friday night. The Great Northern Highway Maggie's Jump Up project won an award because of its Aboriginal engagement. WBHO Infrastructure engaged directly and positively with local Aboriginal people. The numbers are incredible. We are giving people an opportunity as they have never had.

Opposition members like to label us as arrogant, the Premier in particular. They are angry and their performance against the Premier continues to show that. Sometimes they let themselves go too far. The member for Dawesville went too far on a number of occasions. The public does not want to see that. They do not want to see name-calling of the Premier of this state; is it not justified. There has been no change on this side. We have been diligent and had a good work ethic since day one. On that side, the bitterness and anger has absolutely gone through the roof, and the name-calling and the attacks on the Premier—even today—is incredible. I wish I was born with that much front. I wish that I had gone through life with as much front as Myers. The Liberal Party members who cannot read a budget paper and who have called for the borders to come down, have been going around trying to undermine every project.

**Mr P. Papalia:** They supported Clive Palmer.

**Ms R. SAFFIOTI:** They supported Clive Palmer. They were in his corner and said, "Why can't you let Clive Palmer in?" They have supported the Clive Palmer High Court challenge, as has the federal Liberal Party. They have more front than Myers!

I was just going to get back to the member for Darling Range again. Come back, member for Darling Range.

**Mr D.J. Kelly:** She has a great small business history, apparently.

**Ms R. SAFFIOTI:** Apparently.

**The DEPUTY SPEAKER:** You are not interjecting on the member on her feet.

**Ms R. SAFFIOTI:** I have not quite found it yet, but apparently it is there.

Opposition members sit there on their phones, smiling. I do not know who is texting them and saying that they are doing a good job but whoever it is, I would like to know their names and what planet they are living on. Opposition members constantly look at text messages on their phones, smiling, and thinking, “Geez, I’m doing good.” I do not know who is doing the texting but obviously they are living in a complete parallel universe from everyone else in Western Australia. Liberal Party members come into this chamber all cocky every question time and abuse the Premier and call him names. I do not want to single out the member for Dawesville because he has yet to participate in this debate, but I am sure that he will. I remember that on television one night, the member for Dawesville called the Premier “slimy”.

**Mrs R.M.J. Clarke:** He did in the chamber.

**Ms R. SAFFIOTI:** It was in the chamber. The member for Dawesville obviously dusted off the Christian Porter playbook from before the 2017 election. They sent him out. The Liberal Party sent out Mathias for a bit but now he is off tweeting in different languages and, hopefully, getting a job with the Organisation for Economic Co-operation and Development. I saw the member for Dawesville yelling on television and calling the Premier “slimy”, a word used by Hon Christian Porter before the 2017 election when he said, “If it got really hard, would you trust a slimy, sweaty former junior navy officer?” I think things have become hard and the Premier has done an incredible job, together with the Minister for Health and the whole team. Porter is still angry that he cannot be a part of the High Court challenge because of some sort of theoretical legal angle.

**Mr P. Papalia:** A purist!

**Ms R. SAFFIOTI:** Yes, a purist! He wanted to be part of some sort of intellectual discussion about the Constitution when our borders were under threat and we were trying to keep out COVID. He was trying to mount some sort of defence: “We’re not siding with Clive Palmer. We’re just enjoy the theoretical intellectual discussion of the High Court challenge.” Then he worked out that he was not just enjoying the theoretical intellectual challenge because, as I understand it—the Attorney General can nod in agreement because he is not in his seat—he was providing documents to support Clive Palmer’s case. He was not an innocent bystander but a key part of the High Court challenge.

**Mr D.J. Kelly:** A key participant.

**Ms R. SAFFIOTI:** Yes, a key participant in the High Court challenge.

Anyway, the member for Dawesville wanted to model himself on Hon Christian Porter. He used the word “slimy”. I was surprised he did not say “sweaty”. As I have said, a lot of people do not talk to me about politics anymore because we talk about it every day. But people came up to me and said, “Who was that guy yelling at the Premier on TV last night?” That is what happened. The member for Dawesville cannot call the Premier names on the basis that he does not like him. Members opposite have never liked him. There are people in this chamber who have never liked him and never given him a chance. Liberal Party headquarters is using the 2017 slogan, “No-one trusts Mark McGowan” or whatever line it has. Liberal Party members think that it will do them well to attack the guy who has basically saved people from dying and made Western Australia absolutely go ahead in leaps and bounds on not only the health front, but also the economic front. Their personal hatred of him is distorting their perception of this issue. Members opposite sit there and think that somehow they know better about everything, whatever the question. They told us that we should bring the border down but when we said that we are going to have a controlled border, they said, “No, you shouldn’t have a controlled border.” They are all over the place. They asked, “Where’s the health advice?” When we give them the health advice, they said, “That’s not really the health advice that we wanted.”

Today during the one-hour monologue from the Leader of the Opposition, the Liberal Party’s campaign theme came out. The Leader of the Opposition said, “Some members of the community have been fooled by the Premier.” I do not think that that is a good campaign theme. Disrespecting the view of the Western Australian public is probably not a good campaign theme. The Liberal Party says that it is the only party that will build Roe 8 and 9—okay, we will give them that 2017 re-run—and that it is the only project that will create jobs. There are contracts all over WA! Members opposite want to kill off Metronet to build Roe 8. Is that the policy?

**Mr T.J. Healy:** And the toll road.

**Ms R. SAFFIOTI:** Yes, and the toll road.

It has a no-asset-sale guarantee. The Liberal Party is twisting and turning its no-asset-sale guarantee.

**Mr Z.R.F. Kirkup:** That was 1996. How far back will you go?

**Ms R. SAFFIOTI:** I do not need to go too far back. How about the last election?

Do members opposite really think that anyone will buy their no-asset-sale guarantee? I do not think they will because the reform policy that they just introduced is underpinned by privatisation. That is absolutely what the Liberal Party



Mrs Liza Harvey; Mrs Alyssa Hayden; Mr Bill Marmion; Ms Rita Saffioti; Mr Zak Kirkup; Ms Libby Mettam;  
Mr Kyrán O'Donnell

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is committing to otherwise state taxpayers will be left with the loss-making and all the profit will go to the private sector. That is not sustainable over the longer term. We can compare it with the gas market, which is privatised.

**Mr D.J. Kelly:** And you did it when you said you wouldn't do it.

**Ms R. SAFFIOTI:** Yes, the Liberal Party did that.

**Mr D.J. Kelly:** You said, "We won't privatise AlintaGas" and you did.

**Ms R. SAFFIOTI:** Exactly. That was in 1996. Hon Colin Barnett said that there was no plan for privatisation of AlintaGas, but then the Liberal Party privatised it; and the pipeline, of course, has created a lot of issues since then.

The Liberal Party has compared electricity prices to gas prices but the gas price is part of a fully privatised market, and that is a fundamental flaw to the Liberal Party's argument. Its argument is not sustainable over the longer term because taxpayers and consumers will lose out. The Liberal Party has put it out there but those two policies do not work together. The no-asset-sale guarantee and the electricity policy do not work together. They are in conflict and that conflict will lead to the privatisation of Synergy under a Liberal government—there is absolutely no doubt about that.

The key points that I heard from the Leader of the Opposition are that some members of the community have been fooled—I would not use that in my campaign slogan—and that it is the only party that will build Roe 8 and 9, which will create jobs. It has ignored all the other jobs that have been created. The Liberal Party still has not told us what will happen to the trucks. The Liberal Party has been in opposition for three and a half years.

Several members interjected.

**The DEPUTY SPEAKER:** Members! Just a minute, minister, please. Members, it is quite unusual for a minister to be on her feet and have her own side yelling across the chamber. I am trying to give the minister the respect that she deserves. Members on my left have not been interjecting. Please do not interject on your own minister.

**Ms R. SAFFIOTI:** For three and half years, or more than three and a half years —

**Mr D.J. Kelly** interjected.

**The DEPUTY SPEAKER:** I call you for the first time, minister for fish.

Several members interjected.

**The DEPUTY SPEAKER:** Sorry! Minister for Water, I call you for the first time. Go ahead, Minister for Transport.

**Ms R. SAFFIOTI:** It has been three and a half years and the opposition still has not worked out how to get over the Stirling Highway Bridge. The opposition has been talking about it for three and a half years but it has no policy. We listened to members opposite talk for an hour about why the government is so bad, but they said nothing about what they are going to deliver, apart from their 2017 election commitment of Roe 8 and 9. We understand that that is its commitment. For example, is the Liberal Party committing to reducing water charges by \$400 per household?

**Mr D.J. Kelly:** Good question.

**Ms R. SAFFIOTI:** I think it is.

**Mr P. Papalia:** Annually.

**Ms R. SAFFIOTI:** Yes. Opposition members cannot come in here now, in the last few weeks of a four-year term, and say these things. They know when the election is going to be—it is not as though it is going to be a surprise for anyone. The election will be held in March next year. The opposition has four to five months. What is its policy on water charges? The opposition cannot come in here and accuse the government of all these nasty things and then say that it is going to do the same! It has to have a different policy. We are now at the point at which the opposition has to differentiate itself a bit from the government.

**Mr P. Papalia:** It is doing that.

**Ms R. SAFFIOTI:** It is doing that by choosing the opposite path to the government. Whatever the government does on the COVID-19 pandemic, the opposition takes an opposite view. Let us face it; there is no doubt that the opposition would have brought down the hard border in May, and I think that would have had some very serious consequences for Western Australians.

The Leader of the Opposition also mentioned the Western Australian Jobs Act. The opposition's policy has changed. I think the member for Vasse is speaking after me, so maybe she can clarify this: is the Liberal Party ruling out any overseas company being able to bid for any Western Australian contract? I thought that was the policy, but the Leader of the Opposition said that that is not the case. That policy seems to have disappeared. The Leader of the Opposition also told a story about railcar manufacturing. I want to go through this one. The Liberal Party believed that getting two per cent Western Australian content was a good deal for Western Australia. When we launched our policy in opposition, the members for Bateman and Riverton said it was not doable. I am sorry; it was the member

Mrs Liza Harvey; Mrs Alyssa Hayden; Mr Bill Marmion; Ms Rita Saffioti; Mr Zak Kirkup; Ms Libby Mettam;  
Mr Kyran O'Donnell

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for Nedlands who said that it was not workable. He said that we could not bring back railcar manufacturing. We worked really hard to get the policy up and running. Of course, that includes the railcars for the *Australind* as well, members for Bunbury and Murray–Wellington. It was a challenge, but we are meeting that challenge through serious work by many people. They are good, hardworking people, but the member for Nedlands is laughing at them. As I understand it, the member for Nedlands never met any of his agency heads, but that is another story!

When we announced our policy, the Leader of the Opposition asked why we would support an industry from a bygone era. That was the statement made by the Leader of the Opposition. Like her comments on the border, she assumes that everyone forgets these things—that she can go out and say these things and we do not have television or other technology to record what is said. The Leader of the Opposition said that this was a policy from a bygone era. She asked why we would support an industry from a bygone era. We are delivering this project, but the opposition now comes in and says that it will do it better. Opposition members have no original ideas of their own but somehow they will do it better. They are the people who had no focus on local content. The public service was not focused on this until Labor won government. We had to reorientate the entire public service to buy local and support Western Australian industry. It has been hard work to do this after year upon year of the *laissez faire*, I-don't-care attitude of the Liberal Party in government. We are getting there; we are doing it.

As I said earlier, I will soon go through the real story about the issue with the seat manufacturer. The Leader of the Opposition said she would give a contract to a particular company. I just do not know how the Leader of the Opposition can do that. The Leader of the Opposition would rip up the contract that this government has signed and give it to another company. She has no idea about the story behind that. The standards being applied to our seats are the Australian standards for rail. The idea that the French company dreamt it up is completely false. The idea that we could accept standards for seats on our trains that are less than the Australian standards is not acceptable. I am sorry, but it is like buying a car that does not comply with Australian safety standards. We cannot do that. The whole idea that people were not allowed to bid is completely false. Obviously, the Leader of the Opposition has a good relationship with that company, and good luck to her, but the claims that are being made are utterly false. They undo confidence in the industry and are an attack on all those involved in working with the industry to try to support local content.

The feedback I am getting is that people are concerned about some of the commentary that is being made about contracts. The member for Vasse has criticised basically every contractor, be they Australian or non-Australian. She came into this Parliament and criticised BMD, which is an Australian contractor that has delivered freeway works and is now working on the Tonkin gap project. Again, a lot of those companies are listening to what is being said by the opposition, and they do not much like it. I look back at my term in opposition. I worked hard, but I do not think I attacked any company that delivered projects for the government at the time. I tried not to attack companies, because they are out there doing their best. They have been doing their best over the past eight months, dealing with COVID-19 and keeping people employed. I am very proud of those workers. Every time I go to a site, they say thank you to the government for giving them job security through a pipeline of work.

Members opposite show arrogance and hatred. I think they hate the Premier. I suspect they probably hate me a bit. There are probably a few members on this side whom they particularly hate. It just clouds everything that they say.

**Ms A. Sanderson:** I'm really hated by them.

**Ms R. SAFFIOTI:** I think the member for Morley probably is.

The interjections during question time are quite —

**Mr D.T. Punch:** Nasty.

**Ms R. SAFFIOTI:** They are nasty. They talk about us. The member for Vasse likes to talk about mirrors; if they saw how they performed, I think they would be ashamed of themselves. The personal attacks on the Premier every day are absolutely disgusting. As I said, they never say that the government is doing okay. A challenge is always there. It is a terrible time and we know the challenge is always there. Everyone is working to meet that challenge. The whole state is working to meet that challenge. The nastiness that is driving the questions from the opposition is personal and shows a lack of acceptance, after four years, that the Premier has led this state well. Their continued negativity is not playing well out there. People would prefer the opposition to take a collaborative approach with the government, or to at least occasionally say that something looks like a good path to take. They should not come in and just criticise whatever we do. The opposition has criticised everything we have done—everything! People see right through that.

The motion is about not delivering infrastructure, so I will use my last 20 minutes to highlight what has happened around this good state.

**Ms S.E. Winton:** Twenty minutes isn't enough.

**Ms R. SAFFIOTI:** I know. We might need to suspend standing orders to give me a bit more time. I will start with the good member for Wanneroo.

Mrs Liza Harvey; Mrs Alyssa Hayden; Mr Bill Marmion; Ms Rita Saffioti; Mr Zak Kirkup; Ms Libby Mettam;  
Mr Kyran O'Donnell

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Before the last election, the good member for Wanneroo drove us around the City of Wanneroo in a bus. I remember very well the day that the shadow cabinet was driven around in a bus. Does anyone else remember that day in the bus? The mayor of the City of Wanneroo outlined the priorities that needed to be fixed with grade separations—the intersections at Wanneroo Road–Joondalup Drive and Wanneroo Road–Ocean Reef Road. There were a number of reasons for that, including that Wanneroo Road was becoming an increasingly important road, but also the east–west traffic. We committed to doing that. I was very pleased to be at the recent opening of the intersection at Wanneroo Road–Ocean Reef Road. Of course, the intersection at Wanneroo Road–Joondalup Drive will be opened very soon. Those projects have been delivered. I remember the then member walking around saying, “We need them”, and then “We don’t need them” and then “We need them.” The mood changed depending on the person the member spoke to that morning. The one thing about being in government is that decisions have to be made, and they are tough decisions. But a government cannot just keep changing its mind. Do members remember the Liberal Party’s view on MAX light rail and the Ellenbrook rail line? In 2008, the Liberal Party committed to the Ellenbrook rail line. I kept asking questions. I actually turned up to Parliament and asked questions about the rail line: “Have the studies been done? What has been done?” I kept being fobbed off: “A study is happening.” Finally, the then Premier said that he was not going to do it. He said that no commitment had been made. Luckily, I had a flyer that was distributed to everyone in Ellenbrook before the 2008 election. It said that Frank Alban and the Liberal Party would deliver the rail line to Ellenbrook.

**Ms M.M. Quirk:** How soon we forget.

**Ms R. SAFFIOTI:** Yes.

**Mr Z.R.F. Kirkup:** It was a great flyer—a great design.

**Ms R. SAFFIOTI:** Maybe the member for Dawesville was instrumental in organising that flyer; I do not know. He said that it was a good design, so maybe he was. He knows that there was a flyer.

**Mr Z.R.F. Kirkup:** It had a little picture of a train line on it.

**Ms R. SAFFIOTI:** It was a nice train line. We had the evidence. The Premier at the time tried to walk away from it and then he said that it was a second-term commitment. In 2013, the second term came and still there was no Ellenbrook train line. It created uncertainty and a lot of anger. I remember MAX light rail. I think the Liberal Party announced it in front of the Terry Tyzack Aquatic Centre.

**Ms A. Sanderson** interjected.

**Ms R. SAFFIOTI:** This was when it was in government. It had all the infrastructure of government around it, too. This was not the Ellenbrook rail line, which it first committed to while in opposition. This was while it was in government. It had all the infrastructure and it committed to MAX light rail and then it walked away from it.

I remember poor old Tony Simpson and the Tonkin Highway extension. We were told that we were going to get it, but nothing was ever done on that project. When we announced the Midland station, the member for Darling Range, the former member for East Metropolitan Region, said that we had copied the Liberal Party’s design. Nothing was done. The former member for Southern River, Peter Abetz, claimed about 10 times that the Liberal Party was going to deliver the Thornlie–Cockburn Link.

**Mr T.J. Healy:** Every election.

**Ms R. SAFFIOTI:** The Liberal Party claimed that at every election. It claimed again and again that it was going to build the Thornlie–Cockburn Link, but it never did. Again and again, the Liberal Party changed its mind and broke promises, and when things got a bit hard, it walked away from them.

I admit that delivering infrastructure is challenging, because some people will be impacted. We work with the community, unlike what the member for Darling Range said. Basically everything the member for Darling Range says is not right. It is false. She is not here, but she accused me of this and that over the rail line intersection at Abernethy Road. We made a quick phone call and sorted it out. What the member said was completely false. People probably watch her and think: “What is she doing standing next to this and complaining about it? Why is she not doing something? Why is she not fixing something?” We will continue to deliver to the people of Darling Range.

I will go around the room. Member for Southern River, I think we have a big milestone coming up soon for the Thornlie–Cockburn Link with the Ranford Road bridge. We are not only building a new rail line from Thornlie to Cockburn, but also basically increasing the capacity of the Ranford Road bridge from two lanes each way to four lanes each way, including a dedicated busway. It is incredible.

Member for Belmont, there are issues for local residents with the Redcliffe bridge, but we are working through those. We are looking at how we can support the Tonkin gap project and, of course, the Forrestfield–Airport Link. I understand that the new Redcliffe station —

Mrs Liza Harvey; Mrs Alyssa Hayden; Mr Bill Marmion; Ms Rita Saffioti; Mr Zak Kirkup; Ms Libby Mettam;  
Mr Kyran O'Donnell

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**Mr Z.R.F. Kirkup:** The Redcliffe station?

**Ms R. SAFFIOTI:** The Redcliffe station. What did I say—Forrestfield?

**Mr Z.R.F. Kirkup:** I wasn't sure; I couldn't remember the name.

**Ms R. SAFFIOTI:** It is Redcliffe; it was changed.

**Mr Z.R.F. Kirkup:** It was originally in Belmont.

**Ms R. SAFFIOTI:** Yes, it was.

Member for Bunbury, I am not saying that the Bunbury Outer Ring Road is an easy project, but it has been talked about forever. I think it is an \$800 million project, and it will support local businesses and completely transform that area. Of course, we have also started the Bussell Highway duplication in that area.

Member for Murray–Wellington, we committed at the last election to do the planning for the Pinjarra heavy haulage deviation. We have done the planning and there will be other announcements soon.

Member for Kimberley, there are a lot of projects in the Kimberley. Really importantly, as I have said, there is a lot of engagement with local Aboriginal businesses and people. Whether it is Cape Leveque Road or project improvements on the Ord River or Great Northern Highway or in Tanami, there are projects all around the Kimberley. A lot of funds have been committed to improve the lives of people in that area.

I know that the member for Balcatta was on the council of the City of Stirling, so he knows the history of the Stephenson Avenue project.

**Mr D.R. Michael:** Fifteen years.

**Ms R. SAFFIOTI:** For 15 years, no-one listened to him. I remember sitting in the boardroom at the City of Stirling when I was a shadow minister and being told that it had this ambition for the Stephenson Avenue project. We took it seriously. We worked together and designed stage 1, which is underway and being managed by the City of Stirling. Planning for stage 2 is nearly finalised, so that contract process is well underway. That is another great project.

Member for Warnbro, let us talk about the works that have been done on Kwinana Freeway for a second. Very rarely in this job do people come up and just say thank you, but they have done that about the smart freeway. Whether it is at the shops or at football or soccer games, people randomly come up to me and say, "I can't believe the improvement from the smart freeway."

A member interjected.

**Ms R. SAFFIOTI:** There is a 20-minute saving. When we won the election, this project was on a list somewhere.

**Mr W.R. Marmion:** It was announced by us. I announced it. Congratulations; you carried it on.

**Ms R. SAFFIOTI:** No funding was allocated to it. The previous government announced it with no funding. That was typical of the previous government, I suspect.

**Mr W.R. Marmion:** Main Roads developed that project and I announced it and you carried it on.

**Ms R. SAFFIOTI:** I did not carry it on; the previous government did not put any funding towards it. It did not do any of the detailed planning.

**Mr W.R. Marmion:** Okay. So it's your project; good on you!

**Ms R. SAFFIOTI:** Like I said —

**Mr W.R. Marmion:** Well done, minister!

**Ms R. SAFFIOTI:** I am not asking for compliments.

**Mr W.R. Marmion:** I just gave you one.

**The ACTING SPEAKER:** The minister wants only insults!

**Ms R. SAFFIOTI:** I am not asking for compliments, but I want members opposite to acknowledge what we are doing. That is all I have ever asked for, but you guys are so dismissive of me, and I have said that a few times. I know I am not someone you would ever choose to be in your party or like in any way.

**Mr Z.R.F. Kirkup:** That's not true.

**Ms R. SAFFIOTI:** I know it is harsh, but it is very true. I am not the Liberal Party type.

This is complete dismissiveness. The member for Nedlands said he started it! No, he did not; it was on a list. There was no detailed planning and there was no funding. The Main Roads list is very long. I will not get to all the projects; I am trying to, but I will not. If a new Minister for Transport comes in and starts a project, I am not going to say that I saw it on a list and I was pretty happy with it so therefore I started the project. That is not right!

Mrs Liza Harvey; Mrs Alyssa Hayden; Mr Bill Marmion; Ms Rita Saffioti; Mr Zak Kirkup; Ms Libby Mettam;  
Mr Kyran O'Donnell

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Sorry, member for Balcatta, there is also all the work in the northern suburbs.

**Mr D.R. Michael:** There is the northbound and southbound widening.

**Ms R. SAFFIOTI:** Exactly. There has been northbound and southbound widening on Mitchell Freeway. In the member for Victoria Park's electorate, there is a level crossing removal. That was tough and challenging. I know that the Liberal Party does not support that project. There has been criticism and opposition to it, so I assume it does not support it.

**Mr D.R. Michael:** Minister, they probably would support it if you removed the railway altogether, because they like closing railways.

**Ms R. SAFFIOTI:** Exactly. The Liberal Party has never seen a rail line it does not want to shut down or sell. That is a bit long for a bumper sticker, but it is true that the Liberal Party has never seen a rail line that it would not want to shut down or sell. That is its view of things. It did that with the old Westrail freight and we are still trying to work through the complications and implications of that. The opposition does not support that level crossing removal.

We are extending the rail line to Yanchep. The Leader of the Opposition said that no-one was living up there so it does not need to be built. I have never been sure about the Liberal Party and the extension to Yanchep. Of course, there is the Marmion Avenue duplication and the recently announced extension of Mitchell Freeway to Romeo Road. The member for Kingsley is not here, but I can talk about the Hepburn Avenue to Hodges Drive widening, because that is something that she has personally championed. In the member for Midland's electorate, there is the Midland rail station. The member for Pilbara is not here, but I can talk about the Karratha–Tom Price road, which is now known as the Manuwarra Red Dog Highway. Where was the National Party for eight and a half years? In eight and a half years, it never did anything. It had \$8 billion of RFR, but it never did anything. Now its members are talking about road funding, but where were they for eight and a half years? Apparently, road funding should not be considered from RFR funding. I want to make a point about the whole RFR debate. We are spending billions from the normal budget on regional roads, as we should. People in regional Western Australia deserve roads, just like metropolitan people do. The Nationals' policy was that regional roads should not be funded from RFR because people should get them automatically, but they never gave them roads automatically. They were not funded from RFR or the consolidated fund.

Mr Acting Speaker, I had a very interesting meeting up in Geraldton recently talking to mayors about their needs. We had an interesting discussion about the route alignment. We have done the sod turning on the Albany ring-road and the project is underway. Of course, we made another key commitment to allocate \$30 million for the South Coast Highway. The first two projects are done and the third project is about to commence. I thank the member for Kalgoorlie because he acknowledged that we delivered something in Kalgoorlie. That was, of course, the work on the Great Eastern Highway. Thank you for that.

**Mr K.M. O'Donnell:** I always acknowledge when the government does anything in my electorate.

**Ms R. SAFFIOTI:** For the record, I will say that the member absolutely does that. I think he sent me a letter about the Anzac Drive to Gatacre Drive widening on Great Eastern Highway and I thank him for that. Some really good work was done on that project, in particular on the drainage. I know that everyone was particularly proud of that project.

I forgot to mention the work we have done on the Ellenbrook rail line. Again, the opposition mocks that project. The idea that the people of Ellenbrook might think that somehow the Liberal Party would ever have delivered a rail line in any time frame is wrong. The idea that anyone who has read any news or understands anything to do with Ellenbrook would believe the Liberal Party on the Ellenbrook rail line is wrong. We signed the contract and work is underway. That is a really good news story for Ellenbrook. Those people deserve it because they have been waiting for a long time. They were promised it twice by the opposition, but it was never delivered.

In the member for Kalamunda's electorate, a lot of structural work has been done on Kalamunda Road. It is a very big project that is being undertaken by the Georgiou Group, which I met with the other day. It is happy with the progress. Again, that is being done to ensure that the local community benefits. If members know how that intersection works, they will know that the people who will benefit are those who come down the hill from Kalamunda onto Tonkin Highway or further west. That will save a lot of time and improve safety.

The member for Murray–Wellington mentioned the upgrades to the South Western Highway. We have not even touched the surface of the regional road safety program. We have allocated a massive amount of money to regional road safety, in particular for the regional road safety program of road widening and audible edge lines. We worked hard with the federal government on that. We thank the federal government very openly. It is pretty happy with us too. We put forward projects and did the work. Members opposite had a federal Liberal government when it was in power too. The only thing that changed in 2017 was that we got elected at a state level. Members opposite had a federal Liberal government, but it did not get any project funding because they were too arrogant. Premier Colin Barnett did not want to deal with anyone apart from a few people in his cabinet. He never wanted to deal with the federal Liberal Party, so there was always animosity. When we got in, we got plans done and worked with the federal government.

Mrs Liza Harvey; Mrs Alyssa Hayden; Mr Bill Marmion; Ms Rita Saffioti; Mr Zak Kirkup; Ms Libby Mettam;  
Mr Kyran O'Donnell

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The member for South Perth is not here but the Manning Road on-ramp is one of those projects. On Monday, I saw the federal member Steve Irons and I asked him what he thought of the only Minister for Transport who has ever delivered an election commitment for him. WA Labor delivered on a commitment given by Steve Irons. We did not make that commitment, but we delivered on it because it was part of a package that we worked on with the federal government. That project has been delivered and is already reducing traffic and congestion in that area.

We are doing things all around the state. We have done things in Kalgoorlie and have improved the intersection in Geraldton. There are more intersections to come. We are working on improving the safety of the roads in Exmouth and all through the wheatbelt. We are dedicating work to a tier 3 analysis. We also working with the federal government and local councils to fund the wheatbelt secondary freight review. There is an idea that we are somehow ignoring regional WA. We are spending more funding on roads in regional WA than has ever been spent in the state's history and I am really proud of that.

Of course, we are training Western Australians to get the jobs. They support and appreciate the efforts that we have made, as do the companies that deliver those projects. I respect those companies. I want to work with them to employ Western Australians to deliver those jobs. Ultimately, that is what it is about. It is about the pipeline of work and encouraging Western Australians who might not have been involved in the civil construction market to get involved in civil construction. We have new courses at TAFE. It is an incredible time! I am very proud of what we are delivering. This is a very proud team that is delivering for Western Australia. We are not only keeping the state safe and strong, but also creating more jobs for the future.

**MS L. METTAM (Vasse)** [6.18 pm]: I rise to contribute to this debate as well. I support the motion moved by the Leader of the Opposition, which is that this house condemns the WA Labor government for its failures in service delivery and major project construction in its four years of government. That is a worthy motion. It is quite reflective of the fact that after four years in government, we have not seen a track of new rail delivered, although there has been a budget blowout of over \$2 billion in the so-called signature Metronet project.

*Point of Order*

**Ms R. SAFFIOTI:** The member said that we have not laid any metres of track. We have laid about seven kilometres of track, and that has been posted in the media. I am not sure where she got that from.

**Ms L. Mettam:** That is not a point of order.

**The ACTING SPEAKER (Mr I.C. Blayney):** Do not direct the Acting Speaker.

It is not a point of order, minister.

*Debate Resumed*

**Ms L. METTAM:** It was extraordinary for the minister to make such a suggestion, given the reality that not a track of new rail has been delivered by this government, but we have seen \$2 billion in blowouts under its so-called signature project, Metronet.

The minister raised a point about transparency. Last week, we saw a damning report by the Auditor General about this government's transparency. We have seen a significant gap between what was promised in the lead-up to the 2017 state election and what was delivered. A McGowan Labor government promised gold-standard transparency, but we have seen something quite different. It is a far cry from what was promised in the lead-up to the election, and a far cry from what the Langoulant report stated a government should be expected to deliver. I will read an excerpt from the beginning of the Auditor General's report. The Auditor General's overview states, in part —

Despite this significant investment of public money, Parliament and the public cannot easily access information on the progress of these projects.

...

It is my view that Government should provide regular public reporting on the status of major projects to Parliament and the public. Public reporting will serve to satisfy public interest, promote accountability, and build community trust and confidence around the management of these major public investments. It is my intention to periodically report and track a selection of major projects until Government fills the gap.

This was not the first time the Auditor General had made such a ruling on this government. This is also not the first time that the Auditor General has made remarks about transport projects. The Forrestfield–Airport Link also featured in the Auditor General's report. It stated that this project is within its revised time and cost budget. Completion has been delayed by 18 months to December 2021. Further stoppages and delays will increase the risk of the project going over time and over budget. That highlighted something we already know—the Forrestfield–Airport Link, which started under the previous government, has been significantly delayed by an extraordinary 18 months. The

report made that quite damning finding. What was also highlighted in the report is this government's failure in the area of transparency. As I said, this government had promised transparency but has failed to deliver.

As I stated, this is not the first time the Auditor General has made such a ruling. The opposition has asked several questions about the Forrestfield–Airport Link project. We have asked for the minutes of a Metronet Taskforce meeting that was held in February 2018. As they were not provided, the Auditor General at that time made a ruling that “it was not reasonable and therefore not appropriate as parts of the minutes were not cabinet-in-confidence and could have been provided”. Again, there was secrecy and cover-up by the McGowan Labor government. That has been an issue under this government.

There are fair concerns to be raised about the Forrestfield–Airport Link and this government's management of the project. Under this government's watch, there have been a litany of safety issues. It has a shocking safety record—something that any government should be ashamed of. I will set out what has happened with the Forrestfield–Airport Link under the McGowan government's watch. In November 2017, WorkSafe issued an improvement notice to confirm all pipe brackets and frames were fit for purpose on the Forrestfield–Airport Link project. In July 2018, a 26-year-old New Zealand man was left in a critical condition after being struck by a flailing hose. In September 2018, the Public Transport Authority identified multiple safety breaches and a failure to take action. The Construction, Forestry, Maritime, Mining and Energy Union led a protest outside the offices of the contractor. There were numerous warnings. In April 2019, a former tunnel worker claimed that he and two colleagues suffered the bends while in a hyperbaric mode beneath the ground undertaking work.

In June 2019, George Deliu stood in water containing a substance that caused burns to his feet. I have asked questions in this place regarding George Deliu and the situation that he now faces. Twelve months after working on this state-funded project, George Deliu still has no real answers about how he will be supported going forward. I recently caught up with George Deliu and discussed his situation. Quite obviously, the responsibility sits with the contractor in relation to this project and it is disappointing that the insurer has not responded. It is fair to say that there is a role for the state to play in ensuring that this worker on the Forrestfield–Airport Link receives the support he so clearly deserves. One of the first priorities of any government is the safety of its people. That must include the safety of its people on government projects. Although this is the responsibility of the contractors and the insurers, there is a role for the McGowan government to support this worker to ensure he has the support that he needs. This worker was hospitalised after a litany of safety issues on a project that has now been delayed by 18 months. Twelve months on, he still feels abandoned. I will read some comments from Mr Deliu. He currently cannot drive because he is not getting the support that he requires. He states —

... the ins company some how has to get me to O/T in Northam and Perth and to see doctors at times as my daughter Lisa has looked after me 24/7 and lost her cash flow and messed her life looking after me, and not see her new born much plus. Put her job on hold.

...

My lawyer said the ins company should not has forced me the live in Perth.

I was employed from Bakers Hill.

They said they will not supply transport for a injuered man at work place only if I was in a car accident.

Insurance co GIO said at this stage to cpl my old lawyer THAT THEY WILL NOT DO IT.

My life is ruined No life, no shopping, no personal life, cannot shower, clean my home ...

He has no transport and he cannot get his licence back. This man is in obvious distress. A specialist who provided him with support saw a recent news story televised on Channel Nine, reported by Gary Adshead, in support of his plight. A specialist stated in an email —

I saw George for a driving assessment in October 2019. I recommended that George use hand controls due to the nerve damage in his lower limbs. The plan was for George to get into lessons to adapt to this equipment and also have his car modified. I have attached a copy of the report for more background ...

He basically went on to say how concerned he was about the situation, which I have also done in this place. There are real issues. It was obviously a serious issue for the contractor involved in this project. In the absence of any support for Mr Deliu, I hope that the government provides some support and ensures that he is supported going forward. As it currently stands, this man is isolated, feels very much unsupported and cannot access the transport that he requires to attend his appointments at the burns unit and rehabilitation in the future.

I return to the transparency issues that we have clearly seen. These are issues because the government has missed major milestones with its signature Metronet project. The Morley–Ellenbrook line is a good example. Construction was meant to start in 2019. We have only the beginnings of the Tonkin gap project. If we include that in the Morley–Ellenbrook

Mrs Liza Harvey; Mrs Alyssa Hayden; Mr Bill Marmion; Ms Rita Saffioti; Mr Zak Kirkup; Ms Libby Mettam;  
Mr Kyran O'Donnell

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line project, we could say that the blowout for that project is between \$860 million and \$1.3 billion. Whatever way we look at it, this government has seriously mismanaged the transport portfolio, which is why a new office has been created. A little while ago, it was announced that an office of major projects would be created. Despite the fact that this government has received over \$15 billion worth of federal funds in the transport portfolio, there is a major issue with transport delivery. I can also talk about those issues with transport delivery around the state. We need only go further north and look at the extension to Tonkin Highway, which is a fantastic project.

**The ACTING SPEAKER (Mr I.C. Blayney):** If the members want to keep talking —

**Mr D.R. Michael:** The member is not talking any sense though!

**The ACTING SPEAKER:** Thanks for the attempt at humour. If the members really want to have a serious conversation, perhaps they could go outside and have it, otherwise keep the volume right down. It is slowly getting louder and louder.

**Ms L. METTAM:** We need only go further north in Perth and look at the Tonkin Highway extension and the NorthLink project to see the serious issues with that project. It is a fantastic project, which was largely federally funded. There have been over 1 000 damages claims against the works that have been undertaken on that stretch of road. This project that would otherwise be a fantastic PR exercise has become a major issue. We heard from a road user, a member of a Mustang car lovers club, who raised serious issues about the damage caused to his vehicle. We know that over 1 000 people have talked about their experience from a road safety perspective, as well as quite obviously a financial perspective, as a result of driving on what should be a fantastic stretch of road. Unfortunately, their experience was quite different.

Complaints were also made by local residents in the Bullsbrook area about noise. We know that a noise study was undertaken into the impact of the NorthLink extension. In the consistency of this government's approach to such issues, and in contrast to the gold standard transparency that was promised, the government is saying that despite noise surveys being completed in August this year, that information is still not available. Residents are still waiting for the information that they have sought. As I have stated in this place, these residents are stressed. There is a level of anxiety amongst the residents. I spoke to one resident who unfortunately cannot wear her hearing aids when she is outside because the noise is too distressing. We heard from others who are experiencing sleep loss. These are real issues. Residents should not be experiencing these problems after a new road has been built.

[Member's time extended.]

**Ms L. METTAM:** When transport projects are delivered, it is important that they are delivered in a way that meets the expectations of the public. We certainly do not expect to travel on a new road and then make a claim for compensation afterwards. When a new road project such as NorthLink is delivered and well supported by federal funding, we certainly do not expect people to experience that sort of distress.

I understand that the minister has said that at some point Main Roads will consult with the residents who have been affected. I look forward to seeing what level of support is offered. We have seen some funding for noise walls after residents in other communities have raised concerns. Residents in the area near the Tonkin gap have also raised issues. I hope that some support will be given to the people affected by the NorthLink problems.

The announcement made about the Morley–Ellenbrook line was quite extraordinary. As a journalist said to me the other day, how many times can the same thing be announced? Industry provided me with some information relating to the announcement made on 18 October about the Morley–Ellenbrook line that it found quite extraordinary. The \$1.1 billion contract for the Morley–Ellenbrook line basically factored in a \$400 million blowout. I received feedback from industry that it was quite extraordinary that a budget blowout was factored into the project. As I stated, if we include the issues relating to the Tonkin gap, we are looking at \$1.3 billion, which is a far cry from \$863 million. It highlights poor planning before we even start to factor in that sort of blowout. It is quite extraordinary and something that has not been lost on an industry that has been left wanting, particularly given that we are so far into the McGowan Labor government's term. This project saw its first lot of funding from the federal member for Pearce. The federal Liberal government invested \$500 million back in 2018, which is quite some time ago considering what sort of commitment was made and the comments made by this government about what was meant to be its signature project.

I have raised many issues in this place about the future of the Bayswater community. The community was led down a path about what the new Bayswater train station would look like. They worked very collaboratively with the Metronet team to get an understanding of what the new station would look like and they were certainly very supportive when the Minister for Transport and the Premier first announced the plans for Bayswater station. However, many people in the community were shocked and horrified about the significant difference between the plans that were displayed when the announcement was first made with so much fanfare and what was delivered to the head contractors on that project. In fact, I understand that the contractors had never seen the plans that had apparently been worked on by the community. The community believes there was a significant breach of trust. There has certainly



been a welcome backflip by the government with an adjustment of the plans that were first described as a bit of a trestle table from Bunnings. It is good. We certainly welcome the fact that some adjustment has been made to the plans that were presented for a third time, but some issues are outstanding. I will read a couple of excerpts from a letter from a Bayswater resident, Malaika Jordan, who lives in Whatley Crescent. The letter states —

As you are aware, a few weeks ago, when Metronet released the first details of the proposed viaduct between Bayswater station and Tonkin Highway, I was shocked—how could something of this scale be happening on my doorstep ...

Metronet has blindsided the people of Bayswater with the inclusion of this viaduct that prioritises lowest cost and ease of construction over the lives and assets of the people it is supposed to service. There is very little evidence that the impacts on our community have been considered in any meaningful way in the planning and approval documents that have been made publicly available. We have asked Metronet for other relevant documents to be released but our requested have been denied.

...

Metronet has promised to “positively change how people live and travel in Perth” and the viaduct is failure to keep this promise to the people of Bayswater.

I write to implore you to help us force the sitting Minister for Transport, Hon. Rita Saffioti to reinvestigate the other 116 ‘Bayswater Connection’ options that Metronet has stated they have considered. This process should be open and transparent and carried out in close consultation and meaningful engagement with the Bayswater community ...

That was said not by members on this side of the house but by a Bayswater resident who is an advocate of the Metronet project. She is an individual in the community calling for transparency under this government. That is something that has been raised not only in the community, but also by the Auditor General, as I stated.

Talking about other transport projects and second-rate transport solutions, I will point to the Tonkin Highway–Hale Road intersection. An announcement was made about a flyover at that intersection, which had received significant public backlash. I was really pleased to be working with our Liberal candidate for Forrestfield, George Tilbury. He has fought, along with myself and the member for East Metropolitan Region in the other place, for improved access to this intersection.

**Mr S.J. Price:** How are you going to do it?

**The ACTING SPEAKER:** Thank you, member for Forrestfield.

**Ms L. METTAM:** When this issue was first raised —

**Mr S.J. Price:** Come on; how are you going to do it?

**Ms L. METTAM:** Member for Forrestfield, what is disappointing —

**Mr S.J. Price:** How are you going to do it, member?

**Ms L. METTAM:** Excuse me; I am happy to take the interjection but I would like the chance to actually respond.

**The ACTING SPEAKER:** Okay; fair enough.

**Ms L. METTAM:** If it was not for the advocacy of this side of the house, we would still be seeing a flyover at that intersection. If it was not for the very vocal public backlash from the community, we would have seen a second-rate solution at that intersection as proposed by the McGowan Labor government.

**Mr S.J. Price:** What are you talking about?

**Ms L. METTAM:** The communities of Forrestfield and Wattle Grove would like full access with the completed Hale Road–Tonkin Highway intersection. That is certainly something that the Liberal opposition and the Liberal candidate for Forrestfield are passionate about.

Several members interjected.

**The ACTING SPEAKER:** Members! We have gone along really well this afternoon. It would be a pity if the last quarter of an hour gets a bit rowdy. The member for Vasse was quite happy to take your interjection, member for Forrestfield. I think it would be good now if she was able to state her case.

**Ms L. METTAM:** This is a really important road project that has received significant federal funding, but it is important that the residents of Wattle Grove and Forrestfield are not left out. It is important that the community’s voice and concerns regarding full access are supported. I know that the Liberal candidate for Forrestfield is out there

fighting for his community. We have already seen a backflip by the McGowan Labor government on this project to provide northern access, but we, including George Tilbury, are fighting for full access at that important intersection.

I do not have much time left to discuss the failures of the McGowan Labor government, but regarding construction, it is more about what it has not constructed and its mismanagement of projects. I could point to a number of other matters, but what a farce the Westport Taskforce has been. It is a disgrace.

So many taxpayer funds have been dedicated to a flawed process, which would create not only economic devastation in this state by unnecessarily duplicating infrastructure ahead of time, but also significant environmental issues in Cockburn Sound. It is extraordinary. The report is flawed. It ignores the important Roe 8 and 9 projects, which would create thousands of jobs. It also represents economic vandalism. The 2016 Treasury report outlines that maximum value is generated for the state if the inner harbour continues to facilitate the growing container business. It states that suggestions that the container trade in the harbour be capped or relocated are flawed as it will bring forward the outer harbour container terminal development, which is not economically responsible and will unnecessarily increase consumer prices. These things will all have an impact, according to the Treasury report.

**MR K.M. O'DONNELL (Kalgoorlie)** [6.50 pm]: Greetings, Mr Acting Speaker, and thank you. I, too, rise to contribute to the motion —

That this house condemns the WA Labor government for its failures in service delivery and major project construction in its four years of government.

I refer to the “2017 WA Labor Platform”, or the bible according to Labor. On page 7, item 29 states —

WA Labor is fundamentally committed to reducing Aboriginal unemployment as a major policy priority.

Item 36(b) states —

Continue the recruitment, employment and career development of Aboriginal Western Australians in the public ... sectors;

Item 36(d) states —

Expand the representation of Aboriginal people employed in State Government departments to better meet the needs of Aboriginal clientele.

Item 46 states —

WA Labor commits to working with remote and regional communities to provide greater resources and more localised support ...

I refer to those items because the current government closed the Aboriginal affairs office in Hannan Street, Kalgoorlie, nearly two years ago. It moved the staff member working on native title to the back office in the Department of Parks and Wildlife, and the manager was transferred to Perth. It is nearly two years on and the office has not yet reopened in the City of Kalgoorlie–Boulder. Clearly, the WA state government does not care about Aboriginal people in the goldfields. It does not believe that any issues are impacting Aboriginal people within the goldfields. There is a void for Aboriginal affairs to step into to be a conduit for local Aboriginals, as well as those coming to our city from remote communities. They can be helped with attending Bega Garnbirringu Health Service, hospitals, courts, dialysis and various other things.

Item 294 of the platform states —

WA Labor will work with ... Indigenous communities to provide a diverse range of employment and enterprise development opportunities for Indigenous Australians throughout our regions.

This is a prime example of where we can employ local Aboriginals to help other Aboriginals. On page 79 under the heading “Attracting People to our Regions”, it states —

Labor recognises the importance of strong and vibrant regional communities to the sustainable development of our State and is committed to ensuring that our regional communities are attractive communities for Western Australians to live and work in.

What is the government doing to ensure that our regional communities are attractive to live and work in? The answer does not include \$8 million of funding for my electorate that was withdrawn when this government came into power and has now been given back to the City of Kalgoorlie–Boulder. Item 282 of the platform states —

WA Labor recognises that affordable access to quality housing, including rental properties, is a significant factor in attracting people to our regions and will act to ensure affordability of housing in regional communities ...

What has this government done to ensure affordable housing in regional communities? I am not talking about the COVID grant of \$20 000. The platform states that WA Labor will —

Ensure that adequate quantities of residentially zoned land are available to absorb increased demand during times of economic prosperity; ...

The Landgate website shows that we have seven lots available in Kalgoorlie–Boulder at present. We need more land released. It states on page 80 —

Assist and encourage government employees who wish to settle in regional areas through appropriate housing assistance schemes.

What are these housing assistance schemes? I know many government employees who come to the regions and they are struggling to build up a deposit for a house. At Item 283 it states —

WA Labor recognises the importance of a high standard of service delivery in attracting people to our regions and will implement a ‘whole of government’ approach to improve and maintain a high standard of service delivery in regional communities. This whole of government approach will enshrine appropriate and affordable access to:

a) Health care, including access to specialist services;

I wish to draw attention to the patient assisted travel scheme. I saw a husband and his wife, who was 66 years old and had had a knee replacement. She was going to have her second knee replacement and the orthopaedic surgeon said that she needed to travel by air and not by train or car, and he gave the reasons. However, a level 1 person sitting in a little booth in the government PAT service replied, “No; a flight is declined because you should be on VTE prophylaxis anticoagulant and wearing stockings to reduce VTE risk. You are able to stop a car, get out and mobilise better than on a train. However, either train or car transport should be acceptable.” This snotty-nosed level 1 public servant decides —

**Mr P. Papalia** interjected.

**Mr K.M. O'DONNELL:** Yes; I say that. These 66 and 71-year-old people had to travel by train or car and were not granted permission to fly. However, I intervened, commonsense prevailed and the decision was revoked, not in time to get to Perth but in time for them to go home, which was a very good result.

Item 285 states —

WA Labor will investigate the feasibility of relocating government functions, business units and agencies from Perth to regional areas where it is consistent ...

I call on the government to do that. I would love to know what sections at all have been relocated to my region. Item 18 on page 6 states —

All future policies and programs affecting Aboriginal Australians must be developed and implemented in consultation with the Aboriginal communities.

I have a print-out from the *Kalgoorlie Miner* that says —

To all members of Parliament and the general public we disgruntled Aboriginal Elders reject the Aboriginal Cultural Heritage Bill 2020 in its entirety.

The names of the following are listed on it: Ron Harrington Smith, Ivan Frazer, Gary Sambo, Bronwyn Newland, Eric Thomas, Delson Stokes, Leo Thomas, Dion Meredith, Dennis Sambo, Vivien Dimer, Aubrey Lunch and Bruce Smith. At the meeting I was at, they claimed that they were not consulted at all.

**Mr W.R. Marmion:** Was Aubrey Lynch on that list?

**Mr K.M. O'DONNELL:** Yes. They are well respected men.

Item 18 on page 6 states —

All future policies and programs affecting Aboriginal Australians must be developed and implemented in consultation with the Aboriginal communities.

Vaughan Davies, the acting director general of the department of Aboriginal affairs, from Minister Wyatt's office, did a very good job under the circumstances. Every Aboriginal person at that meeting disagreed with what was going on and claimed they were not consulted.

I would also like to talk quickly about comparisons of water rates. We are told that Kalgoorlie water rates are the same as those in Perth. They are not. In Perth, water usage of up to 150 kilolitres costs \$1.82 a kilolitre and in

**Extract from *Hansard***

[ASSEMBLY — Wednesday, 4 November 2020]

p7393b-7419a

Mrs Liza Harvey; Mrs Alyssa Hayden; Mr Bill Marmion; Ms Rita Saffioti; Mr Zak Kirkup; Ms Libby Mettam;  
Mr Kyran O'Donnell

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Kalgoorlie usage of up to 126 kilolitres is \$1.82. In Perth, usage of up to 500 kilolitres is \$2.43. People in Kalgoorlie can use only 276 kilolitres, just over half of that, before their prices go up. By the time they use 500 kilolitres, they have to pay \$5.40, but people in Perth pay \$2.43. For over 500 litres, people in Perth pay \$4.55, while those in Kalgoorlie pay \$9.29. We are just hit.

I go back to when the government said that it wanted to attract people to the regions and that it needed to do more. It wants to entice people to come to the regions and decentralise. The cost of water, along with other things, is another unacceptable thing.

I also want to talk quickly about failures. The government tried to bring in a gold tax, which was my baptism of fire. I had been here for only a couple of months and holy cow!

**Mr S.J. Price:** Millions of dollars of lost revenue.

**Mr K.M. O'DONNELL:** No! Northern Star put on 40 more apprentices as soon as that was killed. Minister Johnston has got up and said, "How good is mining?"

Debate adjourned, pursuant to standing orders.