

TRANSPERTH — RAILCARS

**507. Ms C.M. ROWE to the Minister for Transport:**

I refer to the delivery of the last B-series railcars this week, which were primarily built and manufactured in Queensland.

- (1) Can the minister advise the house how, under the McGowan Labor government, the new C-class railcars will involve a far greater share of local manufacturing and help create more jobs?
- (2) Can the minister advise of anyone in this house who thought that having locally built railcars was just a pipedream?

**Ms R. SAFFIOTI replied:**

Do not worry, members, I will be naming that person very, very soon. I thank the member for the questions.

- (1) On the weekend, we celebrated the last B-series train coming onto the Transperth network. In 2004, 15 years ago, the first B-series train arrived from Queensland and was put onto the northern suburbs rail line. On the weekend, we celebrated the last of the B-series. It was a significant event.

As part of the next stage of our rail procurement, we are going into C-series. We are expecting to have and have put forward a plan for local manufacturing and assembly of the C-series trains. There will be 246 railcars built over a period of time and we have set forward targets for local manufacturing. That process is underway. The tender is underway. We will be making further announcements about the successful tenderer by the end of this year.

- (2) There was one member of this house who doubted that this could be achieved. Someone said that the idea of having this type of local manufacturing was a pipedream. I refer to the member for Nedlands.

Several members interjected.

**The SPEAKER:** Members. It is your own member on her feet.

**Ms R. SAFFIOTI:** The member for Nedlands said that the idea of having this type of manufacturing in WA was a pipedream and that it was too ambitious, members. On this issue, I want to offer a public apology to the member for Nedlands. Last week I said that he fell into the job as Deputy Leader of the Opposition and was unaware of how it happened. We saw in the paper, in that excellent article, that I was mistaken and that the member for Nedlands masterminded the whole leadership coup on the other side. It was a cunning plan that started with a discussion in the bar, when he turned to the member for Scarborough and said —

*Point of Order*

**Mr A. KRSTICEVIC:** I have a point of order.

**The SPEAKER:** Member, I hope this point of order is not the member for Dawesville whispering in your ear.

**Mr A. KRSTICEVIC:** No. It does not matter what he told me. It is totally irrelevant and nothing to do with the question, Mr Speaker. I am asking you to please bring it back to the point of the question.

**The SPEAKER:** I am sure the minister will get back to the point.

*Questions without Notice Resumed*

**Ms R. SAFFIOTI:** We were talking about the member for Nedlands' ambition, so it is relevant to the question. He turned to the member for Scarborough and said, "Time for rock'n'roll." That was the start of the leadership coup. It was not perfectly executed. The member for Nedlands wanted the meeting at eight o'clock the next morning; it was at 8.30. A bit of a slipup but otherwise all very, very well executed.

**The SPEAKER:** Back to the point, minister.

**Ms R. SAFFIOTI:** The member for Nedlands wanted to make sure that there was no-one in the deputy chair who was smarter than the Leader of the Opposition. I think he succeeded, members! The evil genius and his offsideer are a leadership duopoly of mediocrity. All that to stop the member for Churchlands and the member for Bateman. The fact that the member for Churchlands and the member for Bateman were outsmarted by the member for Nedlands is something they must be ultimately embarrassed about.