

Metronet Projects Under Development —

Ms S.E. Winton, Chair

Ms R. Saffioti, Minister for Planning.

Mr P. Woronzow, Acting Director General.

Mr A. Kannis, Project Director, Metronet.

Mr P. Abromeit, Policy Adviser.

[Witnesses introduced.]

The CHAIR: This estimates committee will be reported by *Hansard*. The daily proof *Hansard* will be available the following day. Members may raise questions about matters relating to the operations and budget of the off-budget authority. Off-budget authority officers are recognised as ministerial advisers. It is the intention of the Chair to ensure that as many questions as possible are asked and answered and that both questions and answers are short and to the point.

The minister may agree to provide supplementary information to the committee rather than asking that the question be put on notice for the next sitting week. I ask the minister to clearly indicate what supplementary information she agrees to provide and I will then allocate a reference number. If supplementary information is to be provided, I seek the minister's cooperation in ensuring that it is delivered to the principal clerk by Friday, 30 October 2020. I caution members that if a minister asks that a matter be put on notice, it is up to the member to lodge the question on notice through the online question system.

The member for Vasse has the call.

Ms L. METTAM: I refer to chapter 6 of budget paper No 3, "Asset Investment", and the table "Metronet" on page 137. Will the minister provide a breakdown of the projects, together with the funding allocated to each project and the expected commencement and completion times? I am happy to receive that by supplementary information.

Ms R. SAFFIOTI: Sorry, member, that table refers to projects under delivery, which was in the Public Transport Authority part, not this part. This part is projects under development. There is a one-line provision of projects under development. We have just dealt with projects under delivery in the PTA section, which included an expected time of commencement. All those details were in budget paper No 2. It contains an asset investment table that has all those projects. We have just dealt with that, and we are now onto projects under development, which are contracts that are not yet in the delivery phase. They are the projects that are listed there.

Ms L. METTAM: I refer also to page 638 of budget paper No 2 and the line "New Works". Can we have a breakdown of those projects, together with the funding allocated to each project and the commencement and completion times for them?

Ms R. SAFFIOTI: As I have said a few times, both today and previously, we allocate funds under a pool called projects under development, and we then go through a procurement phase. Again, as part of the Langouant recommendation for how we manage projects through a procurement process, it is clear that costs should be attributed later in the process. We therefore show an estimated total cost when a project is noted as under delivery. For example, in the midyear review, the Morley–Ellenbrook line contract, which was signed last week, will become a project under delivery. That will be separated from this pool and funds will be allocated. Because of our approach to responsible procurement, we have not allocated funds for Metronet; moreover, we do not show an ETC until a project is under delivery.

Ms L. METTAM: The minister must have an idea of the costs of the projects the government is committing to deliver. Given that the contract has now been signed for the Morley–Ellenbrook line, I note the statement that went out on the weekend about that \$700 million contract, with a \$400 million contingency. That is a significant contingency, illustrating pretty poor planning. Why is the contingency so significant?

Ms R. SAFFIOTI: It includes other indirect costs. The amount of \$700 million is the direct cost. It includes other indirect costs, including contingency. I get the point that there is a view that maybe our contingency is a little bit high.

Ms L. METTAM: A little bit high—\$400 million is extraordinary.

Ms R. SAFFIOTI: That is not correct.

Ms L. METTAM: That is not high?

The CHAIR: Member, you will direct your questions through me. Please do not interrupt the minister when she is giving a response. You can ask further questions.

Ms R. SAFFIOTI: In all these projects, there is a contract price for the signed contract, and then there are all the other indirect costs, which include contingencies. For example, it may include other planning costs, escalation, or other associated costs. As the statement says, in all projects—I think there is the Armadale–North Lake Bridge;

Extract from Hansard

[ASSEMBLY ESTIMATES COMMITTEE A — Thursday, 22 October 2020]

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Ms Libby Mettam; Ms Rita Saffioti; Chair; Mrs Alyssa Hayden; Mr Matthew Hughes

I do not have someone here who will remember those numbers—the direct costs are X and the actual contract costs are X, and then there are all the project management costs. The ETC covers all the other associated costs for the contract. That includes contingency, but it is not \$400 million worth of contingencies.

Ms L. METTAM: If it is not \$400 million worth of contingencies, why is it stated as \$400 million?

Ms R. SAFFIOTI: It said contingencies and other costs, as I recall.

Ms L. METTAM: Given the contract for the Morley–Ellenbrook rail line was announced 10 days after the budget was released and construction is supposed to be completed in 2023–24, why is this project not included specifically in the forward estimates?

[12 noon]

Ms R. SAFFIOTI: The budget cut-off is well before the day the budget is presented. The contract had to be signed before the budget cut-off. The budget was presented on 8 May and the cut-off was 7 September. We had not concluded the contract at that time.

Ms L. METTAM: The construction for this line was meant to have started in 2019. Why has it taken so long to get to this point? Even this year, the minister was unable to do it. The federal government committed \$500 million towards this project in 2018. After four budgets, why do we not see any dedicated funding for this signature project?

Ms R. SAFFIOTI: There is funding in the budget. I will make a couple of key points. The Bayswater works have started. The Tonkin Highway gaps project work has started. I did not want to get into a debate about the Ellenbrook rail line because I do not think it does the Liberal Party any service, but if the member wants to talk about the Ellenbrook rail line, I will talk about the Ellenbrook rail line. In 2008, the Liberal Party made a commitment to deliver the Ellenbrook rail line. The Liberal Party had no intention of delivering the Ellenbrook rail line. Time and again, I asked questions about it and the Liberal Party absolutely misled the people of Ellenbrook. In 2013, the then Premier said it was —

Ms L. METTAM: The minister has misled them as well; construction was meant to start in 2019.

The CHAIR: Members, I will not have interruptions from either side to members providing questions or answers.

Ms R. SAFFIOTI: In 2013, the then Premier said it was a second-term commitment. The Liberal Party did nothing. When we won government, the cupboards were bare. The then upper house member for East Metropolitan Region —

Ms L. METTAM: This does not relate to the budget.

The CHAIR: Member, if you would like to make a point of order, that is the correct way to do things.

Ms L. METTAM: I have a point of order. This does not relate to the budget we are discussing at the moment.

The CHAIR: Thank you, member. I do not think that is a point of order. I believe the Ellenbrook rail line was part of the question but I will direct the minister to make her answer succinct.

Ms R. SAFFIOTI: I think the question was about why it takes a long time to plan a project. I will keep going because it gives insight into what happened. The upper house member for East Metro said there were not enough people living in Ellenbrook to justify an Ellenbrook rail line. She is now the member for Darling Range and she argued that there are not enough people living in Ellenbrook.

Mrs A.K. HAYDEN: At that time.

Ms R. SAFFIOTI: It was four years ago.

Mrs A.K. HAYDEN: It was 10 years ago; if you are going to make accusations, get your facts right.

The CHAIR: Member for Darling Range, I call you to order for the first time.

Ms R. SAFFIOTI: About five years ago, the member stood in the upper house to say there were not enough people to justify a rail line to Ellenbrook.

Mrs A.K. HAYDEN: I have a point of order. The minister is misleading Parliament and I warn her that her facts are not correct.

The CHAIR: That is not a point of order, member for Darling Range. Minister, please continue but complete your answer.

Ms R. SAFFIOTI: Even though the member represented the area, she said there were not enough people to have a rail line. Given that the member made two election promises about it, when we won government, I assumed some preliminary work had been done on the rail line and that at least one document would have been lying in government somewhere on how to deliver the Ellenbrook rail line.

Ms L. METTAM: Does the minister have one?

Ms R. SAFFIOTI: We were in opposition, member.

Ms L. METTAM: The minister is in government now!

Mrs A.K. HAYDEN: Does the minister have one now that she is in government?

The CHAIR: Member for Darling Range and member for Vasse —

Ms R. SAFFIOTI: Honestly, I could debate this all day and I will. The member for Darling Range said there were not enough people. We won government, but no work had been done. We started the planning from scratch. In 2019, we started with the Bayswater works and the Tonkin Highway works got underway. The main contract has now been signed. We are delivering our commitment. Why has it taken a few years? It takes two or three years to get all the planning and approvals underway. The previous government did nothing.

I can compare and contrast that to the Forrestfield–Airport Link project. The Liberal Party made that election commitment in 2012 when it was in government. It was not started for five years. We started the Forrestfield–Airport Link and the former government made that commitment in 2012. I am proud that we are delivering for the people of Ellenbrook because everyone in Ellenbrook knows that only the Labor Party will deliver the Ellenbrook rail line.

Ms L. METTAM: Why has the \$700 million project been awarded to another foreign multinational company? Were any Australian-owned or Western Australian companies considered in the tender process?

Ms R. SAFFIOTI: I thank the member for that question. Again, it gives me an opportunity to clarify the opposition's policy on this. Everyone was given an opportunity to tender for the project. We have a record number of projects out there currently. Every contractor is welcoming the work that they are getting. The opposition spokesperson has directly attacked BMD Constructions and Laing O'Rourke, which are Australian-owned and overseas. The opposition attacked the companies and their workers. The industry thinks that the opposition's policy is extreme and unsustainable. I am going to ask the member whether she would rule out any overseas-owned companies from tendering a project?

[12.10 pm]

Ms L. METTAM: Our questions are to the minister. She should answer the questions.

The CHAIR: Member for Vasse, I call you to order for the second time because you did not pay any attention to me. Please wait for your turn to ask a further question. That is what further questions are for.

Ms R. SAFFIOTI: I said that all companies were eligible to bid. There are a few months to go until the election. The Liberal Party's policy is to rule out any overseas-owned company bidding for a Western Australian contract. That includes Clough, Multiplex and Downer. They are the companies that will not be able to bid. That is the policy of the Leader of the Opposition and the shadow Minister for Transport.

Australian-owned contractors are supporting the work that we are doing. We have support from the major construction industry bodies. As I said, everyone cannot believe the amount of work that is currently out to market. We are delivering. Thousands of Western Australians are employed because of the work program that we have in place. The opposition has a policy of not allowing any company with overseas interests to bid for WA projects. Is that correct?

Ms L. METTAM: That is not the question I asked.

Ms R. SAFFIOTI: Is it correct?

Ms L. METTAM: The minister is not answering the question. The minister refuses to answer the question. Why can she not answer the question?

Ms R. SAFFIOTI: What was the question?

Ms L. METTAM: I have asked the question.

Ms R. SAFFIOTI: Ask it again.

The CHAIR: Minister, thank you. Please do not invite an interjection. Minister, if you could continue.

Ms R. SAFFIOTI: I thought I had answered the question. I said that all companies were eligible to bid.

Mrs A.K. HAYDEN: Further to that question, the minister keeps referring to the new works and Metronet projects under development as being under a pool of funds. Can the minister advise whether all the announcements that she has made under the Metronet projects are fully funded and costed within that pool of funds?

Ms R. SAFFIOTI: Yes.

Ms L. METTAM: Can the minister provide a final estimated cost per kilometre of the Morley–Ellenbrook line?

Ms R. SAFFIOTI: I think it is about one-third of the Forrestfield–Airport Link. I will provide that detail by way of supplementary information. I will do a comparison between the FAL project and Morley–Ellenbrook, plus a comparison of the Morley–Ellenbrook project with every other interstate rail project. I think that will show that

we are delivering value for money for our rail projects. The other states cannot believe the value for money that we are delivering. Cost per kilometre, I think the Thornlie–Cockburn Link and the Yanchep rail extension were about \$40 million. I will provide that information.

Ms L. METTAM: Will that include operating costs?

The CHAIR: I seek clarification from the minister. Could you please say exactly what information will be provided?

Ms R. SAFFIOTI: I will provide the capital cost per kilometre. It will not make any economic sense to provide the operating cost in that comparison, and it will be hard to provide the interstate comparison.

[*Supplementary Information No A21.*]

Ms L. METTAM: Can the minister also provide the anticipated operating cost of the Morley–Ellenbrook line?

Ms R. SAFFIOTI: As I said, we are working through that. We are working through a number of aspects operationally, including other bus services, so I will not be able to provide that by way of supplementary information, but I will provide it as soon as it is available.

Ms L. METTAM: I am wondering why it is not available. The minister spoke about the population and projected growth numbers in the Ellenbrook area. This is obviously a signature project. We are four years into this government. Why is the government unable to provide that information?

Ms R. SAFFIOTI: For example, when the Liberal Party committed to the Forrestfield–Airport Link project, it did not provide any operational funding. We have provided the operational funding for rail projects. We just picked up the pattern of behaviour from the opposition.

Mrs A.K. HAYDEN: Under this pool of funding, has the design for Bayswater station and the track been finalised?

Ms R. SAFFIOTI: We are in the process of finalising that. We are also going through a procurement process. With the procurement process, in particular since FAL, we have gone into alliance contracting. It is an iterative process in a sense. The final design and other associated works continue to be designed with the successful contractor through the contract rather than through a design and construct or just a construct. Different methods are used but it allows us to go to market earlier, get early contractor involvement and then have a joint approach to help deliver the project. Of course, the contractor is still responsible for delivering the project but we have a process whereby the final design is then worked on by the construction company together with the government through further community consultation.

Ms L. METTAM: Has a thorough investigational study been completed into how the scheduling of each line will be undertaken so that no service is compromised, including the Midland service?

Ms R. SAFFIOTI: Is the member talking about Ellenbrook or Midland?

Ms L. METTAM: It is a further question on Bayswater station.

Ms R. SAFFIOTI: I was talking about Byford station.

Mrs A.K. HAYDEN: No, I asked questions about the design of Bayswater station and the track.

Ms R. SAFFIOTI: Sorry, I thought the member was referring to Byford. The design for Bayswater station has been finalised. I was talking about Byford. My previous comments relate to Byford station. I thought the member would have spoken about Byford station.

Ms L. METTAM: Has a thorough investigational study been completed into how the scheduling of each line will be undertaken so that no service is compromised?

Ms R. SAFFIOTI: We are continuing to do that work, including signalling at Ellenbrook. We will provide thousands of people with new connections that they never had or would never have dreamt of under the previous government. We believe that this will be an improved service and more people will be able to access rail lines in WA.

Ms L. METTAM: Has the minister heard concerns from engineers that it is not possible for all the lines to run through Bayswater station due to conflicting scheduling? What additional costs will be associated with having 16 to 18 lines going between Bayswater station and Perth?

Ms R. SAFFIOTI: If the member had seen the beautiful computer animation of Bayswater station, she would have realised that a number of tracks will go through Bayswater station and there will be a number of platforms. As I said before, we will have improved signalling to the west. When I was talking about Byford station, I said that we will have improved signalling to facilitate the extra railcars on the rail line.

Mrs A.K. HAYDEN: When the minister so politely gave me an update on Byford station, I note that she said that involvement with the contractor was made early to ensure the design work occurred, and that this is the new way of running these contracts. Why was there no early contractor involvement with the Thomas Road bridge project?

Ms R. SAFFIOTI: Operationally, we were required to involve contractors early on the Thomas Road bridge project, in particular, to facilitate connectivity while the Byford works are underway. We did not want to close off every road while building the extension to Byford. We also saw it as a huge opportunity to improve safety in that area and also as a recovery program to ensure that we have as many projects underway to create thousands of jobs for Western Australians.

Mrs A.K. HAYDEN: I note that the Byford rail area is under environmental assessment. Is the minister confident that that assessment will come through okay and that the bridge will be justified?

Ms R. SAFFIOTI: Yes. We are operating along an existing rail line so it is a bit different from the Morley–Ellenbrook line which will go through areas that currently do not have a rail line. It will be the same as the Thornlie and Yanchep projects, which are in areas that did not have rail lines. We are going alongside an existing rail line corridor.

Ms L. METTAM: In relation to Bayswater station, what is the additional cost of upgrading the signalling control system between Fremantle and Midland to accommodate what will be an additional 16 to 18 trains an hour by the time services from Ellenbrook begin? Can this be done in isolation from the rest of the PTA urban network?

[12.20 pm]

Ms R. SAFFIOTI: This project was already budgeted for; it was just not within the forward estimates. It was in the out years—probably years five or six. The funds were just outside of the forward estimates, so we are bringing that expenditure forward into the forward estimates as part of the Public Transport Authority’s 10-year asset investment program. I do not think it was as far out as 10 years; it was just beyond the forward estimates, and we are bringing those works forward. As I said, the Burswood stadium connection into the city will carry 25 railcars per hour. That is a pretty hefty load for that rail line, but that was seen as doable with improved signalling and management. That is 25 railcars per hour. More level crossings have been closed to support that. We are well aware of the challenges, but we will address that through improved signalling.

Ms L. METTAM: The minister says that these costs are in the forward estimates, so what is the cost to provide this additional upgrade of the system?

Ms R. SAFFIOTI: We will provide that amount by way of supplementary information, just so that I can get the correct figure. It is important to note also that that was an upgrade to the technology and electricity for the entire network. It is something that was seen as a cross-network requirement. We are bringing it forward to help support the Morley–Ellenbrook line and also the Forrestfield–Airport Link and the continuation of the Midland line.

The CHAIR: I ask the minister to detail exactly what information she will provide.

Ms R. SAFFIOTI: We will provide the provision for the upgrades to the network between Perth and Bayswater to support additional railway lines on the track.

[*Supplementary Information No A22.*]

Ms L. METTAM: As part of that supplementary information, can the minister also provide when the upgrade will be required?

Ms R. SAFFIOTI: Yes, I can do that.

Ms L. METTAM: I refer to page 137 of budget paper No 3 or budget paper No 2, volume 2. Can I ask a question regarding the Forrestfield–Airport Link?

Ms R. SAFFIOTI: Not really, because it is not in this division. The member can ask, but it is not in this division; it was under the PTA.

The CHAIR: It is up to the minister.

Ms R. SAFFIOTI: If the member wants to ask it, that is fine.

Ms L. METTAM: Can the minister confirm when the first trains are expected to run?

Ms R. SAFFIOTI: They are expected to run at the end of 2021.

Ms L. METTAM: I refer to the significant safety issue on this project. Is there provision to address the safety and compensation issues for cases such as Mr George Deliu, and can the minister guarantee that Mr Deliu’s matter will now be resolved after waiting for more than a year for support?

Ms R. SAFFIOTI: I have commented on that matter previously and addressed that question in the Parliament, so I will not go into that again. As I said, a process is underway between the contractor and the individual. I make the point that the member talked about the delay of the project. As I said, when this road incident occurred, we said that road safety was the number one priority and that is why we pushed back the construction timetable to ensure there was no pressure to finish it in an unduly quicker manner than it should be.

Mrs A.K. HAYDEN: I again refer the minister to the Metronet projects under development on page 638 of the *Budget Statements*. When does the minister expect that the people of Byford will be able to board the train in Byford?

Ms R. SAFFIOTI: I think our commitment was for 2023, and that still holds for the project delivery.

Mrs A.K. HAYDEN: I note that the original estimated cost for the Byford rail extension was \$291 million, but that it appears it has blown out to \$481 million. Can the minister advise whether that figure is accurate and confirm the actual full costing, and please provide an explanation for these additional costs?

Ms R. SAFFIOTI: As I said, we do not put out estimated total costs until we are finalising the contracting process. It was a commitment to deliver the railway line to Byford and Ellenbrook and I am absolutely committed to delivering that project. There was also a call from the Shire of Serpentine–Jarrahdale to ensure that the location of the station was in the new town centre that it is planning, and we were very keen to accommodate that. Having that station in the centre of the town does, of course, incur some costs. However, as I said, I am absolutely committed to delivering this project and I think it will be great for the people of Byford.

Mrs A.K. HAYDEN: Can the minister clarify that the original estimated cost of \$291 million will be far more, obviously, and is now up to \$481 million?

Ms R. SAFFIOTI: As I said, the final cost will be further detailed as we go through the procurement process.

Ms L. METTAM: I refer to the radio systems replacement project on page 61 of budget paper No 3.

Ms R. SAFFIOTI: I am sorry, but that is not within this division.

Ms L. METTAM: It is under the Metronet projects under development.

Ms R. SAFFIOTI: No. It is a PTA line item.

Ms L. METTAM: Can we clarify that?

Ms R. SAFFIOTI: I think what has happened is that the member is confusing the automatic train control project with the radio replacement project.

Ms L. METTAM: Can I ask about the ATC?

Ms R. SAFFIOTI: Okay.

Ms L. METTAM: Where is that project at? The Huawei contract has fallen over. Why is the PTA working towards a new closed tender for the radio systems replacement project?

Ms R. SAFFIOTI: I am sorry, but the member cannot ask those questions. I refer the member to page 737 of the Public Transport Authority's "Annual Report 2019–20". In reference to the section the member referred to in the budget papers, we have outlined through the media that we wanted a tender process that ensured that people who were able to participate in these projects in Australia would bid, and that is why that happened. As I said, we went through that during the division on the PTA and that would have been the appropriate time to ask that question.

Mrs A.K. HAYDEN: I return to the Metronet projects under development and good ol' Byford rail. In an earlier question, I referred to the environmental assessment process. Can the minister give me the time line of that—when it started and when it is due to be completed?

Ms R. SAFFIOTI: It started recently, I think in the midyear.

Mrs A.K. HAYDEN: Was it June or July?

Ms R. SAFFIOTI: In the past few months.

Mrs A.K. HAYDEN: The minister does not know.

The CHAIR: Member for Darling Range, that is not helpful.

Mrs A.K. HAYDEN: I am trying to write it down.

The CHAIR: Member for Darling Range, you are not helping.

Ms R. SAFFIOTI: We will go through the environmental process; that is what we do. We did it for all the other projects and, as I said, I am proud that Labor is delivering this commitment after it was failed to be delivered, or even planned, in the eight and a half years of the former Liberal government. I am glad that someone like Hugh Jones is advocating for such a project. He is out there promoting it, which is fantastic.

[12.30 pm]

The CHAIR: Thank you, minister! That is what I meant when I said that it is not helpful when you throw little barbs —

Mrs A.K. HAYDEN: We are as bad as each other. Well, I am not that bad.

The CHAIR: Member for Darling Range, you poked the bear that time.

Mrs A.K. HAYDEN: I would not like to poke the bear. I would never call the minister a bear, but I would not poke the bear.

My original question was: when did the government start the environmental assessment process for the Byford rail line and when is it due to be completed?

Ms R. SAFFIOTI: It was started a few months ago. It is up to the environmental agencies but we hope to have it done as soon as possible. We want to build the rail line as soon as possible because, again, WA Labor is building the Byford rail line, and is that not great? It is so good compared with the complete neglect of the previous government for eight and a half years. I am so glad that we can deliver it.

Mr M. HUGHES interjected.

Mrs A.K. HAYDEN: Member for Kalamunda, it is nice to see you here.

Mr M. HUGHES: They did nothing for the past eight years, six months and five days to be accurate.

The CHAIR: Member for Kalamunda!

Several members interjected.

The CHAIR: Members! We have half an hour until lunch. Let us keep it going nicely.

Mrs A.K. HAYDEN: We do not have an end date for the environmental assessment process for the Byford rail line. The government is continuing to go ahead with the Thomas Road bridge, which is for the Byford rail line, even though the environmental assessment has not been completed. Construction is starting in a couple of days, as the minister admitted earlier. If the environmental assessment for the Byford rail line is delayed, will the minister delay the Thomas Road bridge construction and ensure that the bridge is required and that people are not unnecessarily affected?

Ms R. SAFFIOTI: As I outlined before, the Thomas Road bridge project has environmental assessment. The rest of the Byford rail line does not. Do members know what? It will be so good to have a member for Darling Range who works for their community and does not try to pick a fight on every matter. The member for Darling Range did not deliver anything when she was in government because she never cared about delivering outcomes.

Mrs A.K. HAYDEN: So we have a minister who sits here and says she delivers stuff but she has delivered zero in four years.

The CHAIR: Member for Darling Range!

Mrs A.K. HAYDEN interjected.

The CHAIR: Member for Darling Range, I am going to call you order again. You are lucky that I did not give you two then. Would you like a further question?

Mrs A.K. HAYDEN: I would love one!

Will the minister please advise whether the Byford rail will be delivered before the end of this term in government, along with the other Metronet projects she has not delivered, or will it all be pushed over to another four, eight or 10 years because there is no planning in the budget and no money allocated to prove that she will deliver anything that comes out of her mouth? The people of Darling Range are sick and tired of the lies of the minister and the Labor Party.

The CHAIR: Member for Darling Range! That was not a further question. You might like to rephrase it and try again.

Mrs A.K. HAYDEN: No, I am happy with it, thanks.

The CHAIR: I am not sure whether the minister needs to answer it because I do not think there was a question there.

Ms R. SAFFIOTI: I think that was a bit harsh. Even coming from the member for Darling Range, it was a bit harsh.

Let us go through it. Throughout this whole session, the member for Darling Range has been asking us to stop works on the Thomas Road bridge and Byford rail. People who know the member, particularly the people of Darling Range, can compare and contrast the current member for member for Darling Range with —

Mrs A.K. HAYDEN: Barry Urban!

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

Ms R. SAFFIOTI: I think the sensitivity —

The CHAIR: Minister, thank you. Member for Darling Range, the minister did not interrupt you when you had your little preamble. You are on three strikes. I know you are hungry, but I am going to try to keep you here until 1.00 pm.

Ms R. SAFFIOTI: The member for Darling Range's sensitivity shows exactly where she thinks she is in the psyche of the people of Darling Range. Only someone who is under pressure and thinks that they are going to lose their seat would have performed like that for the past three and a half hours. If the member for Darling Range was confident, she would not have performed like that. If the member for Vasse understood how the budget papers operated, she would have received answers to a few more questions.

Ms L. METTAM: I refer to page 638 and to the automatic train control project. Has a business case been prepared for this project? Is there an understanding of what the estimated cost of the project will be, and when will it be delivered?

Ms R. SAFFIOTI: A business case has been submitted and endorsed by Infrastructure Australia. I think it is a 10-year project. We will provide information about the budgeted cost by way of supplementary information.

The CHAIR: Thank you, minister. Can you let us know exactly what information will be provided?

Ms R. SAFFIOTI: Details about the business submission, approval by IA and the estimated total cost.

[Supplementary Information No A23.]

Ms L. METTAM: In relation to the train radio systems replacement project, which is part of the ATC, what is the renewed time line for the delivery of the project?

Ms R. SAFFIOTI: Given the performance of the member for Vasse and the member for Darling Range during these estimates, that question does not relate to this section, and all the courtesy that I have been providing has gone because of the awful performance of the member for Darling Range in this estimates hearing. I have been trying to be cooperative and provide information but it has just been gutter politics.

Ms L. METTAM: I refer to page 630 of budget paper No 2, volume 2.

Ms R. SAFFIOTI: Member, we have gone through the division. That is a project under delivery. It is in the Public Transport Authority budget. There is an estimated total cost. I am sorry, I will answer questions but I am not going to teach members how to read budget papers.

The CHAIR: Member, any other questions?

Ms L. METTAM: The minister stated that she would answer the question.

The CHAIR: Member, we are seeking questions on the Metronet projects under development.

Ms L. METTAM: I refer to page 638 and the statement of projects that are under development. By way of supplementary information, can the minister outline the costs associated with these projects and what the delivery time frames are?

Ms R. SAFFIOTI: I am sorry, but that exact question was asked by the member for Darling Range about an hour ago and I outlined the process.

The CHAIR: That completes the examination of the Metronet projects under development.